

## **Oxford Road Corridor Strategic Regeneration Framework Guidance**

For land adjacent to Upper Brook Street, former Elizabeth Gaskell Campus, former Salvation Army and land adjacent to Birchall Way.

September 2019

*It is essential that the finite resources of developable land available within the Oxford Road Corridor are fully utilised in order to properly leverage the important economic advantages and agglomeration opportunities associated with the Oxford Road Corridor. This includes achieving an appropriate hierarchy of land uses and increased density of development whilst ensuring that the urban environment remains attractive and sustainable.*

*The likelihood is that, over the next 10 years, space to grow is likely to become more and more of a significant challenge for the institutions and organisations already present within the Oxford Road Corridor, as is space to meet demand from new businesses and occupiers wishing to take advantage of the significant advantages of locating within the Oxford Road Corridor. This is borne out by analysis of the rate of construction and delivery over the last 10 years, together with the committed development pipeline, compared to land availability. Limitations on land availability will not only limit the future growth potential of the Oxford Road Corridor Institutions and their drive for excellence but also the scope for the City to draw in new added value businesses. This includes start-ups, established local, regional and international businesses, support services such as legal and finance, private healthcare, science partnerships and other businesses attracted by the potential to cluster around the Oxford Road Corridor Area's key institutions.*

*A key priority for the City and the Oxford Road Corridor Institutions is therefore to identify as well as safeguard the future use and development of available land in order to meet the requirements of strategic policy and maximise the opportunity to drive the City's sustainable, inclusive growth and enhanced productivity.*

# Contents

1	Introduction	4
2	Upper Brook Street	11
3	Former Elizabeth Gaskell Campus	51
4	Wilmott Street (Former Salvation Army)	70
5	Birchall Way	84
	Appendix A Upper Brook Street Key Diagrams	98
	Appendix B Former Elizabeth Gaskell Campus Key Diagrams	99
	Appendix C Wilmott Street Key Diagrams	100
	Appendix D Birchall Way Key Diagrams	101
	Appendix E Development Plan Policy Summary	102
	Appendix F Planning History and Listing Buildings	119

# 1 Introduction

## 1.1 Oxford Road Corridor Strategic Vision to 2025

The Oxford Road Corridor covers an area of 243-hectares running south from St Peter's Square, where it overlaps with the core of Manchester's Central Business District, to Whitworth Park along Oxford Road.

The Oxford Road Corridor is home to an exceptional group of knowledge intensive organisations and businesses; 74,445 students<sup>1</sup> and a workforce of over 71,700 within one of Europe's fastest growing cities.

The area has an internationally significant combination of public and private sector partners committed to bringing forward new investment in academic excellence, research and commercialisation of the opportunities that generates.

The presence and substantial investment programmes of major institutions including Manchester Metropolitan University (Manchester Met), University of Manchester (UoM), Manchester University NHS Foundation Trust (MFT), the Royal Northern College of Music (RNCM) and Manchester Science Partnerships (MSP) combined with investment in new research, incubation, science park facilities, important civic buildings, public space and cultural facilities have already established this area as a special place.

The area is a key driver of, and further opportunity for, accelerated high value added economic growth in the knowledge economy and therefore enhanced productivity for the City Region. It provides an estimated contribution of £3 billion GVA per annum, consistently accounting for 20% of Manchester's economic output over the last 5 years<sup>2</sup>.

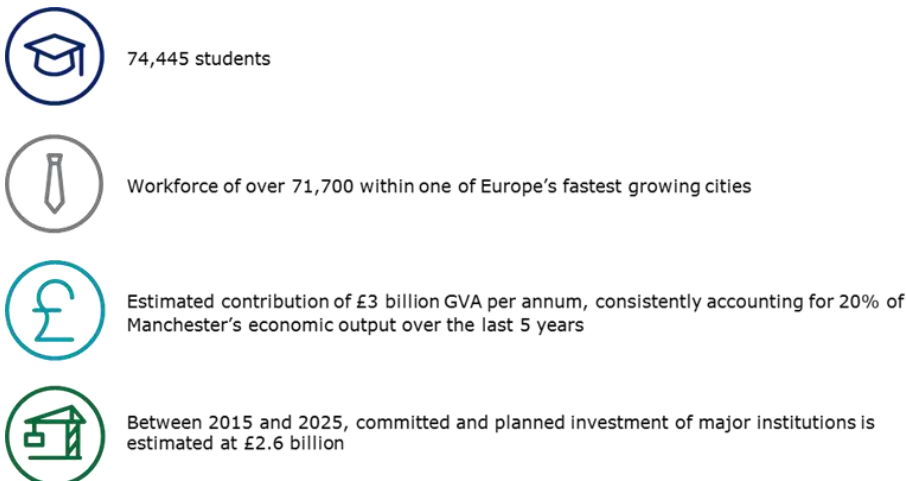


Figure 1.1: Oxford Road Corridor Key Metrics

<sup>1</sup> Source: HESA 2016/17 Academic Year, figures for UoM, Manchester Met and RNCM

<sup>2</sup> Corridor Partnership: Corridor Strategic Vision to 2025



The area's focus on high value added and high growth sectors means that it accounts for a large proportion of highly skilled jobs within the city centre. Key strengths in areas such as health, advanced materials and higher education are complemented by a strong business and professional services base.

In 2007, the Corridor Partnership was established in order to help facilitate new public and private sector investment to generate further economic growth in the knowledge economy. The current vision and plan for the area is set out in the Oxford Road Corridor's Strategic Vision to 2025, which is for the area to be:

---

**“Manchester’s cosmopolitan hub and world-class innovation district, where talented people from the city and across the world learn, create, work, socialise, live and do business; contributing to the economic and social dynamism of one of Europe’s leading cities.”**

The document highlights the need to continue to support the major institutional partners and their investment programmes. In addition, it highlights the need to support the growth of high value added and high growth companies in the private sector, which has the scope to be realised on a significant scale within the Oxford Road Corridor.

Committed and planned investment in Oxford Road Corridor will further re-inforce its status as one of the most distinctive and remarkable districts in Europe. Between 2015 and 2025, committed and planned investment of the major institutions alone is estimated at £2.6 billion.

Given the important economic advantages and agglomeration opportunities associated with the Oxford Road Corridor, the Partners recognise that it is essential that the finite resources of developable land available are fully utilised including through achieving an appropriate hierarchy of land uses and increased density of development, whilst ensuring that the urban environment remains attractive and sustainable.

The importance of this is clearly demonstrated through, for example, the metrics associated with the Circle Square SRF and Masterplan; a recent Ekosgen report<sup>3</sup> highlights that the more than 1 million sq. ft. of commercial floorspace will accommodate 8,827 FTE jobs in priority sectors such as professional and business services, digital and creative, and health and higher education, as well as retail. A large proportion of these will be Level 4 and 5, higher paid and skilled; there will also be a range of occupations and opportunities at all levels.

Overall, it is anticipated that Circle Square will make an exceptional contribution to Manchester's economy; when fully developed, companies here could generate more than £0.5bn of GVA per annum<sup>4</sup>. As well as the direct economic impact, expenditure in the local supply chain and staff at Circle Square will increase that economic impact by a further 50%<sup>5</sup>.

Similar outcomes could be achieved on other transformational sites within the Oxford Road Corridor, for example through expansion and densification

---

<sup>3</sup> Circle Square, Ekosgen, 2018

<sup>4</sup> Ibid.

<sup>5</sup> Ibid.

of commercial accommodation it is envisaged that MSP (which is subject to a refreshed SRF being brought forward alongside this SRFG) could deliver an additional 5,700 FE jobs over the next 10 years; similarly, Citylabs 2.0 and 3.0, are anticipated to deliver 660 FTE jobs.

The likelihood is that, over the next 10 years, space to grow is likely to become more and more of a significant challenge. This could not only limit the future growth potential of the Oxford Road Corridor Institutions and their drive for excellence, but also the scope for the City to attract new added value businesses and continue the significant employment and economic contribution that it makes to Manchester and the City Region. This includes start-ups, established local, regional and international businesses, support services such as legal and finance, private healthcare, science partnerships and other businesses attracted by the potential to cluster around the Oxford Road Corridor's key institutions.

Table 1.1 illustrates the significant quantum of office, commercialisation and education floorspace that has been delivered within the Oxford Road Corridor in recent years, and the amount that is under construction. It focuses on office, commercialisation and education development; however, in addition there has also been substantial investment and delivery by the Oxford Road Corridor Institutions of cultural, hotel, retail and leisure uses, as well as infrastructure (as more fully described in the SSF).

Table 1.1 clearly demonstrates the on-going and growing demand from occupiers wishing to locate in the Oxford Road Corridor and the finite supply of land available to fuel this growth beyond the next 10 years.

Whilst there is future growth space available within endorsed SRF areas, this is anticipated to be delivered within the next 10 years based on recent delivery, schemes under construction, the acceleration in delivery over the last few years, and the further stimulus provided by commercialisation of graphene and the creation of consolidated campuses.

Between 2014 and 2020, circa 3,780,000 sq.ft. will be delivered, with circa 4,240,000 sq.ft. remaining in the pipeline, suggesting that there is less than 10 years of land supply remaining.

A key priority for the city and the Oxford Road Corridor Institutions is therefore to identify and support locations for future potential growth.

Table 1.1: Office and Commercialisation Floorspace within Oxford Road Corridor

Category	Quantum	Office / Commercialisation	Education
Delivered between 2008 and 2013, including refurbished space	Circa 1,080,000 sq.ft.	<ul style="list-style-type: none"> <li>8-14 Commercial Street</li> <li>Riverside Mews</li> <li>Hill Quays</li> <li>Ropeworks</li> <li>Skelton House</li> <li>28-30 Arches</li> <li>Chorlton Mill</li> <li>Dickinson House</li> <li>Linley House</li> <li>Sun House</li> <li>15 Oxford Central</li> <li>17-19 Whitworth Street West</li> <li>70-72 Sackville Street</li> </ul>	<ul style="list-style-type: none"> <li>UoM University Place</li> <li>UoM School of Chemical Engineering and Analytical Science</li> <li>UoM Alan Gilbert Learning Commons</li> <li>UoM George Kenyon Halls of Residence</li> <li>UoM A V ill</li> <li>Manchester Met Business School</li> </ul>
Delivered last 5 years, including refurbished space	Circa 1,655,000 sq.ft.	<ul style="list-style-type: none"> <li>1 St. Peter's Square</li> <li>2 St. Peter's Square</li> <li>Citylabs 1.0</li> <li>Bright Building</li> <li>MTC Tech Incubator / MTC Refurbishment</li> </ul>	<ul style="list-style-type: none"> <li>UoM AMBS Executive Education Centre</li> <li>UoM AMBS Phase 2</li> <li>UoM National Graphene Institute</li> <li>UoM Schuster Building Annexe</li> <li>Whitworth Art Gallery Extension and Refurbishment</li> <li>Manchester Met Birley Fields</li> <li>Manchester Met Benzie Building</li> <li>RNCM Refurbishment and Expansion</li> </ul>
Under Construction for Completion 2019/2020	Circa 2,125,000 sq.ft.	<ul style="list-style-type: none"> <li>No. 8 First Street</li> <li>2 Circle Square</li> <li>4 Circle Square</li> <li>Landmark</li> <li>Citylabs 2.0 and 3.0</li> </ul>	<ul style="list-style-type: none"> <li>UoM MECD</li> <li>UoM AMBS Refurbishment and Extension</li> <li>UoM GEIC</li> <li>UoM Sir Henry Royce Institute</li> <li>Manchester Met Mabel Tylecote</li> </ul>
Pipeline (with Planning Permission or live Planning Application)	Circa 515,000 sq.ft.	<ul style="list-style-type: none"> <li>3 St. Peter's Square</li> <li>Manchester Central (Viadux)</li> <li>First Street Plot 9A</li> </ul>	<ul style="list-style-type: none"> <li>Manchester Museum Extension</li> </ul>
Future Potential (SRF)	Circa 3,725,000 sq.ft. (excluding University Estate Plans, floorspace unknown)	<ul style="list-style-type: none"> <li>First Street</li> <li>Circle Square</li> <li>Manchester Science Park</li> <li>North Campus</li> </ul>	<ul style="list-style-type: none"> <li>UoM Estate Plan</li> <li>Manchester Met Estate Plan</li> </ul>

## 1.2 Oxford Road Corridor Strategic Spatial Framework (SSF)

The SSF (endorsed March 2018) was therefore prepared in order to identify a series of overarching spatial principles for the Oxford Road Corridor as a whole, which would establish an important point of reference in the

formulation of future guidance and masterplanning work for sites, as they come forward for development within this strategically important area.

A key objective is to ensure that decision-making on future planning applications avoids development that will result in unacceptable opportunity costs and missed opportunities to leverage the Oxford Road Corridor's potential to deliver accelerated, inclusive economic growth and enhanced productivity.

Realising the Oxford Road Corridor's potential is likely to be a 10 to 20 year programme and beyond. In the context of the scale of opportunity this area presents, and the strategic importance of that opportunity, the question of opportunity cost must therefore be considered in the short, medium and long term.

The following matters were carefully considered in developing the SSF:

- The need to reflect and support existing investment plans and strategic sites.
- Identifying potential expansion sites including underutilised land and buildings as well as low quality existing developments, which do not contribute to the regeneration aims of the strategy.
- Broadly identifying potential clusters of activity, and, taking into account the importance and benefits of agglomeration, advocates a hierarchy of land uses within those zones, where preference should be given to those land uses that support the aims and objectives of the Oxford Road Corridor Strategic Vision.
- Broadening the benefits of clustering through good quality and legible north-south and east-west connections. There is also a need to promote a consistency and quality of public realm, which should form part of a clear Oxford Road Corridor identity.
- Considering scope for an increase in density and densification. Oxford Road Corridor is in the city centre and is becoming increasingly accessible across its whole area. It can clearly support further density than currently exists with the right quality of design and place-making.

Growth will be supported by key place-making objectives in terms of public realm, diversifying and uplifting the quality and range of uses around retail, food, drink, cultural, sport and housing.

New development (both physically and functionally) should foster improved connectivity with surrounding communities to ensure that the benefits of investment and regeneration flow into those areas and that there is access to all to the wealth of assets located within Oxford Road Corridor, including employment opportunities, culture, leisure, transport, healthcare and sports' facilities.

The spatial principles are fully aligned with the seven strategic themes (and accompanying objectives) of the Oxford Road Corridor Strategic Vision to 2025, as summarised in Table 1.2, and more fully described in the Oxford Road Corridor SSF.

Each subsequent chapter of this report will include a summary table that demonstrates the contribution of the site-specific urban design, place-making and development principles towards these themes, objectives and spatial principles.

Table 1.2: Oxford Road Corridor Strategic Vision - Key Themes

<b>Economy</b>	<b>Place</b>	<b>People</b>
Supporting the growth of world-class institutions	Creating a special place for people	Raising the bar: increasing the Oxford Road Corridor’s contribution to economic and social inclusion
Accelerating innovation, commercialisation and company growth	Putting culture at the heart of place	
Championing transformational investment	Developing smart city infrastructure and services	

**1.3 Site Specific Strategic Regeneration Frameworks (SRFs)**

A number of regeneration sites within the Oxford Road Corridor already benefit from SRFs, including North Campus, First Street, Circle Square and MSP. SRFs are developed in accordance with Manchester’s Core Strategy *Policy CC8 Change and Renewal*, to ensure that individual strategies for sites complement the City’s wider strategic objectives and contribute towards the promotion and improvement of the social, economic and environmental well-being of Manchester.

As illustrated within the SSF, these endorsed frameworks have helped to facilitate the regeneration of First Street, Circle Square and Manchester Science Park over recent years in a way that will maximise their contribution to Manchester’s strategic objectives.

Tables 3, 4 and 5 within Appendix 2 of the SSF set out in detail the delivered, planned and committed investment in respect of these three SRFs, and the later sections of this SRFG further describe each of the sites covered in this document in relation to development context.

This SRFG is being brought forward by the Oxford Road Corridor Partners in relation to four key sites, which are integral to the Oxford Road Corridor Strategy. These sites, with the exception of Wilmott Street (which is located within the First Street SRF area), do not currently benefit from an endorsed development or regeneration framework. There is a need therefore to establish site-specific urban design, place-making and development principles as well as planning guidance that will enable similar positive regeneration outcomes to be secured.

The four sites are:

- Upper Brook Street (Appendix A).
- Former Elizabeth Gaskell Campus (Appendix B).
- Wilmott Street (Former Salvation Army) (Appendix C).
- Birchall Way (Appendix D).

Site plans for each are provided within the relevant appendix noted above.

#### **1.4 Format and Approach of the Strategic Regeneration Framework Guidance (SRFG)**

The SRFG will form a companion document to the endorsed SSF and will comprise of a dedicated chapter for each of the four sites, which will incorporate the following key elements:

- Key Priorities – a summary of the spatial principles identified for the site in the SSF and the key priorities of the Oxford Road Corridor Partners.
- Site Analysis – an appraisal of the site and its local context in relation to environmental, social and economic considerations.
- Development Context – the regeneration, development and market context as it relates to the each site, including recently delivered schemes, committed and planned investment.
- Overarching Masterplan Development and Place-Making Objectives – to be supported by diagrams, precedent images and case studies, and focused around the key themes of Economy, People and Place.
- Key diagrams.
- Phasing, Delivery and Developer Contributions (for Upper Brook Street).
- Relevant Planning Policy Considerations with particular reference to the Development Plan (Manchester Core Strategy and Saved UDP Policies), presented in a summary table aligned with the Oxford Road Corridor Strategic Vision and SSF Themes, Objectives and Spatial Principles.

#### **1.5 Authors and Acknowledgements**

This document has been prepared by Deloitte Real Estate and Planit-ie in collaboration with the Oxford Road Corridor Partners and with reference to the Oxford Road Corridor Strategic Vision to 2025 and endorsed Oxford Road Corridor SSF.

#### **1.6 Report Structure**

The remainder of this document comprises the following chapters:

- Chapter 2: Upper Brook Street.
- Chapter 3: Former Elizabeth Gaskell Campus.
- Chapter 4: Wilmott Place (Former Salvation Army).
- Chapter 5: Birchall Way.
- Appendix A: Upper Brook Street Key Diagrams.
- Appendix B: Former Elizabeth Gaskell Campus Key Diagrams.
- Appendix C: Wilmott Street Key Diagrams.
- Appendix D: Birchall Way Key Diagrams.
- Appendix E: Development Plan Policy Summary.
- Appendix F: Planning History and Listed Buildings.

#### **1.7 Document Status & Commitment to Consultation**

This SRFG has been reported to Manchester City Council's (MCC) Executive Committee on 14 November 2018 and 11 September 2019. A consultation period was completed between 22 March 2019 and 3 May 2019, where all landowners, other interested parties and the public were consulted. Oxford Road Corridor is an area of significant development interest and therefore meetings and discussions have taken place with all landowners in order to discuss the content of the document in detail. Now endorsed, the Oxford Road Corridor SRFG acts as planning guidance and forms a material consideration to be considered by the Local Planning Authority (LPA) in the determination of all future planning applications within the area.

# 2 Upper Brook Street

## 2.1 Oxford Road Corridor SSF Key Principles

The Upper Brook Street (UBS) site is identified within the SSF as being a 'Future Development Opportunity' with scope for increased density. Mixed commercial uses in line with the overarching spatial strategy are considered to be the priority for this area. Part of the site falls within the Brunswick Housing Masterplan Private Finance Initiative (PFI) area, a £110 million housing scheme that is being delivered to transform the Brunswick estate (please refer to 2.3.13 Planning History).

The UBS site is located directly adjacent to an area of the UoM estate (to the west) that is identified as being a cluster for activity and growth within the Science, Research and Innovation sectors. This area is home to National Graphene Institute (NGI) and the Manchester Engineering Campus Development (MECD) and Sir Henry Royce Institute are currently under construction.

To the north of the UBS site is North Campus, also currently part of the UoM estate. It is also identified as a 'Future Development Opportunity' (many of the buildings will be vacated following completion of MECD) and cluster for activity and growth including Mixed Use, Technology, Learning and Research Facilities. It is home to the recently completed 90,000 sq. ft. Graphene Engineering Innovation Centre (GEIC).

North Campus is supported by an endorsed SRF (March 2017), which provides for the redevelopment of the area together with the retention and refurbishment of the existing Listed Building for a mix of uses including technology, learning and research facilities, residential neighbourhoods and office campuses, within a high quality public realm. The use mix will be complementary to the nearby regeneration areas of Manchester Piccadilly and Mayfield (which are subject to endorsed SRFs).

Beyond North Campus, are the Piccadilly and Mayfield regeneration areas, as described in detail at Section 2.3.12.3. The UBS site therefore represents a significant opportunity to connect the Oxford Road Corridor into North Campus, Piccadilly and Mayfield, and East Manchester beyond, completing a regeneration arc through Ardwick and opening up employment, leisure and cultural opportunities to local residents.

To the north west of the UBS site is Circle Square, a mixed use, high density regeneration project by Bruntwood and their joint venture partner Select Property Group. Circle Square is backed by an endorsed SRF (April 2015), which supports its redevelopment as a campus of commercial, research and development facilities, as well as complementary uses, which leverage the offer of surrounding development such as the Sir Henry Royce Institute, NGI, GEIC, MECD and Manchester Met's science and technology campus at John Dalton West.

In addition to new workspace, a range of student residential, retail, leisure and hotel uses are being delivered in a manner that has been carefully planned to deliver a sustainable, distinctive and vibrant environment.

As identified within the SSF, there is a finite quantum of land and therefore availability of space to grow within the Oxford Road Corridor; as such, there is a need to protect key sites for the delivery of commercial space in accordance with the land use hierarchy identified in the SSF and in order to realise the Partners' objectives.

The UBS site represents a further transformational opportunity, comprising a site that is larger in area than Circle Square; with MTC included, Circle Square is 10 acres compared to 10.7 acres for the UBS site. Not including MTC, the area under construction at Circle Square is 7.6 acres – the UBS site is 25% larger than this area. The scale of opportunity presented by the UBS site is clearly illustrated in a set of comparator diagrams, overlaying the development at Circle Square and MSP on to the UBS site. These are presented at Appendix A.

Further, within the identified available sites for supporting economic growth, there are a limited number that are capable of accommodating new employment-generating uses on a large-scale. As highlighted above, regeneration areas such as Circle Square are already fully committed.

Whilst there is a strong pipeline of employment-generating floorspace both proposed and under construction, it is clear that (as described in Section 1) when considered against what has been delivered in recent years there is finite space to fuel future growth beyond the next 10 years.

The UBS site is therefore strategically very important in terms of its scale, locational advantages and capacity to accommodate the larger, flexible floorplate commercial buildings that will provide the right type of product to continue the strong and sustained economic growth of the Oxford Road Corridor and wider City Region. Again, this is clearly illustrated within the comparator diagrams at Appendix A.

This SRFG therefore establishes a long-term strategy to guide development of the UBS site as an employment-led destination over the next 10 to 15 years, ensuring that land is safeguarded for employment-generating uses in the identified growth sectors.

The Oxford Corridor SSF also establishes a number of important place-making principles for the UBS site, including:

- Where density of development increases, a further premium should be placed on the quality and design of public realm, as well architectural quality and local microclimate.
- Creation of new, and, enhancement of existing, connections between surrounding residential neighbourhoods, the UBS site, and the wider Oxford Road Corridor; including the use of clear way-finding.
- Consideration of opportunities to rationalise road infrastructure to facilitate improved permeability and pedestrian / cycle connections.
- Requirements for supporting infrastructure, for example energy, power and drainage, to support future growth.
- Identification of suitable locations for supporting community uses, predominantly at the intersections of key pedestrian routes and along important arterial routes.



## **2.2 Oxford Road Corridor Partners Key Priorities**

The Oxford Road Corridor Partners have identified a number of key priorities for the UBS site, which are fully aligned with the Spatial Principles established within the Oxford Road Corridor SSF:

### **2.2.1 Economy**

- Commercially-led masterplan, focused on further workspace facilities in the research and development sector, together with education expansion space including teaching, learning and research facilities, which will continue to leverage the advantages of the wider Oxford Road Corridor.
- Scope for rationalisation and re-location of uses, including the car dealerships and supermarket, to facilitate the development of these key uses and appropriately sized development plots fronting Upper Brook Street and UoM estate.
- Opportunity to reconsider whether the proposed residential uses associated with the adjacent Brunswick PFI represent the best use for the site, both for the Partners and local communities.
- The possibility of residential uses will be considered, including on the northern part of the UBS site, where it can be demonstrated that they would facilitate delivery of the employment-led Masterplan and where the proposed form of residential uses can be demonstrated to be in accordance with: a) regeneration objectives, in particular supporting economic and educational growth; and, b) the Development Plan and other material considerations.

### **2.2.2 Place**

- Explore the potential for height in appropriate locations, which supports the vision for positive townscape.
- Re-configuration and re-location of existing uses to facilitate an increased density of commercial uses, whilst protecting residential amenity.
- Deliver high quality, inclusive new public realm, where communities can connect and knowledge and skills-sharing can happen.
- Calm the vehicular dominated environment of Upper Brook Street, and create an appropriate environment for pedestrians through setting back buildings, tree planting, animation and interaction with building uses pedestrian environment along Upper Brook Street.
- Identify appropriate locations for anchor community, retail and leisure uses that will serve existing and proposed local communities.
- Enhance pedestrian crossings to Upper Brook Street and simultaneously strengthen east to west connections across the Oxford Road Corridor area and through the Ardwick and Hulme.
- Re-alignment of Kincardine Road to facilitate longer range north to south cycle connectivity between Princess Street and Levenshulme.
- New development should extend and further activate Gartside Gardens and Brunswick Street, facilitate natural surveillance and enhance the amenity value of the park.

### **2.2.3 People**

- Enhance east to west connections and integrate new public realm with existing, including the upgraded Gartside Gardens and new Brunswick Park.
- Support a mix of uses that will create new employment opportunities and opportunities for training and apprenticeships that are accessible to local residents.

## 2.3 Site Analysis

This section is supported by a series of accompanying diagrams, which are presented at Appendix A.

### 2.3.1 Framework Boundary

The UBS site is located within Ardwick ward and is broadly bound by Upper Brook Street to the west, the Mancunian Way slip-road and Grosvenor Street to the north, Kincardine Road and Gartside Gardens to the east and Brunswick Street to the south. As highlighted above at Section 2.1, the UBS site is a significant development opportunity, being larger in area than Circle Square (with MTC, 10 acres compared to 10.7 acres).

### 2.3.2 Ownerships

The UBS site comprises a number of land ownerships. These include a mix of private and public sector land owners, as follows:

- Former Unitarian Chapel – operated by Hello Student (an Empiric brand).
- Williams Jaguar Garage – Manchester City Council (MCC) Freehold; Williams Jaguar Leasehold.
- Williams BMW Approved Used Car Garage – MCC Freehold; Williams BMW Leasehold.
- Former Citroen Garage – McLaren Property (UBS 1) Limited Freehold.
- Former Elizabeth Yarwood Court Residential – MCC Freehold (part of the Brunswick PFI, see further details below).
- Tai Pan Chinese Restaurant and WH Lung Supermarket – Supermarket Freehold; McLaren Property (UBS 2) Limited Option.
- Mawson Public House – Peak Up Enterprises Ltd; McLaren Property (UBS 2) Limited Option.

### 2.3.3 Statutory Designations

The following section identifies the statutory designations within the UBS site and its immediate surroundings, including designated and non-designated heritage assets and flood risk.

The UBS site is not the subject of any ecological designations.

#### 2.3.3.1 Development Plan Allocations

The Manchester Core Strategy identifies that the UBS site is located within the designated Regional Centre (Policy EC3) and Inner Areas (SP1 Spatial Principles); it falls outside of, but immediately adjacent to, the area covered by City Centre Policies (CC1 to CC10).

The UBS site forms part of the Central Manchester regeneration area and is subject to Core Strategy Policies EC8 (Central Manchester – Employment Land) and H5 (Central Manchester – Housing).

The policies are set out in full at Appendix E; in summary:

**SP1 Spatial Principles** – the Regional Centre will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high quality city living.

**EC1 Employment and Economic Growth in Manchester** – the Regional Centre will be a key location for employment growth, with Manchester City Centre accommodating 33ha. The Council will also support other significant

contributors to economic growth and productivity, including health, education, retailing, cultural and tourism facilities.

**EC3 Regional Centre** – development for employment generating uses including offices will be encouraged. Housing will be appropriate as part of the development of mixed use employment areas. Subject to site and location details, higher density residential development may be appropriate.

**EC8 Central Manchester** – Central Manchester is expected to provide approximately 14ha of employment land; Oxford Road Corridor will make a significant contribution being suitable for office, research and development, light industrial, general industrial, education and health uses. It is noted that part of the Oxford Road Corridor falls within the City Centre boundary and should be in line with Policies CC1 to CC10.

**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.

#### **2.3.3.2 Listed Buildings**

There are two Listed Buildings within the UBS site framework boundary, and a two further Listed Buildings to the immediate north-west, as briefly described in Appendix F.

The Grade II\* former Unitarian Chapel is said to be the first Gothic Non-conformist chapel.

The Grade II Listed Mawson Hotel is a disused public house with a 1920s interior.

There are a number of other Grade II Listed Buildings within the wider UoM and Manchester Met estates; however, these are located at some distance from the UBS site and are unlikely to be affected by the development proposals.

#### **2.3.3.3 Conservation Areas**

The UBS site is not located within a Conservation Area nor is it adjacent to any Conservation Areas boundaries.

#### **2.3.3.4 Flood Risk**

According to the Environment Agency's Flood Mapping, the UBS site falls partially within Flood Zones 2 and 3 and therefore between a medium and high probability of river flooding.

The Manchester Salford Trafford Strategic Flood Risk Assessment (MST SFRA) identifies that the culverted Corn Brook watercourse runs in close proximity to the UBS site, which increases the risk of fluvial flooding.

The UBS site is located in the Conurbation Core Critical Drainage Area; as such, additional surface water run-off volume must be attenuated for events up to the 1 in 100 year event plus climate change.

The MST SFRA indicates that the UBS site is not at risk of Groundwater Flooding.

Any planning application for development within the UBS site would therefore need to be supported by a site-specific flood risk assessment.

#### **2.3.3.5 Air Quality**

The UBS site is situated in the Manchester Air Quality Management Area.

#### **2.3.4 Site History**

A brief history of the UBS site is provided below:

- 1800s: Ardwick becomes heavily industrialised, the Upper Brook Street / Brunswick Street area is characterised by back-to-back terraced housing and local shops.
- 1821: Rusholme Road Cemetery established.
- 1839: Landmark Gothic Chapel completed for the British Unitarians.
- 1900: Tramline from Oxford Road extended onto Brunswick Street.
- 1920: Tramline extended to Upper Brook Street.
- 1933: Rusholme Road Cemetery closed.
- 1936: The late 19<sup>th</sup> Century Mawson Hotel amalgamated with two neighbouring terraced houses and rebuilt to designs of Fred Riley of Brameld & Smith.
- 1950: Tramlines removed; commerce grows along Oxford Road; some housing and other buildings demolished.
- 1960: UoM begins extending onto Brunswick Street.
- 1970s: The Brunswick and Kincardine estates are built.
- 2000s: extensive new UoM developments delivered along Upper Brook Street following the merger of the University of Manchester and the University of Manchester Institute of Science and Technology in 2004).

#### **2.3.5 Existing Land Uses and Community Assets**

The UBS site currently comprises a mix of land uses, including:

- **Residential**, comprising lower rise dwellings within Elizabeth Yarwood Court (a former social housing development which forms part of the Brunswick Housing PFI, and is proposed for demolition and replacement with new for sale dwellings) and student residential (within the high quality conversion of the former Unitarian Chapel and associated buildings);
- **Convenience retail and restaurant**, a specialist Chinese supermarket and associated restaurant within three storeys of accommodation, together with associated surface car parking and landscaping;
- **Car dealerships**, four single-storey, double-height garage buildings with associated surface car parking forecourts (one of which is now vacant); and,
- **Former Public House**, the Grade II Listed Mawson Hotel, which is currently vacant. This represents a significant community and heritage asset, as the only remnant of the original terraced grid, and former social hub for the local area.
- **Community facility**, a single-storey community building.

The wider surrounding area comprises low rise residential uses to the east and south, which is the focus of the Brunswick PFI Masterplan, together with educational buildings forming part of the UoM estate to the west and south west. There is an existing 5/6 storey student residential block, Kincardine Court, immediately to the east of the UBS site and adjacent to Gartside Gardens.

In the wider area, there are also a number of community, leisure and cultural uses, including Gartside Gardens, Brunswick Park, Elizabeth Gaskell's House, Victoria Baths, Manchester Museum, The Whitworth, The Pankhurst Centre and Manchester Aquatic Centre.

### **2.3.6 Safety and Security**

The UBS site is bound by Upper Brook Street to the west, which is a major arterial route with recently improved pedestrian environment including enhanced street lighting. It is also overlooked by a series of buildings forming part of the UoM estate.

Delivery of the adjacent Brunswick Masterplan will also lead to better natural surveillance of the site, through enhanced public realm and new and upgraded residential dwellings.

The conversion of the former Unitarian Chapel into student residential use has generated some new activity within the site itself; however, the primary use of car dealerships means that generally activity is limited to the daytime and there is scope for creating a more active and welcoming environment throughout the day and evening through the introduction of new uses and public realm.

### **2.3.7 Townscape, Character and Environmental Considerations**

The townscape to the west of the site is characterised by high-quality and green public realm, framed by grand institutional architecture of scale. This townscape has seen positive contributions of architectural merit in recent years, and several valuable architectural additions forthcoming.

In contrast, the Brunswick neighbourhood has a residential urban character, composed of modest domestic architecture. The improved public realm creates a pleasant environment, with Gartside Gardens acting as an attractive and open focal point for the community.

The site occupies a buffer zone between these distinct character areas, composed of diverse architecture of varying quality and value.

The commercial buildings have long sections of inactive and defensive frontages, creating a poor public realm. Several disused or vacant buildings further diminish the character, creating an uninviting townscape.

The car showrooms predominantly address Upper Brook Street to showcase products, resulting in blank elevations defining the interface with the Brunswick neighbourhood.

The orientation and sensory quality of the environment gives the perception of a barrier between the academic environment and community, and the residential environment and community. The lack of buildings addressing Kincardine Road creates a sense of non-place or industrial hinterland.

The striking architecture of the restored Grade II\* former Unitarian Chapel stands out from the setting as a notable landmark of considerable value to place.

Similarly, the Grade II Listed Mawson Hotel offers a unique and significant contribution to place, linking the site with its past as remaining evidence of the area's historic community, culture and architecture.

### **2.3.8 Heights and Views**

The residential Brunswick neighbourhood is characterised by low-rise dwellings setting a datum of 2 to 4 storeys. This is broken in a few instances by mid-rise blocks of flats of up to 9 storeys.

Within the site, there are several car dealerships of single storey, double height; a cash and carry with associated restaurant at 3 storeys, the two storey Mawson Hotel, and a single storey community building; which set a low-rise condition. Amongst this setting, the former Unitarian Chapel stands out at circa 28m in height.

On the opposite side of Upper Brook Street, a series of institutional landmark buildings of scale set a significantly higher datum, notably the Henry Royce building under construction at circa 46m high. The tallest building within the MECD campus, which is also under construction, will be MEC Hall; this building rises to 7 storeys and is 200m in length.

### **2.3.9 Movement**

Upper Brook Street represents a major movement corridor, providing connectivity between the Mancunian Way / city centre and areas to the south west.

Brunswick Street provides connectivity out to Ardwick and beyond.

Grosvenor Street is a strong link between the A6 / Piccadilly and Manchester Met, out to Hulme and the Birley Fields Campus; also connected by Booth Street East over Epping Walk Bridge.

Hanworth Street and Balsam Close provide secondary movement through the Brunswick neighbourhood, with permeability increased by numerous pedestrian and cycle routes.

Inchley Road, Cottenham Street and Cabot Street are important pedestrian connections across the site, but of limited value as a vehicular connection to Upper Brook Street.

### **2.3.10 Street Hierarchy and Active Frontages**

The Oxford Road Corridor to the west of the site has a clear hierarchy of routes and spaces. The grand-scale institutional buildings set up a coarse grain, punctuated by statement spaces of public realm enclosed by buildings of scale.

The coarse grain is bisected by linear primary boulevards organised in a grid. Secondary pedestrian routes follow irregular, non-linear paths of a more intimate scale across the campus.

These are key movement corridors that offer cut-through permeability within the coarse grain, buildings of a human scale act as landmarks and break up the mass of institutional architecture with moments of a more personal/domestic scale.

To the east of the site, the Brunswick neighbourhood is characterised by a domestic scale and a finer-grain street network, recently modified by the Brunswick Masterplan PFI scheme, improving the east to west permeability of the neighbourhood.

The site itself is bounded by the major arterial route of Upper Brook Street, and has two main east to west routes running through it in Brunswick Street and Inchley Road, but otherwise currently lacks a clear street hierarchy where it is dominated by large-scale industrial type buildings.

Upper Brook Street has limited greenery and poor quality active frontage, comprising the glazed façades of the existing car dealerships.

It has been subject to improvements as part of the wider highways and public realm works in the Oxford Road Corridor, including enhanced pedestrian crossings, footway widening, improved street lighting and bus stop facilities, and carriageway resurfacing. However, it remains a car-dominated environment and not as attractive to pedestrians and cyclists.

Kincardine Road is a relatively sheltered and safe-feeling pedestrian and cycling environment with few cars, and greenery spanning the majority of its eastern edge. It is well-used by cyclists travelling into and out of the city centre and is currently one-way for vehicular traffic between Whitekirk Close and Brunswick Street.

Beelines' crossing points are proposed for the intersection of Inchley Road, Upper Brook Street and Booth Street East, and at the intersection of Kincardine Road and Brunswick Street.

### **2.3.11 Public Realm and Open Space**

The UBS site incorporates some areas of incidental landscaping and tree planting, but does not contain any significant areas of open space or functional public realm.

The adjacent Gartside Gardens public realm is part of the Brunswick Masterplan and has been subject to improvements that facilitate its fuller use, including: provision of a multi-use games area (MUGA) and tennis court; a new playground and grassed areas for informal play; a picnic area, flower meadows and seating; realigned pathways; and, new lighting, tree planting and landscaping.

The improvements are also designed to facilitate greater access for residents and improved connectivity to other areas of Brunswick and the wider area, with opportunities for linkages to surrounding public realm.

The UoM has delivered a comprehensive new public realm and soft landscaping works along Brunswick Street, to the west of Upper Brook Street (Brunswick Park), following closure of the road to vehicular traffic (Planning Permission Ref. 111484/FO/2016/C1). The new public realm has created a park environment, which forms a green heart to the centre of the UoM estate and enhances east to west connectivity between Upper Brook Street and Oxford Road.

There is a significant opportunity for future enhanced routes through new and improved public realm and green space beyond Upper Brook Street, connecting into surrounding regeneration areas of Ardwick, Mayfield and North Campus. A network of spaces will be established linking through Gartside Gardens and Ardwick Green, to the new 6.5 acre park at Mayfield and ultimately extending out to the Lower Medlock Valley.

### **2.3.12 Regeneration Context**

Alongside the committed regeneration secured through the Brunswick masterplan, the UBS site has a key role to play in completing the regeneration arc through Ardwick, and helping to enhance connectivity between the Oxford Road Corridor and other transformational regeneration areas within the city, including Manchester Piccadilly and Mayfield.

#### **2.3.12.1 Oxford Road Corridor**

The Oxford Road Corridor area is recognised globally and locally as a place that is original, creative and smart, where knowledge is put to work. The presence and substantial investment programmes of its major institutions combined with investment in new research, incubation, science park facilities, important civic buildings, public space and cultural facilities have already established the area as a special place.

The area has a large business base, a rich pool of highly skilled talent, and proximity to the city centre's lively social scene and cultural facilities. It is better connected and more accessible than ever following major investment programmes.

As outlined elsewhere in detail, the vision for the Oxford Road Corridor is to further re-inforce its status as one of the most distinctive and remarkable districts in Europe through support for committed investment, as well as the future growth potential of institutional partners.

A major objective for the Partners in delivering this growth is to help drive employment and skills, and share the benefits with surrounding neighbourhoods within the Central Manchester Regeneration Area.

#### **2.3.12.2 Ardwick**

The UBS site is located within Ardwick, a ward which is home to vibrant and diverse communities, but which also contain pockets of deprivation.

MCC has already delivered a number of significant regeneration initiatives within Ardwick, including the transformation of the former Plymouth Grove estate with new housing alongside a neighbourhood centre.

The UBS site is located adjacent to the Brunswick Masterplan PFI and also comprises a small element of it. The £110 million regeneration will transform the Brunswick estate, through refurbishment of 715 existing homes and delivery of 522 new homes (including 60 extra care units designed for older people).

As well as enhancements to the housing stock, the Brunswick Masterplan includes major community infrastructure projects, such as a new boulevard, upgrading of Gartside Gardens, a new children's play area, orchard and allotments, and a series of highway, car parking and landscape improvements to enhance permeability.

#### **2.3.12.3 Manchester Piccadilly and Mayfield**

Manchester Piccadilly SRF was endorsed in June 2018; it identifies that the wider Piccadilly area has the potential for unrivalled major transformation. The additional investment at Piccadilly Station, provided by HS2 and the Northern Hub, represents a unique opportunity to transform the eastern gateway to the city centre.



Development within the Piccadilly area will improve linkages and connections with the residential neighbourhoods of Ancoats and New Islington.

In addition, the Northern Powerhouse Rail proposals will provide further transport capacity and connectivity, which will help drive economic growth in Manchester and other northern cities.

A new Mayfield SRF was endorsed in May 2018; the vision is to deliver a world-class, transformational, distinctive and imaginative commercially-led neighbourhood, which is anchored by Mayfield Park, and will become a powerhouse of socio-economic productivity.

Mayfield will deliver a series of significant regeneration benefits, which drive wider economic growth within the city centre and adjacent neighbourhoods, including Ardwick and the communities of East Manchester.

Benefits include high quality new workspace, in a location that capitalises on the investment at Piccadilly, the creation of up to 10,000 new jobs in key growth sectors, as well as construction roles and apprenticeships.

Mayfield will deliver up to 1,500 new homes that are attractive to different groups, including families, as part of an inclusive neighbourhood, together with the provision of local amenities and leisure and tourism facilities.

### **2.3.13 Planning History**

A planning history search has been carried out in respect of the UBS site framework boundary and recent applications of particular relevance to the SRFG are summarised in Appendix F.

The conversion of the Grade II\* Listed Former Unitarian Chapel to student residential use was completed in October 2017, reinstating the Chapel's original form and retaining and restoring surviving features such as the rose window. The building had been on Historic England's list of ten most threatened buildings since 2010.

The development also comprised a new build element of nine one-bedroom maisonettes, together with a resident's lounge, gym and cinema room.

A further major application, which falls partly within the UBS site framework boundary, is for works to support the Brunswick Masterplan PFI, including the selective demolition and clearance of existing residential, retail and other buildings to allow the refurbishment of the neighbourhood including new and refurbished residential units, together with supporting uses and public realm.

The consent has been subject to a number of non-material amendments addressing design changes and a minor material amendment, which regularised these changes and allowed for the removal of 20 private for sale dwellings from the scheme.

Permission was also secured for a new four storey motor dealership in September 2016; this consent has not yet been implemented.

A number of historic applications dating back to the 1970s were revealed; these generally relate to the provision of a range of low-rise residential, office, industrial and car showroom uses. There are also several historic

applications relating to the change of use of an office 83-97 Brook Street to form a new restaurant.

## 2.4 Development Context

### 2.4.1 Higher Education and Research

The UBS site is located adjacent to the UoM estate and in close proximity to a number of higher education and research developments at varying stages of the development process. The nature and scale of these projects demonstrates the critical importance of the UBS site as an opportunity for further expansion of educational and research facilities within the science, technology and engineering sectors, in a manner that supports collaboration between academics and industry partners, and facilitates further commercialisation of this world-leading research.

These projects are described in detail within the Corridor SSF and summarised below:

- **UoM Graphene Engineering Innovation Centre** – the second Graphene-dedicated building, a £60 million development that provides 90,000 sq. ft. of floorspace that supports industry-led development in graphene applications in partnership with academics.
- **UoM Manchester Engineering Campus Development** - £400 million development that will become home to UoM's four engineering schools and two research institutes from the Faculty of Engineering and Physical Sciences.
- **UoM National Graphene Institute** – the £61 million state-of-the-art facility, which enables academics and their industrial partners to work side-by-side on applications that accelerate translation and commercialisation of graphene.
- **UoM Sir Henry Royce Institute** – a new institute, supported by industry partners, which will allow the UK to grow its world-leading research base in advanced-materials science. It will enable acceleration of use within emerging industrial sectors, reducing the time to market from invention to application for new materials.
- **UoM Alliance Manchester Business School (AMBS) Campus Masterplan** – Alliance MBS is the largest campus-based business and management school in the UK and the school has been undergoing an £84 million transformation as part of the wider UoM £1 billion Campus Masterplan. The precinct centre has been redeveloped as University Green, a 40,500 sq.ft. retail and leisure hub scheduled to open in winter 2018; the space will accommodate operators including Blackwells, the Coop, Carphone Warehouse, Pret, Loungers, Five Guys, Mowgli, Utility, Takk, Brewdog and Friska. A 210 bed 4\* Crowne Plaza hotel and 116 Staybridge Suites is now complete and operational; these facilities will welcome AMBS clients, visitors and members of the public. The Executive Education Centre, which provides a new home for AMBS's corporate leadership and management programme, including custom-built teaching space, educational and conferencing facilities opened its doors in autumn 2018.
- **Manchester Met John Dalton West** – the proposed large-scale enhancement and new build facilities for Manchester Met's Faculty of Science and Engineering. It will include more than £100 million of investment to bring together Physical, Health and Life Sciences.

### 2.4.2 Private sector-led projects

The UBS site is also located within the vicinity of a number of private sector-led regeneration projects, as described in further detail in the Oxford Road Corridor SSF.

Key projects delivered to date and on-site are summarised below:

- **First Street** – mixed use district of cultural facilities, student residential, office and hotel development. First Street North is now complete (comprising the HOME cultural facility, Melia Hotel, Vita Student Residential, Multi-Storey Car Park, new public realm and ancillary retail and leisure). The first phase of First Street Central was the creation of new office accommodation at Number One First Street, which is fully let to major national occupiers bringing circa 1,000 jobs. No. 8 First Street is under construction and due for completion in late 2018; it has a pre-let to Gazprom and Odeon Cinemas. A revised SRF primarily relating to First Central was published for consultation in August 2018; this provides for an increased density of development on Plots 9 and 10, which are retained for commercially-led development that could potentially include hotel use, and will deliver up to 2.47 million sq. ft. of floorspace. In First Street South, planning permission was granted for a 624 build to rent development in June 2016, together amenity, retail and community uses. First Street South will be a mixed-use area, comprising a mixture of low, medium and high rise accommodation including commercial and residential uses.
- **Circle Square** – a masterplan supporting commercial R&D-led development within the Science, Technology and Advanced Materials sectors, set within a mixed-use Masterplan with public realm, tree planting, new residential retail, leisure and community facilities. Completed developments include Manchester Tech Incubator, which opened in May 2018 cementing Circle Square as a location for disruptive, innovative and technology-focused businesses. It is already home to seven start-ups and 40 tech workers. Hewlett Packard have taken 20,000 sq.ft. of space at No. 1 Circle Square. Vita Circle Square, providing 411 student residential apartments together with amenity, retail and leisure uses is currently under construction (see below). Construction of the first two commercial buildings has commenced; delivery of 400,000 sq. ft. of world-class flexible super-connected workspace is expected by August 2020. Work has also commenced on the MSCP and hotel, which are due for completion by July 2020.
- **Manchester Science Park** – a key opportunity to maximise the economic potential of the unique location and partnership working of the Oxford Road Corridor to capture new opportunities for sustained growth in key sectors and deliver new employment and training opportunities. The Bright Building completed in 2017, providing 53,000 sq. ft. of state-of-the-art commercial workspace over four storeys, as well as the first phase of enhanced public realm. Other completed development includes: the refurbishment of Greenheys, which includes atrium space that can be used to host events, including workshops conferences and hackathons; and, the extension and refurbishment of Hillel House (BASE). In addition, MSP was awarded Life Sciences Enterprise Zone status alongside Citylabs, providing these key employment areas with a competitive advantage to deliver growth. MSP has also continued to develop highly successful partnerships and initiatives such as CityVerve, Mi-IDEA and Med-TECH Incubator. A refreshed SRF for MSP was endorsed at MCC's Executive Committee in September 2019; this recognises that there is scope for the expansion

of MSP to be more ambitious and allows for delivery of an increased quantum of floor space including workspace designed to meet the requirements of businesses within the key science and technology sectors. This will provide incubation, grow on and high quality premises for inward investors, spin-outs, start-ups and high growth companies, as well as supporting infrastructure and public realm. The next phase of development is likely to comprise of an extension to Greenheys and a new workspace building.

- **Citylabs** – Citylabs 1.0 is a biomedical centre of excellence that opened in 2014 and has proved hugely successful in creating stronger links between the NHS, academia and industry. Business that locate at Citylabs 1.0 have direct access to MFT’s specialist clinical resources and expertise from researchers, clinicians and procurement teams, as well as MSP’s growth support and event programme. Citylabs 2.0 and 3.0 will deliver a further 220,000 sq.ft, creating a national hub for precision medicine and data analytics innovation, and forming one of the largest campuses in the UK with a focus on predictive, preventative, personalised and participatory medicine. Construction of Citylabs 2.0 is expected to complete in late 2020.

### 2.4.3 Purpose-Built Student Residential Development

In addition, there is a pipeline of large-scale student residential development in the vicinity of the UBS site, both university-led and private sector-led in partnership with the universities, as summarised below.

- UoM’s Fallowfield Campus – demolition of existing student residential accommodation buildings, including The Limes, Oak House Halls and Owens Park Halls, followed by redevelopment to provide a total of 3,209 student bed spaces; this represents a net increase of 1,033 bed spaces (an element of which also compensates for the loss of bed spaces across several UoM halls of residence, which were demolished to facilitate delivery of MECD; see Prior Approval Ref. 109384/DEM/2015/C1)). A three-phase project scheduled to be delivered between April 2017 and June 2023, the first phase was opened in September 2019); later phases will involve the demolition of existing properties prior to replacement. The scheme includes a new student hub, improved sport’s facilities and a small number of retail units to provide active frontage.
- Manchester Met’s extension of Birley Fields – 491 bed spaces in cluster flats, together with amenity facilities and learning space. Under construction.
- Vita Circle Square – 677 student apartments within a mix of studios, 1, 2 and 3 bed units across two buildings, with shared amenity facilities including movie and game rooms, cycle hire, 24 hour gym and 250MB broadband. Partially occupied and remainder under construction.
- Downing River Street – 807 bed spaces (359 within cluster flats, 342 studios and 106 two-bed flats). Under construction.
- Unite 1-5 New Wakefield Street – 603 bed spaces (543 within cluster flats and 60 studio units), together with ground and first floor retail units. Under construction.
- iQ Echo Street – 497 bed spaces, together with amenity facilities including work spaces, lounges, a library and gym (403 units of co-living accommodation and 94 units of purpose-built student accommodation). The scheme involves the demolition of existing student residential accommodation and replacement with a modern facility. Under construction.

## **2.4.4 Market Context**

### **2.4.4.1 Commercial Floorspace and Demand**

Manchester has one of the largest office centres outside of central London with slightly in excess of 19 million sq. ft. of total floor space. This compares with Birmingham at 18 million sq. ft. and Leeds at 12.3 million sq. ft. The Manchester office market remains highly competitive, building on the strength of the local economy and the desire for businesses to want to locate here combined with a growing population.

Deloitte's Manchester Crane Survey – published in January 2018 reporting on 2017 – highlights that there was 1,509,092 sq. ft. of office accommodation under construction within the city centre. A large proportion of this development was commenced speculatively without a pre-let established; this highlights the demand in the market and the confidence of developers that Manchester's economy can support future space.

The total pipeline of schemes with planning permission likely to start during 2018 or early 2019 totals just under 3.5 million sq. ft.

Knight Frank's Regional Cities Office Market Report (2018) highlights that prime rents remained stable in the city at £34.00 per sq. ft. and consider that prime rents in 2018 will reach £37.00. This is significant as it highlights demand from occupiers, confidence in Manchester as a location, and constrained supply.

The latest figures from the Manchester Office Agents Forum ('MOAF') released in January 2018 and reporting on 2017 as a whole highlight that 1.2 million sq. ft. of space was leased across 271 transactions, which was well above the 10-year average. Manchester's popularity as an office destination was underpinned by the Government Property Unit signing up to a 156,200 sq. ft. pre-let at 3 New Bailey; the largest pre-let in the Regional Centre for more than a decade. In Q1 2018 other notable deals included Irwin Mitchell taking 33,400 sq. ft. and CBRE 11,300 sq. ft. in One St Peter's Square.

These figures demonstrate the continued investor appetite for office floorspace in Manchester where there is strong occupier market. The strong uptake of office space has led to a shortage of Grade 'A' office space as demand outstrips supply<sup>6</sup>. MOAF consider that with only c.160,000 sq. ft. of Grade A accommodation presently available, 2018 will present great opportunities to capitalise on the constrained supply of quality office accommodation.

The picture is similarly positive for viewing Manchester as a place to invest with £2 billion worth of office investment transactions within the past 3 years and over £700 million in 2016 alone. Some of the most notable transactions during 2017 were Aviva Investors agreeing to forward fund 2 New Bailey for £108 million and Schroders' purchase of 1 Spinningfields for £203 million, the largest single asset sale in the region on record<sup>7</sup>. However, there have also been transactions on less prominent and more complicated office buildings; for example Castlebrooke Investments acquired the Grade II Listed CIS Tower for £66 million in May 2017 and Marshalls purchased the City Road Offices near First Street in October 2017.

---

<sup>6</sup> Office Market Pulse Manchester Q4 (Lambert Smith Hampton, 2018)

<sup>7</sup> Regional Cities Office Market Report (Knight Frank, 2018)

#### **2.4.4.2 Oxford Road Corridor – Unique Drivers of Growth**

Three key areas underpin the growth of the Oxford Road Corridor: 1) the early phase activity that supports student entrepreneurship and the creation of new companies; 2) indigenous organic growth from the existing cluster; and, 3) new market entrants – National and International.

##### **Demand from Incubation / Acceleration / Start-up Programmes**

Business incubation is an essential part of any city/region's business support and innovation infrastructure to create successful, vibrant economies and sustainable long-term growth. The Oxford Road Corridor has an important and advanced cluster of incubators and support services, which helps to attract and grow early phase companies, acts as enabler of growth and attractors for larger companies, who want to work closely with innovative early phase companies.

##### **Indigenous Organic Growth**

The Oxford Road Corridor is already home to over 250 scientific businesses, which is further complemented by the commercial space at First Street and in West Village on the intersection of Oxford Road and Portland St. In all of these areas, the commercial space is now limited, with very low levels of underlying vacancy for companies to grow into. This is causing significant impact on the existing cluster, which typically grows by 10-15 % per annum.

Using MSP as an example, it has scaled from 200,000 sq. ft. to 530,000 sq. ft. over the last 5 years. The customer base has consistently grown (net) in line with those percentages, even as the portfolio has scaled, as the cluster starts to build momentum and growth organically, and additional companies join the cluster and enable additional future growth.

With very low attrition rates and very few companies having to scale back, the cluster underpins a significant scaling of the commercial density and development in the Oxford Road Corridor. This growth is not unique to MSP and is reflective of the development at First Street also, where new commercial office space continues to be let at pace.

##### **New Market Entrants – National and International**

As noted at 2.4.3.1, Manchester is experiencing an unprecedented level of demand for office space in the City Centre, with demand set to exceed supply. There is currently approximately 970,000 sq. ft. of live requirements for over 25,000 sq. ft. in Manchester city centre with a distinct lack of existing Grade A stock available and limited development in the next two years.

The depth of demand in the Manchester market from the digital, technology and media sectors is evidenced by requirements such as Channel 4 (50,000 sq. ft.), Ministry of Sound (50,000 sq. ft.), Money Supermarket (50,000 sq. ft.), Mediacom (100,000 sq. ft.) and Amazon (90,000 sq. ft.) and recent lettings, for example WeWork (including 100,000 sq.ft. across 1 Spinningfields and One St. Peter's Square) and the 220,000 sq.ft. pre-let to Booking.com at St. John's Enterprise City.

Significantly the majority of these companies are relocating to the region or strategically relocating other divisions within their group to Manchester; this is also seen as a growing trend both for GM and for the Oxford Road Corridor.

#### **2.4.4.3 Global Workspace Trends**

Technology has been drastically changing the way we live and work over the past ten years. In some sectors it has led to productivity gains (e.g. automation of industrial processes, communication technologies and IT services) although the overall impact on traditional economic indicators has been difficult to quantify.

- Entire industries and jobs (e.g. digital marketing specialists, data scientists, mobile app developers, social media, UX specialists) did not exist ten years ago and are now representing a very large portion of new job creation in the Western economies.
- New technologies are now permeating all sectors of the economy from transport, to energy, healthcare, communication.
- Big data, artificial intelligence, IoT, blockchain technology, advanced robotics and nanotechnology are expected to have disruptive effects across a wide range of traditional industrial and services sectors.
- Worldwide spending on digital transformation (DX) technologies (hardware, software, and services) is expected to be nearly \$1.3 trillion in 2018, an increase of 16.8% over the \$1.1 trillion spent in 2017. International Data Corporation forecasts DX spending to maintain a strong pace of growth over the 2016-2021 forecast period with a compound annual growth rate (CAGR) of 17.9%. In 2021, DX spending will nearly double to more than \$2.1 trillion.

Globally, technology and healthcare have been two of the fastest growing sectors worldwide over the past 5 years:

- Global healthcare spending is projected to grow from \$7 trillion in 2015 to \$8.7 trillion by 2020 driven by aging and increasing populations.
- Drug sales are forecast to reach \$1.06 trillion worldwide, while R&D spend is expected to reach \$182 billion by 2022. Structural industry changes mean the majority of new drugs are being delivered by smaller niche companies which are driving innovation.

#### **2.4.4.4 Residential Market**

Manchester's on-going economic and population growth will continue to drive the need for new high quality residential accommodation across a range of values and tenures; this is critical to supporting continued growth and talent retention.

The number of new units under construction continued to grow in 2017, with 11,323 units on site (up from 4,360 in 2016). Whilst this is the highest number of residential units under construction recorded in ten years, the historic undersupply in previous years means that there remains a significant shortfall against the Manchester Residential Growth Strategy (2016) target to provide 25,000 new homes in a ten-year period between 2016 and 2025.

Research indicates that there is a pipeline of supply to support the delivery of residential units until 2020.

Growth in the private rented sector (PRS) has resulted in this tenure of housing overtaking social rental housing as the second highest form of housing tenure in recent years. The PRS market accounts for 28% of

households in Manchester (compared to 17% England wide) with highest concentrations in Manchester City Centre and Salford City Centre<sup>8</sup>.

PRS growth is very strong in the urban core, partly driven by Build to Rent, and high density living and residential development is experiencing unprecedented levels of investment (6,963 units on-site) as a result of strong investor confidence and growing demand for city centre living.

Shortages in supply have driven up demand for accommodation in recent years – in 2015 there were 6 applicants per apartment and lettings were typically secured within 72 hours. Manchester has the most active residential lettings market in the north of England, with 150 letting agents, although 10 letting agents take up almost 50% of the market share.

Average rental prices in Manchester City Centre are £1,157.50 pcm compared to £996 pcm Manchester-wide. Cheapest average properties within the City Centre are located in M4 (Ancoats and NOMA) while the most expensive are located in M2 (Central Business District) and M1 (Piccadilly, Oxford Road and the Northern Quarter).

Among the high end apartment market, typical rents are much higher with some 1 bed apartments achieving rents of £1,000 per calendar month (pcm), 2 beds reaching up to £1,350 pcm and 3 beds up to £1,700 pcm.

Almost all available stock in the City Centre is apartment accommodation (98%), with demand highest for 1 and 2 bedroom apartments.

The growing strength of the residential market is underpinned by the city's resilient economic growth, investment in infrastructure and employment sector diversification. Retail, leisure and world class cultural institutions based in the city centre support the lifestyle aspirations and focused growth on city centre living.

Manchester Place figures and Deloitte Crane Survey figures point to a significant increase in development activity and investment in 2017/18 and this trend is expected to continue in 2018/19.

Manchester Place point to the strength of continued demand, including pent up demand from years of no activity, and how there is still much to be done if the city is to seize its growth and regeneration opportunities fully within the current economic cycle and deliver on its residential growth objectives.

Demand is a mixture of first time buyers and professionals moving into the city, as well as an influx of people relocating, purchasing second homes or down-sizing. There is an increasing call for more family accommodation in the city centre, with much larger edge of city centre initiatives such as Northern Gateway, Eastlands, Great Ducie Street, Ancoats and New Islington well placed to provide that offer.

Demand for rented accommodation has soared in recent years, especially in the city centre. This has seen a rise in a professionalised rental accommodation – institutionally owned and managed as a long term investment – Built to Rent. This has a positive role to play and is raising the standards of management and customer experience; however, a mix of

---

<sup>8</sup> Census 2011, private rented from private landlord, letting agency or other



tenures is required across the city as a whole to ensure there continues to be some balance in the supply.

Post graduate and international students make up a high proportion of residents in many city centre developments, which could reflect the limited supply of higher-end purpose-built student accommodation (PBSA).

There has been a major change in the student housing market over the past 10-15 years, which has resulted in a major impact on the city centre housing market and some neighbourhoods close to the centre.

Changing attitudes have resulted in an expectation of higher quality student accommodation; to meet this demand, universities have invested in new stock, while new PBSA has been developed by national and regional developer/operators.

The change in market has been a combination of demand for en-suite bedrooms, modern facilities, such as Wi-Fi and social areas, and a reluctance by some to live in some inner city neighbourhoods. These changes have in part been influenced by increasing numbers of well-resourced international students able to afford high end accommodation.

The substantial contribution from international students represents a critically important export revenue for Manchester's economy. In this respect, the overall city offer as an attractive place to study is of fundamental importance. If stock of high quality accommodation is not available, international students are more likely to be attracted to other cities, either in the UK or in cities across Europe, where their accommodation needs will be better catered for.

At the same time, Manchester's Core Strategy recognises the potential for provision of new PBSA where it is in accordance with Policy H12 as a means of helping to encourage students to choose managed accommodation over Houses in Multiple Occupation (HMOs), as this can have benefits in terms increasing the availability of family housing and enabling easier management of student populations. As set out in MCC's Student Strategy Implementation Plan, issues associated with large student populations will be addressed in partnership with the universities with priority given to the universities own plans.

Whilst the UBS site must be safeguarded for employment-generating uses, it is considered that there is scope for a very limited quantum of residential development (including potential PBSA within the locations specifically identified on the key diagrams) where this is needed to support new economic growth, the attraction and retention of talent, and the Oxford Road Corridor Partners' broader objectives. This would be in accordance with the endorsed Oxford Road Corridor Strategic Spatial Framework (March 2018). In addition, such uses must be fully in accordance with Manchester's Development Plan policies and the following key principles:

## **2.5 Masterplan-wide Development and Place-Making Objectives**

### **2.5.1 Economy**

#### **2.5.1.1 Appropriate Land Uses**

The UBS site will be an employment-led masterplan, leveraging its clear advantages in terms of location and scale; the primary use will be commercial and workspace buildings, which are designed to facilitate the

further commercialisation of research in the science, technology and engineering sectors in line with Core Strategy Policy EC8, which identifies that sites within the Oxford Road Corridor will be a priority for employment growth in office, research and development, light industrial, general industrial, education and health.

The Illustrative Masterplan allows for new buildings that provide large, flexible floorplates that are capable of accommodating the full range of facilities required by operators within these sectors, but which are flexible in design to be capable of accommodating small and medium-sized enterprises.

Where landmark locations are identified within the Illustrative Masterplan, there may be an opportunity for taller buildings if it can be demonstrated that this would be in compliance with planning policy including Core Strategy Policy EN2 Tall Buildings.

Active ground frontages are key, with a range of supporting uses that should be incorporated to promote vibrancy and a sense of community. Appropriate uses could include networking and collaboration space for the workspace occupiers and visitors; social infrastructure and retail for existing and future communities, including a convenience store, restaurant and cafés, bars and other amenities for local residents, workers and visitors.

Flexible leasing strategies should be considered for occupiers to foster and support new start-ups and independent operators, and used where appropriate to encourage a mix of active ground floor uses.

Where it is not viable to provide an active use at ground floor, an alternative active frontage should be provided, for example appropriately designed entrances to commercial buildings.

As part of the overall employment-led mix, educational use for UoM or the Corridor Partners would also be an appropriate land use within the UBS site where this supports the priorities of the Oxford Road Corridor.

The predominant use within the UBS site must be employment-generating and commercial in nature. However, where it is in line with the adopted Development Plan, Oxford Road Corridor Strategic Vision and SSF and clearly linked to the delivery of the employment offer, an element of residential use may be appropriate.

The UBS site is not identified within Core Strategy Policy H2 Strategic Housing Location as being a key location for residential development and Core Strategy Policies EC1, EC3 and EC8 clearly support the redevelopment of the site for commercial and education use that will support the priorities of the Corridor Partners; as such residential use would only be appropriate if it is part of an overall employment-led mix of uses. In order to support residential use on the UBS site, MCC must therefore be satisfied that proposals will contribute to the economic regeneration of the city and that the residential use is of a scale that ensures that economic uses on the UBS site will be maximised.

Residential use would not be supported as a free-standing proposal; it would only be considered by the LPA as part of a scheme that delivers employment-generating uses.

New family housing as part of the delivery of the Brunswick PFI Masterplan forms part of the UBS site and is subject to an extant Planning Permission; however, given the site context it is considered that the site could accommodate an alternative employment-led use that contributes towards the Oxford Road Corridor strategic priorities.

There may also be an opportunity to identify a more complementary location for the re-provision of the Brunswick PFI Masterplan residential use within the UBS site, which could lead to a more successful overall masterplan.

If additional new housing is brought forward on the UBS site, it should contribute to Manchester's overall needs in terms of ensuring a balanced housing supply in line with Core Strategy Policy H1 Overall Housing Provision. It is considered that this area represents an important opportunity to diversify Manchester's housing offer and widen choice around the expanding city centre. This will include housing for families and young professionals working in and around the city centre, in line with Core Strategy Policy H5 Central Manchester – Housing.

In this location, subject to demonstrating that the building design is in line with the policies of the Core Strategy and principles established in this SRF, and therefore acceptability in terms of amenity, there is an opportunity to deliver a density of development that corresponds to the buildings forming part of the UoM to the west of the UBS site (fronting Upper Brook Street). Elsewhere, the scale of new development should be reduced to reflect the lower rise nature of the Brunswick residential neighbourhood and no taller than 6 storeys; 4 storeys adjacent to the former Unitarian Chapel. It is not considered to be a location for tall buildings.

Any residential development proposed on the UBS site must be fully compliant with Manchester's Residential Quality Guidance (RQG) and this should be demonstrated clearly within the application documentation.

The introduction of residential development into an area with existing use values associated with generally low quality industrial land, will increase land value. The LPA will therefore expect all residential development to contribute 20% affordable housing, on the basis set out within Core Strategy Policy H8 Affordable Housing, as well as other environmental and infrastructure requirements deemed to be necessary in planning terms on a site by site basis (in accordance with Core Strategy Policy PA1 Developer Contributions).

It is therefore imperative that such considerations are factored into the consideration of land values when land deals are being formulated within the area. This is essential to avoid a scenario whereby planning restrictions will sterilise investment and development due to unrealistic expectations of value and developer profit. In this scenario, MCC's position will be that no development is better than substandard development that does not meet this clearly stated objective of the SRF.

The Illustrative Masterplan identifies locations within the UBS site where, should it be demonstrated that residential use is needed to support employment led development on this site, it would be considered to be appropriate, as a single minority component of a wider employment-led scheme. These plots would also be suitable for commercial use, or a combination of commercial and residential uses.

There would only be scope for new PBSA, if it can be demonstrated that this is in full compliance with Core Strategy Policy H12 (which is set out in full at Appendix E), and will help to unlock employment-generating commercial uses across the wider UBS site.

In the event that a case can be made for PBSA on this site, it is considered that the most appropriate location for such a use would be as part of a cluster adjacent to the existing schemes at the former Unitarian Chapel and nearby Kincardine Court.

The site contains a speciality supermarket and Chinese restaurant (Tai Pan), which operates as a successful business from this location on land which they own. An option for redevelopment of the land has been granted to Logik Developments; however, given the success of Tai Pan, if the terms of that option cannot be satisfied then development may come forward alongside these retained uses. Potential options for re-location of these uses, in accordance with the clearly established hierarchy set out within the Corridor SSF, will need to be fully explored as proposals for adjoining sites come forward, in order to deliver a comprehensive approach and the proper planning of the site in accordance with the wider masterplan.

#### **2.5.1.2 Supporting Infrastructure**

Investment in supporting infrastructure will be required across the area. As a result of the increased level and density of development, there is a need to establish whether a primary substation will be required. If that is the case, and following discussion with the LPA, a suitable location for such infrastructure to be delivered in the UBS site would need to be found, prior to development coming forward.

Upgrades to electrical supply services will be needed to support new development. A range of power solutions will establish a robust power supply network. This should include consideration of a micro grid across key areas. Sustainable infrastructure solutions will anticipate developments in low carbon supply.

Resilient power and fibre infrastructure and flexible energy sources will ensure smart management of new development and support the delivery of smart buildings.

As already identified, the scheme will include green infrastructure, public space, pedestrian and cycle connections, highways improvements and realignments in order to provide the optimum masterplanning solution for the site. Social infrastructure and amenities which support local communities, existing and proposed, to create a successful and vibrant place will also need to be carefully considered and delivered as new development comes forward.

#### **2.5.1.3 Height and Density**

The UBS site lies at an interface between lower rise dwellings forming the Brunswick residential community, which is formed around the recently upgraded Gartside Gardens green space, and the institutional landmark buildings (both existing and under construction) within the UoM estate, which are of increased density and at a higher datum.

In line with existing planning policy (Core Strategy Policy EC8 Central Manchester – Employment Land and H5 Central Manchester - Housing and the Corridor SSF designation as an area for 'densification'), the scale and

density of building form proposed within the UBS site is designed to maximise the transformational opportunity that it presents in accordance with the Oxford Road Corridor SSF, whilst also successfully integrating the residential community to the east and educational and commercial uses to the west.

The UBS is not an appropriate location for tall buildings. A general height datum of between 6 and 10 commercial storeys or, subject to demonstrating that the scheme is otherwise Development Plan compliant and would result in a high quality development, number of residential or PBSA storeys to achieve equivalent height, is considered to be appropriate for the UBS site where it fronts Upper Brook Street.

Scale should step down to the eastern edge of the UBS site, with a maximum of 6 storeys fronting Kincardine Road and responding to the lower scale of residential dwellings within the Brunswick Estate and the upgraded Gartside Gardens, and without adversely affecting sunlight penetration and therefore the amenity value of this important green space.

The form and siting of new development around the Grade II\* Listed former Unitarian Chapel and Grade II Listed Mawson Hotel should be carefully considered and enhance their setting and establishing new visual connections. Adjacent to the former Unitarian Chapel, there should be a maximum building height of 4 commercial storeys or, subject to demonstrating that the scheme is otherwise Development Plan compliant and would result in a high quality development, number of residential or PBSA storeys to achieve equivalent height. Within this part of the masterplan, new buildings should be of a human scale and create a balanced townscape setting for the adjacent new public realm proposals, thereby helping to achieve a distinctive sense of place.

This is of critical importance, as it will ensure that the quality of a key area public realm and green space is protected in terms of amenity and access to sunlight.

Scale should step up to the north and west, corresponding to the buildings in the UoM estate and focusing height where it will have less impact in terms of overshadowing on existing and proposed buildings and public realm.

At the northern end of the site, there is an opportunity for a prominent building, in the context of the masterplan, to mark a key movement node linking the UoM campuses to the south of the Mancunian Way beyond to the regeneration areas of Circle Square, North Campus and Mayfield.

This plot, which is positioned closest to the city centre, has a narrow configuration which would not lend itself to the flexible office layouts, proposed elsewhere within the masterplan. It is considered that this site would lend itself to high quality residential development, likely to be professionally managed build to rent or for sale accommodation, which would support the diversification and enhancement in the quality of the residential offer. The site is capable of accommodating an accent building, provided that: it is of a high architectural quality, which will help to positively transform the townscape; makes a positive contribution to place making, fully integrated with the wider masterplan; and, delivers affordable housing in line with Manchester City Council's policy.

A new square, adjacent to the former Unitarian Chapel, would provide a generous set-back from the building, which will enhance its setting whilst also ensuring that this important character building is celebrated and successfully contributes to place making within the masterplan area. The creation of this public realm should provide a high quality environment that could facilitate potential for additional scale to be accommodated on the key east to west movement intersection along Inchley Road.

A prominent building in this location would need to be of a high quality design, which responds appropriately to the striking architecture of the former Unitarian Chapel.

An additional nodal point, and potential for a more prominent building form, would be at the corner of the prominent junction of Upper Brook Street and Brunswick Street; the direct relationship of this plot with the grand buildings enclosing Brunswick Park make it an appropriate setting for a prominent building with more of a civic scale.

Height at this point would also set up a strong visual link with the parade of buildings along Brunswick Park to Whitworth Hall.

Where landmark locations are identified within the Illustrative Masterplan, there may be an opportunity for taller buildings if it can be demonstrated that this would be in compliance with planning policy including Core Strategy Policy EN2 Tall Buildings.

In all cases, for all densities of development, it will be a requirement that new public and private spaces are of the highest quality. In addition, buildings of more significant scale will be expected to achieve a commensurately more generous relationship to public space and an enhanced overall contribution to place making.

#### **2.5.1.4 Sustainability and Resilience**

Regeneration of the UBS site should promote a sustainable development, including through the maximisation of its locational advantages and proximity to public transport nodes, as well as building design, promotion of health and well-being, place-making and enhanced connections.

In delivering new development, opportunities should be considered to reduce carbon through increasing low and zero carbon energy where feasible, reducing energy demand and improving efficiency. It should also be adaptable to climate change.

Development will need to have regard to the requirements of Manchester's Zero Carbon Framework 2020-2038, which is currently in draft form but due for adoption during 2020.

New buildings should be designed so that they are flexible and adaptable to meet changing occupier demands, including consideration of new technologies and working practices.

New commercial development should provide better facilities for those who cycle, walk or run to work or place of study, including secure cycle parking, shower, changing and storage facilities.

Any future planning applications should be supported by a site-specific flood risk assessment and drainage strategy, addressing the identified flood risk

issues and surface water drainage requirements of the Critical Drainage Area. Given the site falls partly within Flood Zones 2 and 3, this may require consideration of the exception and sequential test, as required by national policy.

In developing the drainage strategy, consideration should be given to the incorporation of Sustainable Urban Drainage Systems (SUDs) and their future management and maintenance.

More vulnerable uses, such as residential and sub-station, should be located away from areas at greater risk of flooding and designed to be resilient in accordance with the requirements of the NPPF.

Effects on air quality should be managed to the highest standards of best practice during the construction period of all new development. Core Strategy Policy EN16 requires developers to take measures to minimise and mitigate the local impact of emissions from traffic generated by development, as well as emissions created by the use of the development.

## **2.5.2 People**

### **2.5.2.1 Community and Social Infrastructure**

The Illustrative Masterplan identifies a key SRFG principle, which is to secure refurbishment of the Grade II Listed Mawson Hotel, and the redevelopment of the existing community building, for active community uses, including retail or leisure uses which would be complementary to the wider redevelopment and adjoining residential and educational areas.

The existing open space between these two assets will be upgraded as part of an enhanced and more functional public realm for use by the existing and future communities, forming a potential new Mawson Square.

The UBS site can accommodate community and social uses at a number of key nodes along Upper Brook Street and fronting new and enhanced public realm, which will contribute to the overall strategy outlined in the Corridor SSF to further develop its complementary food and drink uses and 'third spaces' and help to activate important linkages and spaces.

Whilst it is not envisaged that the UBS site will be an anchor site for these types of uses, smaller-scale convenience retail, food and beverage and community uses would be appropriate where they support the development of a vibrant employment-led location that is attractive to businesses, employees, visitors and nearby residents in line with Core Strategy Policy EC8 Central Manchester – Employment Land and CC1 Primary Economic Development Focus.

### **2.5.2.2 Functional and Physical Connections**

Of critical importance for the UBS site in delivery of new development is the creation of new, and enhancement of existing, functional and physical connections with the surrounding neighbourhoods.

These should be designed to facilitate increased permeability and easier access from, to and through the site, enabling connections to employment, education, retail and leisure opportunities, in line with the Oxford Road Corridor SSF and Core Strategy (including EC8 Central Manchester – Employment Land).

Historically, there have been areas of significant infrastructure, such as major roads, that cross the Oxford Road Corridor and have potential to create barriers to people movement; however, works such as the environmental enhancements to Oxford Road demonstrate that it is possible through good design to ensure that pedestrians and cyclists feel comfortable moving through these spaces.

The existing primary pedestrian route and recently upgraded crossings across Upper Brook Street will be retained as a key north to south route; there is scope to further enhance these crossings and ensure that the UBS site feels functionally part of the Oxford Road Corridor and create an improved and comfortable pedestrian experience. The route should be enhanced through introduction of primary entrances and active uses, helping to blend the relationship between inside and outside.

Along Upper Brook Street, the building line of new development should be set-back to provide a generous pavement and enhance the perception of natural surveillance, whilst also creating an environment where activity thrives and this encourages vehicles to move at a slower speed. New tree planting should be incorporated as part of new development, helping to soften the impact of vehicles on this major route into the city.

New development must contribute towards the creation of an enhanced interface with the existing Brunswick residential community, along the length of Kincardine Road, creating a further key north to south pedestrian and cycle route.

The Masterplan should deliver enhanced east to west connections between the wider Oxford Road Corridor to the west and the Brunswick Masterplan, Ardwick and the city beyond through the enhancement of existing pedestrian routes and creation of new routes through the Masterplan.

There is scope for significant change to the character of Booth Street East, Inchley Road and Brunswick Street; these routes will be animated through carefully considered ground floors and thresholds that generate activity and engage with pedestrian routes.

The Booth Street East / Inchley Road route provides a welcome visual connection between Oxford Road Corridor and Gartside Gardens; new development should strengthen this through accentuating the existing pedestrian crossing point across Upper Brook Street and potentially closing Inchley Road to vehicular traffic to facilitate new public realm.

The pedestrian route running between the emerging Brunswick Park (within the UoM estate), along Brunswick Street and connecting into Ardwick Green has the potential to provide a vital connection from the Oxford Road Corridor to the Piccadilly and Mayfield regeneration areas.

New development should therefore include the continuation of the landscape treatment along Brunswick Street on the southern boundary of the UBS site. The development plots in this location are offset from the back of the existing footpath by up to 5 metres; this will enable a greening of Brunswick Street leading into the new public realm of Mawson Square.

The existing pedestrian crossing environment around Upper Brook Street and Grosvenor Street should be rationalised, with the retention of a



generous pavement width along the southern side of Grosvenor Street and enhanced crossing to Kincardine Road.

New wayfinding should be incorporated as part of the new development to further strengthen these connections.

### **2.5.2.3 Street Hierarchy**

A clear street hierarchy will be defined to support the pedestrian, cycle and vehicular movement strategies for the UBS site and its future integration with the surrounding neighbourhoods. This will encourage permeability and strengthen east to west connections along key desire lines and reflecting the historic street grid in this area, for example connecting Booth Street East into the upgraded Gartside Gardens and continuing the Brunswick Park along Brunswick Street to the east of Upper Brook Street.

Upper Brook Street will remain the primary vehicular route as a strategic movement corridor, but subject to environmental enhancements to ensure that it is also attractive as a primary pedestrian route.

New development should have a 3 metre set back from the footpath along Upper Brook Street to provide for a more generous pedestrian route and help to facilitate an improved relationship between the new buildings and street level, thereby encouraging reduced vehicle speeds.

Kincardine Road will be retained as a secondary movement route, providing access into the new developments and local streets within the Brunswick masterplan, supporting the integration of the two areas. The geometry of Kincardine Rd should achieve a more balanced nature between pedestrians and vehicles.

The varied street width will be rationalised with potential for a reduced carriageway width and use of a shared surface, which would allow a more balanced nature between pedestrians and vehicles.

Primary east to west routes will retain a minimum distance of 18 metres between development blocks, allowing for a generous footpath and environmental improvements including the extension of the Brunswick Park through a linear park to Brunswick Street.

Secondary east to west routes will retain a distance of between 15 metres and 18 metres, with a 5 metre share carriageway and opportunities for managed on-street car parking on both sides. A footpath of between 2 metres and 3.5 metres will be provided.

Local access routes for servicing of the future development will also be provided, east to west; these will comprise shared carriageways of between 9 metres and 11 metres.

### **2.5.2.4 Car Parking**

MCC has introduced a new parking scheme within Ardwick, to ensure that local residents are able to park near their homes and to facilitate the management of on-street car parking. This position must be protected as new development comes forward on the UBS site.

The scheme is in force Monday to Friday, 0800 to 1800; during that time residents with permits can park in bays for as long as they like and non-

residents can park in limited waiting bays for up to 3 hours with no return within one hour or in pay and display bays at the appropriate charge.

The parking scheme will be extended out to additional homes as the Brunswick PFI Masterplan is delivered and this would also be an appropriate approach for any future on-street car parking created to support residential accommodation within the UBS site.

In respect of existing and future commercial uses within the UBS site and surrounding areas, with Manchester's significant levels of investment in public transport provision and shifting attitudes of people towards commuting and travel, there is a desire to gradually reduce travel by car. Future planning applications would therefore be supported by a Framework Travel Plan, which provides for the incorporation of sustainable transport choices.

Whilst there is a clear focus on sustainable transport and proposals to reduce reliance on the car throughout the Oxford Road Corridor, there will inevitably be demand for car parking from future employees and visitors, both from development within and immediately adjacent to the UBS site.

New development proposals should therefore be accompanied by an appropriate car parking strategy, which allows the potential demand to be met, whilst also reflecting the site's excellent accessibility by a variety of modes of transport, particularly public transport, and the promotion of alternative sustainable forms of transport.

The strategy should consider the availability and capacity of existing surface and multi-storey car parks within the vicinity of the UBS site and the contribution that these would make to meeting overall demand.

There is potential for the UBS site to accommodate a well-considered multi-storey car park, which could serve the site and existing demand from Oxford Road Corridor Partner institutions; however, it is recognised given its strategic importance and requirement to safeguard for employment-generating Oxford Road Corridor uses, that this would not represent the most appropriate land use.

If a new MSCP was to be proposed for the UBS site, any planning application would have to be accompanied by comprehensive studies of the capacity of existing car parks and evidence of need and demand. It would need to be designed and located to complement the wider Masterplan and sited in a location that can be accessed via the road network immediately adjoining the site.

Where new car parking is provided, it should incorporate a proportion of disabled bays and electric vehicle charging points, together with options for motorcycles.

#### **2.5.2.5 Safety and Security**

Development should be designed to create a safe and secure environment using the principles of "Secure by Design."

New development should be orientated to ensure animation of the newly enhanced Gartside Gardens and Brunswick Street, facilitating increased natural surveillance of these areas.

### **2.5.2.6 Inclusive Access**

Development should be accessible to all and designed so as to provide a welcoming and safe environment.

## **2.5.3 Place**

### **2.5.3.1 Architectural Quality, Landmarks and Identity**

Building on the positive activity that has / is already taking place in the surrounding areas and within the UBS site, including the conversion of the former Unitarian Chapel, comprehensive regeneration provides for the removal of an existing poor quality townscape with features including blank facades and hostile space, whilst delivering new development in a manner that creates a new architectural identity for the area.

New development should incorporate landmark buildings at key nodes, which capitalise on the potential to showcase the strengths and capabilities of the Oxford Road Corridor along this key movement route. In this context, landmark would relate to the quality of architectural design and it is not anticipated that the UBS site will accommodate tall buildings above the identified height datum detailed at Section 2.5.1.3.

The configuration of the development plots also allows for potential to mix the grain, whilst protecting and capitalising on space for growth.

### **2.5.3.2 Preserving and Enhancing Local Distinctiveness and Character**

Whilst the overall character of UBS site is currently poor, with a lack of defined urban grid and prevalence of underutilised sites that do not contribute positively towards the local townscape, it has a number of character features, including:

- Designated heritage assets, comprising the Grade II\* Listed former Unitarian Chapel and Grade II Listed Mawson Hotel; and,
- Adjacency to Gartside Gardens and Brunswick Park.

The Illustrative Masterplan therefore supports a form of development that retains and reutilises the site's assets and integrates those features into the new urban form, within a new clearly defined street hierarchy.

The Grade II Listed Mawson Hotel should be leveraged as a key place-making asset, set within new public realm that acts as a node of interaction and exchange between activities of the Oxford Road Corridor and the residential community of Ardwick to the east.

The existing community building would be retained and enhanced through improved public realm.

A new public square would provide an enhanced setting for the Grade II\* Listed former Unitarian Chapel, helping to create a sense of occasion. The space would serve as an interface with the surrounding neighbourhood, providing a place for exchange and chance encounters.

It also provides an opportunity to showcase the world-class activity of the Oxford Road Corridor through new landmark buildings and public realm.

### **2.5.3.3 Contribution to Public Realm**

New and enhanced public realm and green space will be provided as part of the place-making strategy, ensuring that employees, visitors and local

residents have access to a wide range of recreational opportunities as part of a green corridor that connects into wider amenity resources such as Ardwick Green, the future Mayfield Park and Philips Park and Clayton Vale beyond.

The Illustrative Masterplan identifies locations for the delivery of this space, which will come in the form of a network of squares and greened routes.

There is an opportunity to extend the landscape influence of the upgraded Gartside Gardens into the UBS site and beyond to Upper Brook Street and Oxford Road, through new public realm and provision of a traffic-calmed green route along Kincardine Road, which opens up the space to the existing community and breaks down the barrier of the existing built form.

To facilitate this, a linear park could be created adjoining the former Unitarian Chapel, creating a green link from Gartside Gardens and enhancing the setting of the Grade II\* Listed Building to make the most of this heritage asset as a focal point.

Similarly, Brunswick Street should be enhanced through new tree-planting and greening that effectively extends the newly created Brunswick Park to the west of Upper Brook Street, and connects into a new open space adjacent to the retained and refurbished Mawson Hotel.

There is an opportunity to realign Kincardine Road to facilitate longer range north to south cycle connectivity between Princess Street and Levenshulme; alongside this, the existing experience and usability of Kincardine Road as a safe cycle route between the city centre and neighbourhoods to the south west can be enhanced.

The introduction of new uses and increased pedestrian activity that this is expected to generate will help contribute towards the longevity and success of the recently upgraded Gartside Gardens.

#### **2.5.3.4 Contribution to Green and Blue Infrastructure**

New development should maximise opportunities for contribution to Manchester's Green and Blue Infrastructure Strategy (as set out within Manchester's Great Outdoors (July 2015) and Core Strategy Policy EN9 Green Infrastructure), including through enhancement of pedestrian connections into existing parks such as Gartside Gardens and the introduction of tree planting and greening of movement corridors such as Upper Brook Street and Kincardine Road.

#### **2.5.3.5 Animating Streets**

To support the creation of a vibrant employment-led destination, ancillary amenity uses such as networking and collaboration space, retail, leisure and community uses will be encouraged on key frontages, in accordance with the following hierarchy: 1) Upper Brook Street, Brunswick Street and Inchley Road; 2) Kincardine Road, the new public realm adjacent to Mawson Hotel and secondary east to west streets; and, 3) adjacent to the former Unitarian Chapel and along local access routes.

There is a particular opportunity to incorporate retail and community uses around new and enhanced public realm adjacent to the Mawson Hotel and the redeveloped community building, which should be retained and enhanced to ensure future active and meaningful use.

Where the ground floor is intended to contain commercial or retail uses, it should be level with the street where possible and incorporate appropriately proportioned transparent glazing to promote street life and provide visual interest for pedestrians.

Entrances to new commercial, education and residential buildings should also be used to provide activity, animation and passive surveillance to street edges as much as possible.

Non-active uses (such as car park entrance and refuse stores) should be minimised.

#### **2.5.3.6 Microclimate**

In accordance with Core Strategy Policy DM1 Development Management, new development should be designed to create an environment where the amenity of adjoining residents, workers and students, and the environment within the site, is carefully considered in respect to microclimate, including noise, air quality, sunlight, daylight and overshadowing and wind.

This includes mitigation of any potential noise and air quality impacts arising from the proximity of the site to a major arterial route in Upper Brook Street, and considering the orientation of new development to maximise the sunlight and daylight received to residential dwellings, and new and enhanced public realm and green spaces.

#### **2.5.3.7 Future Management and Maintenance**

The block structure and street hierarchy allows for rational servicing of the future buildings; this should be carried out in a way that minimises impact on the amenity of residents.

The site's areas of public realm should be carefully managed and maintained with continuing investment to guarantee safety and security while maintaining a welcoming, permeable and open experience.

It is likely that a management company would be required to ensure coordination around public realm as well as handling issues associated with future management and maintenance of the estate.

## **2.6 Illustrative Masterplan and Indicative Accommodation Schedule**

### **2.6.1 Illustrative Masterplan**

Key diagrams have been prepared to sit alongside the development principles. These are presented at Appendix A. The key diagrams demonstrate how the development principles could be delivered; however, it is anticipated that it will change over time as opportunities come forward and detailed design work is progressed.

At this stage, the key diagrams clearly demonstrate a high quality solution to the regeneration of the site in accordance with the development principles, including those in relation to appropriate land uses.

### **2.6.2 Indicative Accommodation Schedule**

The precise quantum of development will be determined during the detailed planning of schemes within the UBS site. As identified within Section 2.5.1.1, the primary focus of the UBS site will be flexible, large floorplate buildings that are capable of accommodating commercial or educational uses; with an element of mixed use, flexible floorspace (which could include

residential) and will certainly include retail and leisure uses as well as a broader community offer.

Based on the land use / active frontage plans provided at Appendix A and the height datum outlined at Section 2.5.1.3, the scheme is capable of delivering in excess of 1 million sq. ft of new floorspace including within the order of 850,000 sq. ft of commercial / educational uses.

## **2.7 Phasing, Delivery and Developer Contributions**

### **2.7.1 Phasing and Delivery**

As a site that forms a key frontage to the Oxford Road Corridor and requires successful integration with existing residential communities, it is essential that this development sets a benchmark for quality in terms of built environment and place making.

Given the uplift in land value, over and above existing uses, it is essential that new development is able to deliver the necessary infrastructure to support new, higher density than existing, development, as well as future proofing the future regeneration of the wider area.

On the basis of current land ownerships, and in the absence of a lead developer, the SRF establishes the key requirements of a comprehensive approach to the proper planning of the site and also provides a framework of development principles that can form a basis for collaboration between landowners and developers, which should the land remain in multiple ownership, will be a pre-requisite in terms of Manchester City Council and the Corridor Partnership supporting proposals for new development on this site.

In this regard, MCC holds the majority land ownership in the area and would only promote their respective interests in land for development where it can be demonstrated that it would facilitate the total and timely development of the whole site, and maximise the regeneration outcomes for the Oxford Road Corridor, which piecemeal development would not otherwise achieve. Commercial arrangements between public sector and private sector partners will reflect these requirements and the importance of ensuring that value capital from individual phases can be deployed where appropriate to support the overall development.

The land agreements will be enshrined within the commercial arrangements outlined above. This will ensure that the maximum control over the comprehensive development is retained by MCC (also a key member of the Corridor Partnership), which has a freehold interest in the majority of the UBS site and would only support a scheme that is demonstrably capable of the total and timely development of the site, in accordance with the principles of this SRF.

The proceeds of new development will contribute on a fair and proportionate basis to the total costs of delivering the required supporting infrastructure for the SRF area as a whole, in line with the principles and objectives set out within this document.

The formula for calculating the contribution of each landowner will need to be agreed between landowners.

An example of where this has been employed previously resulted in a formula calculated on the basis of a total cost of delivery, based on the

preparation of a further detailed supporting infrastructure and place making study, with an additional 10% contingency applied. The sum was divided by the Gross Internal Floorspace (GIF) by proposed use, relating to each development, with land use contribution weighted in favour of employment development. Any residential development, if deemed justifiable in order to deliver a wider employment offer, would be expected to contribute a premium. This is given the requirement established within the SRF, which is that residential development will only be delivered where it can be demonstrated that it will support the delivery of employment-led proposals.

As the flexible nature of the SRF principles will require the scale of individual proposals to be justified as part of the planning process, initial costs will be identified as being indicative and equalisation or balancing payments will be made to rectify over or under payments as the GIF / use breakdown shifts, or if the cost of infrastructure prove to be over or underestimated at that stage.

In practice, each development will be making their share of a sufficient contribution to ensure that the funding is in place to deliver the public realm and other infrastructure requirements as a whole, including public realm adjoining their site. This funding will be drawn on at the appropriate time, taking into account phasing and sequencing considerations.

In relation to phasing of development and sequencing of construction activity, there will need to be a commitment to ongoing consultation between all parties. All plots within the masterplan have the ability to come forward either as separate phases or concurrently. This is on the basis that they are in accordance with the principles of the SRF and contribute proportionally to the total costs of the public realm and other infrastructure requirements.

Developer contributions would be paid to an escrow account, which will be managed by an entity to be set up and instructed by the landowners and made up in the form of a full management company. It is proposed that working group meetings will take place to ensure coordination around public realm, phasing and ongoing masterplanning, as well as handling issues associated with future management and maintenance of the estate and associated service charge levels.

The management company would also need to oversee the appointment of contractors with the capability and commitment to deliver the public realm associated with each phase in a coordinated and consistent manner in line with the required quality standards.

Appendix A identifies a series of potential delivery blocks, which reflect the different land ownerships within the UBS site, capable of being flexibly phased and delivered.

Given the significant extent of the UBS site, it is necessary to adopt a realistic view of timescales for its delivery. It is considered that the full development of the UBS site could take between 10 and 20 years; however, there are sites that can be delivered sooner.

There is certainly an opportunity to bring forward a meaningful start to the process. In so doing, it is essential that the early phases of development deliver employment-generating uses and the quality of buildings and

spaces, together with the essential infrastructure, that will act as a catalyst and provide a benchmark for future phases of positive change.

Notwithstanding the above, one of the purposes of this draft framework therefore, is test the appetite of all land owners to collaborate. Where that approach is not forthcoming then Manchester City Council would consider utilising their Compulsory Purchase powers, should that be necessary in order to deliver the proper planning of the site in accordance with their development plan and material planning objectives as referenced in this document.

### **2.7.2 Developer Contributions**

As emphasised from the outset, the purpose of the development principles for the UBS site is to create a safe, visually attractive, accessible, vibrant and distinctive sustainable employment and educational-led neighbourhood.

As such, the LPA will utilise the SRFG to ensure that quality outcomes are achieved in terms of building design/architecture and that the key objectives in terms of public realm, open space provision, enhanced cycling and pedestrian connections, highways and infrastructure are delivered.

This approach is in line with the approach set out in national planning policy (National Planning Policy Framework (NPPF), July 2018) and is consistent with the principle of sustainable development which lies at its heart.

At paragraph 7, the NPPF advises that: *"the purpose of the planning system is to contribute to the achievement of sustainable development."* At paragraph 8 it identifies the economic, social and environmental dimensions of sustainable development including:

---

*"to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure...*

*...fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being...*

*...making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy."*

Paragraph 124 focuses on the role of good design and the quality of the built environment in achieving sustainable development: *"Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities."*

Paragraph 127 sets out a number of criteria that should be considered carefully in planning policy and decision-making with regard to ensuring that developments:



- will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation (such as increased densities);
- establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and,
- create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion and resilience.

It follows therefore that in order to secure a sustainable future for the UBS site, the LPA will utilise all reasonable resources and mechanisms to secure appropriate financial contributions from landowner/developers which will allow public realm and other community infrastructure to come forward in tandem with the delivery of development sites, in accordance with Core Strategy Policy PA1 Developer Contributions Paragraph 56 of the NPPF, as well as Community Infrastructure Levy or successor regulations / guidance.

The nature and scale of any planning obligations sought will be related to the form of development and its potential impact upon the surrounding area. However, the Council may seek contributions for matters including, but not limited to, community facilities, provision of green infrastructure (including open space), public realm improvements, protection or enhancement of cultural heritage, protection or enhancement of environmental value and highways improvements.

## 2.8 Development Plan Policy Summary Table

### 2.8.1 Economy

Strategic Vision Key Themes: Economy	Strategic Vision Objectives	SSF Principles	Upper Brook Street Development and Place Making Objectives	Relevant Development Plan Policies and other Planning Guidance
<p><b>Supporting the growth of world class institutions</b></p>	<p>Providing a spatial framework which supports growth plans of institutional partners.</p> <p>Integrating institutional investment plans with the priority to make ORC an exceptional place to study, visit, live and work, taking account of promoting east west links, access to the stations, and the points where estates join.</p> <p>Making full use of other Partner’s expertise and resources to support institutional growth.</p>	<p>Support planned growth and future growth potential in terms of immediate plans but also in the longer term so as not to limit growth and economic contribution.</p> <p>Continue to integrate investment plans in order that they are complementary and aligned to the objective of further developing ORC as an exceptional place to study, visit, live and work.</p> <p>Increase private sector contribution to the ORC economy with an emphasis on the development of high value added and high growth companies including TMT and science-based companies by safeguarding sites.</p>	<ul style="list-style-type: none"> <li>• Appropriate land uses – principally employment-generating, designed to facilitate further commercialisation of research in the science, technology and engineering sectors, together with education expansion space (teaching, learning and research). At ground floor, active uses to promote vibrancy and a sense of community. An element of residential use may be acceptable, where this will support the delivery of an employment-led masterplan and is demonstrably compliant with the Development Plan.</li> </ul>	<p>Policy SP1 Spatial Principles</p> <p>Policy EC1 Employment and Economic Growth</p> <p>Policy EC3 The Regional Centre</p> <p>Policy EC8 Central Manchester</p> <p>Policy CC1 Primary Economic Development Focus: City Centre and Fringe</p>
<p><b>Innovation, Commercialisation and Company Growth</b></p>	<p>Developing applied research facilities / commercial workspace, which builds on research strengths.</p> <p>Providing incubation, grow on and high quality premises for inward investors, spin-outs, start-ups and high growth companies.</p> <p>Stimulating an investment and support offer which meets the needs of new and existing technology businesses, particularly those developing /commercialising new products and processes, entering new markets and requiring investment and finance.</p>	<p>Identify potential for underused land and buildings or low quality existing developments to be redeveloped.</p> <p>Adopt a land use strategy which supports the fact that ORC is likely to deliver distinctive clusters of activity focused around its key assets, with a hierarchy of acceptable land uses in those areas.</p> <p>Promote higher density development within key opportunity areas; this must be achieved in a manner which ensures that the quality of the environment and experience of the place can at the same time be</p>	<ul style="list-style-type: none"> <li>• Scale and density – the potential of the site should be maximised; however, with a general datum of between 6 and 10 storeys. Scale should be stepped down to the existing residential community and around landmarks such as the Listed Buildings and Gartside Gardens.</li> <li>• Community and Social Infrastructure – the</li> </ul>	<p>Policy H1 Overall Housing Provision</p> <p>Policy H5 Central Manchester</p> <p>Policy H8 Affordable Housing</p> <p>Policy H12 Purpose-Built Student Accommodation</p> <p>Policy T1 Sustainable Transport</p>

Strategic Vision Key Themes: Economy	Strategic Vision Objectives	SSF Principles	Upper Brook Street Development and Place Making Objectives	Relevant Development Plan Policies and other Planning Guidance
<b>Championing Transformational Investment</b>	To enable transport services to function within the area, enabling people to travel in a sustainable manner, including walking and cycling.	<p>enhanced, as well as protection of existing residential amenity.</p> <p>Rationalisation / re-location of uses is encouraged to support the strategy in terms of investment, growth, place-making and quality or where there are other clear overall benefits.</p> <p>High quality, safe, legible north-south and east-west connections must be enhanced to increase agglomeration opportunities and encourage interaction and linkages between clusters of activity and surrounding neighbourhoods.</p> <p>Ensuring future infrastructure investment is sufficient and directed to best support and unlock development potential and growth.</p>	<p>masterplan will include provision for existing and future communities, including the retention and refurbishment of the Grade II Listed Mawson Hotel and redevelopment of the existing community building.</p> <ul style="list-style-type: none"> <li>Public realm and connectivity – the historic east to west street grid will be reinstated and provide enhanced connections between the Oxford Road Corridor and residential communities, including Brunswick, Ardwick and beyond to Mayfield.</li> <li>Transport – options for car parking, enhancements to support sustainable transport modes including walking and cycling.</li> </ul>	<p>Policy T2 Accessible Areas of Opportunity and Need</p> <p>Policy EN1 Design Principles and Strategic Character Areas</p> <p>Policy EN9 Green Infrastructure</p> <p>Policy DM1 Development Management</p>

### 2.8.2 Place

Strategic Vision Key themes: Place	Strategic Vision Objectives	SSF Principles	Upper Brook Street Development and Place Making Objectives	Relevant Development Plan Policies and other Planning Guidance
<b>Creating a special place for people</b>	Encourage a more diverse retail, food and drink, culture, leisure, sport and entertainment offer, supporting stronger daytime, evening and weekend economies.	Use all opportunities to showcase world-leading work and activities, including through new development.	<ul style="list-style-type: none"> <li>Public realm and green space – connecting into existing networks and delivering new and enhanced public realm, green space and</li> </ul>	<p>Policy SP1 Spatial Principles</p> <p>Policy CC1 Primary Economic Development</p>

Strategic Vision Key themes: Place	Strategic Vision Objectives	SSF Principles	Upper Brook Street Development and Place Making Objectives	Relevant Development Plan Policies and other Planning Guidance
	<p>Enhance public realm through well-planned and designed streetscape.</p> <p>Connect and animate the space, forming intersections where people can meet formally and informally.</p> <p>Provide a broader housing offer to meet the housing needs of the workforce and reflect the attractiveness of Manchester as a place to live and work, in keeping with the Manchester Residential Growth Strategy.</p>	<p>Green infrastructure and street tree planting will be encouraged.</p> <p>New development and infrastructure projects should support the evolution of a place where people make new friends and connections.</p> <p>Identify anchor destinations and a mix of uses that provide places where people spend leisure time as a complement to work and study.</p> <p>Spatially, new uses should be located where they will thrive and act as a springboard for new secondary destinations.</p>	<p>environmental improvement to key pedestrian and cycle routes.</p> <ul style="list-style-type: none"> <li>Active frontages – community retail and leisure uses that support a diverse offer, providing places for people to meet.</li> <li>Sustainability and resilience – providing for buildings and public realm that is resilient, future-proofed and adaptable to climate change.</li> <li>Residential typology – where it forms part of an employment-generating scheme, providing for a limited amount of new residential development that contributes to delivery of identified need in this area.</li> </ul>	<p>Focus: City Centre and Fringe</p> <p>Policy EC8 Central Manchester</p> <p>Policy H1 Overall Housing Provision</p> <p>Policy H5 Central Manchester</p> <p>Policy T2 Accessible Areas of Opportunity and Need</p> <p>Policy EN1 Design Principles and Strategic Character Areas</p>
<p><b>Culture at the heart of Oxford Road Corridor</b></p>	<p>Support the development of world class arts and cultural organisations and activities, which enhance the reputation of ORC and the City.</p> <p>Place cultural at the centre of a broader, leisure, entertainment, sport and lifestyle offer, including optimising the spaces between cultural assets, connecting the public realm.</p> <p>Use cultural assets, activities and audiences to support small and medium sized businesses in food and drink, retail, and entertainment; as well as creative, artistic, heritage and performance industries.</p>	<p>Raise standards and provide a broader range of housing, which may comprise different operational models, to meet forecast demand; employment led use of identified sites and hierarchies of land uses should be safeguarded.</p> <p>Scope for student accommodation; this should continue to be controlled in line with Core Strategy Policy H12 and led by institutional partners in line with wider city regeneration objectives.</p> <p>Contribution to high quality re-design of the streetscape, squares and public spaces will be essential as part of any new development or investment.</p>		<p>Policy EN3 Heritage</p> <p>Policy EN4 Reducing CO2 Emissions by Enabling LZC Development</p> <p>Policy EN6 Target Framework for Reductions from Low Zero Carbon Energy Supplies</p> <p>Policy EN8 Adaptation to Climate Change</p> <p>Policy EN9 Green Infrastructure</p>

Strategic Vision Key themes: Place	Strategic Vision Objectives	SSF Principles	Upper Brook Street Development and Place Making Objectives	Relevant Development Plan Policies and other Planning Guidance
<p><b>Developing Smart City Infrastructure and Services</b></p>	<p>To be leading-edge creators using information technologies and social media to have active engagement with institutions and companies, public services, and the day time and evening economy for all.</p> <p>Reduce the carbon footprint through sustainable management of energy and waste.</p> <p>Integrate green and smart ideas into new development and investment proposals.</p>	<p>Enhancing the quality of east-west crossing points and connections for cyclists and pedestrians to enable strengthened connectivity between ORC and surrounding neighbourhoods.</p> <p>Cultural venues and activities should be safeguarded and enhanced as part of the broader offer.</p> <p>Optimise spaces between cultural assets, connecting the public realm. High quality cultural assets can act as anchors and support a range of other uses including food and drink, and entertainment as well as creative, artistic and heritage industries.</p> <p>Thought should be given to developing an enhanced retail offer that matches the area’s ambition, creates distinctive destinations that encourage movement and positive interaction.</p> <p>New development will be sustainable, adaptable to climate change and follow the principles of the energy hierarchy.</p>		<p>Policy EN11 Quantity of Open Space, Sport and Recreation</p> <p>Policy EN14 Flood Risk</p> <p>Policy EN16 Air Quality</p>

**2.8.3 People**

Strategic Vision Key themes: People	Strategic Vision Objectives	SSF Principles	Upper Brook Street Development and Place Making Objectives	Relevant Development Plan Policies and other Planning Guidance
<p><b>Raising the Bar: increasing the Oxford Road Corridor’s Contribution to</b></p>	<p>Provide an apprenticeship programme for young people which gives training opportunities</p>	<p>People lie at the heart of the strategy, not just as a pool of talent and knowledge, but as an opportunity to increase ORC’s contribution to economic and social inclusion. It is</p>	<ul style="list-style-type: none"> <li>Creation of new employment and education opportunities and sharing these with local people through enhanced</li> </ul>	<p>Policy EC1 Employment and Economic Growth</p>

Strategic Vision Key themes: People	Strategic Vision Objectives	SSF Principles	Upper Brook Street Development and Place Making Objectives	Relevant Development Plan Policies and other Planning Guidance
<p><b>Economic and Social Inclusion</b></p>	<p>in the broad range of occupations within the ORC workforce.</p> <p>Use new investment to link young people and local residents to employment opportunities in construction and its supply chain.</p> <p>Increase number of Manchester residents working within ORC through employability and recruitment initiatives that overcome barriers.</p> <p>Connect to people, schools and organisations in adjacent neighbourhoods, building on existing work to raise aspiration to HE and higher level jobs within ORC as a realistic ambition.</p>	<p>essential that new development must not turn its back on local communities, but foster improved connectivity to ensure that the benefits of investment and regeneration flow into those areas.</p> <p>New investment should link young people and local residents to employment opportunities in construction, as well as through strengthening of employability and recruitment initiatives already in place through Partners.</p>	<p>functional and physical connections and support for training and development initiatives.</p> <ul style="list-style-type: none"> <li>Community and Social Infrastructure – the masterplan will include provision for existing and future communities, including the retention and refurbishment of the Grade II Listed Mawson Hotel and redevelopment of the existing community building.</li> </ul>	<p>Policy EC3 The Regional Centre</p> <p>Policy EC8 Central Manchester</p> <p>Policy CC1 Primary Economic Development Focus: City Centre and Fringe</p>

# 3 Former Elizabeth Gaskell Campus

## 3.1 Oxford Road Corridor SSF Key Principles

The former Elizabeth Gaskell Campus (EGC) site is identified within the Oxford Road Corridor Spatial Plan as being a Transformational Strategic Investment Site and part of the existing and emerging cluster of Health Innovation and Well-being, including Commercialisation of Health Research and Innovation. It is located immediately adjacent to the existing MFT estate, at the southern edge of the Oxford Road Corridor, which is an internationally significant cluster for world leading clinical research and associated investment and employment.

The Oxford Road Corridor SSF identified the EGC site as being earmarked for comprehensive redevelopment by Nuffield Health, to deliver a health and wellbeing facility with world-class medical, surgical and fitness facilities. The facility is designed to capitalise on the adjacency to the MFT, UoM and MSP estates and the partnership opportunities that this offers.

It would provide the latest medical technology, diagnostic, surgical and imaging equipment and support services backed by a long term clinical research and validation programme.

The EGC site remains suitable for this type of value added hospital facility, or a form of employment-generating development that facilitates a similar commercialisation of health research, science, technology and innovation.

As is clearly identified in the Oxford Road Corridor SSF, there are certain uses that must be clustered as they thrive through proximity to similar facilities. This is particularly pertinent to health research and innovation, as evidenced through the success of Citylabs 1.0, a joint venture partnership between MFT and MSP that brings together and accelerates collaboration between the NHS, scientific and academic communities and industry on the largest clinical academic campus in Europe.

Citylabs 1.0 delivered clinical and R&D space, which enables early stage companies to develop new healthcare solutions close to the clinical workplace. It has increased MFT's translational capability and capacity to continue as leaders in healthcare innovation.

Critical to its success has been the co-location of the MSP managed flexible floorspace adjacent to the hospitals, universities and other life sciences organisations, which provides opportunities to enhance interaction and knowledge sharing between occupiers, healthcare professionals, scientists and other related and complementary businesses.

Citylabs 1.0 is fully occupied and has created circa 400 FTE jobs; its success has paved the way for Citylabs 2.0 and 3.0, which secured Planning Permission in 2017 and have the potential to create a further circa 659 FET jobs. Citylabs 2.0 is under construction and due to complete in late 2020.

Citylabs 2.0 and 3.0 will provide modern hospital services and flexible floorspace focusing on healthcare provision, within the ground-breaking context of health and social care devolution. It will support the further growth of the clinical cluster and be an integral part of a complex of campus buildings and people working across organisational boundaries.

The success of Citylabs and continuing demand for flexible floorspace as part of this clinical cluster demonstrates the importance of safeguarding the EGC site to support the growth objectives of the Oxford Road Corridor Institutions, whether that be through hospital, commercial or educational floorspace within the health research, technology, science and innovation sector.

For these reasons, the EGC site will not be suitable for residential use, other than where this is ancillary staff accommodation for a hospital use.

Citylabs has involved the re-purposing of heritage assets, including Grade II Listed Buildings, bringing them back into active commercial use as part of a comprehensive, cutting-edge development. This demonstrates the clear potential for the re-use of Brook House and Shepherd House as an integral part of a commercial-led campus masterplan that supports a health research and innovation ecosystem.

The SSF also identifies that through the delivery of new development, the opportunity to strengthen and enhance east to west connections through new wayfinding and activation of the key frontage to Hathersage Road should be maximised.

### **3.2 Oxford Road Corridor Partners Key Priorities**

The Oxford Road Corridor Partners have identified a number of key priorities for the EGC site, which are fully aligned with the Spatial Principles established within the Oxford Road Corridor SSF:

#### **3.2.1 Economy**

- A commercially-led masterplan, which facilitates the delivery of new floorspace that is capable of supporting the commercialisation of health research and life science, as well as science, innovation and technology. This may be in the form of a new hospital facility, clinical and laboratory, commercial or educational floorspace.
- Creation of new employment opportunities within these key growth sectors.

#### **3.2.2 Place**

- Facilitate new animation along Hathersage Road, to support a retained east to west pedestrian route, through introduction of activity at ground floor. This should connect into a key pedestrian movement corridor along both Denmark Road and Dilworth Street leading to the main MSP campus, via Oxford Road.
- Should the existing planning permission not be implemented, explore opportunities for a new north to south route through the EGC site, which would enable a strengthened pedestrian linkage from Citylabs and the wider MFT estate through to communities to the south.
- A form of development that enables a positive contribution to the character of the Victoria Park Conservation Area, including through



retention and refurbishment of the existing non-designated heritage assets (Brook House and Shepherd House).

- Retention of existing mature trees and hedge planting and potential for new public realm that integrates with this green space and contributes to the existing green and tranquil environment on the southern edge of the EGC site.

### **3.2.3 People**

- Development that will contribute towards the strategic priority of Manchester to deliver more effective and sustainable healthcare services and treatments for patients, following the Devo-Manc Agreement that devolved health and social care powers.
- Create new employment opportunities that are accessible to local residents.
- Enhance east to west connections and incorporate appropriate wayfinding into new development.

## **3.3 Site Analysis**

This section is supported by a series of accompanying key diagrams, which are presented at Appendix B.

### **3.3.1 Framework Boundary**

The EGC site is located in the Ardwick ward (and on the border of Rusholme) at the southern boundary of the Oxford Road Corridor, on land bounded by Hathersage Road, Upper Brook Street and Oxford Place.

### **3.3.2 Ownerships**

The EGC site is within a single ownership, and is owned by Nuffield Health.

### **3.3.3 Statutory Designations**

The following section identifies the statutory designations within the site and its immediate surroundings.

The EGC site is not the subject of any ecological designations.

#### **3.3.3.1 Development Plan Allocations**

The Manchester Core Strategy identifies that the EGC site is located within the designated Regional Centre (Policy EC3) and Inner Areas (SP1 Spatial Principles); it falls outside of, but immediately adjacent to, the area covered by City Centre Policies (CC1 to CC10).

The EGC site forms part of the Central Manchester regeneration area and is subject to Core Strategy Policy EC8 (Central Manchester – Employment Land).

The policies are set out in full at Appendix E; in summary:

**SP1 Spatial Principles** – the Regional Centre will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high quality city living.

**EC1 Employment and Economic Growth in Manchester** – the Regional Centre will be a key location for employment growth, with Manchester City Centre accommodating 33ha. The Council will also support other significant contributors to economic growth and productivity, including health, education, retailing, cultural and tourism facilities.

**EC3 Regional Centre** – development for employment generating uses including offices will be encouraged. Housing will be appropriate as part of the development of mixed use employment areas. Subject to site and location details, higher density residential development may be appropriate.

**EC8 Central Manchester** – Central Manchester is expected to provide approximately 14ha of employment land; Oxford Road Corridor will make a significant contribution being suitable for office, research and development, light industrial, general industrial, education and health uses. It is noted that part of the Oxford Road Corridor falls within the City Centre boundary and should be in line with Policies CC1 to CC10.

### **3.3.3.2 Listed Buildings and Non-Designated Heritage Assets**

There are no Listed Buildings within the EGC site; however, it contains the following non-designated heritage assets:

- **Brook House**, constructed as part of the first wave of original Victoria Park Villas and designed by Richard Lane, Brook House dates to 1836. It was extended and radically altered in 1897 by local architect George Faulkener Armitage, adding interiors of the highest quality. It is a rare example of an early villa.
- **Shepherd House**, designed by local Manchester architect Frank Edwards in 1901, it is a set piece of the Arts & Crafts movement and an unusually complete example. All fixtures and fittings are of the highest quality and survive almost complete.

Both buildings are considered to yield high aesthetic and historic values as part of the planned early 19<sup>th</sup> Century gated suburb of Victoria Park. They also yield social value as a surviving element of the Victoria Park suburb and latterly as an educational institution. The setting of both have been adversely affected by 1960s development of the campus, and their deteriorated condition is currently a negative contribution to the Victoria Park Conservation Area.

There are also a number of Grade II Listed Buildings within the vicinity of the site, including on the immediate southern and eastern boundaries of Oxford Place and Anson Road, and area that is characterised by the single sweeping, tree-lined thoroughfare of Oxford Place. These buildings include a number of villas and St. Chrysostom's Church.

The listing descriptions are provided within Appendix F.

### **3.3.3.3 Conservation Areas**

The southern part of the EGC site, including Shepherd House and Brook House, is located within the Victoria Park Conservation Area, which is typified by large residential dwellings set within spacious grounds.

Victoria Park, was originally conceived as a quiet, leafy residential suburb. With the advent of the Industrial Revolution, the growth of Manchester, and in particular the cotton industry, made the owners of businesses wealthy in a short space of time. Factories, powered by steam engines, discharged smoke which made the city centre an unpleasant and unhealthy place to live, and those who could afford to do so moved away to outlying areas.

In the 1830s Manchester was not yet a city, and Rusholme was an independent township. Richard Love was commissioned to plan a 70-acre private estate there and the scheme was officially launched in 1837.

By 1845, when residents formed the Victoria Park Trust, about a dozen houses had been built, nine of which are standing today. The incorporation of Rusholme into Manchester County Borough in 1885 brought official recognition of the Trust by the City Council.

The Park remained a private estate to which access could be gained only by paying a toll at the Park's entrance gates. During the second half of the nineteenth century, the professional classes moved into the area, and a number of houses came to be associated with prominent politicians and artists. Charles Halle, founder of the Halle Orchestra, and the painter Ford Madox Brown both lived in Addison terrace; Richard Cobden lived at Crescent Gate and the Pankhurst family lived at no. 4 Buckingham Crescent in the 1890s.

A steady deterioration of the area became noticeable in the 1920s, when it was bisected by the construction of Anson Road, and changing economic and social circumstances since 1945 have accelerated the decline.

A relatively small proportion of houses from the 1830s and 1840s still exist. Parts of Victoria Park have declined over the years, whereas other parts have retained much of their exclusivity. Areas of decline are principally due to development, whether extensions to existing properties or re-development of their sites at a higher density.

Victoria Park is still quiet in places, but proximity to the busy Rusholme shopping centre on Wilmslow Road, and the fact that it is traversed by Anson Road, a major radial route from the city centre, means that traffic noise can be an issue.

The quality of the built environment, as well as the setting of buildings, is of a high standard and a similarly high standard will be expected of any scheme which proposes new buildings, extensions or other major developments.

Appendix F provides a more detailed description of the key features of the Victoria Park Conservation Area.

#### **3.3.3.4 Flood Risk**

The EGC site falls entirely within Flood Zone 1, which includes land assessed as having less than 1 in 1,000 annual probability of river or sea flooding in any year. The EGC site is located within the Manchester Conurbation Core Critical Drainage Area and a 50% reduction in brownfield runoff rate is required for surface water.

#### **3.3.3.5 Air Quality**

The EGC site is situated in the Manchester Air Quality Management Area.

#### **3.3.4 Site History**

The Victoria Park area of Manchester represents a large, planned early 19<sup>th</sup> Century residential gated suburb, which is described more fully at 3.3.3.2.

The EGC site itself contains two buildings dating from the 19<sup>th</sup> Century (Shepherd House and Brook House), which are former residential villas that were once set within large grounds.

In the early 20<sup>th</sup> Century, a large part of the EGC site was also occupied by Blackstake Farm and associated structures; the farm was demolished in the

early 1920s to make way for the new College of Domestic Economy (built 1912-1914).

The EGC site continued to develop for educational use, and in the mid-1930s Brook House had been converted to a School for Girls. Shepherd House has also been converted into a hospital.

By the late 20<sup>th</sup> Century, the EGC site was consolidated into a single campus as the Elizabeth Gaskell College. A series of concrete buildings and student halls were constructed.

### **3.3.5 Community Assets**

The EGC site does not contain any community assets.

St. Chrysostom's Church is located close to the site, and the recently transformed Whitworth Art Gallery and Park are also within walking distance.

### **3.3.6 Safety and Security**

The EGC site is currently hoarded following clearance of a number of former Manchester Met buildings and in advance of its comprehensive redevelopment.

The EGC site is located adjacent to well-trafficked vehicle and pedestrian thoroughfares in Hathersage Road and Upper Brook Street.

Its proximity to the existing MFT estate and other assets associated with the Oxford Road Corridor, as well as student residential and residential uses, means that it is subject to good natural surveillance throughout the day and evening.

### **3.3.7 Existing Land Uses**

The site is currently vacant and cleared for redevelopment (aside from Brook House and Shepherd House), following demolition of a number of the educational buildings in 2015. It is hoarded to its boundary. Brook House and Shepherd House are vacant.

The site was most recently in use as a university campus operated by Manchester Met, but has been vacant since relocation of the Faculty of Health, Psychology and Social Care to the new Birley Campus, Hulme in August 2014.

The surrounding area is home to the largest clinical academic campus in Europe. Immediately adjacent to the site is a body of healthcare facilities operated by the Manchester University Hospitals NHS Foundation Trust (MFT). The MFT treats more than a million patients every year and their specialist hospitals are home to hundreds of world class clinicians and academic staff. MFT is committed to providing the best care and treatment, with a far reaching agenda of research and innovation.

The MFT campus includes hospital and university related facilities, as well as a multi-storey car park serving those facilities, which is located directly adjacent on Hathersage Road.

There is also a significant quantum of student residential accommodation catering for both undergraduate and postgraduate students within the

surrounding area, formed within converted buildings including Ashburne Hall and Greygarth Hall, Victoria Hall and Coniston Halls of Residence.

A number of lower rise terraced and semi-detached houses, as well as the five-storey Melrose Apartments, are located near to the site and form residential use. A number of these houses are also in use as House of Multiple Occupation for students.

St. Chrysostom's Church is located at the junction of Anson Road and Oxford Place.

### **3.3.8 Townscape, Character and Environmental Considerations**

Within the EGC site, Brook House and Shepherd House maintain the original ethos and ideals of the Victoria Park community, preserving the idea of large and attractive residential mansions set within landscaped grounds.

Other buildings along Oxford Place date from the latter part of the 19<sup>th</sup> Century and characteristically unique from one another, using a rich plethora of ornamentation and individual design features, including classical, Italianate, Arts & Crafts, Gothic and Early Gothic.

Oxford Place contains large swathes of green space, as seen in the leafy tree-lined road itself.

There is low survival of Victorian Buildings along the southern side of Hathersage Road. The remaining terraces display simple decorative porches and window / door treatments; however, many of the original windows and doors have been replaced.

The recent hospital and residential / retail development to the north and south of Hathersage Road have created a jumble of styles, materials and a lack of harmonious composition in this area.

Around Upper Brook Street, architectural qualities focus primarily on the high survival of late Victorian terraced housing, which has been converted for student accommodation. These buildings do contribute to the historical character of the area, despite being subject to alterations.

### **3.3.9 Heights and Views**

Adjacent building heights within close proximity to the EGC site are mainly defined by the MFT estate and MSCP located on Hathersage Road, which are between 4 and 6 storeys, and the Victoria villas and terraced / semi-detached housing, which is of 2 to 3 storeys.

Key views of the EGC site are predominantly from Hathersage Road to the north and Upper Brook Street to the east.

The EGC site has an important view from Oxford Place to the south, through the existing mature trees and beyond to Brook House and Shepherd's House sitting within the Victoria Park Conservation Area.

### **3.3.10 Street Hierarchy and Active Frontages**

The EGC site does not currently have a defined street hierarchy, as it comprises a cleared area with some hardstanding and the two retained villa buildings, together with landscaping.

Similarly, it does not have any active frontages to surrounding roads and streets. Both the retain villas are set back from the street. The western boundary abuts existing terraced buildings and the ground of a detached villa.

The opposite side of Hathersage Road is fronted by contemporary buildings forming part of the MFT estate and further north by the UoM, and is a more active location.

To the south, Victorian terraces, town houses and villas comprise the building stock and result in a quieter, calmer environment.

### **3.3.11 Public Realm and Open Space**

The EGC site does not contain any public realm or open space at present; however, there are existing landscaping features including the mature trees and hedge planting.

The EGC site has good access to a number of existing high quality public green spaces, including Whitworth Park, which is within walking distance, and Birchfields and Platt Fields Parks.

### **3.3.12 Regeneration Context**

The EGC site is located within Ardwick and close to the border of Rusholme. These are two Central Manchester wards which are home to vibrant and diverse communities, but which also contain pockets of deprivation. There is a focus in these wards on improving access to education, employment and training opportunities for local residents.

MCC has already delivered a number of significant regeneration initiatives within Ardwick, including the transformation of the nearby former Plymouth Grove estate with new housing alongside a neighbourhood centre.

### **3.3.13 Planning History**

A planning history search has been carried out in respect of the former Elizabeth Gaskell Campus site framework boundary and recent applications of particular relevance to the SRFG are summarised in Appendix F.

Prior to May 2015, there are no relevant planning permissions on site; this was largely due to the former Elizabeth Gaskell Campus being in situ since the 1960s until it became vacant in 2014.

In May 2015, Prior Notification Applications were submitted by Nuffield for the demolition of a number of existing buildings on site; this demolition work has been completed.

On 4 February 2016, Planning Permission was secured by Nuffield Health for the proposed development of a new part two, part three storey hospital facility with associated infrastructure including car parking and landscaping.

The scheme involved the retention of the existing non-designated heritage assets, Shepherd House and Brook House, for refurbishment and re-use as ancillary office buildings.

The scheme was subject to some minor amendment, secured through a new Planning Permission on 6 March 2017.

Whilst the site has been cleared (aside from the retained Shepherd House and Brook House) and a number of the pre-commencement of development conditions have been discharged, the Nuffield Planning Permission has not been delivered.

### 3.4 Development Context

#### 3.4.1 Nuffield Health

As highlighted at 3.3.13, the EGC site is the subject of an extant planning consent for redevelopment by Nuffield Health as a hospital and well-being centre, together with ancillary office facilities.

Nuffield's model of healthcare is intended to deliver a complete approach to health and well-being across a network of physiotherapy services, consumer and corporate fitness and wellbeing centres.

The scheme is designed to provide the latest medical technology, diagnostic, surgical and imaging equipment and support services backed by a long term clinical research and validation programme and supported by well-being and rehabilitation facilities to support faster recovery, optimum surgical outcomes and improved health prevention goals.

The Nuffield Health proposals remain an appropriate potential use for the EGC site.

As part of its wider objective to transform the health of Manchester, Nuffield Health has installed a diagnostic suite at Citylabs 1.0; it offers MRI, X-ray, mammography, CT and cardiac and ultrasound services.

#### 3.4.2 Wider Development Context

The EGC site is also located within the vicinity of a number of regeneration projects focused on transformation and commercialisation of the MFT Listed Estate, as well as cultural and community uses; these are described in further detail in the Oxford Road Corridor SSF.

Key projects delivered to date and on-site are summarised below:

- **Citylabs** – Citylabs 1.0 is a biomedical centre of excellence that opened in 2014 and has proved hugely successful in creating stronger links between the NHS, academia and industry. Business that locate at Citylabs 1.0 have direct access to MFT's specialist clinical resources and expertise from researchers, clinicians and procurement teams, as well as MSP's growth support and event programme. Citylabs 2.0 and 3.0 will deliver a further 220,000 sq. ft, creating a national hub for precision medicine and data analytics innovation, and forming one of the largest campuses in the UK with a focus on predictive, preventative, personalised and participatory medicine. Construction of Citylabs 2.0 is expected to complete in late 2020.
- **Site Transformation Project** – including Saint Mary's Hospital, Manchester Royal Eye Hospital, Manchester Royal Infirmary and Royal Manchester Children's Hospital.
- **The Whitworth** – a £15 million refurbishment and extension, which transformed the 125 year old building into a 21<sup>st</sup> Century gallery in the park; it was winner of the Art Fund's Museum of the Year in 2015 and Visit England's gold prize for Large Visitor Attraction of the Year in 2016.

### **3.4.3 Market Context**

Section 2 of the SRFG sets out the current market context in respect of commercial floorspace and demand, at paragraph 2.4.3.1 to 2.4.3.3.

## **3.5 Masterplan-wide Development and Place-Making Objectives**

### **3.5.1 Economy**

#### **3.5.1.1 Appropriate Land Uses**

The EGC site will be an employment-led masterplan, leveraging its clear advantages in terms of location and scale. In accordance with Core Strategy Policy EC1 Regional Centre and EC8 Central Manchester – Employment Land and the Oxford Road Corridor SSF, the primary use will be buildings that support the commercialisation of health research and life sciences, as well as science, technology and innovation. This may be in the form of a new hospital facility, clinical and laboratory, commercial or education floorspace.

New buildings should provide large, flexible floorplates that can accommodate the facilities required by operators within these sectors, whilst being responsive to market requirements and capable of sub-division to create smaller spaces.

The EGC site could accommodate several new commercial buildings and the mix of uses and layout should be designed to create a campus-type environment that encourages collaboration and enables the development of a business eco-system, akin to Manchester Science Park.

The layout of new buildings should be carefully considered to enable opportunities for new public realm and connections to be created.

As part of this overall mix, there is an opportunity for some active community retail and leisure uses at ground floor, fronting Hathersage Road, which will help to promote a sense of vibrancy and enhance the existing east to west connection.

Brook House and Shepherd House will be retained and refurbished for a supporting commercial or community use. These buildings provide scope for a more creative commercial use, which works with the character and features; they may be appropriate for the creation of smaller commercial spaces aimed at start-ups and grow-on space, as part of a wider business eco-system.

Residential use is not considered appropriate for the EGC site. This location is a priority for employment-generating uses and, in line with Core Strategy Policies EC1 Regional Centre and EC8 Central Manchester – Employment Land, it is not considered that residential use would be capable of contributing to or facilitating an employment-generating use on the site.

#### **3.5.1.2 Supporting Infrastructure**

Investment in supporting infrastructure will be required, which could include a new sub-station and upgrades to the electrical supply.

Resilient power and fibre infrastructure and flexible energy sources should be considered to ensure smart management of new development.



### **3.5.1.3 Height and Density**

The EGC site lies within a buffer zone between the lower rise 2-3 storey Victorian villas to the south, within the Victoria Park Conservation Area, and more recent developments of up to 6 storeys associated with the MFT estate and student residential accommodation to the north, east and west.

There is an opportunity for increased scale and density at the northern part of the EGC site, corresponding to the height datum of the MFT estate of up to 6 storeys. In particular, there is an opportunity for a landmark feature to the north-west corner of the EGC site, as a key node connecting into the MFT estate.

To the south and west of the EGC site, Brook House and Shepherd House will be retained, alongside the existing mature trees and hedging.

In this part of the site, scale should step down to 2 to 3 storeys and the form of development should contribute towards the parkland environment and overall enhancement of the Victoria Park Conservation Area.

### **3.5.1.4 Sustainability and Resilience**

Regeneration of the EGC site should promote a sustainable development, including through building design, promotion of health and well-being, place-making and enhanced connections.

In delivering new development, opportunities should be considered to reduce carbon through increasing low and zero carbon energy where feasible, reducing energy demand and improving efficiency. It should also be adaptable to climate change.

Development will need to have regard to the requirements of Manchester's Zero Carbon Framework 2020-2038, which is currently in draft form but due for adoption during 2020.

New buildings should be designed so that they are flexible and adaptable to meet changing occupier demands, including consideration of new technologies and working practices.

Development should provide better facilities for those who cycle, walk or run, including secure cycle parking, shower, changing and storage facilities.

Any future planning applications should be supported by a site-specific flood risk assessment and drainage strategy, addressing the surface water drainage requirements of the Critical Drainage Area.

In developing the drainage strategy, consideration should be given to the incorporation of Sustainable Urban Drainage Systems (SUDs) and their future management.

Effects on air quality should be managed to the highest standards of best practice during the construction period of all new development. Core Strategy Policy EN16 Air Quality requires developers to take measures to minimise and mitigate the local impact of emissions from traffic generated by development, as well as emissions created by the use of the development.

## **3.5.2 People**

### **3.5.2.1 Community and Social Infrastructure**

The EGC site could accommodate a new hospital or health-related facility. There is also scope for community and social uses along Hathersage Road, including small-scale retail and food and beverage, or co-working space, which would contribute to the creation of a vibrant commercial destination.

### **3.5.2.2 Functional and Physical Connections**

The existing east to west connection along Hathersage Road will be retained and strengthened through the introduction of active ground floor uses, which could include retail or co-working space.

The EGC site currently lacks a defined street hierarchy and due to the nature of the site and its surroundings, there are limited connections through it.

There is an opportunity through redevelopment to introduce new connections, particularly north to south from the MFT estate across Hathersage Road and across the site to Oxford Place.

This route would enable improved permeability between the Oxford Road Corridor and existing communities to the south, as well as enhancing access to and appreciation of the identified heritage assets.

It would also enable a strong connection between the EGC site and the main MSP campus, via Oxford Road and Denmark Road / Dilworth Street.

There may also be scope to introduce an east to west link from within the site to Upper Brook Street, together with enhancement of the existing pedestrian crossing points on Upper Brook Street and Hathersage Road.

### **3.5.2.3 Car Parking**

New development proposals should be accompanied by an appropriate car parking strategy, which allows the potential demand to be met, whilst also reflecting the site's excellent accessibility by a variety of modes of transport, particularly public transport, and the promotion of alternative sustainable forms of transport.

It is anticipated that if a hospital facility came forward on the EGC site, in line with the extant Nuffield Health Planning Permission there would be a requirement for an increased number of on-site car parking spaces to meet demand from staff and visitors. This could be up to circa 200 spaces, with short and long stay options.

For commercial or educational floorspace, there would be a greater focus on sustainable transport and proposals to reduce reliance on the car through the implementation of travel planning measures, including the introduction of high quality facilities for those walking, running or cycling to the site.

For these types of uses, there may be an opportunity to rationalise the quantum of car parking, with the final provision being calculated by reference to evidence from similar developments such as Citylabs 1.0.

Any application for new car parking would need to be supported by comprehensive studies of the capacity of existing car parks and evidence of need and demand, as well as demonstrating appropriate highways' arrangements.

Car parking should incorporate a proportion of disabled bays and electric vehicle charging points, together with options for motorcycles.

#### **3.5.2.4 Safety and Security**

Development should be designed to create a safe and secure environment using the principles of "Secure by Design."

The layout of new development should be designed to facilitate increased natural surveillance within and around the EGC site.

#### **3.5.2.5 Inclusive Access**

Development should be accessible to all and designed so as to provide a welcoming and safe environment.

### **3.5.3 Place**

#### **3.5.3.1 Preserving and Enhancing Local Distinctiveness and Character**

Brook House and Shepherd House, together with the existing mature trees and hedges in the southern part of the site, will be retained and enhanced through their re-use, maintaining the parkland environment and contributing more positively to the Victoria Park Conservation Area.

New development should be designed to integrate with these features, drawing on their character to contribute towards the creation of a distinctive sense of place.

#### **3.5.3.2 Contribution to Public Realm**

New and enhanced public realm and green space will be provided as part of the place-making strategy for the EGC site. Improved access will be provided to the existing green space to the south, with opportunities to extend soft landscaping and tree planting across the EGC site.

New public realm should be well-designed, functional and animated, providing opportunities for employees and visitors to meet formally and informally.

#### **3.5.3.3 Contribution to Green and Blue Infrastructure**

New development should maximise opportunities for contribution to Manchester's Green and Blue Infrastructure Strategy, including through the retention of existing mature trees and hedges and additional soft landscaping.

#### **3.5.3.4 Animating Streets**

To support the creation of a vibrant commercial destination, ancillary amenity uses such as networking and collaboration space, retail, leisure and community uses will be encouraged on the key frontage of Hathersage Road and fronting new areas of public realm within the EGC site.

#### **3.5.3.5 Microclimate**

In accordance with Core Strategy Policy DM1 Development Management, new development should be designed to create an environment where the amenity of adjoining residents, workers and students, and the environment within the site, is carefully considered in respect to microclimate, including noise, air quality, sunlight, daylight and overshadowing and wind.

This includes mitigation of any potential noise and air quality impacts arising from the proximity of the site to Hathersage Road, and considering

the orientation of new development to maximise the sunlight and daylight received to new and enhanced public realm and green spaces.

#### **3.5.3.6 Future Management and Maintenance**

Vehicular access to the EGC site will be achieved from Hathersage Road; the access point agreed as part of the extant Nuffield Health Planning Permission would be the most appropriate location.

New public realm within the EGC site must be designed to facilitate an appropriate internal servicing strategy for the buildings.

New and enhanced public realm should be carefully managed and maintained with continuing investment to guarantee safety and security while maintaining a welcoming, permeable and open experience.

It is likely that a management company would be required to ensure coordination around public realm as well as handling issues associated with future management and maintenance of the site.

### **3.6 Key Diagrams**

Key diagrams have been prepared to sit alongside the development principles and are presented at Appendix B.

### 3.7 Development Plan Policy Summary Table

#### 3.7.1 Economy

Strategic Vision Key Themes: Economy	Strategic Vision Objectives	SSF Principles	Former Elizabeth Gaskell Campus Development and Place Making Objectives	Relevant Development Plan Policies and other Planning Guidance
<p><b>Supporting the growth of world class institutions</b></p>	<p>Providing a spatial framework which supports growth plans of institutional partners.</p> <p>Integrating institutional investment plans with the priority to make ORC an exceptional place to study, visit, live and work, taking account of promoting east west links, access to the stations, and the points where estates join.</p> <p>Making full use of other Partner’s expertise and resources to support institutional growth.</p>	<p>Support planned growth and future growth potential in terms of immediate plans but also in the longer term so as not to limit growth and economic contribution.</p> <p>Continue to integrate investment plans in order that they are complementary and aligned to the objective of further developing ORC as an exceptional place to study, visit, live and work.</p> <p>Increase private sector contribution to the ORC economy with an emphasis on the development of high value added and high growth companies including TMT and science-based companies by safeguarding sites.</p>	<ul style="list-style-type: none"> <li>Suitable land uses – the primary use will be buildings to support commercialisation of health research, technology and innovation, as well as life sciences, clinical and laboratory facilities. This may be in the form of a new hospital facility, commercial or educational floorspace within flexible large floorplate buildings. Development should create a campus-type environment that encourages collaboration and enables the development of a business eco-system. Active uses will be encouraged on key frontages such as Hathersage Road, to help create a vibrant destination.</li> </ul>	<p>Policy SP1 Spatial Principles</p> <p>Policy EC1 Employment and Economic Growth</p> <p>Policy EC3 The Regional Centre</p> <p>Policy EC8 Central Manchester</p> <p>Policy CC1 Primary Economic Development Focus: City Centre and Fringe</p>
<p><b>Innovation, Commercialisation and Company Growth</b></p>	<p>Developing applied research facilities / commercial workspace, which builds on research strengths.</p> <p>Providing incubation, grow on and high quality premises for inward investors, spin-outs, start-ups and high growth companies.</p> <p>Stimulating an investment and support offer which meets the needs of new and existing technology businesses, particularly those developing /commercialising new products and processes, entering new markets and requiring investment and finance.</p>	<p>Identify potential for underused land and buildings or low quality existing developments to be redeveloped.</p> <p>Adopt a land use strategy which supports the fact that ORC is likely to deliver distinctive clusters of activity focused around its key assets, with a hierarchy of acceptable land uses in those areas.</p> <p>Promote higher density development within key opportunity areas; this must be achieved in a manner which ensures that the quality of the environment and experience of the place can at the same time be</p>	<ul style="list-style-type: none"> <li>Scale and density – to respond appropriately to the existing heritage assets including the setting of the Victoria Park Conservation Area, whilst delivering high quality new floorspace and opportunities for increased scale close to the MFT estate.</li> <li>Public realm and connectivity – retention of existing trees and hedges; enhanced</li> </ul>	<p>Policy T1 Sustainable Transport</p> <p>Policy T2 Accessible Areas of Opportunity and Need</p> <p>Policy EN1 Design Principles and Strategic Character Areas</p> <p>EN3 Heritage</p> <p>EN9 Green Infrastructure</p> <p>Policy DM1 Development Management</p>

Strategic Vision Key Themes: Economy	Strategic Vision Objectives	SSF Principles	Former Elizabeth Gaskell Campus Development and Place Making Objectives	Relevant Development Plan Policies and other Planning Guidance
<b>Championing Transformational Investment</b>	To enable transport services to function within the area, enabling people to travel in a sustainable manner, including walking and cycling.	<p>enhanced, as well as protection of existing residential amenity.</p> <p>Rationalisation / re-location of uses is encouraged to support the strategy in terms of investment, growth, place-making and quality or where there are other clear overall benefits.</p> <p>High quality, safe, legible north-south and east-west connections must be enhanced to increase agglomeration opportunities and encourage interaction and linkages between clusters of activity and surrounding neighbourhoods.</p> <p>Ensuring future infrastructure investment is sufficient and directed to best support and unlock development potential and growth.</p>	<p>connections with surrounding neighbourhoods, including a new north to south route.</p> <ul style="list-style-type: none"> <li>Transport – options for car parking, which may require an increased number of parking spaces for a hospital facility to meet visitor and staff demand, or rationalised offer for other commercial uses where there would be a greater focus on sustainable transport modes through travel planning including walking and cycling.</li> </ul>	

### 3.7.2 Place

Strategic Vision Key themes: Place	Strategic Vision Objectives	SSF Principles	Former Elizabeth Gaskell Campus Development and Place Making Objectives	Relevant Development Plan Policies and other Planning Guidance
<b>Creating a special place for people</b>	<p>Encourage a more diverse retail, food and drink, culture, leisure, sport and entertainment offer, supporting stronger daytime, evening and weekend economies.</p> <p>Enhance public realm through well-planned and designed streetscape.</p>	<p>Use all opportunities to showcase world-leading work and activities, including through new development.</p> <p>Green infrastructure and street tree planting will be encouraged.</p> <p>New development and infrastructure projects should support the evolution</p>	<ul style="list-style-type: none"> <li>Local Distinctiveness and Character – retention of existing heritage assets and carefully designed integration with new development, drawing on their character to contribute towards the creation of a distinctive sense of place.</li> </ul>	<p>Policy SP1 Spatial Principles</p> <p>Policy EC1 Economic and Employment Growth</p> <p>Policy EC3 Regional Centre</p>

Strategic Vision Key themes: Place	Strategic Vision Objectives	SSF Principles	Former Elizabeth Gaskell Campus Development and Place Making Objectives	Relevant Development Plan Policies and other Planning Guidance
	<p>Connect and animate the space, forming intersections where people can meet formally and informally.</p> <p>Provide a broader housing offer to meet the housing needs of the workforce and reflect the attractiveness of Manchester as a place to live and work, in keeping with the Manchester Residential Growth Strategy.</p>	<p>of a place where people make new friends and connections.</p> <p>Identify anchor destinations and a mix of uses that provide places where people spend leisure time as a complement to work and study.</p> <p>Spatially, new uses should be located where they will thrive and act as a springboard for new secondary destinations.</p>	<ul style="list-style-type: none"> <li>Public realm and green space – retention of existing mature trees and hedges, connecting into existing networks and delivering new and enhanced public realm, green space and environmental improvement to key pedestrian and cycle routes.</li> <li>Active frontages – retail, leisure and community uses fronting Hathersage Road and new areas of public realm within the site.</li> <li>Sustainability and resilience – providing for buildings and public realm that is resilient, future-proofed and adaptable to climate change.</li> </ul>	<p>Policy EC8 Central Manchester</p> <p>Policy CC1 Primary Economic Development Focus: City Centre and Fringe</p> <p>Policy T2 Accessible Areas of Opportunity and Need</p>
<p><b>Culture at the heart of Oxford Road Corridor</b></p>	<p>Support the development of world class arts and cultural organisations and activities, which enhance the reputation of ORC and the City.</p> <p>Place cultural at the centre of a broader, leisure, entertainment, sport and lifestyle offer, including optimising the spaces between cultural assets, connecting the public realm.</p> <p>Use cultural assets, activities and audiences to support small and medium sized businesses in food and drink, retail, and entertainment; as well as creative, artistic, heritage and performance industries.</p>	<p>Raise standards and provide a broader range of housing, which may comprise different operational models, to meet forecast demand; employment led use of identified sites and hierarchies of land uses should be safeguarded.</p> <p>Scope for student accommodation; this should continue to be controlled in line with Core Strategy Policy H12 and led by institutional partners in line with wider city regeneration objectives.</p> <p>Contribution to high quality re-design of the streetscape, squares and public spaces will be essential as part of any new development or investment.</p> <p>Enhancing the quality of east-west crossing points and connections for cyclists and pedestrians to enable strengthened connectivity between ORC and surrounding neighbourhoods.</p>	<ul style="list-style-type: none"> <li>Public realm and green space – retention of existing mature trees and hedges, connecting into existing networks and delivering new and enhanced public realm, green space and environmental improvement to key pedestrian and cycle routes.</li> <li>Active frontages – retail, leisure and community uses fronting Hathersage Road and new areas of public realm within the site.</li> <li>Sustainability and resilience – providing for buildings and public realm that is resilient, future-proofed and adaptable to climate change.</li> </ul>	<p>Policy EN1 Design Principles and Strategic Character Areas</p> <p>Policy EN3 Heritage</p> <p>Policy EN4 Reducing CO2 Emissions by Enabling LZC Development</p> <p>Policy EN6 Target Framework for Reductions from Low Zero Carbon Energy Supplies</p> <p>Policy EN8 Adaptation to Climate Change</p> <p>Policy EN9 Green Infrastructure</p> <p>Policy EN11 Quantity of Open Space, Sport and Recreation</p>
<p><b>Developing Smart City Infrastructure and Services</b></p>	<p>To be leading-edge creators using information technologies and social media to have active engagement with institutions and companies, public services, and</p>	<p>Enhancing the quality of east-west crossing points and connections for cyclists and pedestrians to enable strengthened connectivity between ORC and surrounding neighbourhoods.</p>	<ul style="list-style-type: none"> <li>Public realm and green space – retention of existing mature trees and hedges, connecting into existing networks and delivering new and enhanced public realm, green space and environmental improvement to key pedestrian and cycle routes.</li> <li>Active frontages – retail, leisure and community uses fronting Hathersage Road and new areas of public realm within the site.</li> <li>Sustainability and resilience – providing for buildings and public realm that is resilient, future-proofed and adaptable to climate change.</li> </ul>	<p>Policy EN16 Air Quality</p> <p>Policy EN19 Waste</p>

Strategic Vision Key themes: Place	Strategic Vision Objectives	SSF Principles	Former Elizabeth Gaskell Campus Development and Place Making Objectives	Relevant Development Plan Policies and other Planning Guidance
	<p>the day time and evening economy for all.</p> <p>Reduce the carbon footprint through sustainable management of energy and waste.</p> <p>Integrate green and smart ideas into new development and investment proposals.</p>	<p>Cultural venues and activities should be safeguarded and enhanced as part of the broader offer.</p> <p>Optimise spaces between cultural assets, connecting the public realm. High quality cultural assets can act as anchors and support a range of other uses including food and drink, and entertainment as well as creative, artistic and heritage industries.</p> <p>Thought should be given to developing an enhanced retail offer that matches the area’s ambition, creates distinctive destinations that encourage movement and positive interaction.</p> <p>New development will be sustainable, adaptable to climate change and follow the principles of the energy hierarchy.</p>		<p>DC7a.1 Large Buildings of Historic and / or Architectural Interest</p> <p>DC18 Conservation Areas</p>

### 3.7.3 People

Strategic Vision Key themes: People	Strategic Vision Objectives	SSF Principles	Former Elizabeth Gaskell Campus Development and Place Making Objectives	Relevant Development Plan Policies and other Planning Guidance
<p><b>Raising the Bar: increasing the Oxford Road Corridor’s Contribution to Economic and Social Inclusion</b></p>	<p>Provide an apprenticeship programme for young people which gives training opportunities in the broad range of occupations within the ORC workforce.</p> <p>Use new investment to link young people and local residents to employment opportunities in construction and its supply chain.</p>	<p>People lie at the heart of the strategy, not just as a pool of talent and knowledge, but as an opportunity to increase ORC’s contribution to economic and social inclusion. It is essential that new development must not turn its back on local communities, but foster improved connectivity to ensure that the benefits of investment and regeneration flow into those areas.</p>	<ul style="list-style-type: none"> <li>• Creation of new employment opportunities and sharing these with local people through enhanced functional and physical connections and support for training and development initiatives.</li> <li>• Social Infrastructure – the masterplan will include</li> </ul>	<p>Policy EC1 Employment and Economic Growth</p> <p>Policy EC3 The Regional Centre</p> <p>Policy EC8 Central Manchester</p> <p>Policy CC1 Primary Economic Development</p>



Strategic Vision Key themes: People	Strategic Vision Objectives	SSF Principles	Former Elizabeth Gaskell Campus Development and Place Making Objectives	Relevant Development Plan Policies and other Planning Guidance
	<p>Increase number of Manchester residents working within ORC through employability and recruitment initiatives that overcome barriers.</p> <p>Connect to people, schools and organisations in adjacent neighbourhoods, building on existing work to raise aspiration to HE and higher level jobs within ORC as a realistic ambition.</p>	<p>New investment should link young people and local residents to employment opportunities in construction, as well as through strengthening of employability and recruitment initiatives already in place through Partners.</p>	<p>provision for new retail and leisure uses fronting Hathersage Road, which will help to strengthen east to west linkages and provide facilities for the local community.</p>	<p>Focus: City Centre and Fringe</p>

# 4 Wilmott Street (Former Salvation Army)

## 4.1 Oxford Road Corridor SSF Key Principles

The Wilmott Street (WS) site is identified within the Oxford Road Corridor SSF as being a Transformational Strategic Investment Site and part of an existing and emerging cluster of Creative, Cultural and Mixed Use development within the First Street regeneration area.

First Street is located at a prominent gateway position, at the northern end of the Oxford Road Corridor, marking the entrance to the city centre from the airport and the south. It is one of Manchester's most visible, exciting and unique development opportunities and is becoming a distinctive new neighbourhood within the city.

The overall vision for First Street is to deliver a quality cultural and visitor destination alongside targeted commercial and retail development, hotel and residential accommodation.

First Street is supported by an SRF, which was originally prepared in 2005 and has been updated and re-endorsed in 2012 and 2015. The SRF has been refreshed again in 2018 and was endorsed at the MCC Executive Committee in November 2018.

The 2018 SRF was prepared in response to an evolving strategic context and to secure proposed changes primarily to the First Street Central area (allowing for an increased quantum and density of development), as well as sites to the north and south of Macintosh Mills in First Street South.

The WS site is one of those sites located within First Street South and the 2018 SRF confirms that in addition to the previously identified residential use allocation, it is also suitable as a commercially-led mixed use development, fronting Cambridge Street.

The 2018 First Street SRF recognises that the WS site could also be appropriately developed for commercial use that would capitalise on its locational advantages and contribute to strategic priorities of the City and the Corridor Partnership.

The Manchester office market remains highly competitive, building on the strength of the local economy and the desire for businesses to locate in the City. Continued strong uptake of office space in the city centre has led to a shortage of Grade A office space as demand outstrips supply.

With the recent completion of Spinningfields and new buildings delivered or under construction within the Central Business District, it is clearly recognised that there are now limited sites available to deliver large floorplate office buildings, which will be required to support the continued economic growth of Oxford Road Corridor and Manchester.

First Street's unique location within the city centre and Oxford Road Corridor, supported by the mix of uses delivered to date, mean it is ideally placed to attract businesses within key growth sectors such as TMT, healthcare, R&D industries, and technical advisory businesses, which will significant value to the economic base of Manchester. This is evidenced by the lettings secured at Number 1 and No. 8 First Street to date.

In order to fully realise First Street's potential contribution to the continued growth and regeneration of the city centre, there is an opportunity for the masterplan to build upon its successes and maximise the commercial offer, helping to meet the demonstrated need for more quality office space in the city centre.

First Street Central is now an established office location, demonstrating the success of its unique location and distinctive offer of large, flexible Grade A office floorspace, at a competitive price that is lower than the central part of the city centre. The lettings secured have created a critical mass of quality occupiers, fuelling further demand and setting the conditions for significant further growth.

In order to capitalise on this popularity and respond to the urgent on-going demand for Grade A office floorspace, a higher scale and density of office accommodation is considered to be feasible, to promote office-led use with supporting retail and leisure uses that will help to enhance linkages to the surrounding residential communities.

## **4.2 Oxford Road Corridor Partners Key Priorities**

The Oxford Road Corridor Partners have identified a number of key priorities for the WS site, which are fully aligned with the Spatial Principles established within the Oxford Road Corridor SSF:

### **4.2.1 Economy**

- In accordance with the 2018 First Street SRF, an opportunity for either a commercially-led masterplan, which facilitates the delivery of a new large floorplate office building together with ancillary retail and leisure uses, or residential use, which could comprise low, medium and high rise accommodation with a mix of townhouses and apartments, provided that this is in accordance with the Development Plan and other material considerations.
- Redevelopment of a gap site that will contribute towards completion of the regeneration arc from First Street to Circle Square.
- Creation of new employment opportunities.

### **4.2.2 Place**

- A form of development that makes a positive contribution to the townscape and sensitively responds to the existing Grade II Listed mill and warehouse buildings.
- Retention of the existing trees and an opportunity to create new public realm through a set-back of the building line, thereby enhancing connections between First Street and Circle Square and providing a more generous setting to the Listed Buildings.
- Active ground floor uses along all frontages, which will facilitate the creation of a continued leisure route from Circle Square, along Chester Street and through to Oxford Road and First Street.

### **4.2.3 People**

- Create new employment opportunities that are accessible to local residents.
- Enhance east to west connections and incorporate appropriate wayfinding into new development.
- Opportunities to introduce improved public realm, with additional planting and landscaping, which will result in an improved environment for existing local residents.

## **4.3 Site Analysis**

This section is supported by a series of accompanying key diagrams, which are presented at Appendix C.

### **4.3.1 Framework Boundary**

The WS site is located in Deansgate ward at the northern boundary of the Oxford Road Corridor, on land bounded by Wilmott Street, Chester Street, Cambridge Street and Hulme Street.

### **4.3.2 Ownerships**

The WS site is within the single ownership of Manchester City Council (primarily as freehold, but with two small areas of long leasehold).

### **4.3.3 Statutory Designations**

The following section identifies the statutory designations within the WS site and its immediate surroundings.

The WS site is not the subject of any ecological designations.

#### **4.3.3.1 Development Plan Allocations**

The WS site is located within the City Centre; it is therefore subject to Core Strategy Policies CC1 to CC10 as well as policies relating to the Regional Centre (including EC1 Employment and Economic Growth in Manchester and EC3 The Regional Centre). The WS site is considered to be a focus for employment growth, in line with Policy CC1 Primary Economic Development Focus: City Centre and Fringe; however, it could also be capable of accommodating residential use in accordance with Core Strategy Policy CC3 Housing (Southern Gateway).

The policies are set out in full at Appendix E.

#### **4.3.3.2 Listed Buildings**

There are no Listed Buildings within the WS site. Immediately to the north and east of the site are a number of Grade II Listed red brick mill buildings, some with chimney stacks, the earliest of which was constructed in 1795.

#### **4.3.3.3 Conservation Areas**

The WS site is not within a Conservation Area, nor does it bound any Conservation Areas.

#### **4.3.3.4 Flood Risk**

The WS site is located in Flood Zone 1, a low probability of flooding. It is located in the Conurbation Core Critical Drainage Area; as such, additional surface water run-off volume must be attenuated for events up to the 1 in 100 year event plus climate change.

#### **4.3.3.5 Air Quality**

The WS site is in the Manchester Air Quality Management Area.

#### **4.3.4 Site History**

The eastern part of the WS site has been used as a surface level car park for more than ten years.

The western part of the WS site was historically used as a Salvation Army Hostel. The hostel closed in 2012 and was demolished in 2013.

Subsequently, this part of the WS site has been used as a construction compound associated with the First Street regeneration area between 2015 and 2016.

#### **4.3.5 Existing Land Uses and Community Assets**

The east of the WS site remains in use as a surface level public car park, operated by NCP. The remainder of the WS site is hardstanding and currently disused. There are no community assets within the WS site.

The wider surrounding area comprises a mix of uses, including:

**Residential** – to the north, east and south of the WS site there are a range of residential dwellings, including mill conversions and new build apartment blocks. There are also a number of residential developments within the planning pipeline. There are a number of existing purpose-built student residential blocks within that mix.

**Education** – the Manchester Met estate is located to the south west of the WS site, with the UoM beyond.

**Commercial** – there are a number of existing and under construction office buildings within the immediate vicinity of the WS site, including at First Street and Circle Square. In addition, there are a range of creative and digital occupiers within workspace in some of the converted mills.

**Hotel, Retail and Leisure, and Cultural** – First Street is established as a mixed-use destination, with First Street North accommodating a range of uses including the Melia Ininside Hotel, HOME cinema, theatre and gallery, and restaurants and bars.

Within the ground floor of the student residential block immediately to the south there is a parade of convenience retail units. Along Chester Street there is a concentration of independent restaurant and bar use, which provide functional linkages with Oxford Road.

The International Anthony Burgess Foundation, which accommodates a library, archive and study centre, exhibition and performance space, is located within Chorlton Mill to the north-west.

#### **4.3.6 Safety and Security**

The WS site is bound on three sides by residential and student residential uses. These uses provide passive surveillance over the site.

The surrounding footpaths are more heavily used as a pedestrian route connecting Oxford Road and First Street, following the delivery of First Street North.

#### **4.3.7 Townscape, Character and Environmental Considerations**

The townscape to the north and west of the WS site is characterised by the mill buildings, which frame the site with their grand and traditional

architectural style. The mill buildings are between 5 and 6 storeys in height.

Each of these mills has been converted into residential apartment use, aside from Hotspur Press (which is the subject of a live planning application for residential-led use, comprising retention and refurbishment of part of the warehouse together with a new 28 storey tower).

There is an opportunity to draw on the imposing mill buildings, which are a distinct element of Manchester's character and history.

Beyond to the north, there are also a number of taller, modern residential buildings including the part 22 and part 29 storey Cambridge Street scheme recently developed by Renaker.

To the south are a number of modern purpose-built student residential blocks, which face on to the Mancunian Way. These are taller in scale, ranging from 10 to 21 storeys at the highest point. The recently consented Patrizia build to rent scheme within First Street South would increase that datum to 25 storeys at the highest point.

On a wider scale, the site is located between the heavily trafficked Mancunian Way and the railway line and associated viaduct structure that connects Manchester Oxford Road and Piccadilly Stations. The core of the city centre is within a short walking distance of the WS site.

#### **4.3.8 Street Hierarchy and Active Frontages**

The WS site currently lacks any street hierarchy or active frontage; there is a significant opportunity to create new active frontages on each side of the site as it is surrounded by routes leading in to the city centre from the south.

The level of traffic and heavy highways engineering creates a harsh pedestrian environment and the sense of a car-dominated thoroughfare, which is inhospitable to pedestrians and cyclists.

#### **4.3.9 Public Realm and Open Space**

The WS site contains trees to the east, but does not contain functional public realm or open space.

First Street contains areas of public realm, including the public square adjacent to HOME, which is used for a variety of activities throughout the year.

Circle Square, which is currently under construction, will also deliver a significant element of public realm and green space.

#### **4.3.10 Regeneration Context**

The WS site forms part of the First Street regeneration area, a mixed-use destination, which is developing into a neighbourhood of choice with employment, residential, cultural, hotel, retail and leisure uses.

Immediately to the west of the site is a plot within First Street South, which has consent for a 624 unit build to rent residential development, together with amenity uses, which comprises four towers including one of 22 storeys and one of 25 storeys.

It is also located in close proximity to Circle Square, which is being redeveloped as commercial R&D-led destination, and Manchester Met's estate, as well as the potential future transformational development opportunity site around Oxford Road Station.

Each of these regeneration areas is described in further detail within the Oxford Road Corridor SSF.

#### **4.3.11 Planning History**

A planning history search has been carried out in respect of the WS site framework boundary and there is only one recent application of relevance, which relates to the demolition of the former Salvation Army hostel on the site. Further detail is provided at Appendix F.

### **4.4 Development Context**

As noted above, the WS site is located in a strategic position within the First Street SRF area, on a key pedestrian route through to the emerging Circle Square development on Oxford Road, and immediately adjacent to the Manchester Met estate.

Completed and under construction development within these sites is described in further detail at paragraph 2.4.2 of this SRF and within the Oxford Road Corridor SSF. Broadly, the focus for Circle Square and First Street South is the delivery of new employment-generating development as part of a mix of economic development and residential uses.

The market context for commercial and workspace use is also described at paragraphs 2.4.3.1 to 2.4.3.3 of this SRF.

### **4.5 Masterplan-wide Development and Place-Making Objectives**

#### **4.5.1 Economy**

##### **4.5.1.1 Appropriate Land Uses**

The WS site is suitable for an office-led scheme, which provides flexible, large floorplates that would meet the requirements of occupiers within the financial and professional services, creative and digital sectors in line with the strategic priorities established within Core Strategy Policy CC1 Primary Economic Development Focus and the Oxford Road Corridor SSF.

At ground floor, a range of active supporting uses should be incorporated to promote vibrancy in accordance with Core Strategy Policy CC7 Mixed Use Development. Appropriate uses will include networking and collaboration space for the workspace occupiers and visitors; social infrastructure and retail, including restaurant and cafés, bars and other local amenities.

Flexible leasing strategies will be used where appropriate to encourage a mix of active ground floor uses involving start-up businesses and independent operators, as well as established operators, in order to foster enterprise.

Where it is not viable to provide an active use at ground floor, an alternative active frontage should be provided, for example appropriately designed entrances to commercial buildings.

In accordance with Core Strategy Policy CC3 Housing (Southern Gateway) and the First Street SRF 2015, the WS site is also considered to be suitable for residential use. This would comprise of low, medium and high rise

accommodation with a suitable mix of townhouses, maisonettes, apartments and duplexes of different sizes, with a view to broadening the overall mix and providing high quality accommodation that is large enough to suit a range of occupants (both in terms of room numbers and size).

If additional new housing is brought forward on the WS site, it should also contribute to Manchester's overall needs in terms of ensuring a balanced housing supply in line with Core Strategy Policy H1 Overall Housing Provision. It is considered that this area represents an opportunity to diversify Manchester's housing offer and widen choice in the city centre. This will include housing for families and young professionals working in and around the city centre, in line with Core Strategy Policy H5 Central Manchester – Housing

Any planning application for new residential accommodation proposed would need to demonstrate compliance with Manchester's Residential Quality Guidance and the Urban Design Criteria and Framework set out within the 2015 First Street SRF, as well as the principles within this report (which are designed to align with the 2015 First Street SRF).

The WS site is not considered to be a location for new student residential accommodation, given that a significant quantum has already been delivered in this area or is in the pipeline.

#### **4.5.1.2 Supporting Infrastructure**

Investment in supporting infrastructure will be required, which could include a new sub-station and upgrades to the electrical supply.

Resilient power and fibre infrastructure and flexible energy sources should be considered to ensure smart management of new development.

#### **4.5.1.3 Height and Density**

At the northern and eastern edges of the WS site, scale should step down to correspond with the datum of the existing mill buildings. There is an opportunity to step up in height to the west, where existing and future built form is of a taller scale. The corners of Cambridge Street and Hulme Street / Chester Street provide opportunities for a taller element.

#### **4.5.1.4 Sustainability and Resilience**

Regeneration of the WS site should promote a sustainable development, including through the maximisation of its locational advantages and proximity to public transport nodes, as well as building design, promotion of health and well-being, place-making and enhanced connections.

In delivering new development, opportunities should be considered to reduce carbon through increasing low and zero carbon energy where feasible, reducing energy demand and improving efficiency. It should also be adaptable to climate change.

Development will need to have regard to the requirements of Manchester's Zero Carbon Framework 2020-2038, which is currently in draft form but due for adoption during 2020.

New buildings should be designed so that they are flexible and adaptable to meet changing occupier demands, including consideration of new technologies and working practices.



New development should provide better facilities for those who cycle, walk or run, including secure cycle parking, shower, changing and storage facilities.

Any future planning applications should be supported by a site-specific flood risk assessment and drainage strategy, addressing the surface water drainage requirements of the Critical Drainage Area. In developing the drainage strategy, consideration should be given to the incorporation of Sustainable Urban Drainage Systems (SUDs) and their future management.

Effects on air quality should be managed to the highest standards of best practice during the construction period of all new development. Core Strategy Policy EN16 Air Quality requires developers to take measures to minimise and mitigate the local impact of emissions from traffic generated by development, as well as emissions created by the use of the development.

## **4.5.2 People**

### **4.5.2.1 Functional and Physical Connections**

New development should facilitate enhancement of the existing functional and physical connections with the surrounding neighbourhoods and improve access to employment, education, retail and leisure opportunities.

In particular, there is an opportunity for the WS site to contribute towards the strengthening of east to west routes between First Street and Circle Square through active frontages to Chester Street and Hulme Street, which connect in to and complete an emerging retail and leisure route from First Street to Circle Square.

There is an opportunity for enhanced crossing facilities at all junctions surrounding the WS site to improve the pedestrian experience.

### **4.5.2.2 Car Parking**

New development proposals should be accompanied by an appropriate car parking strategy, which allows the potential demand to be met, whilst also reflecting the site's excellent accessibility by a variety of modes of transport, particularly public transport, and the promotion of alternative sustainable forms of transport.

It is envisaged that car parking provision will comprise of basement car parking within the WS site, but there may also be scope for some on-street or on plot bays subject to careful treatment of street edges.

Car parking should incorporate a proportion of disabled bays and electric vehicle charging points, together with options for motorcycles.

### **4.5.2.3 Safety and Security**

Development should be designed to create a safe and secure environment using the principles of "Secure by Design."

New development should incorporate active frontages, facilitating increased natural surveillance of the surrounding footpaths.

### **4.5.2.4 Inclusive Access**

Development should be accessible to all and designed so as to provide a welcoming and safe environment.

### **4.5.3 Place**

#### **4.5.3.1 Preserving and Enhancing Local Distinctiveness and Character**

New buildings should be designed to complement the existing Grade II mill buildings and make a positive contribution to the townscape, through redevelopment of an underutilised gap site that is currently used for surface car parking.

#### **4.5.3.2 Contribution to Public Realm**

To the northern elevation, there is an opportunity to retain the existing street trees and set the building line back to create a generous pedestrian route along Hulme Street, which would help to create a more human scale to the street and also provide an enhanced setting for the Grade II Listed mills immediately opposite.

#### **4.5.3.3 Contribution to Green and Blue Infrastructure**

New development should maximise opportunities for contribution to Manchester's Green and Blue Infrastructure Strategy, including through retention of existing trees and identifying opportunities for further soft landscaping and tree planting.

#### **4.5.3.4 Animating Streets**

Ancillary amenity uses such as networking and collaboration space, retail, leisure and community uses will be encouraged at ground floor; these uses should be level with the street where possible and incorporate appropriately proportioned transparent glazing to promote street life and provide visual interest for pedestrians.

Non-active uses (such as car park entrances and refuse stores) should be minimised.

#### **4.5.3.5 Microclimate**

In accordance with Core Strategy Policy DM1 Development Management, new development should be designed to create an environment where the amenity of adjoining residents, workers and students, and the environment within the site, is carefully considered in respect to microclimate, including noise, air quality, sunlight, daylight and overshadowing and wind.

#### **4.5.3.6 Future Management and Maintenance**

New development should be designed to facilitate an appropriate strategy for servicing and refuse collection, which minimises the potential for adverse impact to local residents.

New public realm should be carefully managed and maintained with continuing investment to guarantee safety and security while maintaining a welcoming, permeable and open experience.

It is likely that a management company would be required to ensure coordination around public realm as well as handling issues associated with future management and maintenance of the development.

## **4.6 Key Diagrams**

Key diagrams have been prepared to sit alongside the development principles and are presented at Appendix C.

## 4.7 Development Plan Policy Summary Table

### 4.7.1 Economy

Strategic Vision Key Themes: Economy	Strategic Vision Objectives	SSF Principles	Wilmott Street Development and Place Making Objectives	Relevant Development Plan Policies and other Planning Guidance
<p><b>Supporting the growth of world class institutions</b></p>	<p>Providing a spatial framework which supports growth plans of institutional partners.</p> <p>Integrating institutional investment plans with the priority to make ORC an exceptional place to study, visit, live and work, taking account of promoting east west links, access to the stations, and the points where estates join.</p> <p>Making full use of other Partner’s expertise and resources to support institutional growth.</p>	<p>Support planned growth and future growth potential in terms of immediate plans but also in the longer term so as not to limit growth and economic contribution.</p> <p>Continue to integrate investment plans in order that they are complementary and aligned to the objective of further developing ORC as an exceptional place to study, visit, live and work.</p> <p>Increase private sector contribution to the ORC economy with an emphasis on the development of high value added and high growth companies including TMT and science-based companies by safeguarding sites.</p>	<ul style="list-style-type: none"> <li>• Suitable land uses – a commercial masterplan with potential for a large office floorplate suitable for occupiers that contribute towards the Oxford Road Corridor objectives, with active ground floor uses that would support a vibrant employment destination; or, alternatively a residential-led masterplan, in accordance with the First Street SRF and Core Strategy Policy CC3.</li> <li>• Scale and density – to ensure that the potential of the site is maximised, with a reduced scale corresponding to the existing Listed Buildings to the north and east, and an opportunity to step up in scale to correspond to existing and proposed height to the south and west.</li> </ul>	<p>Policy SP1 Spatial Principles</p> <p>Policy EC1 Employment and Economic Growth</p> <p>Policy EC3 The Regional Centre</p> <p>Policy CC1 Primary Economic Development Focus: City Centre and Fringe</p> <p>Policy CC2 Retail</p>
<p><b>Innovation, Commercialisation and Company Growth</b></p>	<p>Developing applied research facilities / commercial workspace, which builds on research strengths.</p> <p>Providing incubation, grow on and high quality premises for inward investors, spin-outs, start-ups and high growth companies.</p> <p>Stimulating an investment and support offer which meets the needs of new and existing technology businesses, particularly those developing /commercialising new products and processes, entering new markets and requiring investment and finance.</p>	<p>Identify potential for underused land and buildings or low quality existing developments to be redeveloped.</p> <p>Adopt a land use strategy which supports the fact that ORC is likely to deliver distinctive clusters of activity focused around its key assets, with a hierarchy of acceptable land uses in those areas.</p> <p>Promote higher density development within key opportunity areas; this must be achieved in a manner which ensures that the quality of the environment and experience of the place can at the same time be</p>	<ul style="list-style-type: none"> <li>• Public realm and connectivity – to enhance connections with surrounding neighbourhoods. There is an opportunity to set back the building line to the north, to facilitate a new element of public realm that provides a</li> </ul>	<p>Policy CC5 Transport</p> <p>Policy CC6 High Density Development</p> <p>Policy CC7 Mixed Use Development</p> <p>Policy CC8 Change and Renewal</p> <p>Policy CC9 Design and Heritage</p> <p>Policy CC10 A Place for Everyone</p>

Strategic Vision Key Themes: Economy	Strategic Vision Objectives	SSF Principles	Wilmott Street Development and Place Making Objectives	Relevant Development Plan Policies and other Planning Guidance
<b>Championing Transformational Investment</b>	To enable transport services to function within the area, enabling people to travel in a sustainable manner, including walking and cycling.	<p>enhanced, as well as protection of existing residential amenity.</p> <p>Rationalisation / re-location of uses is encouraged to support the strategy in terms of investment, growth, place-making and quality or where there are other clear overall benefits.</p> <p>High quality, safe, legible north-south and east-west connections must be enhanced to increase agglomeration opportunities and encourage interaction and linkages between clusters of activity and surrounding neighbourhoods.</p> <p>Ensuring future infrastructure investment is sufficient and directed to best support and unlock development potential and growth.</p>	<p>more generous setting for the nearby mill buildings.</p> <ul style="list-style-type: none"> <li>Transport – options for car parking, enhancements to support sustainable transport modes including walking and cycling.</li> </ul>	<p>Policy T1 Sustainable Transport</p> <p>Policy T2 Accessible Areas of Opportunity and Need</p> <p>Policy EN1 Design Principles and Strategic Character Areas</p> <p>Policy EN2 Tall Buildings</p> <p>Policy EN3 Heritage</p> <p>Policy EN9 Green Infrastructure</p> <p>Policy DM1 Development Management</p>

#### 4.7.2 Place

Strategic Vision Key themes: Place	Strategic Vision Objectives	SSF Principles	Wilmott Street Development and Place Making Objectives	Relevant Development Plan Policies and other Planning Guidance
<b>Creating a special place for people</b>	Encourage a more diverse retail, food and drink, culture, leisure, sport and entertainment offer, supporting stronger daytime, evening and weekend economies.	Use all opportunities to showcase world-leading work and activities, including through new development.	<ul style="list-style-type: none"> <li>Public realm and green space – connecting into existing networks and delivering new and enhanced public realm, green space and</li> </ul>	Policy CC1 Primary Economic Development Focus: City Centre and Fringe

Strategic Vision Key themes: Place	Strategic Vision Objectives	SSF Principles	Wilmott Street Development and Place Making Objectives	Relevant Development Plan Policies and other Planning Guidance
	<p>Enhance public realm through well-planned and designed streetscape.</p> <p>Connect and animate the space, forming intersections where people can meet formally and informally.</p> <p>Provide a broader housing offer to meet the housing needs of the workforce and reflect the attractiveness of Manchester as a place to live and work, in keeping with the Manchester Residential Growth Strategy.</p>	<p>Green infrastructure and street tree planting will be encouraged.</p> <p>New development and infrastructure projects should support the evolution of a place where people make new friends and connections.</p> <p>Identify anchor destinations and a mix of uses that provide places where people spend leisure time as a complement to work and study.</p> <p>Spatially, new uses should be located where they will thrive and act as a springboard for new secondary destinations.</p>	<p>environmental improvement to key pedestrian and cycle routes. This should include retention of existing street tree planting and potential for creation of a more generous pedestrian route to Hulme Street.</p> <ul style="list-style-type: none"> <li>Enhancing local distinctiveness and character – new buildings should be designed to complement the existing Grade II Listed mill buildings.</li> </ul>	<p>Policy CC2 Retail</p> <p>Policy CC5 Transport</p> <p>Policy CC7 Mixed Use Development</p> <p>Policy CC9 Design and Heritage Design</p> <p>Policy CC10 A Place for Everyone</p> <p>Policy T2 Accessible Areas of Opportunity and Need</p>
<p><b>Culture at the heart of Oxford Road Corridor</b></p>	<p>Support the development of world class arts and cultural organisations and activities, which enhance the reputation of ORC and the City.</p> <p>Place cultural at the centre of a broader, leisure, entertainment, sport and lifestyle offer, including optimising the spaces between cultural assets, connecting the public realm.</p> <p>Use cultural assets, activities and audiences to support small and medium sized businesses in food and drink, retail, and entertainment; as well as creative, artistic, heritage and performance industries.</p>	<p>Raise standards and provide a broader range of housing, which may comprise different operational models, to meet forecast demand; employment led use of identified sites and hierarchies of land uses should be safeguarded.</p> <p>Scope for student accommodation; this should continue to be controlled in line with Core Strategy Policy H12 and led by institutional partners in line with wider city regeneration objectives.</p> <p>Contribution to high quality re-design of the streetscape, squares and public spaces will be essential as part of any new development or investment.</p>	<ul style="list-style-type: none"> <li>Active frontages – retail, leisure and community uses that support the development of a vibrant commercial destination.</li> <li>Sustainability and resilience – providing for buildings and public realm that is resilient, future-proofed and adaptable to climate change.</li> </ul>	<p>Policy EN1 Design Principles and Strategic Character Areas</p> <p>Policy EN2 Tall Buildings</p> <p>Policy EN3 Heritage</p> <p>Policy EN4 Reducing CO2 Emissions by Enabling LZC Development</p> <p>Policy EN6 Target Framework for Reductions from Low Zero Carbon Energy Supplies</p> <p>Policy EN8 Adaptation to Climate Change</p>

Strategic Vision Key themes: Place	Strategic Vision Objectives	SSF Principles	Wilmott Street Development and Place Making Objectives	Relevant Development Plan Policies and other Planning Guidance
<p><b>Developing Smart City Infrastructure and Services</b></p>	<p>To be leading-edge creators using information technologies and social media to have active engagement with institutions and companies, public services, and the day time and evening economy for all.</p> <p>Reduce the carbon footprint through sustainable management of energy and waste.</p> <p>Integrate green and smart ideas into new development and investment proposals.</p>	<p>Enhancing the quality of east-west crossing points and connections for cyclists and pedestrians to enable strengthened connectivity between ORC and surrounding neighbourhoods.</p> <p>Cultural venues and activities should be safeguarded and enhanced as part of the broader offer.</p> <p>Optimise spaces between cultural assets, connecting the public realm. High quality cultural assets can act as anchors and support a range of other uses including food and drink, and entertainment as well as creative, artistic and heritage industries.</p> <p>Thought should be given to developing an enhanced retail offer that matches the area’s ambition, creates distinctive destinations that encourage movement and positive interaction.</p> <p>New development will be sustainable, adaptable to climate change and follow the principles of the energy hierarchy.</p>		<p>Policy EN9 Green Infrastructure</p> <p>Policy EN11 Quantity of Open Space, Sport and Recreation</p> <p>Policy EN16 Air Quality</p>

### 4.7.3 People

Strategic Vision Key themes: People	Strategic Vision Objectives	SSF Principles	Wilmott Street Development and Place Making Objectives	Relevant Development Plan Policies and other Planning Guidance
<p><b>Raising the Bar: increasing the Oxford Road Corridor’s Contribution to</b></p>	<p>Provide an apprenticeship programme for young people which gives training opportunities</p>	<p>People lie at the heart of the strategy, not just as a pool of talent and knowledge, but as an opportunity to increase ORC’s contribution to economic and social inclusion. It is</p>	<ul style="list-style-type: none"> <li>Creation of new employment opportunities and sharing these with local people through enhanced functional and physical</li> </ul>	<p>Policy EC1 Employment and Economic Growth</p>

Strategic Vision Key themes: People	Strategic Vision Objectives	SSF Principles	Wilmott Street Development and Place Making Objectives	Relevant Development Plan Policies and other Planning Guidance
<p><b>Economic and Social Inclusion</b></p>	<p>in the broad range of occupations within the ORC workforce.</p> <p>Use new investment to link young people and local residents to employment opportunities in construction and its supply chain.</p> <p>Increase number of Manchester residents working within ORC through employability and recruitment initiatives that overcome barriers.</p> <p>Connect to people, schools and organisations in adjacent neighbourhoods, building on existing work to raise aspiration to HE and higher level jobs within ORC as a realistic ambition.</p>	<p>essential that new development must not turn its back on local communities, but foster improved connectivity to ensure that the benefits of investment and regeneration flow into those areas.</p> <p>New investment should link young people and local residents to employment opportunities in construction, as well as through strengthening of employability and recruitment initiatives already in place through Partners.</p>	<p>connections and support for training and development initiatives.</p> <ul style="list-style-type: none"> <li>Community and Social Infrastructure – the masterplan will include provision for supporting uses such as networking and collaboration space, retail, restaurant and café, bars and other local amenities.</li> </ul>	<p>Policy EC3 The Regional Centre</p> <p>Policy CC1 Primary Economic Development Focus: City Centre and Fringe</p>

# 5 Birchall Way

## 5.1 Oxford Road Corridor SSF Key Principles

The Birchall Way (BW) site is identified within the Oxford Road Corridor Spatial Plan as being a Future Development Opportunity site and part of an existing and emerging cluster of Education, including Health Education and Student Living.

## 5.2 Oxford Road Corridor Partners Key Priorities

### 5.2.1 Economy

- A longer term masterplan opportunity, which should be reserved for education expansion or commercial floorspace as part of a mixed use destination, which also incorporates social and community infrastructure, where this is complementary to existing provision, and has potential for an element of residential use.
- Creation of new employment and learning opportunities within key growth sectors.

### 5.2.2 Place

- Provide new community infrastructure and public realm, which enables the successful integration of the BW site with the existing residential neighbourhoods.
- Connect into the enhanced public realm and linkages delivered through the Manchester Met estate masterplan.

### 5.2.3 People

- Create new employment and education opportunities that are accessible to local residents.
- Enhance east to west connections and incorporate appropriate wayfinding into new development.

## 5.3 Site Analysis

### 5.3.1 Framework Boundary

The BW site is located within Hulme ward and is bound by Princess Road to the west, residential dwellings to the south, the Aquarius community centre to the east and a pedestrian footbridge across Princess Road leading to Poynton Street to the north.

### 5.3.2 Ownerships

The BW site is within the ownership of MCC (freehold); Land Rover has a leasehold interest.

### 5.3.3 Statutory Designations

The following section identifies the statutory designations within the BW site and its immediate surroundings.

The BW site is not the subject of any ecological designations.

#### 5.3.3.1 Development Plan Allocations

The Manchester Core Strategy identifies that the BW site is located within the designated Regional Centre (Policy EC3) and Inner Areas (SP1 Spatial Principles).



The BW site forms part of the Central Manchester regeneration area and is subject to Core Strategy Policies EC8 (Central Manchester – Employment Land) and H5 (Central Manchester – Housing).

The policies are set out in full at Appendix E; in summary:

**SP1 Spatial Principles** – the Regional Centre will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high quality city living.

**EC1 Employment and Economic Growth in Manchester** – the Regional Centre will be a key location for employment growth, with Manchester City Centre accommodating 33ha. The Council will also support other significant contributors to economic growth and productivity, including health, education, retailing, cultural and tourism facilities.

**EC3 Regional Centre** – development for employment generating uses including offices will be encouraged. Housing will be appropriate as part of the development of mixed use employment areas. Subject to site and location details, higher density residential development may be appropriate.

**EC8 Central Manchester** – Central Manchester is expected to provide approximately 14ha of employment land; Oxford Road Corridor will make a significant contribution being suitable for office, research and development, light industrial, general industrial, education and health uses. It is noted that part of the Oxford Road Corridor falls within the City Centre boundary and should be in line with Policies CC1 to CC10.

**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.

#### **5.3.3.2 Listed Buildings**

There are no Listed Buildings within the BW site or its immediate vicinity.

#### **5.3.3.3 Conservation Areas**

The BW site is not within a Conservation Area, and is not bound by any Conservation Area.

#### **5.3.3.4 Flood Risk**

The BW site is partially located in Flood Zone 2, where it is a medium probability of flooding, and partially located Flood Zone 3, meaning that part of the BW site has a high probability of flooding. The River Medlock watercourse runs in close proximity to the BW site.

A site-specific flood risk assessment should therefore accompany any planning application relating to the BW site.

The BW site is located in the Conurbation Core Critical Drainage Area; as such, additional surface water run-off volume must be attenuated for events up to the 1 in 100 year event plus climate change.

#### **5.3.3.5 Air Quality**

The BW site is located within an Air Quality Management Area.

#### **5.3.4 Site History**

From the mid-19<sup>th</sup> Century until the mid-20<sup>th</sup> Century, the BW site was occupied by terraced housing, which was likely cleared in the 1980s as part of the construction of Princess Way. The BW site has been in use as a vehicle showroom, dealership and associated surface car parking for the last 20 years.

#### **5.3.5 Existing Land Uses and Community Assets**

The BW site comprises the Land Rover vehicle showroom and dealership, together with a large area of surface car parking. The site itself does not contain any community assets.

The BW site is surrounded by a mix of uses, including:

- **Residential** – to the south and east, there is a mix of residential use of varying scales from 3 to 15 storeys. This includes lower rise family houses and apartment blocks. There is also an element of student residential with the mix.
- **Education** – Manchester Met’s Birley Fields Campus is located to the west, across Princess Road. To the east is Trinity Church of England high school and associated Trinity Sports’ Centre, with the Manchester Met estate beyond.
- **Community** – the Aquarius community centre is to the east, and includes a multi-purpose outdoor pitch and children’s play area. There is also a nursery and children’s centre in close proximity to the south. Hulme Community Garden Centre is also located in close proximity. There are also a number of leisure and cultural uses within the local area, including Z-arts and the Zion Centre.
- **Manchester Science Park** – the main MSP campus is located within a 10 minute walk to the south east and Turing House is on the opposite side of Princess Road, to the south west.

#### **5.3.6 Safety and Security**

The existing land uses in the surrounding area provide some passive surveillance over the BW site to the north, east and south.

The BW site is also overlooked by a pedestrian footbridge, which passes over Princess Road and would provide some further passive surveillance; however, at the present time it is closed.

#### **5.3.7 Townscape, Character and Environmental Considerations**

The townscape to the west of the BW site is characterised by the new Manchester Met development; Brooks Building on the edge of Princess Road, along with interspersed student residential development.

This townscape has in recent years seen a positive contribution through new development, with the Manchester Met buildings and broader commercial and residential development to the opposite side of Princess Road providing a greater architectural merit to the area and reaching a height datum of up to 7 storeys.

Further to the west sits Hulme Community Garden Centre, which incorporates a collection of poly-tunnels and growing areas, and is a significant community asset.

In contrast, to the north east the regenerated Hulme neighbourhood has a residential urban character, composed of modern domestic architecture and

of a lower rise scale. To the south east, the character is also residential urban but of a more traditional style of architecture.

Along the western edge of the BW site is the heavily trafficked Princess Road, which provides a major vehicular route in to and out of the city and to Manchester Airport.

Birchall Way is a slip road coming off Princess Road, at present travelling past the Land Rover building and continuing along as a designated cycle lane, dissolving into a disused vehicular access.

To the east of the BW site is a community centre and open playing court, next to the nursery 'Martenscroft Centre'.

There are areas of surface car parking, public realm and cleared disused land to the north; the site closest to Stretford Road is the subject of a live planning application recently submitted by Manchester Met for student residential accommodation which rises to 16 storeys.

The BW site occupies an edge along Princess Road and the residential neighbourhood to the east, composed of large commercial warehouse and car parking. The vehicle showroom addresses Princess Road to showcase cars, resulting in blank elevations defining the interface with the eastern Hulme neighbourhood.

### **5.3.8 Street Hierarchy and Active Frontages**

The BW site falls within an area of largely finer, domestic scale urban grain comprising the Hulme residential neighbourhood, which is punctuated by the large Land Rover vehicle showroom.

### **5.3.9 Public Realm and Open Space**

The BW site does not include any landscaping or functional public realm.

Hulme Park, which was created in 1991, and All Saints Park, are located within close proximity to the BW site. There are also small areas of incidental green open space in the surrounding area.

Manchester Met is developing a public realm improvement strategy for its estate, and has already delivered enhancements for example on the east to west connection from Oxford Road to Birley Fields, via Bonsall Street.

### **5.3.10 Regeneration Context**

The BW site is located within the Hulme ward. Hulme has been subject to a significant regeneration programme in recent years, including the Hulme City Challenge led by a partnership involving MCC, local residents, the private sector and a range of agencies.

Manchester Met's Birley Fields Campus, which became operational in 2014 and is described in further detail in the Oxford Road Corridor SSF, is located a short walking distance to the west of the BW site.

Manchester Met have recently submitted an application for the final phase of Birley Fields, Birley Plot E, which comprises a 491 bed student residential scheme, incorporating a 16 storey building, to the north of the BW site.

### **5.3.11 Planning History**

A search of MCC's Public Access system has not revealed any Planning Permissions of relevance to the BW site and its future development.

The most Planning Permission for the site was granted in 1999, for its current use as a vehicle showroom and dealership.

## **5.4 Development Context**

The BW site is located on a key route between Manchester Met's Oxford Road estate and the Birley Fields campus, it's world-class centre for Education and Health Professionals and community campus, which became operational in 2014. The final phase of Birley Fields, a new student residential scheme at Plot E to the north, was submitted for planning in August 2018.

The BW site is also situated between the main MSP campus at Pencroft Way, which is the subject of an endorsed SRF that will facilitate its expansion and densification over the next 10-15 years (as described in further detail in the Oxford Road Corridor SSF) and the extension of the campus at Archway, on the opposite side of Princess Road.

This includes Turing House, which is home to a fast-growing cluster of digital technology and data centric businesses in internet, cloud hosting and security services, and the UK Fast building.

High quality new residential development has also been delivered along the Princess Road frontage, including the Mecanoo designed Leaf Street scheme that completed in 2018. This comprises apartments and single-family homes of between 3 and 5 storeys, together with public green spaces.

## **5.5 Masterplan-wide Development and Place-Making Objectives**

### **5.5.1 Economy**

#### **5.5.1.1 Appropriate Land Uses**

The BW site is not considered to be an immediate regeneration opportunity; it is likely to be a 10 to 20 year masterplan. The land currently occupied by the Land Rover car dealership within the wider BW site represents a development opportunity that can be brought forward within the short term. The remaining sites located along Princess Parkway represent longer term regeneration opportunities, which may be developed over the next 10 years. However, this would not prevent earlier development, in the event that proposals in accordance with the Development Plan and the SRFG are brought forward in a shorter timescale. It should be reserved for academic expansion and / or commercial uses and / or residential uses that would add to the creation of a balanced mix of residential development within the Hulme area. In relation to housing, it is likely that a priority would be placed on the creation of a balanced portfolio of housing that will broaden the choice and quality of housing for local people, make provision for families and also make provision for economically active residents wishing to locate in close proximity to expanding employment opportunities associated with Manchester City Centre and the Oxford Road Corridor (all in accordance with Core Strategy Policy H1 Overall Housing Provision and Policy H5 Central Manchester). PBSA is not considered the most appropriate use of the BW site to deliver the development mix required. A proportion of student accommodation has been delivered nearby at the Birley Fields Campus, while the majority of other university sites are some distance from the BW site.

This is fully in accordance with Core Strategy Policy EC2, which seeks to safeguard existing employment land, and Core Strategy Policy CC1 Primary Economic Development Focus: City Centre and Fringe.

Any development on the BW site would need to be sensitively integrated into the existing residential neighbourhood, and include community uses and functions, which would support that priority. This could include small-scale convenience retail, leisure, and social infrastructure, as well as new public realm. Any such uses would need to be complementary to the existing community uses and social infrastructure in the area.

Any residential development proposed on the BW site must be fully compliant with Manchester's RQG and this should be demonstrated clearly within the application documentation.

The LPA will expect all residential development to contribute 20% affordable housing, on the basis set out within Core Strategy Policy H8 Affordable Housing, as well as other environmental and infrastructure requirements deemed to be necessary in planning terms on a site by site basis (in accordance with Core Strategy Policy PA1 Developer Contributions).

#### **5.5.1.2 Supporting Infrastructure**

Resilient power and fibre infrastructure and flexible energy sources will ensure smart management of new development.

#### **5.5.1.3 Height and Density**

To the south and east of the site, new development should respond to the lower rise scale of the existing residential neighbourhoods, which is generally of 2 to 3 storeys, with some taller buildings interspersed, adding to the mix of housing typologies in this area.

New buildings fronting Princess Road should follow the scale and pattern of new development that has been consented or delivered on adjoining frontages.

The form and quality of the building design will be required to reflect the visual prominence of the BW site in this regard.

#### **5.5.1.4 Sustainability and Resilience**

Regeneration of the BW site should promote a sustainable development, including through building design, promotion of health and well-being, place-making and enhanced connections.

In delivering new development, opportunities should be considered to reduce carbon through increasing low and zero carbon energy where feasible, reducing energy demand and improving efficiency. It should also be adaptable to climate change.

Development will need to have regard to the requirements of Manchester's Zero Carbon Framework 2020-2038, which is currently in draft form but due for adoption during 2020.

New buildings should be designed so that they are flexible and adaptable to meet changing occupier demands, including consideration of new technologies and working practices.

Development should provide better facilities for those who cycle, walk or run, including secure cycle parking, shower, changing and storage facilities.

Any future planning applications should be supported by a site-specific flood risk assessment and drainage strategy, addressing the surface water drainage requirements of the Critical Drainage Area.

More vulnerable uses should be located away from areas at greater risk of flooding and designed to be resilient in accordance with the requirements of the NPPF.

In developing the drainage strategy, consideration should be given to the incorporation of Sustainable Urban Drainage Systems (SUDs) and their future management.

Effects on air quality should be managed to the highest standards of best practice during the construction period of all new development. Core Strategy Policy EN16 Air Quality requires developers to take measures to minimise and mitigate the local impact of emissions from traffic generated by development, as well as emissions created by the use of the development.

## **5.5.2 People**

### **5.5.2.1 Community and Social Infrastructure**

The BW site can accommodate community and social uses at key nodes and fronting new and enhanced public realm, which will help to integrate the site with the local community whilst enhancing the available offer and contributing to the overall strategy outlined in the Corridor SSF to further develop its complementary uses to activate important linkages and spaces.

Whilst it is not envisaged that the BW site will be an anchor site for these types of uses, smaller-scale convenience retail, food and beverage and community uses would be appropriate where they support the development of a vibrant employment-led location that is attractive to businesses, employees, visitors and nearby residents in line with Core Strategy Policy CC1 Primary Economic Development Focus.

### **5.5.2.2 Functional and Physical Connections**

New development must be designed to effectively integrate with the existing residential neighbourhoods to the east and south. Complementary uses, including community and social infrastructure such as small-scale convenience retail and leisure, should be included within the mix.

New and enhanced pedestrian and cycle routes should be provided, reinforcing connections from the site into the wider Hulme community and beyond to Oxford Road.

This should include a connection into the improved public realm and pedestrian routes delivered within the Manchester Met estate, for example the pedestrian linkage moving east to west along Bonsall Street.

There is also potential for enhancements and improved function of existing cycle routes in and around the BW site.

### **5.5.2.3 Car Parking**

New development proposals should be accompanied by an appropriate car parking strategy, which allows the potential demand to be met, whilst also

reflecting the site's excellent accessibility by a variety of modes of transport, particularly public transport, and the promotion of alternative sustainable forms of transport.

Car parking should be provided in accordance with the Core Strategy Parking Standards, with consideration given to well-designed on-street, basement and undercroft solutions where appropriate.

Car parking should incorporate a proportion of disabled bays and electric vehicle charging points, together with options for motorcycles.

#### **5.5.2.4 Safety and Security**

Development should be designed to create a safe and secure environment using the principles of "Secure by Design."

#### **5.5.2.5 Inclusive Access**

Development should be accessible to all and designed so as to provide a welcoming and safe environment.

### **5.5.3 Place**

#### **5.5.3.1 Preserving and Enhancing Local Distinctiveness and Character**

New development should be in a form that complements the existing residential neighbourhoods to the east and south.

#### **5.5.3.2 Contribution to Public Realm**

New and enhanced public realm and green space will need to be provided as part of the place-making strategy, ensuring that employees, visitors and local residents have access to a wide range of recreational opportunities.

#### **5.5.3.3 Contribution to Green and Blue Infrastructure**

New development should maximise opportunities for contribution to Manchester's Green and Blue Infrastructure Strategy, including through enhancement of pedestrian connections into existing parks such as Hulme Park and All Saints Park and the introduction of street planting.

#### **5.5.3.4 Animating Streets**

Ancillary amenity uses such as networking and collaboration space, retail, leisure and community uses will be encouraged at ground floor; these uses should be level with the street where possible and incorporate appropriately proportioned transparent glazing to promote street life and provide visual interest for pedestrians.

Non-active uses (such as car park entrances and refuse stores) should be minimised.

#### **5.5.3.5 Microclimate**

In accordance with Core Strategy Policy DM1 Development Management, new development should be designed to create an environment where the amenity of adjoining residents, workers and students, and the environment within the site, is carefully considered in respect to microclimate, including noise, air quality, sunlight, daylight and overshadowing and wind.

This includes mitigation of any potential noise and air quality impacts arising from the proximity of the site to a major arterial route in Princess Road, and considering the orientation of new development to maximise the sunlight and daylight received to new public realm and green spaces.

#### **5.5.3.6 Future Management and Maintenance**

New development should be designed to facilitate an appropriate strategy for servicing and refuse collection, which minimises the potential for adverse impact to local residents.

This can be achieved through the use of Birchall Way, the existing vehicular route to the west of the site, which is accessed directly via Princess Road.

New public realm should be carefully managed and maintained with continuing investment to guarantee safety and security while maintaining a welcoming, permeable and open experience.

It is likely that a management company would be required to ensure coordination around public realm as well as handling issues associated with future management and maintenance of the development.



## 5.6 Development Plan Policy Summary Table

### 5.6.1 Economy

Strategic Vision Key Themes: Economy	Strategic Vision Objectives	SSF Principles	Birchall Way Development and Place Making Objectives	Relevant Development Plan Policies and other Planning Guidance
<p><b>Supporting the growth of world class institutions</b></p>	<p>Providing a spatial framework which supports growth plans of institutional partners.</p> <p>Integrating institutional investment plans with the priority to make ORC an exceptional place to study, visit, live and work, taking account of promoting east west links, access to the stations, and the points where estates join.</p> <p>Making full use of other Partner’s expertise and resources to support institutional growth.</p>	<p>Support planned growth and future growth potential in terms of immediate plans but also in the longer term so as not to limit growth and economic contribution.</p> <p>Continue to integrate investment plans in order that they are complementary and aligned to the objective of further developing ORC as an exceptional place to study, visit, live and work.</p> <p>Increase private sector contribution to the ORC economy with an emphasis on the development of high value added and high growth companies including TMT and science-based companies by safeguarding sites.</p>	<ul style="list-style-type: none"> <li>• Suitable land uses – the site should be reserved as a 10-20 year masterplan for education expansion and / or commercial floorspace as part of a mixed use development, which includes social and community infrastructure to help integrate the masterplan with the existing residential communities, where this is complementary to existing provision.</li> <li>• Scale and density – new development should respond to the lower rise scale of the existing residential neighbourhoods, which is generally of 2 to 3 storeys. New buildings fronting Princess Road should follow the scale and pattern of new development that has been consented or delivered on adjoining frontages.</li> </ul>	<p>Policy SP1 Spatial Principles</p> <p>Policy EC1 Employment and Economic Growth</p> <p>Policy EC3 The Regional Centre</p> <p>Policy EC8 Central Manchester</p> <p>Policy CC1 Primary Economic Development Focus: City Centre and Fringe</p>
<p><b>Innovation, Commercialisation and Company Growth</b></p>	<p>Developing applied research facilities / commercial workspace, which builds on research strengths.</p> <p>Providing incubation, grow on and high quality premises for inward investors, spin-outs, start-ups and high growth companies.</p> <p>Stimulating an investment and support offer which meets the needs of new and existing technology businesses, particularly those developing /commercialising new products and processes, entering new markets and requiring investment and finance.</p>	<p>Identify potential for underused land and buildings or low quality existing developments to be redeveloped.</p> <p>Adopt a land use strategy which supports the fact that ORC is likely to deliver distinctive clusters of activity focused around its key assets, with a hierarchy of acceptable land uses in those areas.</p> <p>Promote higher density development within key opportunity areas; this must be achieved in a manner which ensures that the quality of the environment and experience of the place can at the same time be</p>	<ul style="list-style-type: none"> <li>• Public realm and connectivity – to ensure that the site is fully integrated and connected with the surrounding Hulme neighbourhoods through the creation of new and</li> </ul>	<p>Policy T1 Sustainable Transport</p> <p>Policy T2 Accessible Areas of Opportunity and Need</p> <p>Policy EN1 Design Principles and Strategic Character Areas</p> <p>Policy EN9 Green Infrastructure</p> <p>Policy DM1 Development Management</p>

Strategic Vision Key Themes: Economy	Strategic Vision Objectives	SSF Principles	Birchall Way Development and Place Making Objectives	Relevant Development Plan Policies and other Planning Guidance
<b>Championing Transformational Investment</b>	To enable transport services to function within the area, enabling people to travel in a sustainable manner, including walking and cycling.	<p>enhanced, as well as protection of existing residential amenity.</p> <p>Rationalisation / re-location of uses is encouraged to support the strategy in terms of investment, growth, place-making and quality or where there are other clear overall benefits.</p> <p>High quality, safe, legible north-south and east-west connections must be enhanced to increase agglomeration opportunities and encourage interaction and linkages between clusters of activity and surrounding neighbourhoods.</p> <p>Ensuring future infrastructure investment is sufficient and directed to best support and unlock development potential and growth.</p>	<p>enhanced pedestrian and vehicular routes.</p> <ul style="list-style-type: none"> <li>Transport – options for car parking, enhancements to support sustainable transport modes including walking and cycling.</li> </ul>	

**5.6.2 Place**

Strategic Vision Key themes: Place	Strategic Vision Objectives	SSF Principles	Birchall Way Development and Place Making Objectives	Relevant Development Plan Policies and other Planning Guidance
<b>Creating a special place for people</b>	<p>Encourage a more diverse retail, food and drink, culture, leisure, sport and entertainment offer, supporting stronger daytime, evening and weekend economies.</p> <p>Enhance public realm through well-planned and designed streetscape.</p>	<p>Use all opportunities to showcase world-leading work and activities, including through new development.</p> <p>Green infrastructure and street tree planting will be encouraged.</p> <p>New development and infrastructure projects should support the evolution</p>	<ul style="list-style-type: none"> <li>Public realm and green space – connecting into existing networks and delivering new and enhanced public realm, green space and environmental improvement to the site and extending out</li> </ul>	<p>Policy SP1 Spatial Principles</p> <p>Policy CC1 Primary Economic Development Focus: City Centre and Fringe</p>

Strategic Vision Key themes: Place	Strategic Vision Objectives	SSF Principles	Birchall Way Development and Place Making Objectives	Relevant Development Plan Policies and other Planning Guidance
	<p>Connect and animate the space, forming intersections where people can meet formally and informally.</p> <p>Provide a broader housing offer to meet the housing needs of the workforce and reflect the attractiveness of Manchester as a place to live and work, in keeping with the Manchester Residential Growth Strategy.</p>	<p>of a place where people make new friends and connections.</p> <p>Identify anchor destinations and a mix of uses that provide places where people spend leisure time as a complement to work and study.</p> <p>Spatially, new uses should be located where they will thrive and act as a springboard for new secondary destinations.</p>	<p>into new and enhanced pedestrian and cycle routes.</p> <ul style="list-style-type: none"> <li>Active frontages – retail, leisure and community uses that support the development of a vibrant employment-led mixed use destination.</li> <li>Sustainability and resilience – providing for buildings and public realm that is resilient, future-proofed and adaptable to climate change.</li> </ul>	<p>Policy EC3 Regional Centre</p> <p>Policy EC8 Central Manchester</p> <p>Policy T2 Accessible Areas of Opportunity and Need</p> <p>Policy EN1 Design Principles and Strategic Character Areas</p>
<p><b>Culture at the heart of Oxford Road Corridor</b></p>	<p>Support the development of world class arts and cultural organisations and activities, which enhance the reputation of ORC and the City.</p> <p>Place cultural at the centre of a broader, leisure, entertainment, sport and lifestyle offer, including optimising the spaces between cultural assets, connecting the public realm.</p> <p>Use cultural assets, activities and audiences to support small and medium sized businesses in food and drink, retail, and entertainment; as well as creative, artistic, heritage and performance industries.</p>	<p>Raise standards and provide a broader range of housing, which may comprise different operational models, to meet forecast demand; employment led use of identified sites and hierarchies of land uses should be safeguarded.</p> <p>Scope for student accommodation; this should continue to be controlled in line with Core Strategy Policy H12 and led by institutional partners in line with wider city regeneration objectives.</p> <p>Contribution to high quality re-design of the streetscape, squares and public spaces will be essential as part of any new development or investment.</p> <p>Enhancing the quality of east-west crossing points and connections for cyclists and pedestrians to enable strengthened connectivity between ORC and surrounding neighbourhoods.</p>		<p>Policy EN4 Reducing CO2 Emissions by Enabling LZC Development</p> <p>Policy EN6 Target Framework for Reductions from Low Zero Carbon Energy Supplies</p> <p>Policy EN8 Adaptation to Climate Change</p> <p>Policy EN9 Green Infrastructure</p> <p>Policy EN11 Quantity of Open Space, Sport and Recreation</p> <p>Policy EN14 Flood Risk</p>
<p><b>Developing Smart City Infrastructure and Services</b></p>	<p>To be leading-edge creators using information technologies and social media to have active engagement with institutions and companies, public services, and</p>			<p>Policy EN16 Air Quality</p>

Strategic Vision Key themes: Place	Strategic Vision Objectives	SSF Principles	Birchall Way Development and Place Making Objectives	Relevant Development Plan Policies and other Planning Guidance
	<p>the day time and evening economy for all.</p> <p>Reduce the carbon footprint through sustainable management of energy and waste.</p> <p>Integrate green and smart ideas into new development and investment proposals.</p>	<p>Cultural venues and activities should be safeguarded and enhanced as part of the broader offer.</p> <p>Optimise spaces between cultural assets, connecting the public realm. High quality cultural assets can act as anchors and support a range of other uses including food and drink, and entertainment as well as creative, artistic and heritage industries.</p> <p>Thought should be given to developing an enhanced retail offer that matches the area's ambition, creates distinctive destinations that encourage movement and positive interaction.</p> <p>New development will be sustainable, adaptable to climate change and follow the principles of the energy hierarchy.</p>		

### 5.6.3 People

Strategic Vision Key themes: People	Strategic Vision Objectives	SSF Principles	Birchall Way Development and Place Making Objectives	Relevant Development Plan Policies and other Planning Guidance
<p><b>Raising the Bar: increasing the Oxford Road Corridor's Contribution to Economic and Social Inclusion</b></p>	<p>Provide an apprenticeship programme for young people which gives training opportunities in the broad range of occupations within the ORC workforce.</p> <p>Use new investment to link young people and local residents to employment opportunities in construction and its supply chain.</p>	<p>People lie at the heart of the strategy, not just as a pool of talent and knowledge, but as an opportunity to increase ORC's contribution to economic and social inclusion. It is essential that new development must not turn its back on local communities, but foster improved connectivity to ensure that the benefits of investment and regeneration flow into those areas.</p>	<ul style="list-style-type: none"> <li>• Creation of new employment opportunities and sharing these with local people through enhanced functional and physical connections and support for training and development initiatives.</li> <li>• Community and Social Infrastructure – the</li> </ul>	<p>Policy EC1 Employment and Economic Growth</p> <p>Policy EC3 The Regional Centre</p> <p>Policy EC8 Central Manchester</p> <p>Policy CC1 Primary Economic Development</p>

Strategic Vision Key themes: People	Strategic Vision Objectives	SSF Principles	Birchall Way Development and Place Making Objectives	Relevant Development Plan Policies and other Planning Guidance
	<p>Increase number of Manchester residents working within ORC through employability and recruitment initiatives that overcome barriers.</p> <p>Connect to people, schools and organisations in adjacent neighbourhoods, building on existing work to raise aspiration to HE and higher level jobs within ORC as a realistic ambition.</p>	<p>New investment should link young people and local residents to employment opportunities in construction, as well as through strengthening of employability and recruitment initiatives already in place through Partners.</p>	<p>masterplan will include provision for supporting uses such as networking and collaboration space, retail, restaurant and café, and other local amenities.</p>	<p>Focus: City Centre and Fringe</p>

# Appendix A Upper Brook Street Key Diagrams



PROJECT

# OXFORD ROAD CORRIDOR

REFERENCE  
PL1854

DOCUMENT

## KEY SITE DIAGRAMS - UPPER BROOK STREET

CLIENT  
OXFORD ROAD CORRIDOR

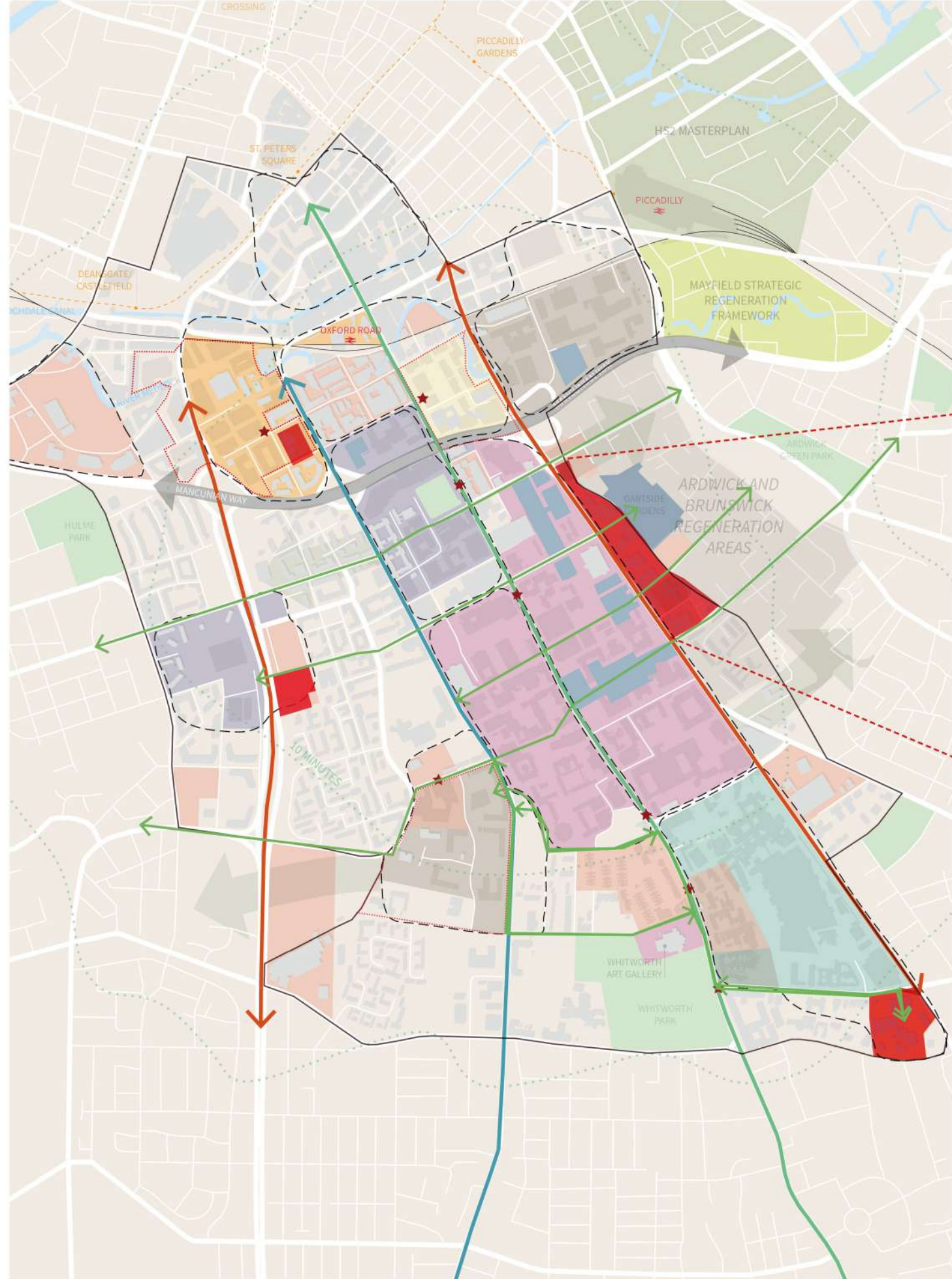
STATUS  
ISSUE

DATE  
31.10.19





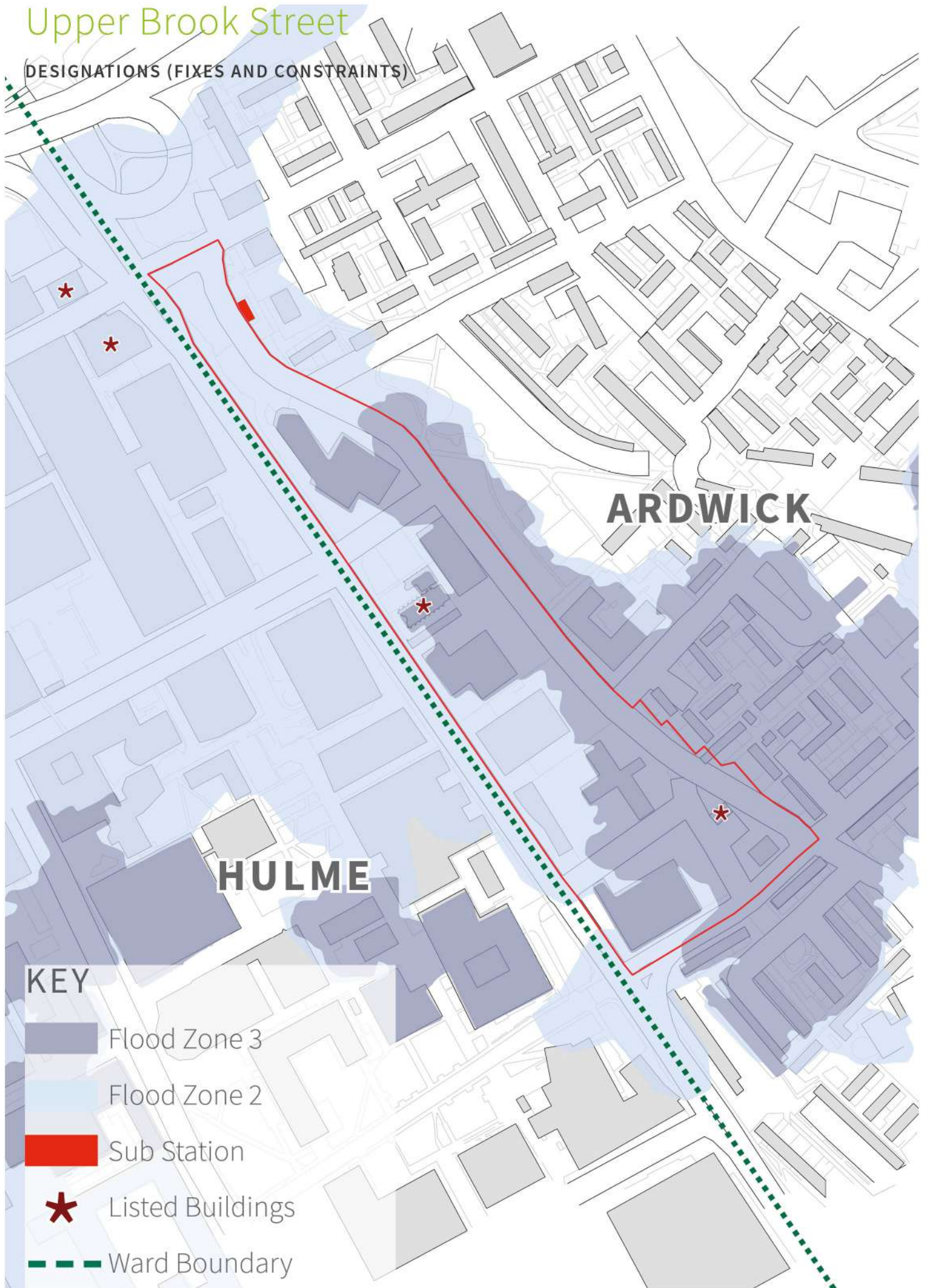
# Upper Brook Street - Location





# Upper Brook Street

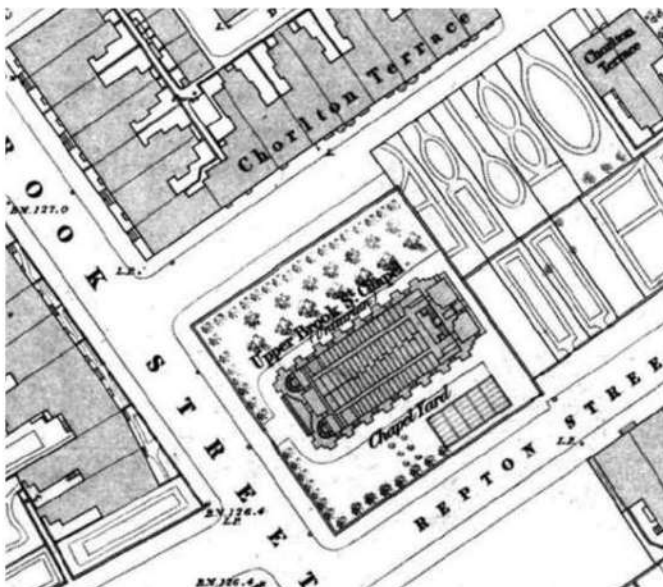
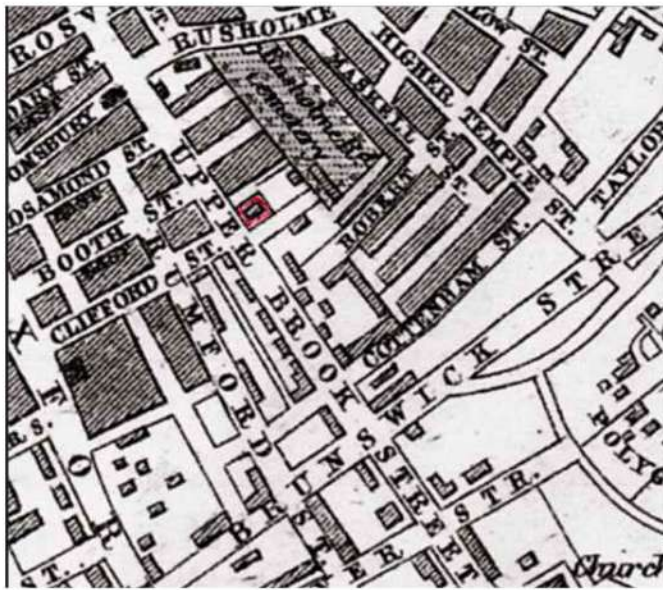
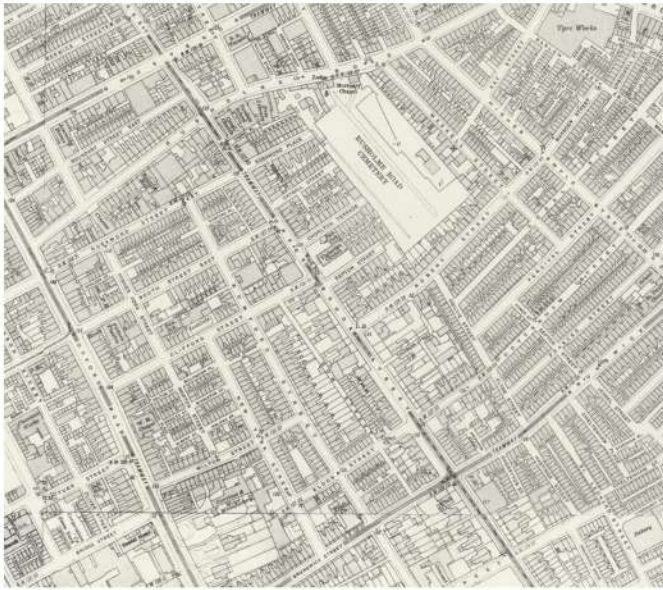
DESIGNATIONS (FIXES AND CONSTRAINTS)





# Upper Brook Street

## HISTORY OF THE SITE



© Michael Slaughter LRPS



# Upper Brook Street

## HEIGHTS AND VIEWS





# Upper Brook Street

MOVEMENT AND PUBLIC REALM



## KEY

- Mancunian Way
- Upper Brook Street
- Primary East-West Vehicular Movement
- Oxford Road
- Kincardine Road
- Secondary East-West Connectivity
- Tertiary Routes
- Pedestrian and Cycle Cut-Throughs



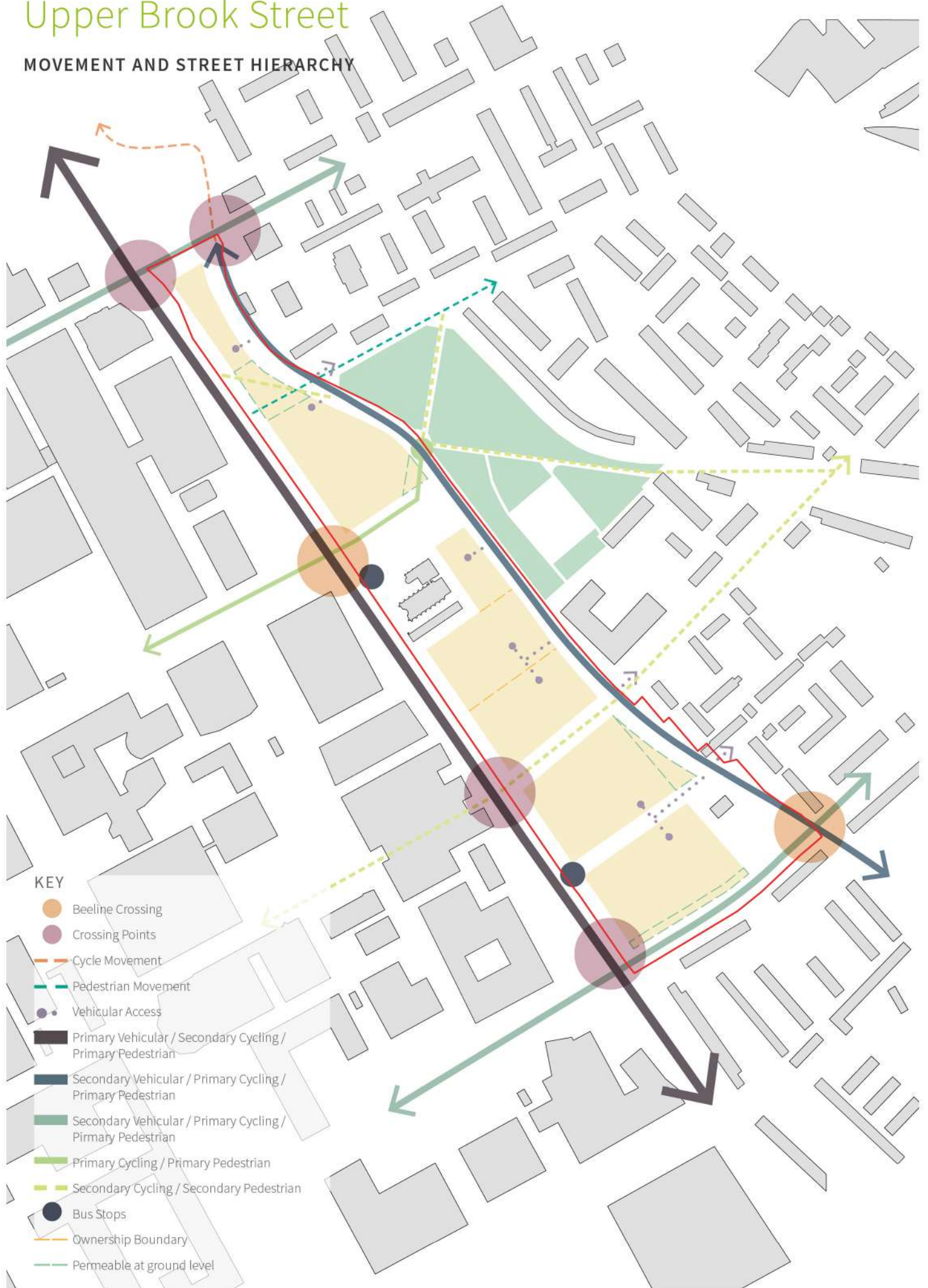
# Upper Brook Street

## BLOCK PLAN/PLOTS, FIXES AND PHASING



# Upper Brook Street

## MOVEMENT AND STREET HIERARCHY



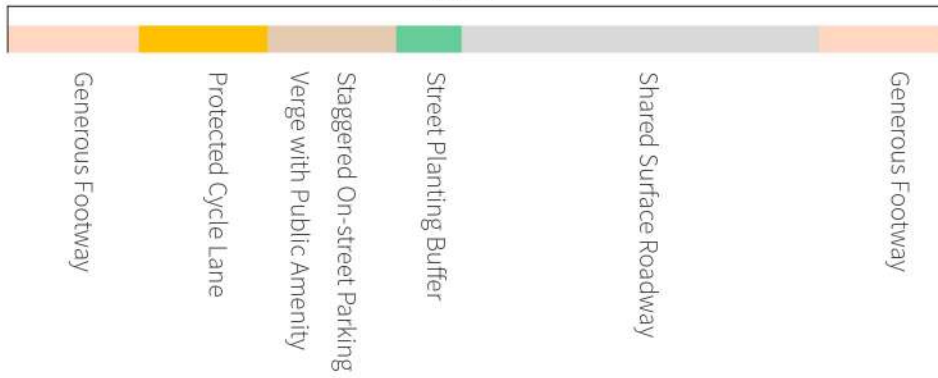


# Upper Brook Street

## INDICATIVE KINCARDINE ROAD STREET SECTION



14.5m



# Upper Brook Street

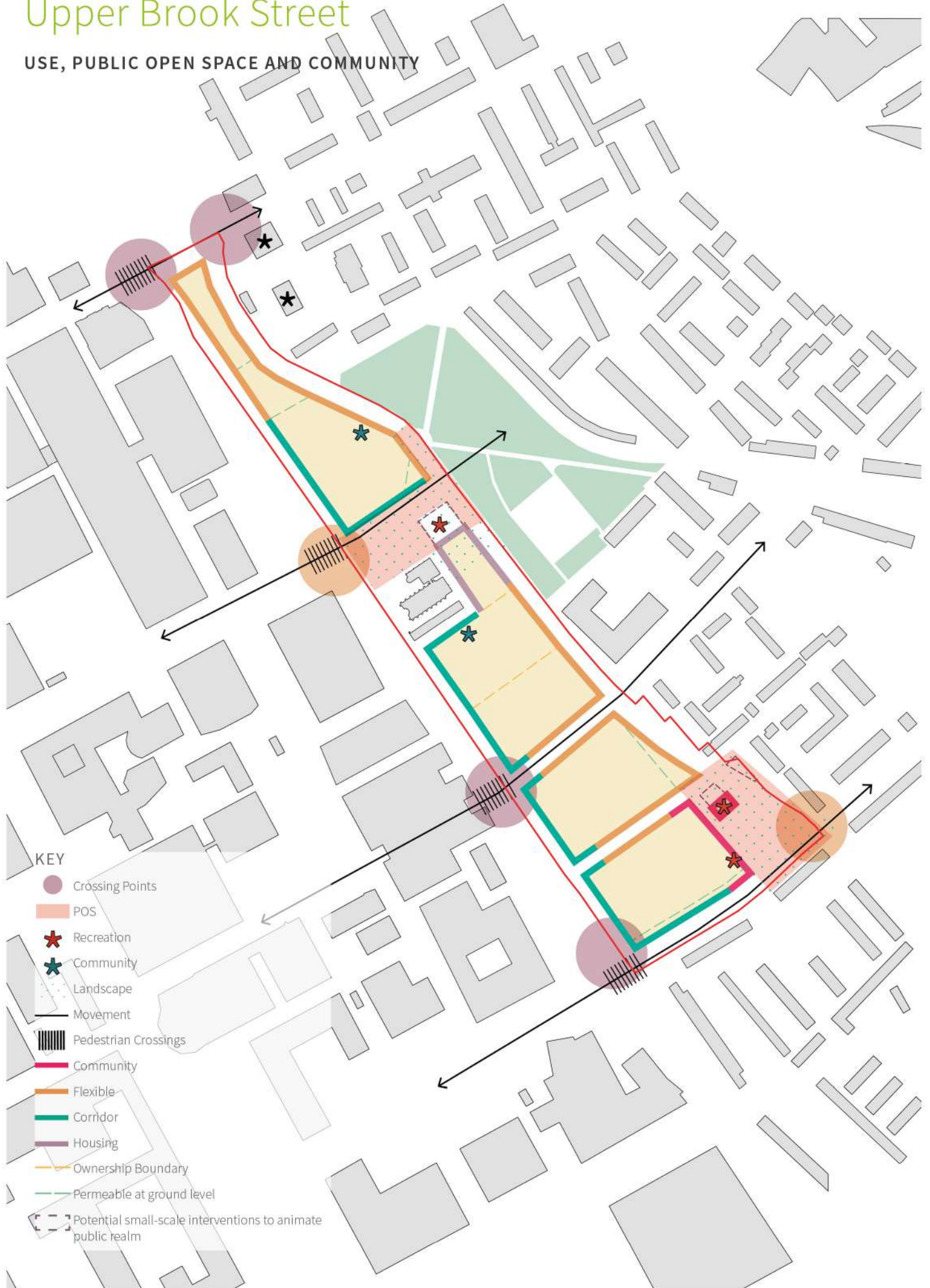
## POTENTIAL FOR REALIGNMENT OF KINCARDINE ROAD





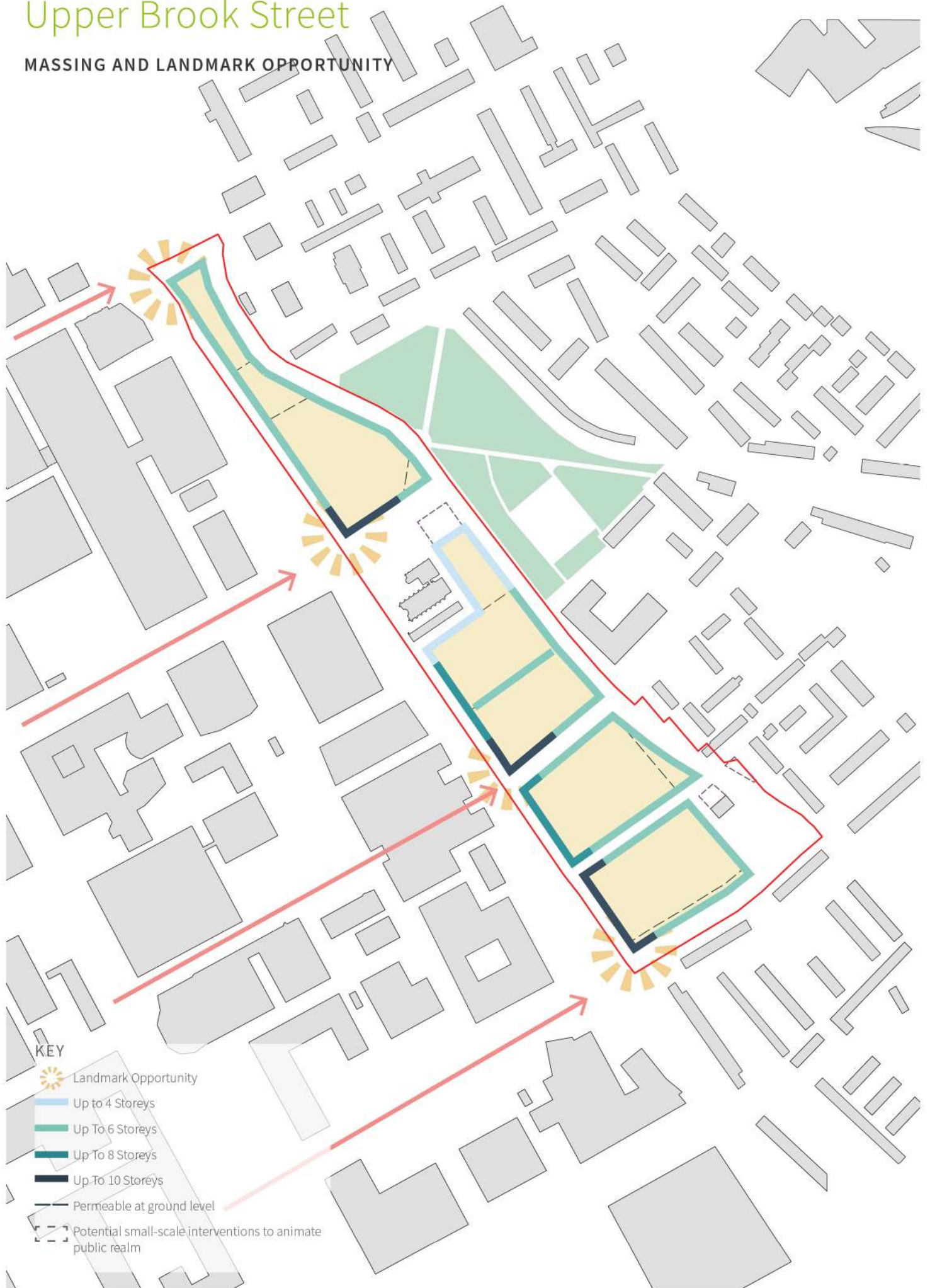
# Upper Brook Street

USE, PUBLIC OPEN SPACE AND COMMUNITY



# Upper Brook Street

## MASSING AND LANDMARK OPPORTUNITY





# Upper Brook Street

## SITE AREA COMPARISON



# Appendix B Former Elizabeth Gaskell Campus Key Diagrams



PROJECT

# OXFORD ROAD CORRIDOR

REFERENCE  
PL1854

DOCUMENT

## KEY SITE DIAGRAMS - FORMER ELIZABETH GASKELL CAMPUS

CLIENT  
OXFORD ROAD CORRIDOR

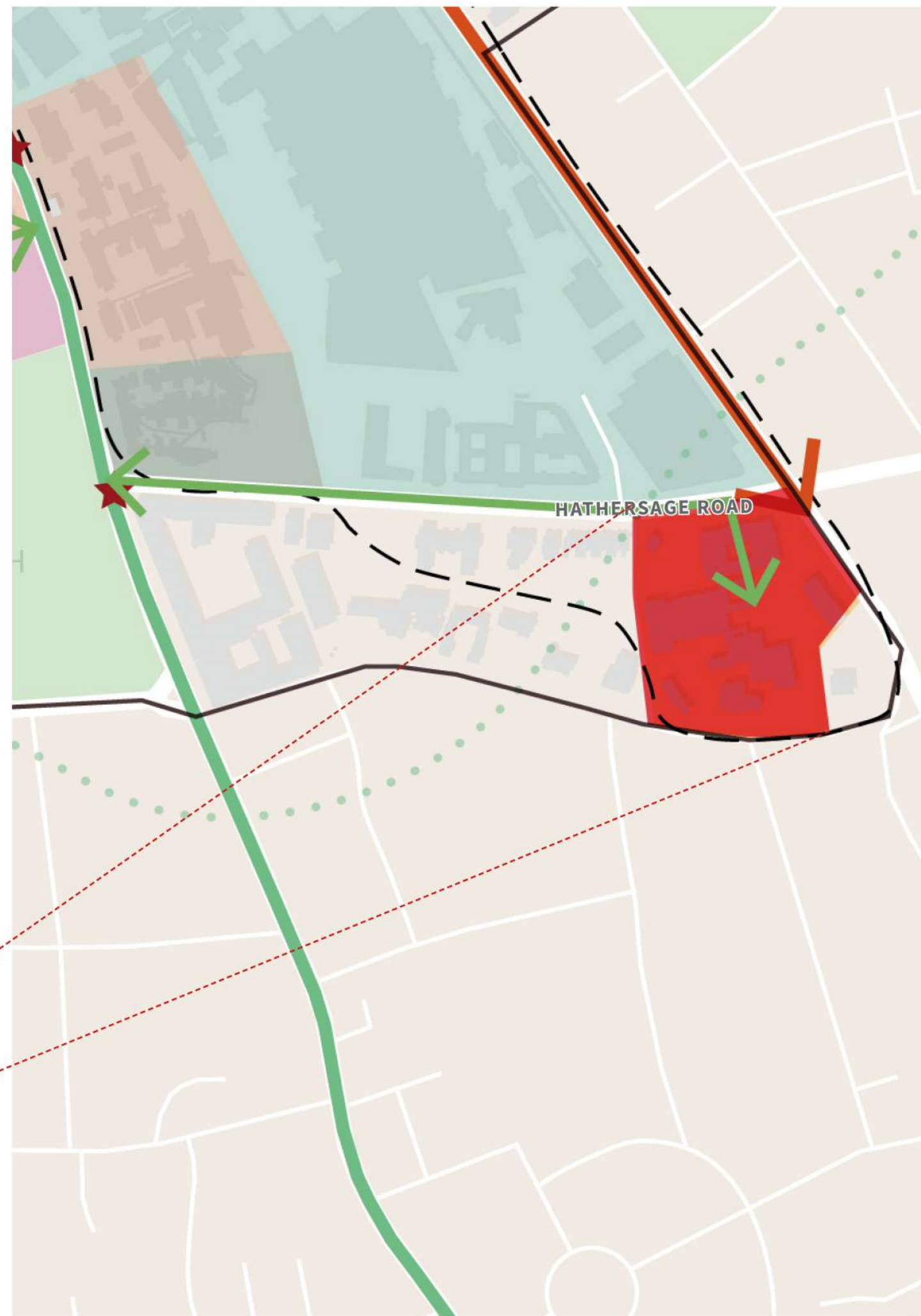
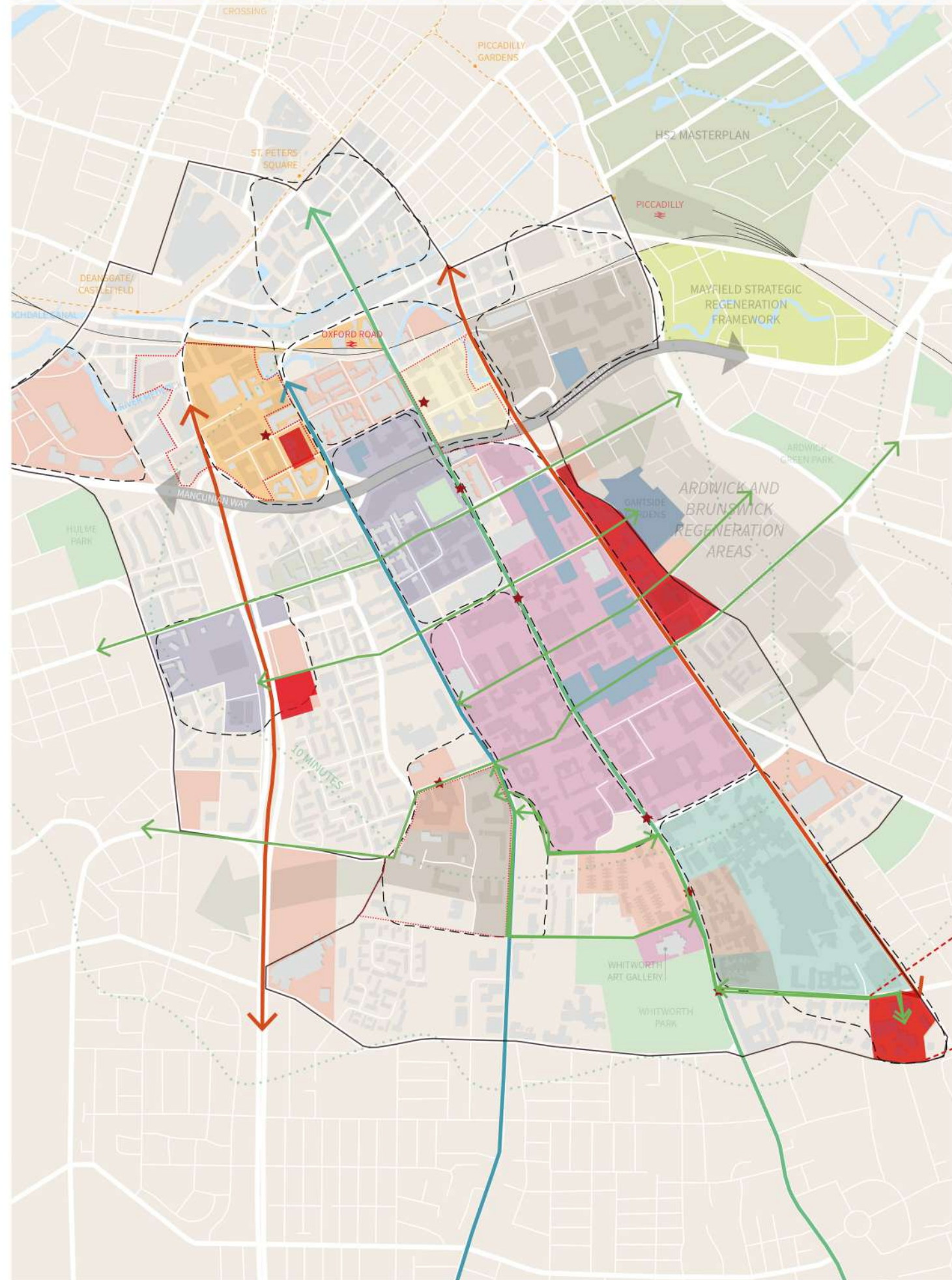
STATUS  
ISSUE

DATE  
31.10.19





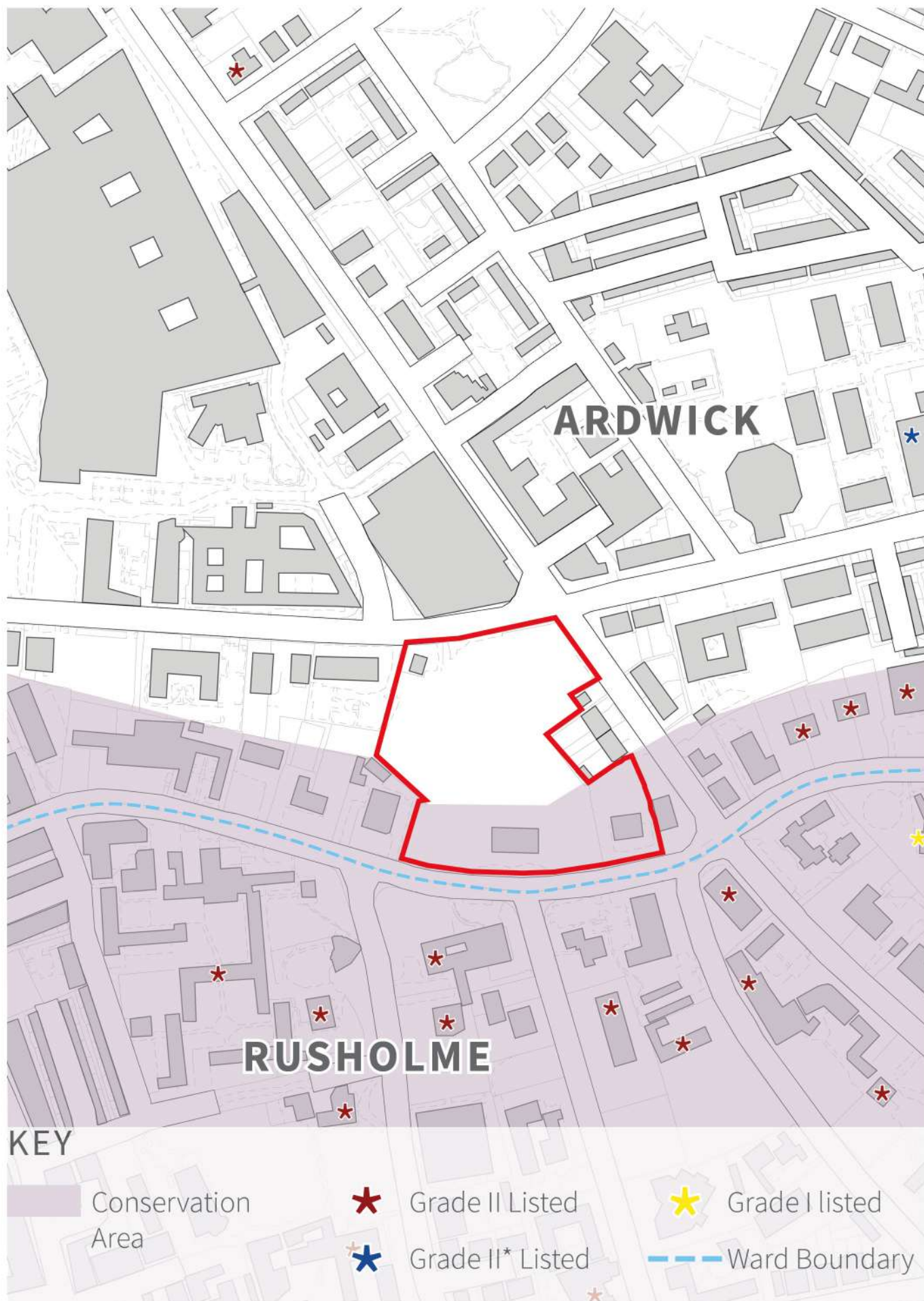
# Former Elizabeth Gaskell Campus - Location





# Former Elizabeth Gaskell Campus

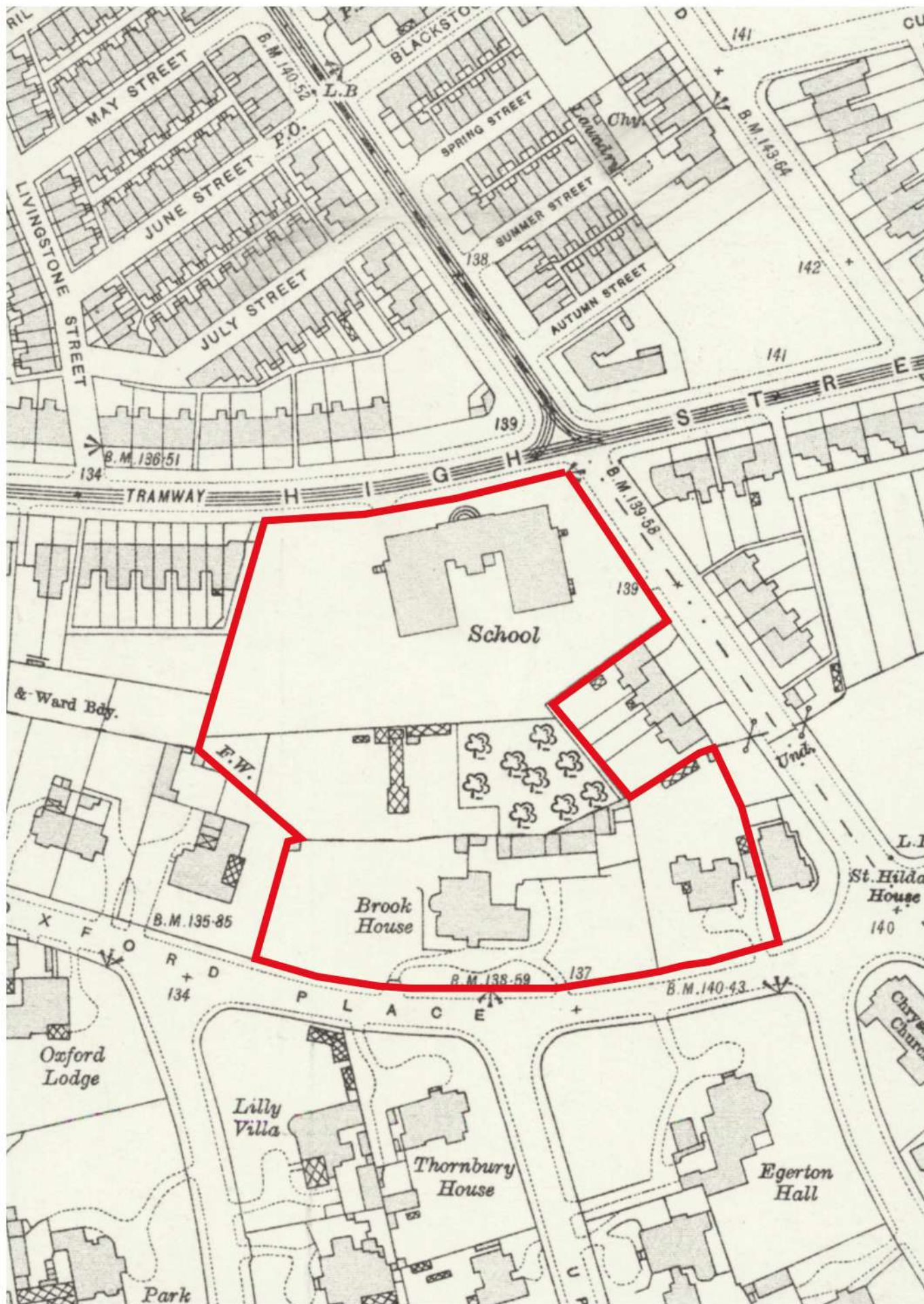
## DESIGNATIONS (FIXES AND CONSTRAINTS)





# Former Elizabeth Gaskell Campus

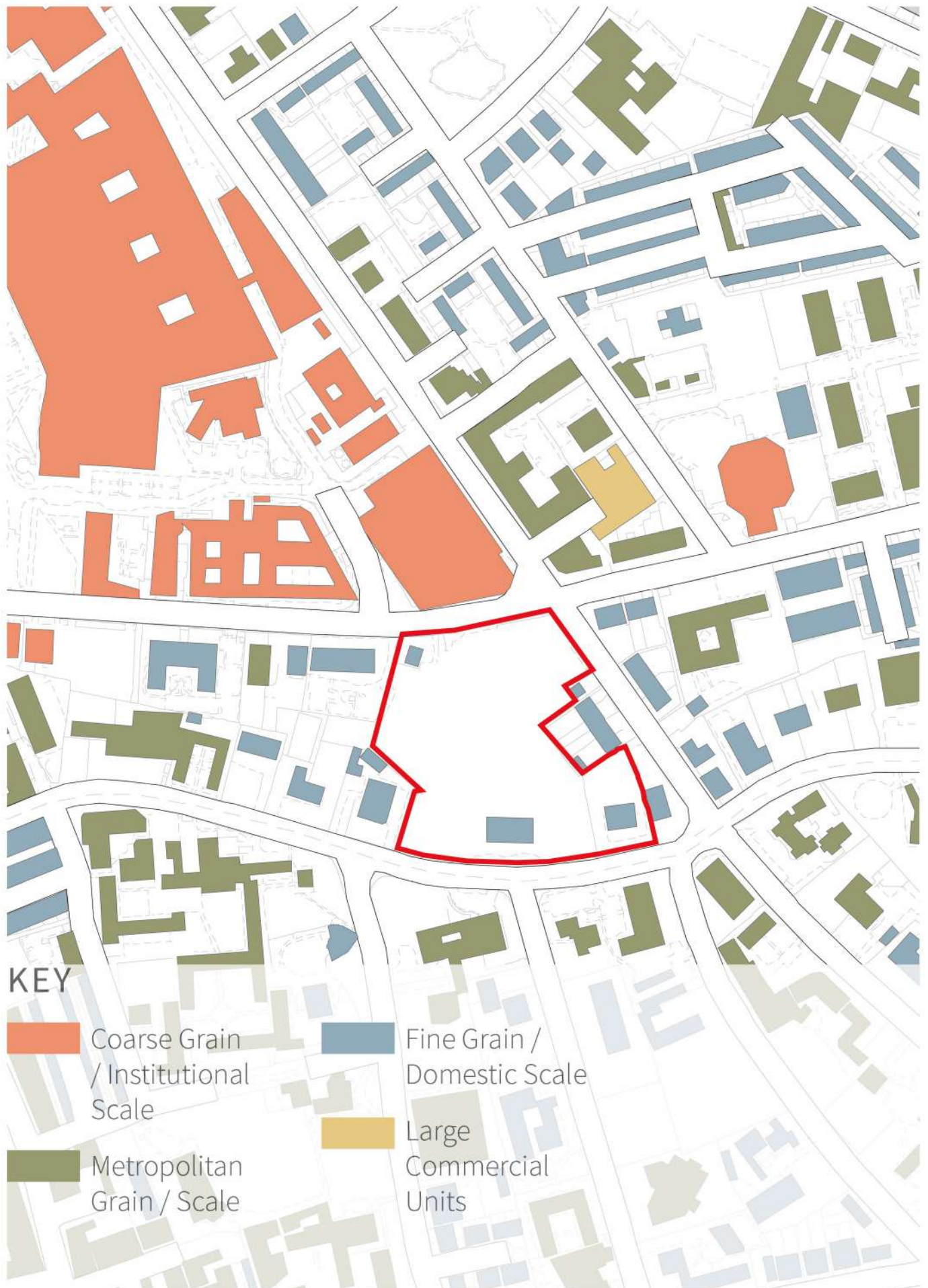
## HISTORY OF THE SITE





# Former Elizabeth Gaskell Campus

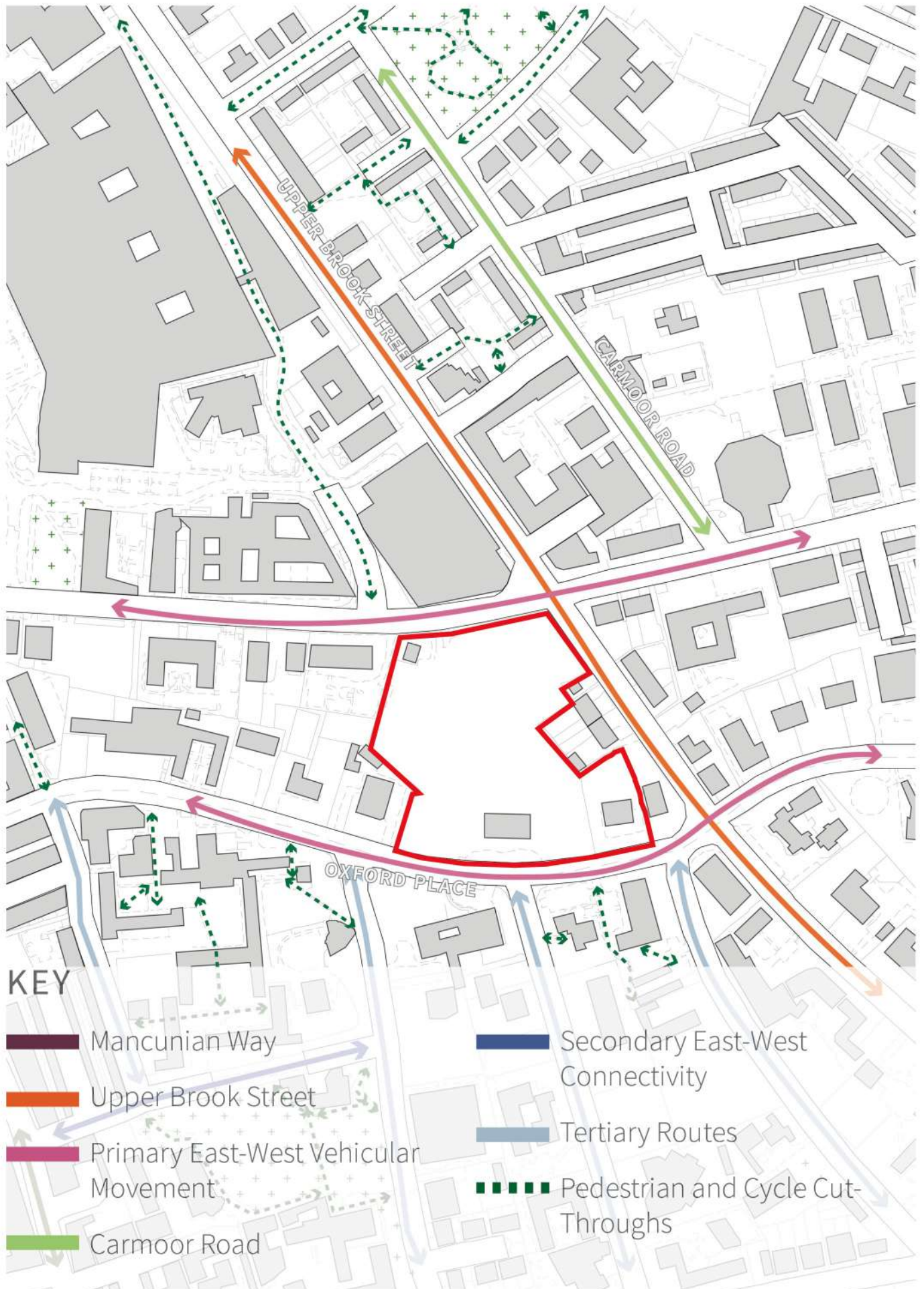
## URBAN GRAIN





# Former Elizabeth Gaskell Campus

## MOVEMENT AND PUBLIC REALM





# Former Elizabeth Gaskell Campus

## HEIGHTS AND VIEWS





# Former Elizabeth Gaskell Campus

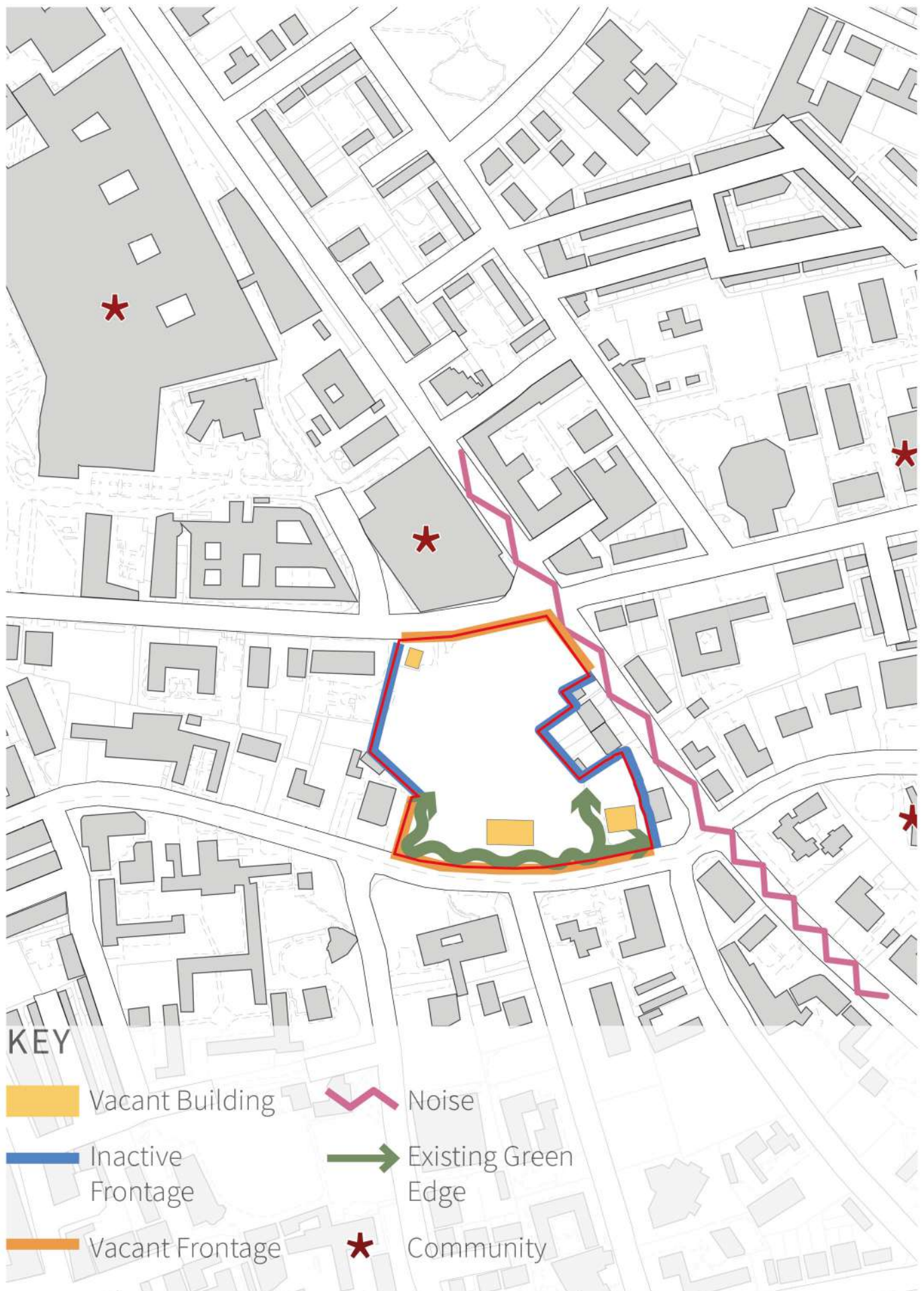
## USE AND COMMUNITY ASSETS





# Former Elizabeth Gaskell Campus

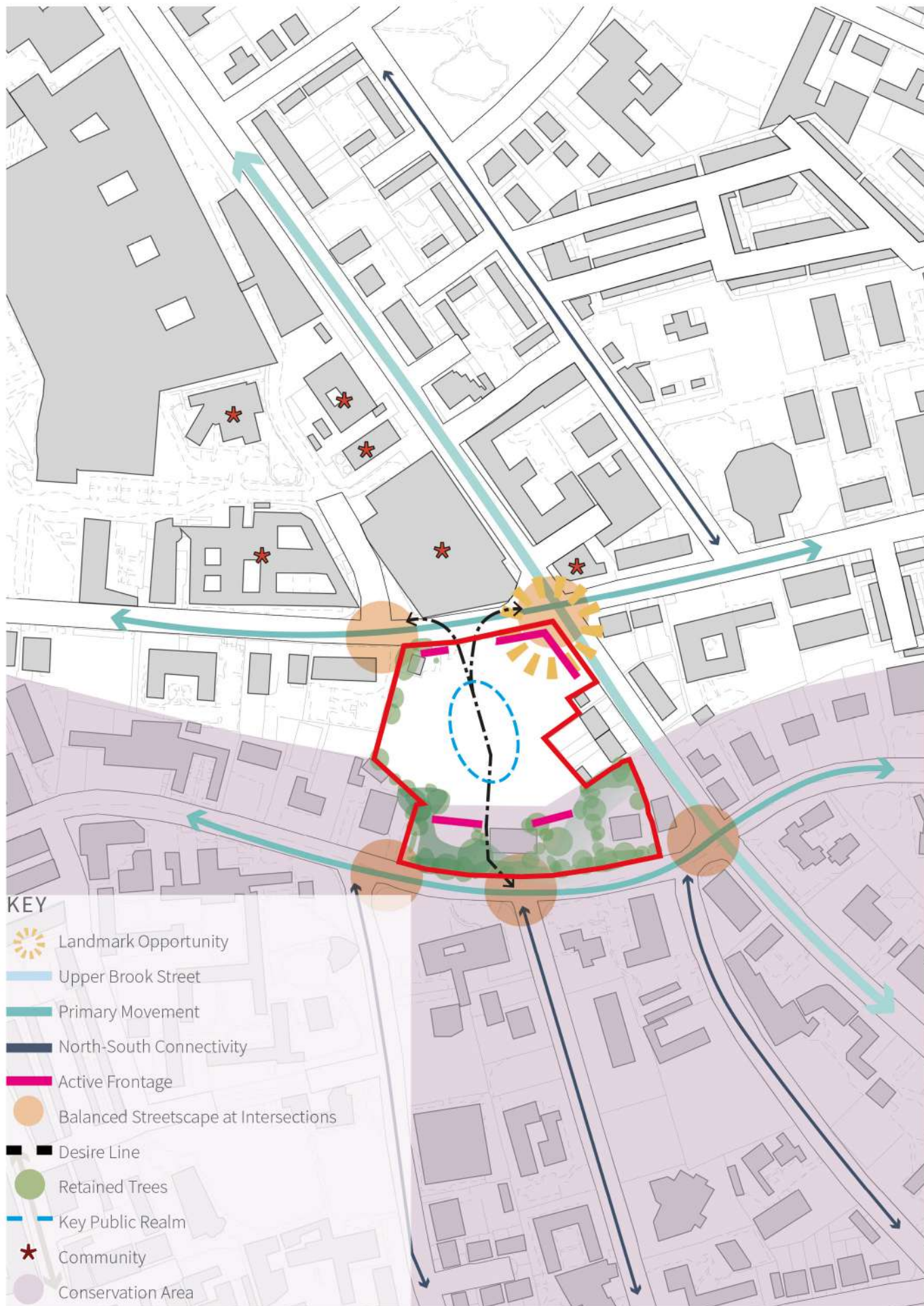
## TOWNSCAPE AND CHARACTER





# Former Elizabeth Gaskell Campus

MASSING AND LANDMARK OPPORTUNITY / USE, PUBLIC OPEN SPACE AND COMMUNITY



# Appendix C Wilmott Street Key Diagrams



PROJECT

# OXFORD ROAD CORRIDOR

DOCUMENT

## KEY SITE DIAGRAMS - WILMOTT STREET

CLIENT

OXFORD ROAD CORRIDOR

STATUS

ISSUE

DATE

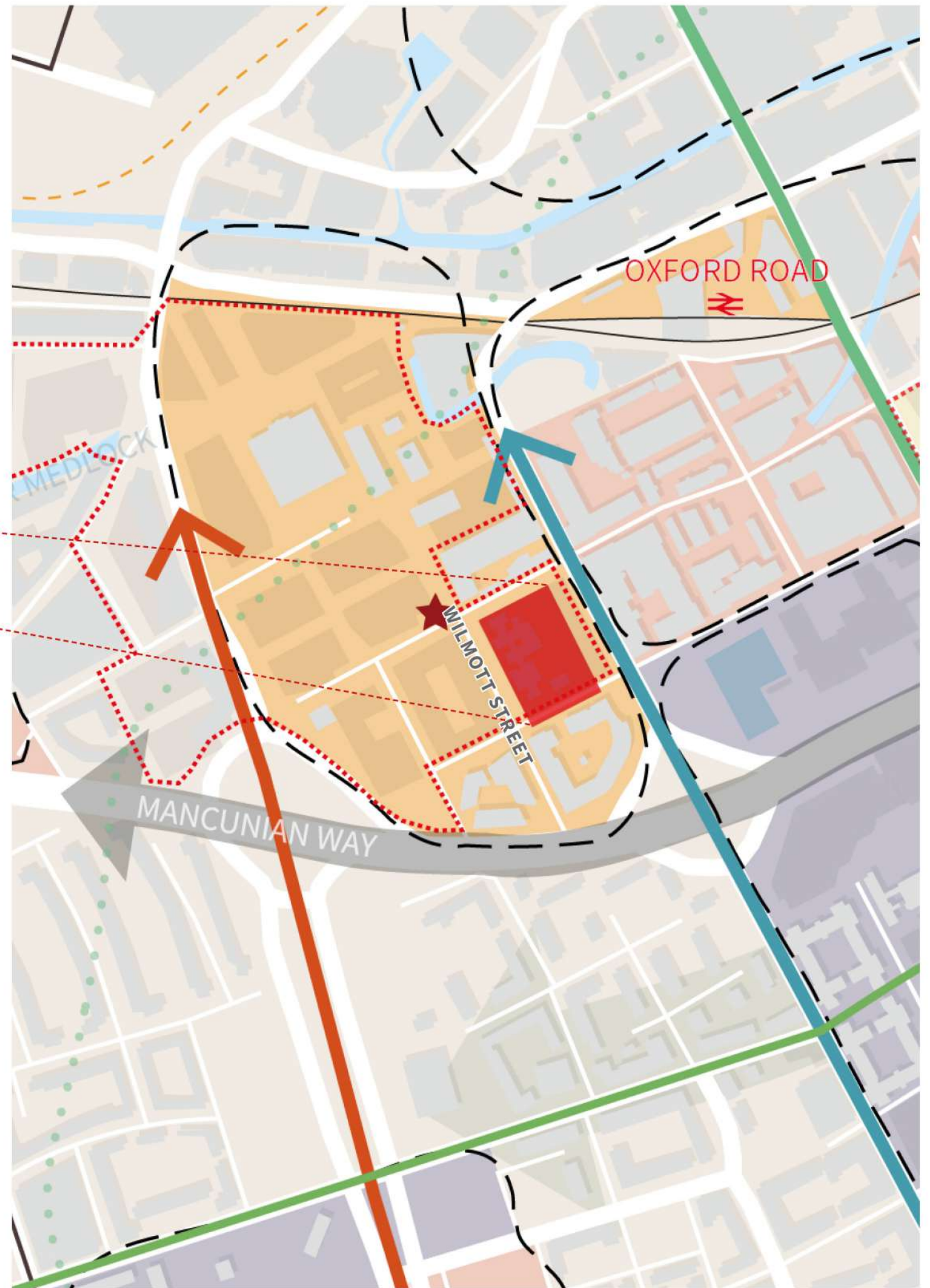
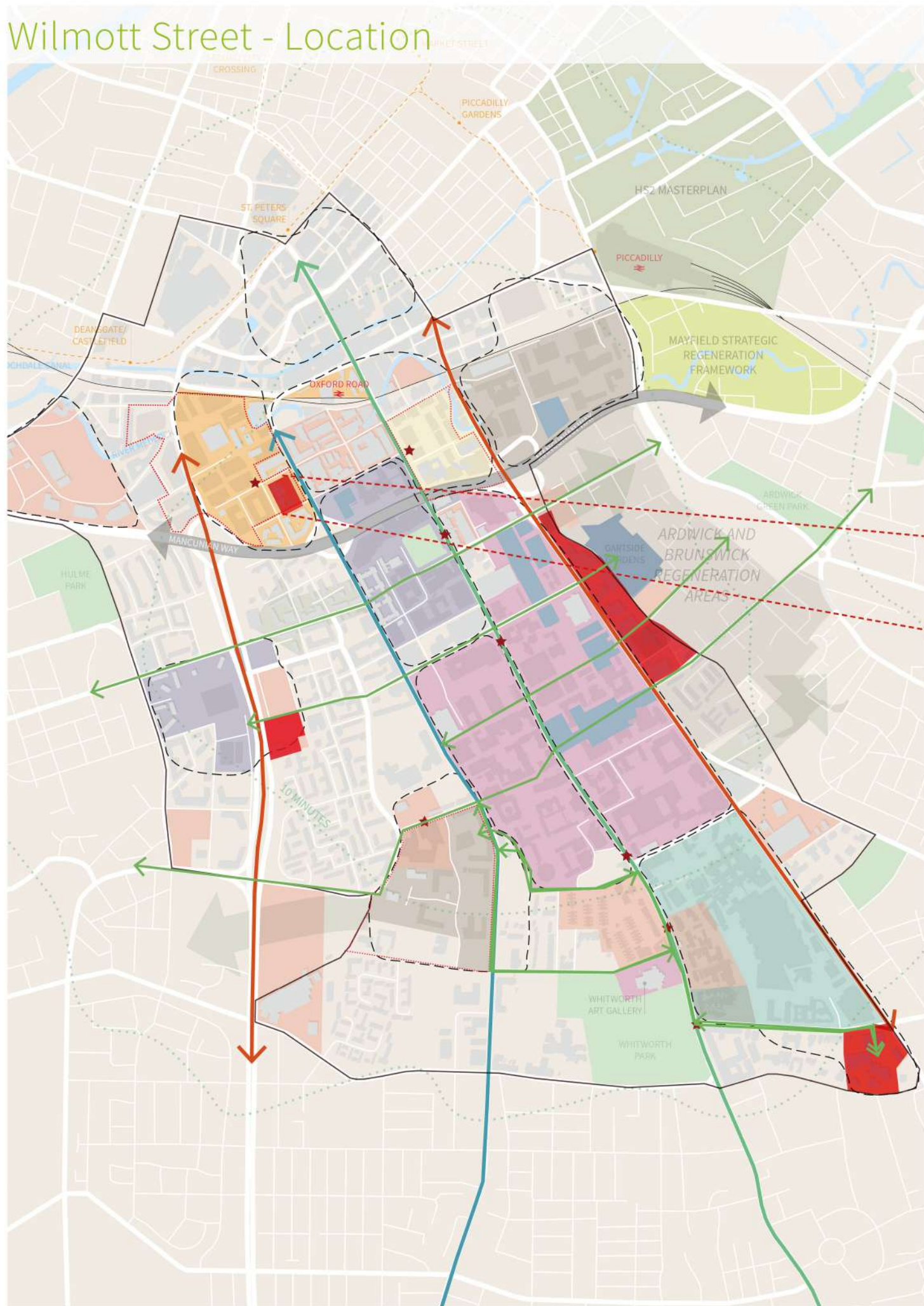
31.10.19

REFERENCE  
PL1854





# Wilmott Street - Location





# Wilmott Street

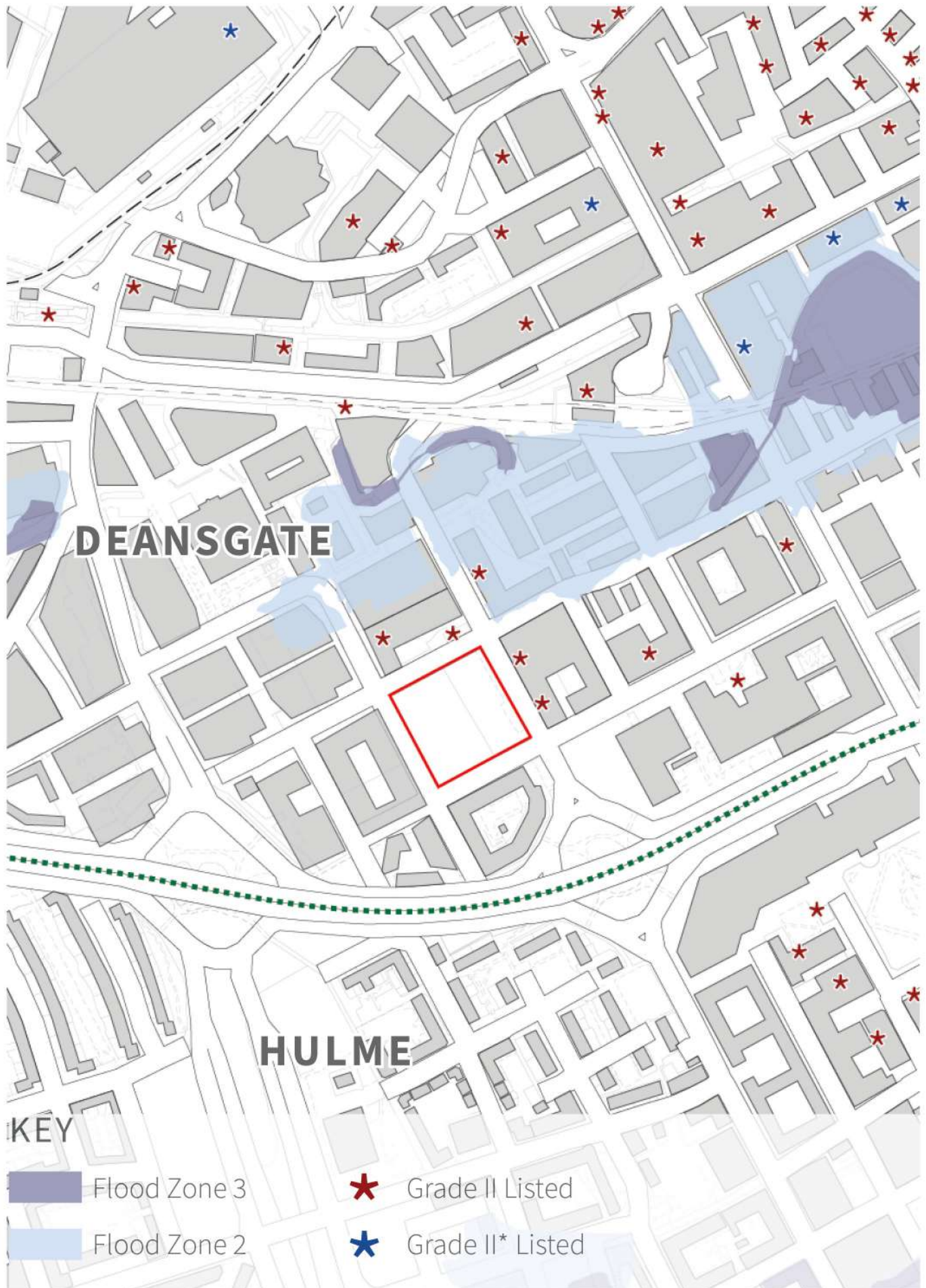
## FRAMEWORK BOUNDARIES





# Wilmott Street

## DESIGNATIONS (FIXES AND CONSTRAINTS)





# Wilmott Street

## HISTORY OF THE SITE





# Wilmott Street

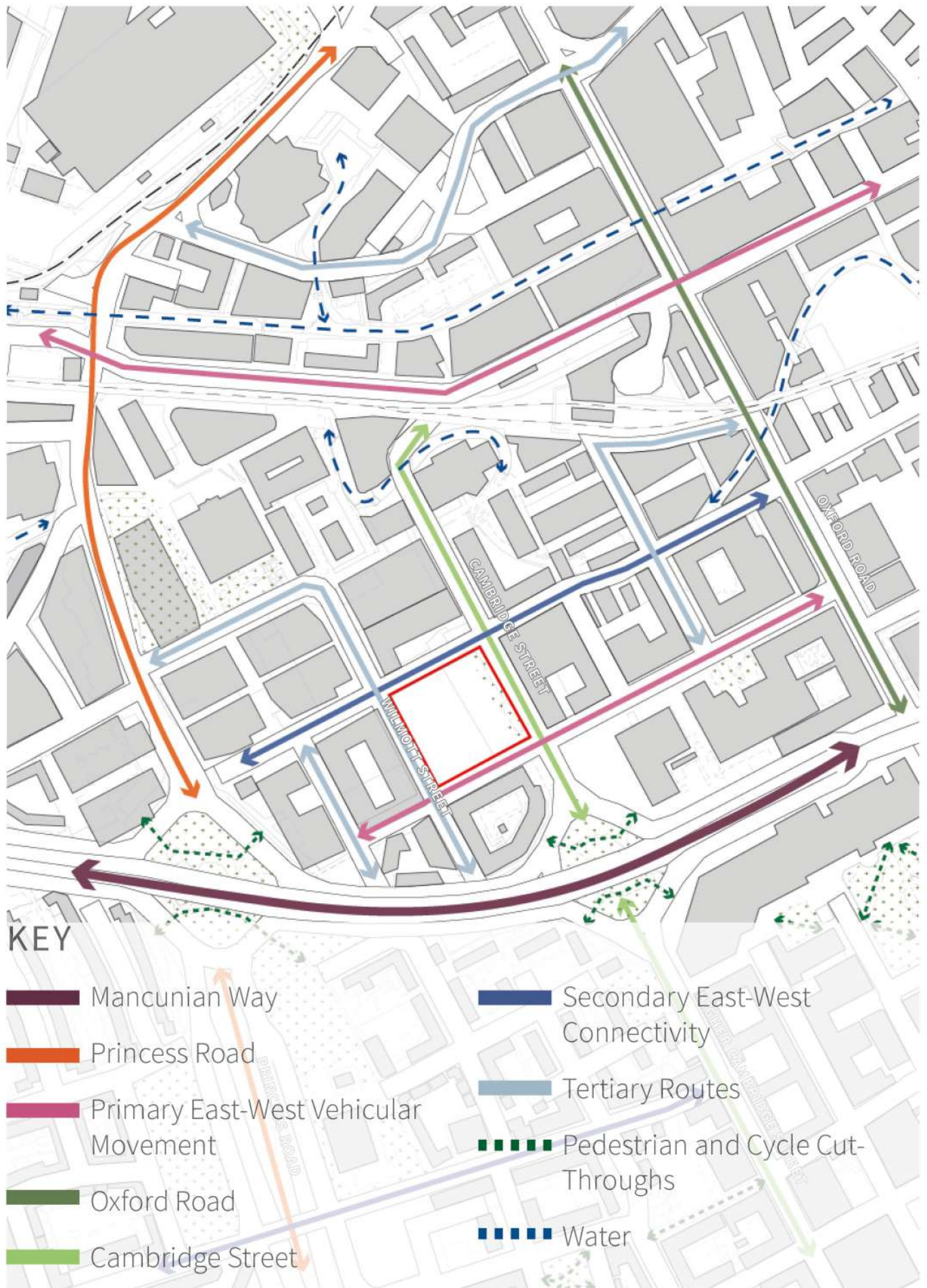
## URBAN GRAIN





# Wilmott Street

## MOVEMENT AND PUBLIC REALM





# Wilmott Street

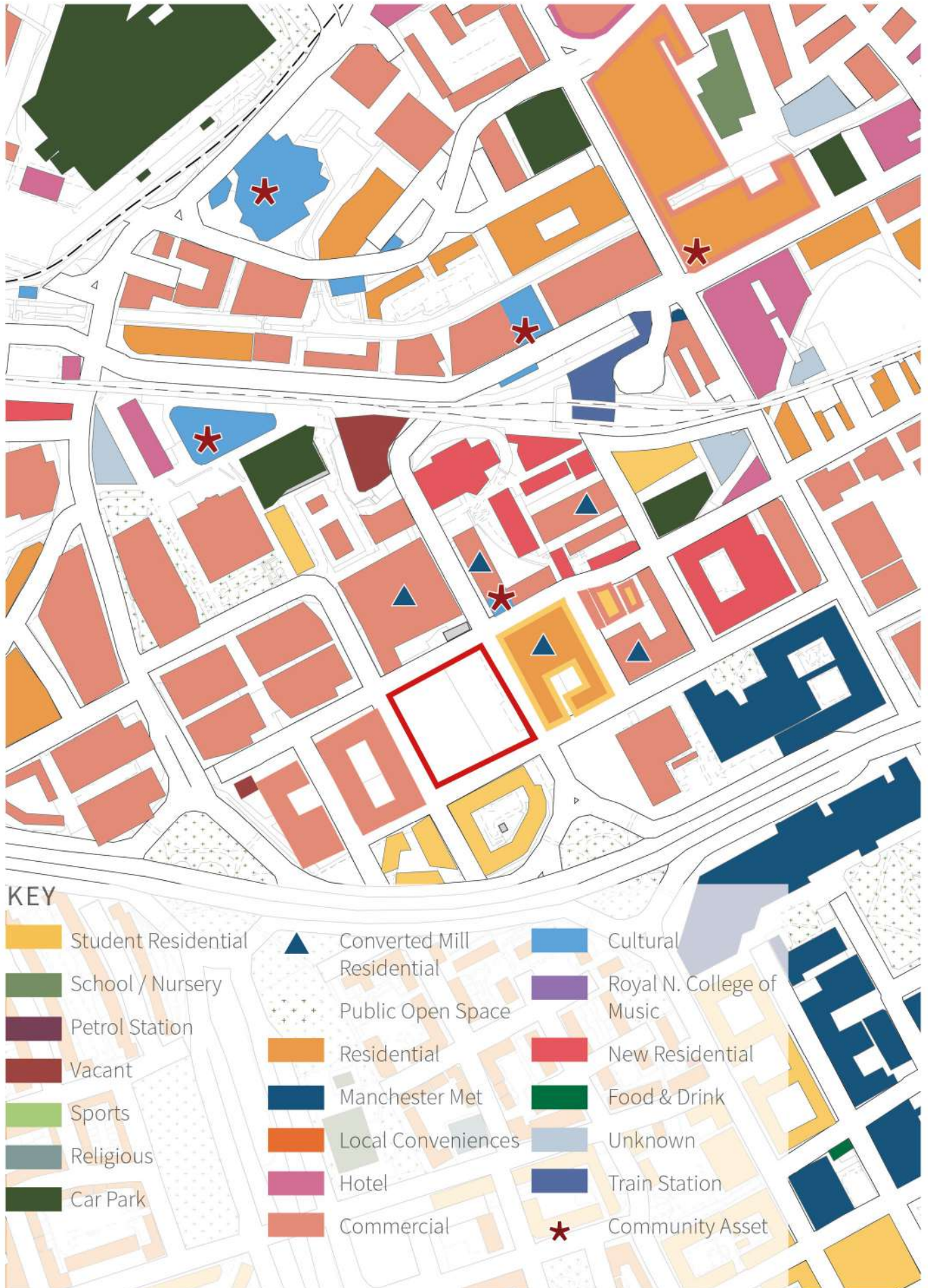
## HEIGHT AND VIEWS





# Wilmott Street

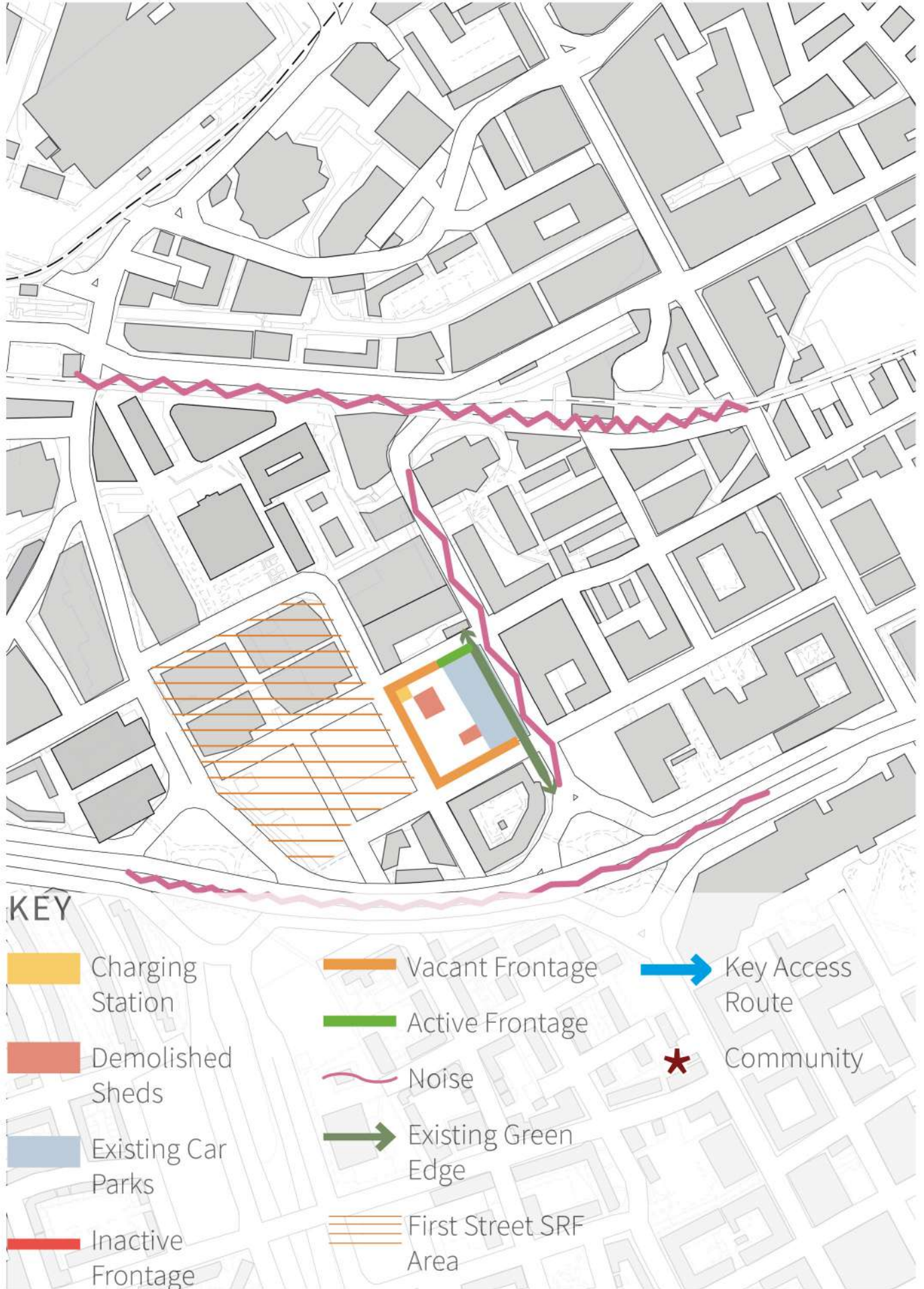
## USE AND COMMUNITY ASSETS





# Wilmott Street

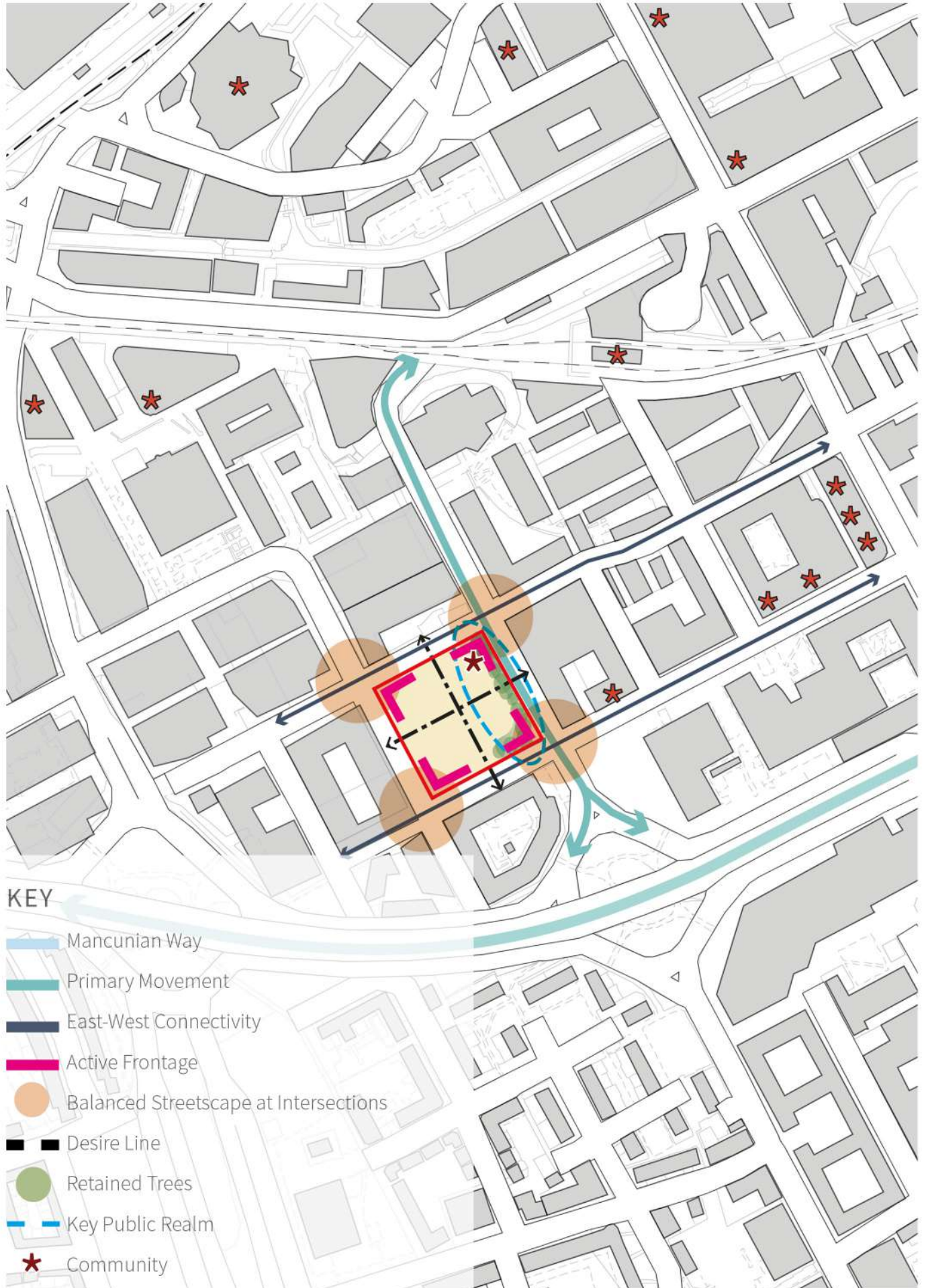
## TOWNSCAPE AND CHARACTER





# Wilmott Street

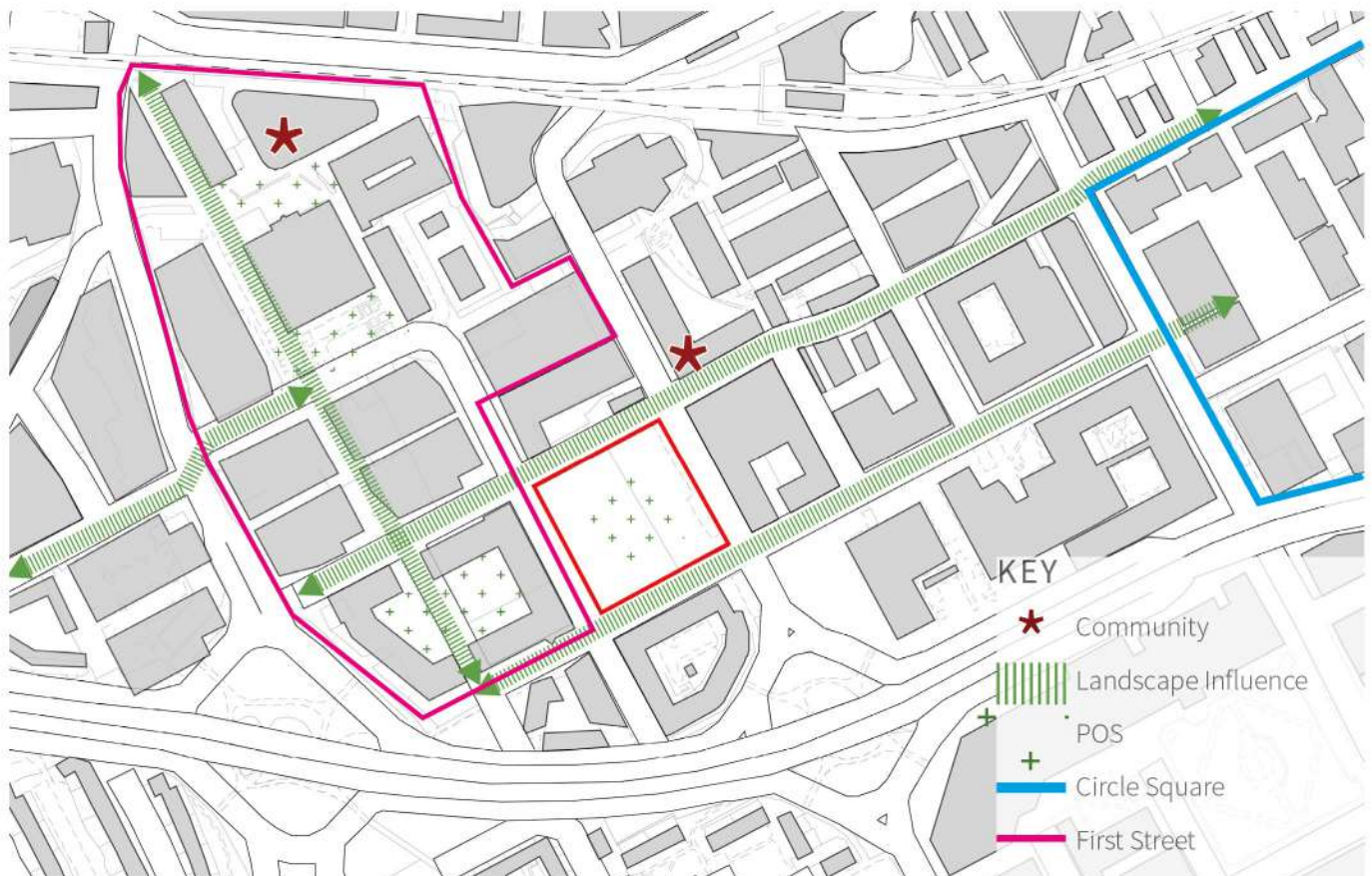
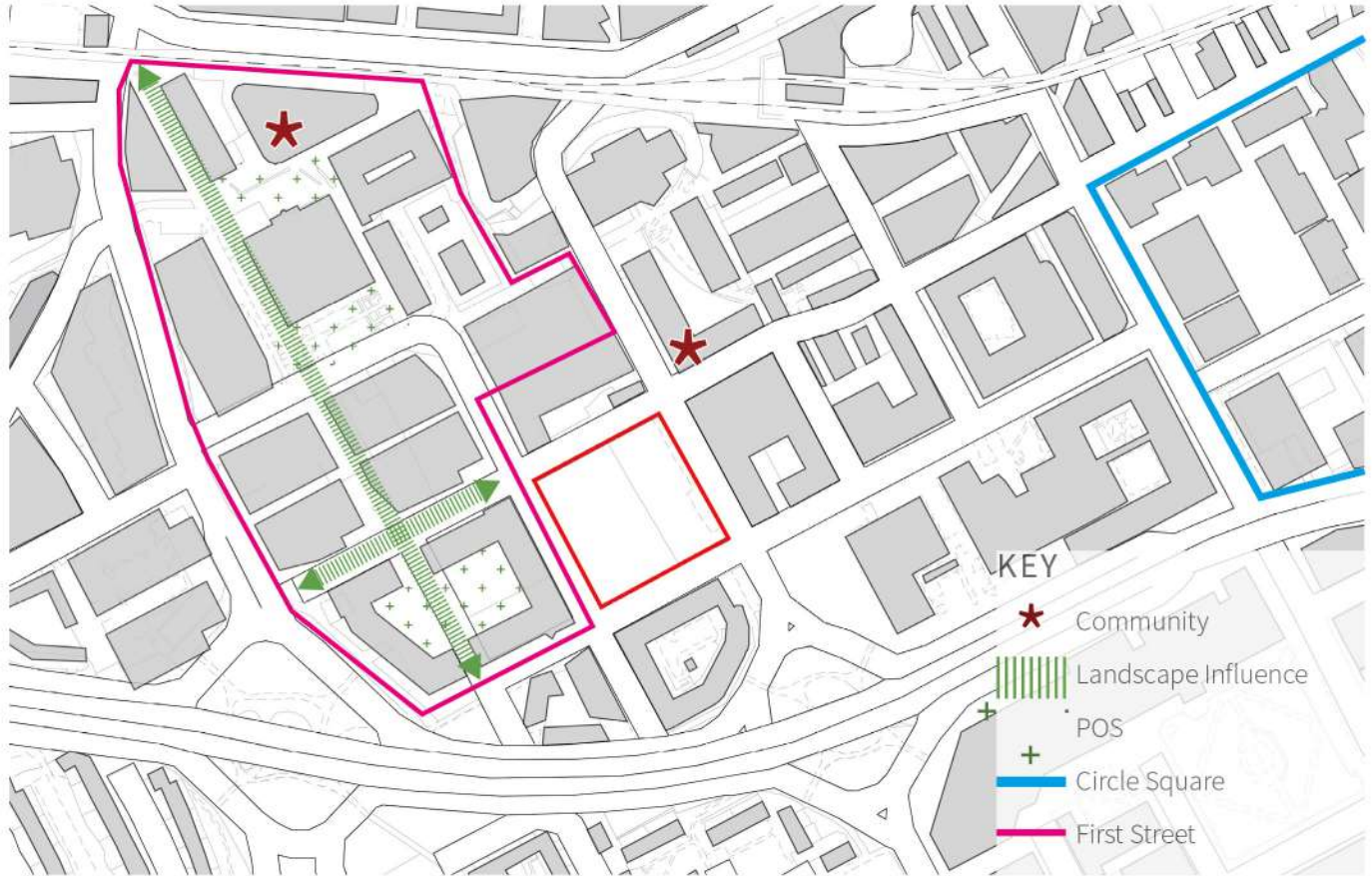
## FRAMEWORK





# Wilmott Street

EXTENDING THE LANDSCAPE INFLUENCE BETWEEN GREAT JACKSON STREET AND OXFORD ROAD



# Appendix D Birchall Way Key Diagrams



PROJECT

# OXFORD ROAD CORRIDOR

DOCUMENT

## KEY SITE DIAGRAMS - BIRCHALL WAY

CLIENT

OXFORD ROAD CORRIDOR

STATUS

ISSUE

DATE

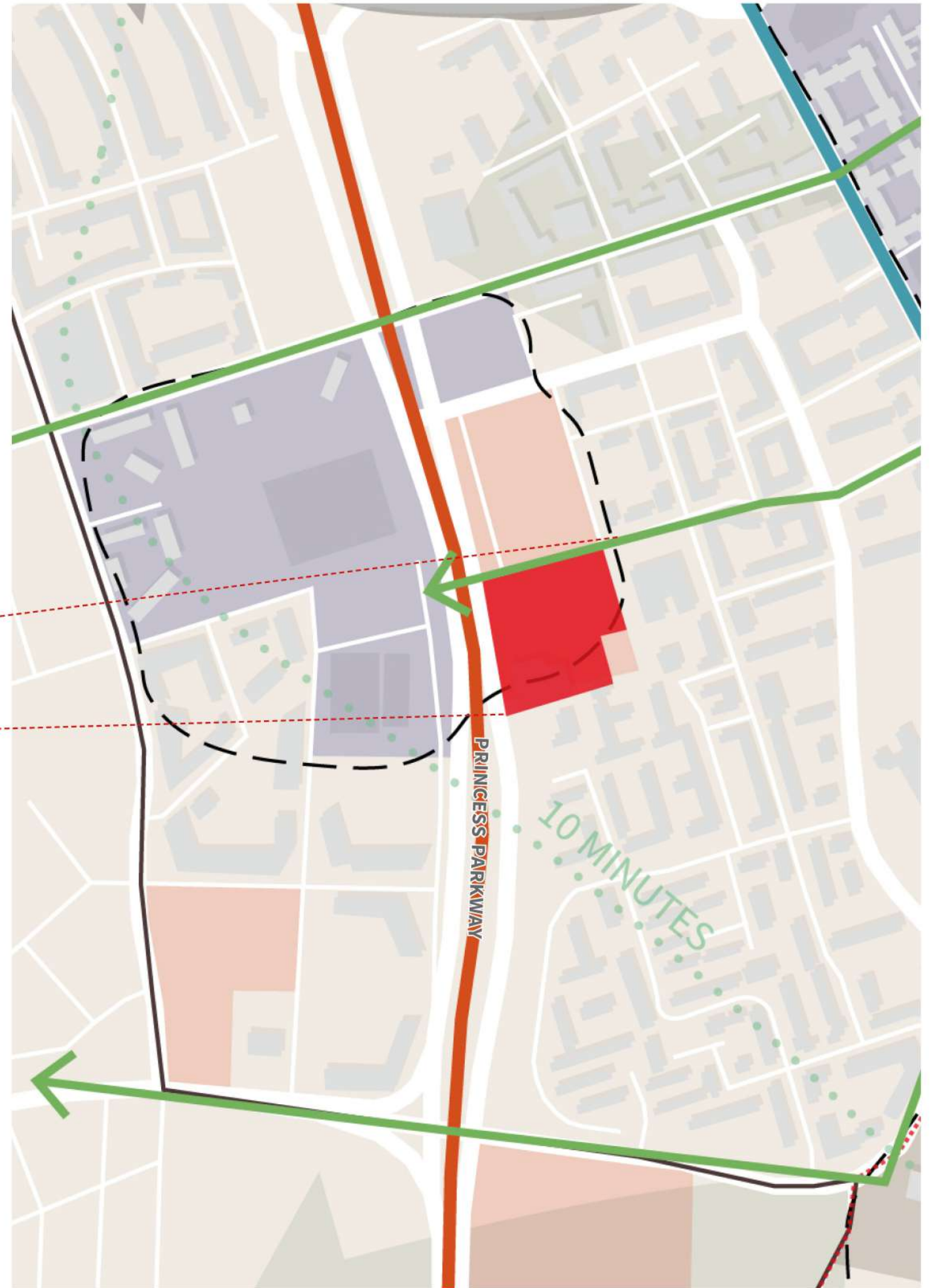
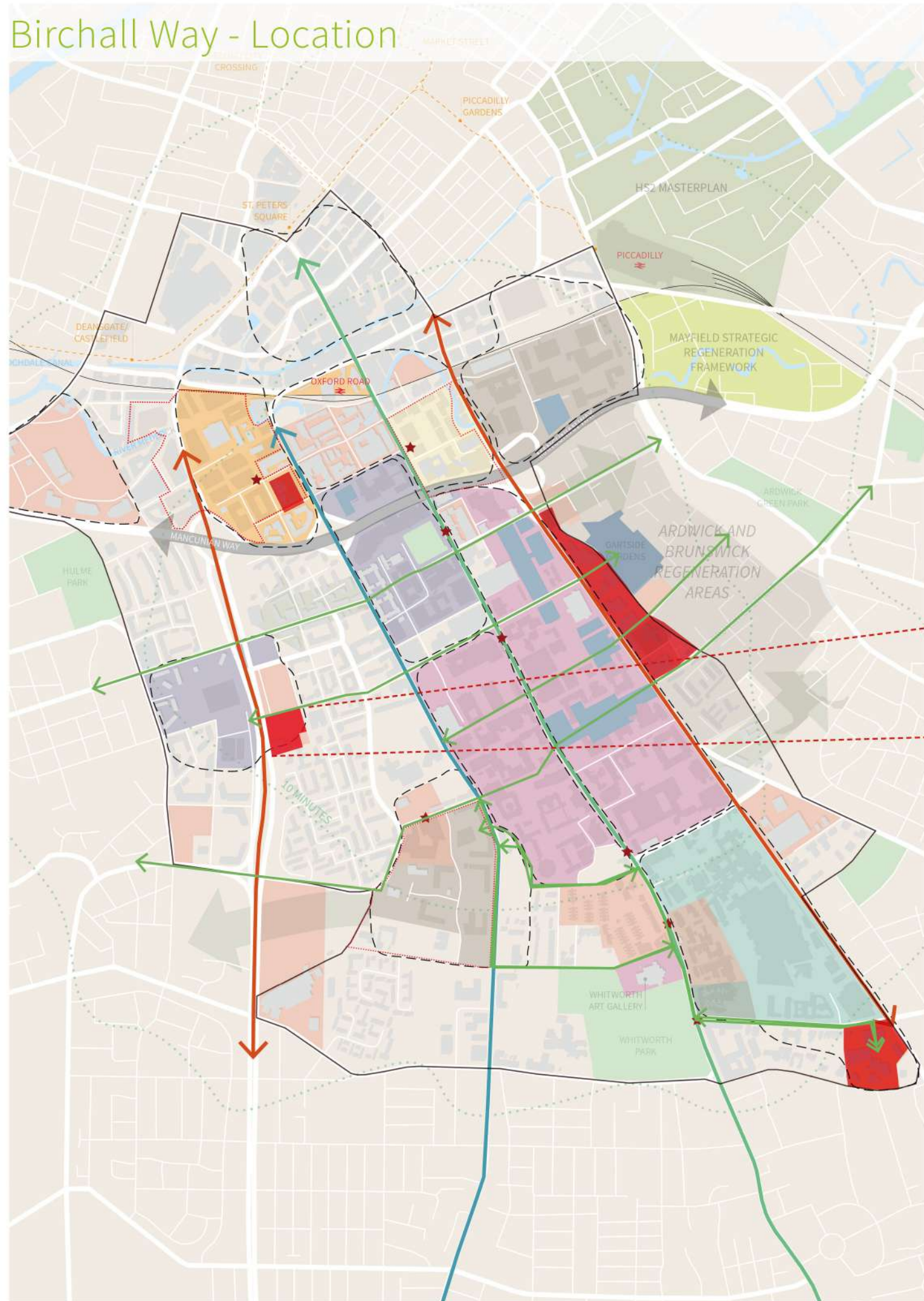
31.10.19

REFERENCE  
PL1854





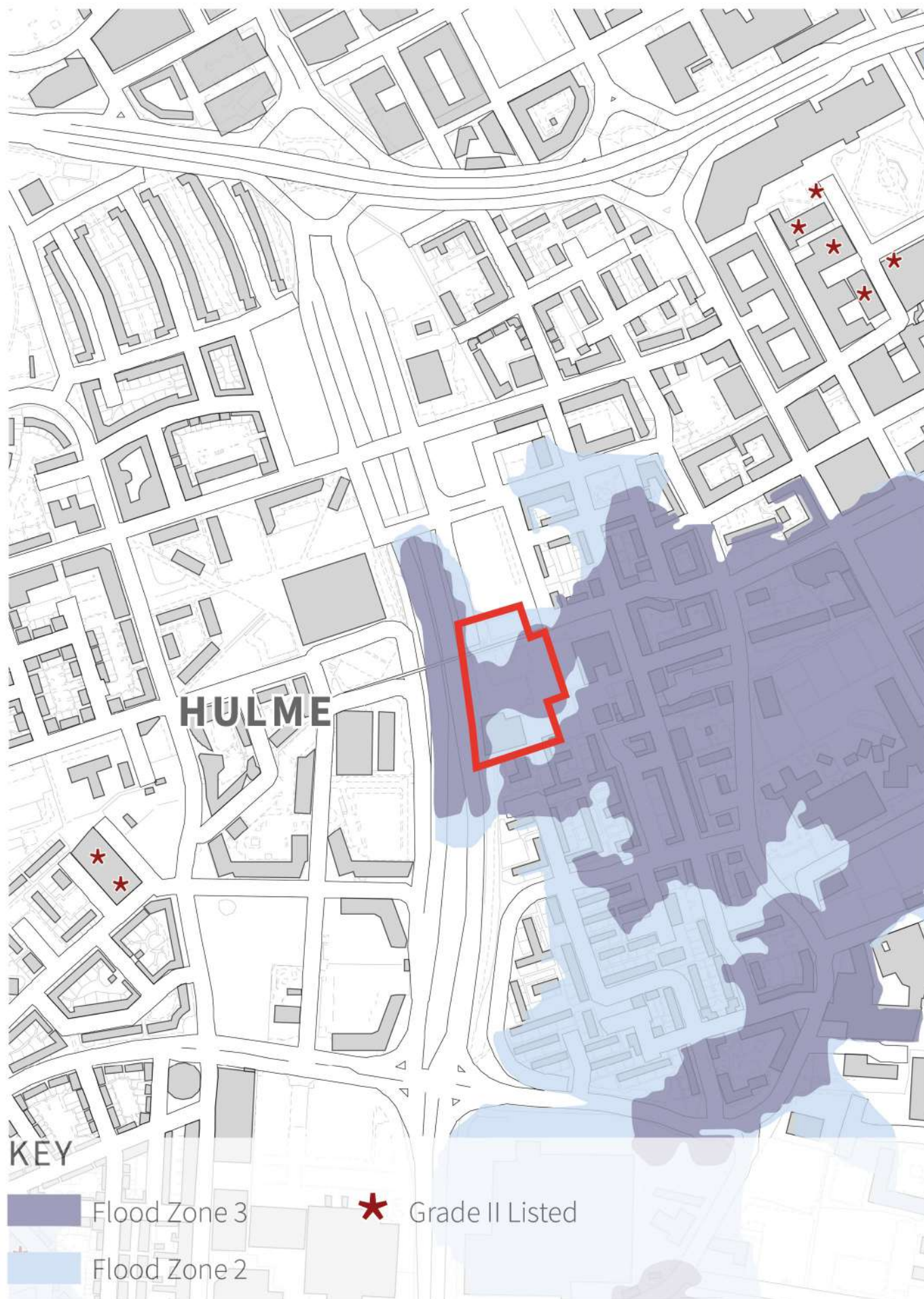
# Birchall Way - Location





# Birchall Way

## DESIGNATIONS (FIXES AND CONSTRAINTS)





# Birchall Way

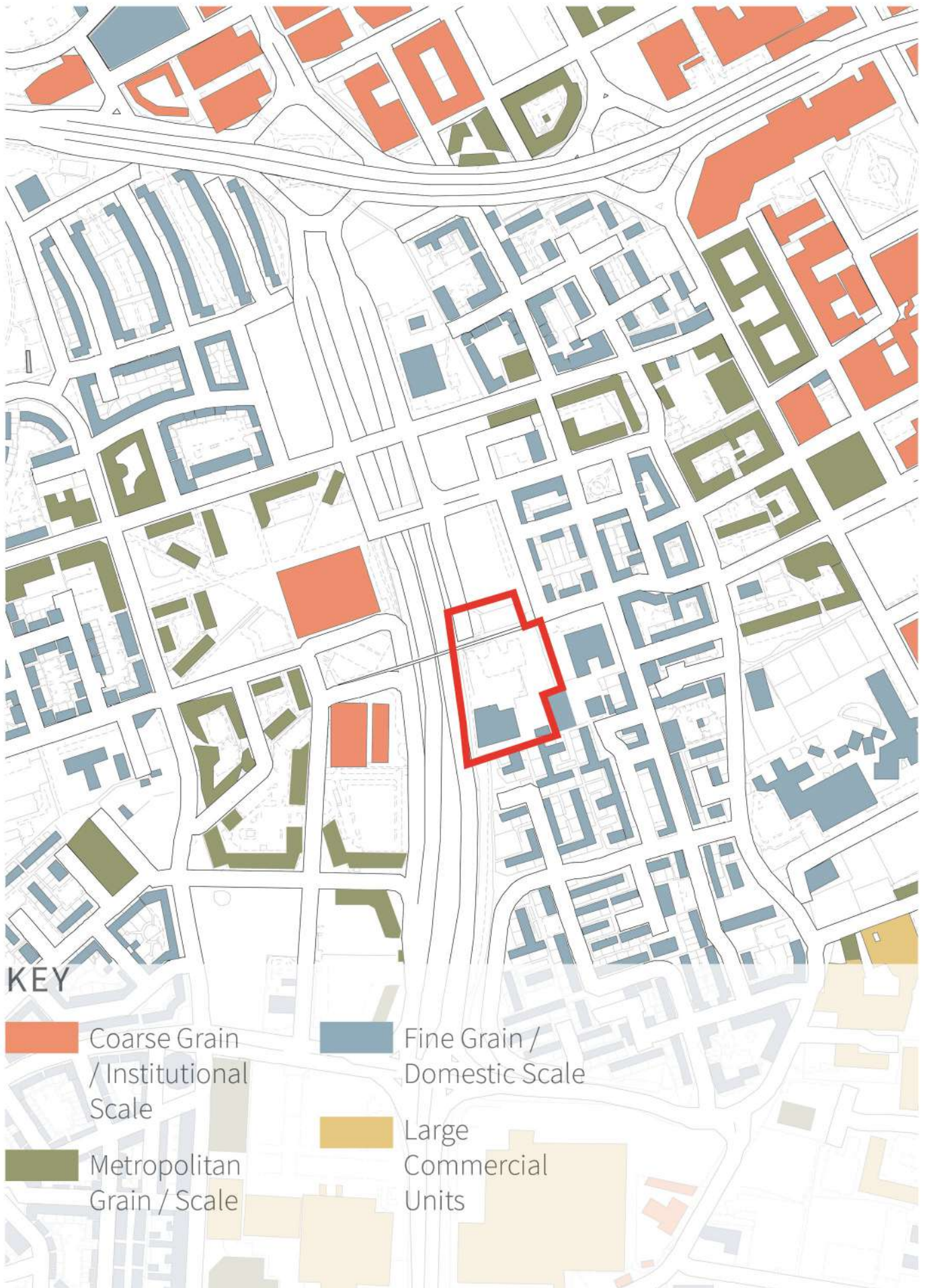
## HISTORY OF SITE





# Birchall Way

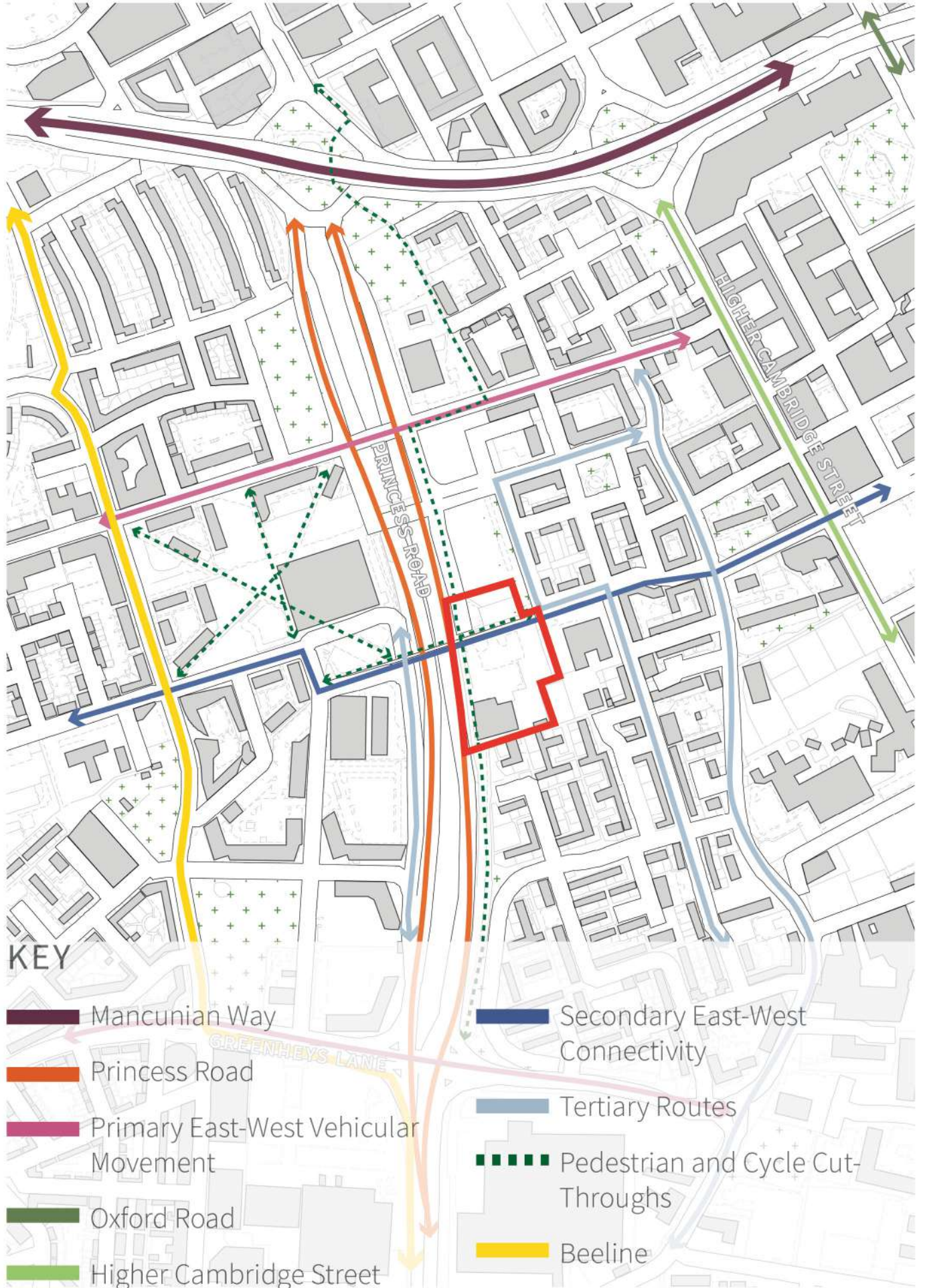
## URBAN GRAIN





# Birchall Way

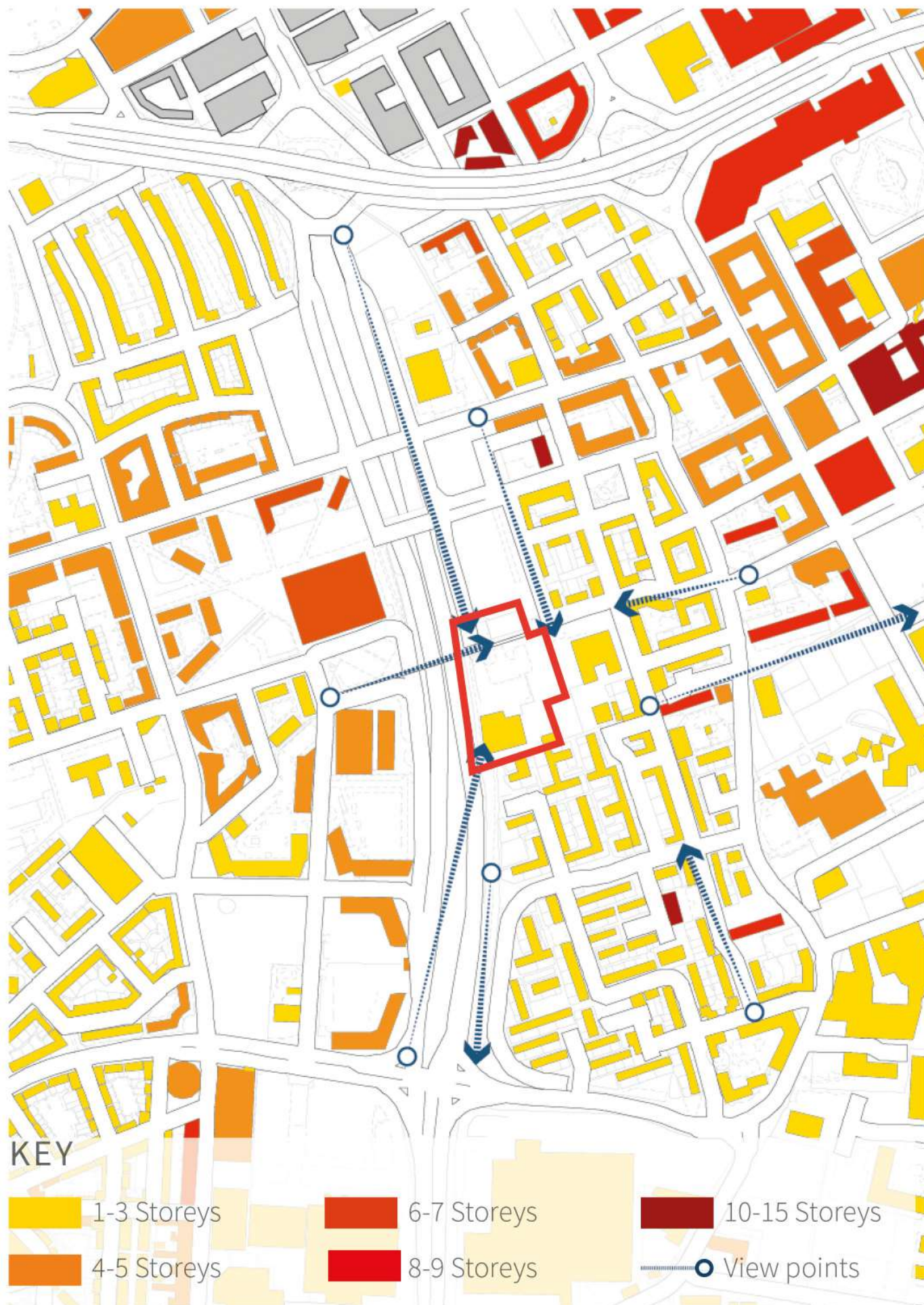
## MOVEMENT AND PUBLIC REALM





# Birchall Way

## HEIGHTS AND VIEWS





# Birchall Way

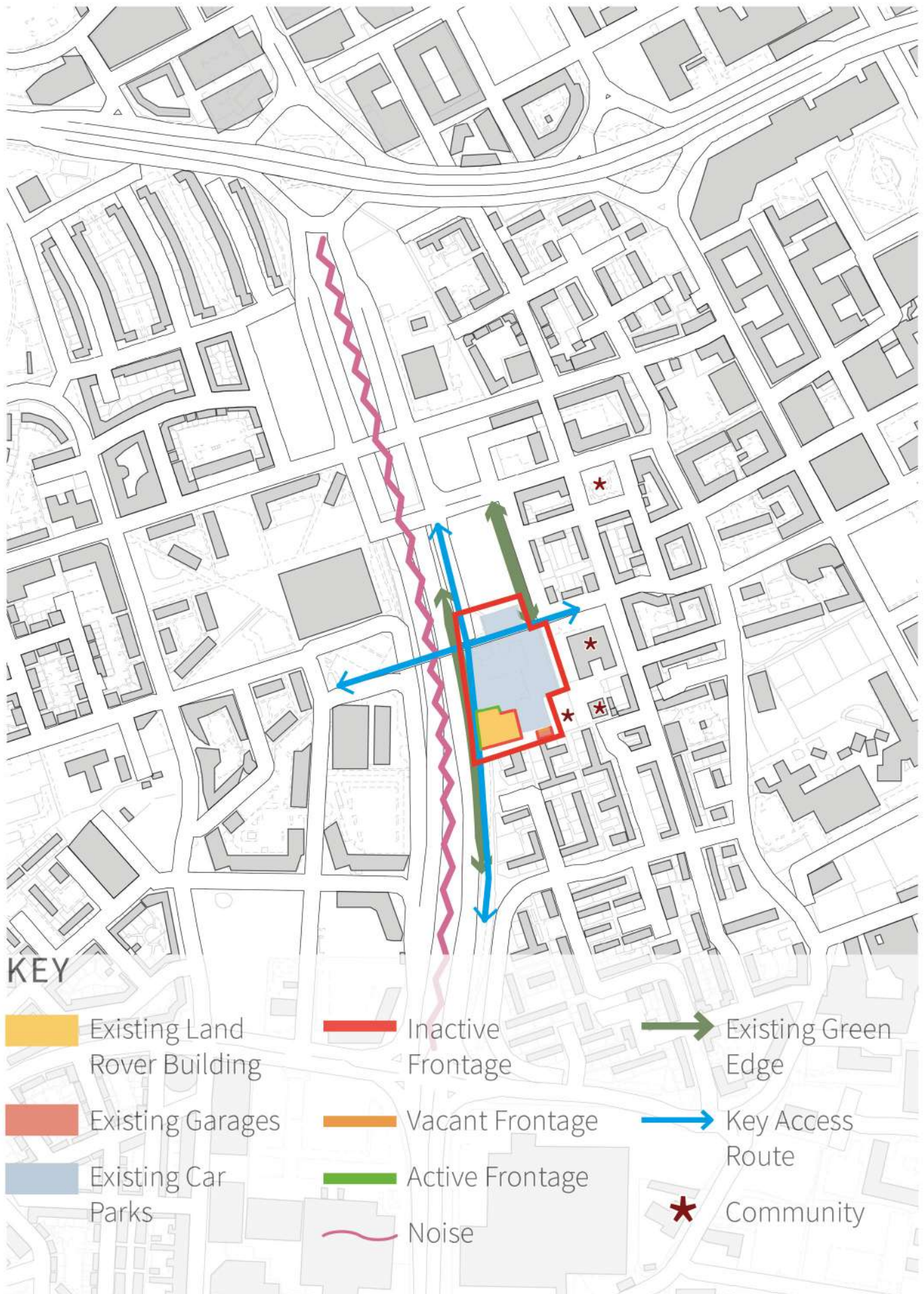
## USE AND COMMUNITY ASSETS





# Birchall Way

## TOWNSCAPE AND CHARACTER





# Birchall Way

MASSING AND LANDMARK OPPORTUNITY / USE, PUBLIC OPEN SPACE AND COMMUNITY



# Appendix E

## Development Plan

### Policy Summary

### The Development Plan-led System

The Government is committed to a plan-led system of development control, which was given statutory force by Section 38(6) of the 2004 Planning and Compulsory Purchase Act. Where an adopted or approved Development Plan contains relevant policies, Section 38(6) requires that an application for planning permission or an appeal shall be determined in accordance with the plan, unless material considerations indicate otherwise.

In Manchester, the relevant Development Plan is the Core Strategy Development Plan Document 2012-2027 adopted in July 2012 and the saved policies from the Manchester Unitary Development Plan (UDP), adopted in July 1995.

### Manchester Core Strategy (2012)

The Manchester Core Strategy was adopted in July 2012 and is the key, overarching DPD within the LDF. The document covers a period of 15 years and outlines the Council's vision for Manchester to 2027 along with the planning policies which will be used to deliver that vision.

Policy Number	Policy Wording
<b>Policy SP1 Spatial Principles</b>	The Regional Centre will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high quality city living. Beyond these areas, the emphasis is on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres, which meet local needs, all in a distinct 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.
<b>Policy EC1 Employment and Economic Growth</b>	Development will be supported in sectors that make significant contributions to economic growth and productivity including health, education, retailing, cultural and tourism facilities. The city centre is identified as key areas for employment, and the policy recognises that employment can be provided through a range of activity, including education, retailing, culture and tourism.
<b>Policy EC3 The Regional Centre</b>	Employment generating uses will be promoted within the Regional Centre, taking advantage of the commercial assets of the core of the conurbation and the opportunities to provide accessible employment to Manchester residents. New housing to complement the development of mixed use employment areas will be supported.
<b>Policy EC8 Central Manchester</b>	<p>Central Manchester is expected to provide approximately 14ha of employment land. The majority of this will be provided within:</p> <p>The Corridor (Manchester) within the Central Manchester Regeneration Area is suitable for office, research and development, light industrial, general industrial, education and health. This area overlaps with the City Centre boundary and should be in line with CC1 and C1.</p> <p>Existing employment and economic development areas: Princess Parkway suitable for office development adjacent to the City Centre; and,</p>



Policy Number	Policy Wording
	<p>along Stockport Road and Hyde Road suitable for employment as part of a mix of uses.</p> <p>District Centres of Hulme, Rusholme and Longsight all located on major radial routes through Central Manchester. These will be suitable for mixed use development providing local employment.</p> <p>The Council will promote development that has regard to:</p> <ul style="list-style-type: none"> <li>• Ensuring employment within Central Manchester complements those uses within the City Centre;</li> <li>• Design opportunities offered by the transport infrastructure such as the arterial roads Princess Parkway, Oxford Road, Stockport Road and Hyde Road.</li> <li>• Improving public transport, walking and cycling connectivity between residential neighbourhoods and employment locations, particularly orbital connectivity to employment locations in East Manchester and Trafford Park.</li> <li>• Creating a positive sense of place at the interface of the health and education institutions along Oxford Road and the residential areas, using design and public realm.</li> </ul>
<b>Policy CC1 Primary Economic Development Focus</b>	<p>The city centre and the city centre fringe are respectively expected to accommodate 33ha and 25ha of office or similar employment development. Within these areas a variety of high quality accommodation types, sizes and footplates will be encouraged to boost investment by local, national and international businesses. The city centre and fringe will be considered a suitable location for the consideration of high density building and commercially led mixed use schemes. The focus for employment growth will be in B1a high density offices.</p>
<b>Policy CC2 Retail</b>	<p>The Council will promote the growth and improvement of retail provision in the City Centre. Across the City Centre, retail will be supported where it would serve a local community (such as small scale convenience provision) or contribute to the area's character. The Council is particularly supportive of the growth of the independent retail sector, which has become a defining feature of several quarters in the City Centre.</p>
<b>Policy CC3 Housing</b>	<p>The City Centre will see the most intensive development of housing in The City. It is expected that a minimum of 16,500 new units will be provided from 2010-2027. Key locations for the residential development will be Castlefield, Piccadilly, the Southern Gateway and the Northern Quarter.</p>
<b>Policy CC4 Tourism, Culture and Leisure</b>	<p>The city centre will be the focus for culture and leisure in the City Region. Proposals to improve the appearance, use and accessibility of all cultural and visitor attractions and associated facilities will be supported. The improvement of facilities for business visitors will also be supported. Development in the city centre which improves</p>

Policy Number	Policy Wording
	facilities for visitors, including Manchester residents, will be promoted.
<b>Policy CC5 Transport</b>	<p>The Transport Strategy for Manchester City Centre will be delivered to ensure that transport is managed in a way which supports projected growth of the city centre.</p> <p>Developers should work with public transport providers to ensure that all users are able to access development by sustainable means, especially taking account of times when developments are likely to be busiest.</p> <p>Proposals will be supported that improve pedestrian safety, air quality and increase the scope for accessible public realm improvements.</p> <p>The Council will seek to ensure that development includes adequate parking provision for cars and bicycles, based on the parking standards described in Appendix B.</p>
<b>Policy CC6 City Centre High Density Development</b>	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.
<b>Policy CC7 Mixed Use Development</b>	<p>The City Centre presents the most viable opportunities for mixed-use development, and in general these will be promoted as a means of using land as efficiently as possible. A range of uses should be considered for all sites, subject to the following considerations:</p> <ul style="list-style-type: none"> <li>• Other than in locations specifically mentioned in policy CC3, residential development will be supported as part of schemes which include employment. The Council must be satisfied those proposals will contribute to the economic regeneration of the City and that the residential element of the scheme is of a scale which will ensure that the economic uses on the site, including retail and hotels, will be maximised. A clear justification will be required for proposals without employment opportunities.</li> <li>• Active ground floor uses (shops, food and drink and leisure) will be appropriate in locations which have an established public function, or as part of a development which will create such an environment.</li> </ul>
<b>Policy CC8 Change and Renewal</b>	<p>The City Council has identified the types of development which is considered most likely to deliver the vision for the City Centre and development which reflects elements of this will generally be supported. The approach to development, and redevelopment, in the City Centre will welcome large-scale schemes. Developments which make significant contributions to the City Centre's role in terms of employment and retail growth or which improve the accessibility and legibility of the Centre will be supported subject to the proposal's impact on key aspects of</p>

Policy Number	Policy Wording
	<p>the City’s heritage and character. The Council will also provide appropriate support, including site assembly, for schemes which are likely to contribute to the promotion or improvement of the social, economic or environmental well-being of Manchester.</p> <p>Within areas identified for large-scale redevelopment, proposals will be expected to be prepared within an approved development framework. New development should fully exploit opportunities to contribute to the improvement of the City Centre un terms of character and function, taking account of other policies in the Core Strategy.</p>
<b>Policy CC9 Design and Heritage Design</b>	<p>New buildings will need to be of the highest standard in terms of appearance and function.</p> <p>The Council will support high density and mixed-use development, but developers must recognise the specific design challenges that must be overcome to ensure complementarity of function and form.</p>
<b>Policy CC10 A Place for Everyone</b>	<p>The City Centre will develop as a location which appeals to a wide range of residents and visitors. Development which promotes this objective will be supported, particularly through increasing the diversity of activity in the City Centre and high standards of accessibility to buildings and across spaces.</p>
<b>Policy H1 Overall Housing Provision</b>	<p>Approximately 60,000 new homes will be provided for in Manchester between March 2009 and March 2027. This equates to an average of 3,333 units per year, however the rate of delivery of units will carry across the lifetime of the Core Strategy. New housing will be predominantly in the North, East City Centre and Central Manchester.</p> <p>High Density developments (over 75 units per hectare) are considered appropriate the City Centre. Within the City Centre there will be a presumption towards high density housing development, within mixed use schemes which contribute to regeneration initiatives or niche housing markets by providing sustainable, well-designed accommodation which meets the needs of workers moving to Manchester.</p> <p>90% of housing will be on previously developed land. New developments should take advantage of existing buildings where appropriate. If this is not possible development schemes should contribute to renewal of adjacent areas which contain vacant or derelict buildings.</p> <p>Proposals for new residential development should take account of the need to:</p> <ul style="list-style-type: none"> <li>• Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population</li> </ul>



Policy Number	Policy Wording
	<ul style="list-style-type: none"> <li>• Reflect the overall spatial distributions for housing within areas of Manchester that support growth on previously developed land in sustainable locations.</li> <li>• Contribute to the design principles of Manchester’s Local Development Framework including in environmental terms. The design and density of a scheme should contribute to the character of the local area.</li> <li>• All proposals should make provision for useable amenity space, including in high density development (in which this could be in the form of balconies, as well as shared open spaces). Scheme should make provision of parking cars and bicycles and the need for appropriate levels of sound insulation.</li> <li>• Address any existing deficiencies in physical, social or green infrastructure, or future deficiencies that would arise as a result of the development.</li> <li>• Prioritise sites which are in close proximity to centres or high frequency public transport routes.</li> <li>• Take account of any environmental constraints on a site’s development (i.e. flood risk)</li> <li>• Be designed to encourage privacy to both its residents and neighbours</li> </ul>
<b>Policy H5 Central Manchester</b>	<p>Central Manchester, over the lifetime of the Core Strategy, 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 (Hulme and the Higher Education Precinct) as well as within Hume, Longsight and Rusholme district centres as part of mixed-use schemes.</p>
<b>Policy H8 - Affordable Housing</b>	<p>Affordable housing is required for developments on sites of 0.3 hectares and above or where 15 or more units are proposed.</p> <p>New development will contribute to the City-wide target for 20% of new housing provision to be affordable. 5% of new housing will provision will be social or affordable rented and 1% will be intermediate housing delivering affordable home ownership options.</p> <p>The proportion of affordable housing units will reflect the type and size of the development as a whole; and where appropriate provision will be made within Section 106 agreements to amend the proportion of affordable housing in light of changed economic conditions, subject to a financial viability assessment.</p> <p>Affordable housing units will be inclusively designed to reflect the character of development on the site. Either an exemption from providing affordable housing, or a lower proportion of affordable housing, a variation in the proportions of socially rented and intermediate housing, or a lower commuted sum, may be permitted where either a financial viability assessment is conducted and demonstrates that it is viable to deliver only a proportion of the affordable housing target of 20%;</p>

Policy Number	Policy Wording
	<p>or where material considerations indicate that intermediate or social rented housing would be inappropriate. In the latter case, such circumstances could include:</p> <ul style="list-style-type: none"> <li>• There is a very high level of affordable housing in the immediate area;</li> <li>• There is either a high proportion of social rented (35%), or low house prices in the immediate area compared to average incomes;</li> <li>• Affordable housing would be prejudicial to the diversification of the existing housing mix.</li> <li>• The inclusion of affordable housing would prejudice the achievement of other important planning or regeneration objectives which are included within existing Strategic Regeneration Frameworks, planning frameworks or other Council approved programmes;</li> <li>• It would financially undermine significant development proposals critical to economic growth within the City;</li> <li>• The financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability;</li> <li>• There is a need for additional housing provision for older people or disabled people either as affordable or market housing dependent on the results of a financial viability assessment of the scheme.</li> </ul>
<p><b>Policy H12 Purpose Built Student Accommodation</b></p>	<p>The provision of new purpose built student accommodation will be supported where the development satisfies the criteria below. Priority will be given to schemes which are part of the universities' redevelopment plans or which are being progressed in partnership with the universities, and which clearly meet Manchester City Council's regeneration priorities.</p> <ul style="list-style-type: none"> <li>• Sites should be in close proximity to the University campuses or to a high frequency public transport route which passes this area.</li> <li>• The Regional Centre, including the Oxford Road Corridor, is a strategic area for low and zero carbon decentralised energy infrastructure. Proposed schemes that fall within this area will be expected to take place in the context of the energy proposals plans as required by Policy EN5.</li> <li>• High density developments should be sited in locations where this is compatible with existing developments and initiatives, and where retail facilities are within walking distance. Proposals should not lead to an increase in on-street parking in the surrounding area.</li> <li>• Proposals that can demonstrate a positive regeneration impact in their own right will be given preference over other schemes. This can be demonstrated for example through impact assessments on district centres and the wider area. Proposals should contribute to providing a mix of uses and support district and local centres, in line with relevant Strategic regeneration Frameworks, local plans and other masterplans as student accommodation should</li> </ul>

Policy Number	Policy Wording
	<p>closely integrate with existing neighbourhoods to contribute in a positive way to their vibrancy without increasing pressure on existing neighbourhood services to the detriment of existing residents.</p> <ul style="list-style-type: none"> <li>• Proposals should be designed to be safe and secure for their uses, and avoid causing an increase in crime in the surrounding area. Consideration needs to be given to how the proposed developments could assist in improving the safety of the surrounding area in terms of increased informal surveillance or other measures to contribute to crime prevention.</li> <li>• Consideration should be given to the design and layout of the student accommodation and siting of individual uses within the overall development in relation to adjacent neighbouring uses. The aim is to ensure that there is no unacceptable effect on residential amenity in the surrounding area through increased noise, disturbance or impact on the street scene either from the proposed development itself or when combined with existing accommodation.</li> <li>• Where appropriate proposals should contribute to the-use of Listed Buildings and other buildings with a particular heritage value.</li> <li>• Consideration should be given to provision and management of waste disposal facilities, which will ensure that waste is disposed of in accordance with the waste hierarchy set out in Policy EN19, within the development at an early stage.</li> <li>• Developers will be required to demonstrate that there is a need for additional student accommodation or that they have entered into a formal agreement with a University, or another provider of higher education, for the supply of all or some of the bedspaces.</li> <li>• Applicants/developers must demonstrate to the Council that their proposals for purpose built student accommodation are deliverable.</li> </ul>
<p><b>Policy EN1 Design Principles and Strategic Character Areas</b></p>	<p>All development in Manchester will be expected to follow the seven principles of urban design and have regard to the strategic character area in which the development is located. The site is located within the City Centre Character Area, where developers will be expected to consider the City's heritage and continue the rich pattern of activity in the core area.</p> <p>While there will be opportunities to create landmark buildings, developments should also contribute positively to the experience of all at street level.</p> <p>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.</p>
<p><b>Policy EN2 Tall Buildings</b></p>	<p>Tall buildings are defined as buildings which are substantially taller than their neighbourhoods and / or which significantly change the skyline.</p>



Policy Number	Policy Wording
	<p>Proposals for tall buildings will be supported where it can be demonstrated that they:</p> <ul style="list-style-type: none"> <li>• Are of excellent design quality.</li> <li>• Are appropriately located.</li> <li>• Contribute positively to sustainability.</li> <li>• Contribute positively to place-making.</li> <li>• Will bring significant regeneration benefits.</li> </ul> <p>A fundamental design objective will be to ensure that tall buildings complement the City’s key existing building assets and make a positive contribution to the evolution of a unique, attractive and distinctive Manchester.</p> <p>Suitable locations will include sites within and immediately adjacent to the City Centre with particular encouragement given to non-conservation areas and sites which can be easily served by public transport nodes.</p> <p>Tall buildings can have an impact on the local environment and its microclimate. It is therefore expected that this impact be modelled and that submissions for tall buildings also include appropriate measures to create an attractive, pedestrian friendly local environment.</p> <p>It will be necessary for the applicant to demonstrate the proposals for tall buildings are viable and deliverable.</p>
<b>Policy EN3 Heritage</b>	<p>Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods.</p> <p>New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance.</p>
<b>Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies</b>	<p>Applications for all development over 1,000 sq. m. will be expected as a minimum to meet the targets set out in this policy, unless this can be shown to be not viable. This should be demonstrated through an energy statement. The energy statement will be expected to set out the projected regulated energy demand and associated CO2 emissions for all phases of the development.</p>
<b>Policy EN8 Adaptation to Climate Change</b>	<p>All new development will be expected to be adaptable to climate change in terms of design, layout, siting and function of buildings and external spaces.</p>
<b>Policy EN9 Green Infrastructure</b>	<p>New development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. 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</p>

<b>Policy Number</b>	<b>Policy Wording</b>
	infrastructure. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.
<b>Policy EN14 Flood Risk</b>	In line with the risk-based sequential approach contained within PPS25, development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA).
<b>Policy EN16 Air Quality</b>	The Council will seek to improve the air quality within Manchester and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes. Developers will be expected to take measures to minimise and mitigate the local impact of emissions.
<b>Policy EN19 Waste</b>	The Council will require all developers to demonstrate the proposals consistency with the principles of the waste hierarchy. All developers will be required to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled wherever possible and how the sustainable waste management needs of the end user will be met.
<b>Policy T2 Accessible Areas of Opportunity and Need</b>	<p>The Council will actively manage the pattern of development to ensure that new development is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport; and, is easily accessible by walking, cycling and public transport, connecting residents to jobs, centres, health, leisure, open space and educational opportunities.</p> <p>Proportionate Traffic Impact Assessments and Travel Plans should be provided for all major applications and for any proposals where there are likely to be access or transport issues.</p>
<b>Policy DM1 Development Management</b>	All development should have regard to the specific issues including: effects on amenity such as noise, light, air quality, road safety and traffic generation; accessibility; community safety and crime prevention; vehicular access; and, green infrastructure.

### **Saved Policies of the UDP (1995)**

Whilst the Core Strategy superseded a large number of policies set out in the UDP several were 'Saved' in 2012 and are still in effect today.

<b>Policy Number</b>	<b>Policy Wording</b>
<b>Policy DC7.1 New Housing Development</b>	The Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, wherever this is practicable. All new developments containing family homes will be expected to be designed so as

Policy Number	Policy Wording
	to be safe areas within which children can play and, where appropriate, the Council will also expect play facilities to be provided.
<b>Policy DC7a.1 Large Buildings of Historic and / or Architectural Interest</b>	The redevelopment of large buildings of local historic / architectural interest in extensive grounds will only be permitted where there is no loss to the visual character and amenity value of the site, nor to the visual quality and interest of the local area.
<b>Policy DC10 Food and Drink Uses</b>	<p>In determining planning applications for developments involving the sale of food or drink for consumption on the premises, or for hot food to be consumed off the premises (whether or not other activities, such as nightclub, are included), the Council will have regard to:</p> <ol style="list-style-type: none"> <li>a. The general location of the proposed development, including any reference to the area in other policies in the Plan;</li> <li>b. The effect on the amenity of neighbouring residents;</li> <li>c. The availability of safe and convenient arrangements for car parking and servicing;</li> <li>d. Ease of access for all, including disabled people; and,</li> <li>e. The storage and collection of refuse and litter.</li> </ol> <p>The Council will normally accept the principle of developments of this kind in the City Centre, industrial and commercial areas, in shopping centres and, at ground level, in local shopping parades of more than 8 shops or offices.</p> <p>Development will not normally be permitted where:</p> <ol style="list-style-type: none"> <li>a. It is proposed outside the general locations mentioned above, or</li> <li>b. There is a house or flat on the ground floor next to the proposed business, or only separated from it by a narrow street or alleyway.</li> </ol> <p>Where, having regard to the preceding policies, the Council considers the proposed development to be acceptable in principle, conditions may be imposed in order to protect the amenity of nearby residents. These conditions may, amongst other things, include limitations on the hours of opening, and the need to deal satisfactorily with noise, fumes, smells, the storage of refuse and the collection of litter.</p> <p>The Council will consider on their individual merits proposals for larger, free-standing restaurants, public houses, clubs, etc. which require a main</p>



Policy Number	Policy Wording
	road location and do not clearly meet the locational criteria set out in policy.
<b>DC18 Conservation Areas</b>	<p>The Council will give particularly careful consideration to development proposals within Conservation Areas.</p> <p>a. The Council will seek to preserve and enhance the character of its designated conservation areas by carefully considering the following issues:</p> <ul style="list-style-type: none"> <li>i) The relationship of new structures to neighbouring buildings and spaces;</li> <li>ii) The effect of major changes to the appearance of existing buildings;</li> <li>iii) The desirability of retaining exiting features, such as boundary walls, gardens, trees (including street trees);</li> <li>iv) The effect of signs and advertisements;</li> <li>v) Any further guidance on specific areas which has been approved by the Council.</li> </ul> <p>b. The Council will not normally grant outline planning permission for development within Conservation areas.</p> <p>c. Consent to demolish a building in a conservation area will be granted only where it can be shown that it is wholly beyond repair, incapable of reasonably beneficial use, or where its removal or replacement would benefit the appearance of character of the area.</p> <p>d. Where demolition is to be followed by redevelopment, demolition will be permitted only where there are approved detailed plans for that redevelopment and where the Council has been furnished with evidence that the development will be undertaken.</p> <p>e. Development proposals adjacent to Conservation Areas will be granted only where it can be shown that they will not harm the appearance or character of the area. This will include protection of view into and out of Conservation Areas.</p>
<b>DC26 Development and Noise</b>	The Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:

Policy Number	Policy Wording
	<p>a. The effect of new development proposals which are likely to be generators of noise; and,</p> <p>b. The implication of new development being exposed to existing noise sources which are effectively outside planning control.</p> <p>New noise-sensitive developments (including large-scale changes of use of existing land or building), such as housing, schools, hospitals or similar activities, will be permitted subject to their not being in locations which would expose them to high noise levels from existing uses or operations, unless the effects of the noise can realistically be reduced. In giving effect to this policy, the Council will take account both of noise exposure at the time of receiving a planning application and of any increase that may reasonably be expected in the foreseeable future.</p> <p>Developments likely to result in unacceptable high levels of noises will not be permitted:</p> <p>a. In residential areas;</p> <p>b. Near schools, hospitals, nursing homes and similar institutions;</p> <p>c. Near open land used frequently for recreational purposes.</p> <p>Where the Council believes that an existing noise source might result in an adverse impact upon a proposed new development, or where a new proposals might generate potentially unacceptable levels of noise, it will in either case require the application to provide an assessment of the likely impact and of the measures proposed to deal satisfactorily with it.</p> <p>The Council will control noise levels by requiring, where necessary, high levels of noise insulation in new development as well as noise barriers where this is appropriate.</p> <p>Exceptions to the general policy will be considered on their merits. The Council accept, as an example, that the occasional use of outdoor facilities such as sports stadia for concerts can be acceptable in certain circumstances. Any such proposal will be considered in the light of consultation with local residents and others, and the practicability of appropriate conditions on any approval.</p>

**Guide to Development in Manchester SPD (2007)**

The Guide to Development in Manchester was adopted in April 2007. The guide reflects the growing recognition of the importance of well-designed and well maintained neighbourhoods in supporting sustainable development and neighbourliness.

The guide places significant importance on new development creating a 'sense of place' under seven key principles as follows:

- character and context;
- continuity and enclosure;
- legibility;
- ease of movement;
- quality of the public realm;
- diversity; and
- adaptability.

The SPD states that increased development density can be appropriate where it is necessary to reinforce community identity, promote a more economic use of land, increase demand for local facilities and contribute to safer, self-policed streets. However, density levels must be informed by the character of an area and the specific circumstances of a proposal.

Developments should be informed, both in terms of design and layout, by the wider context. The document is clear to point out that it is the character and identity of an area that will determine appropriate densities and form, which will vary across the City. Proposals in conservation areas will be assessed in accordance with national legislation.

### **Manchester's Great Outdoors: a Green and Blue Infrastructure Strategy for Manchester 2015-25**

Green and blue infrastructure is an essential part of creating a successful, liveable city. Parks, river valleys, gardens, street trees, green roofs, canals and many other components all form part of a rich network that is integrated with the built environment in the world's most popular cities.

Manchester's green and blue infrastructure (GBI) has been part of the city's success for a number of years. Five river valleys, three canals, over 160 parks, street trees, woodland, private gardens, and other areas of natural environment are familiar and well-used parts of the city's landscape. As the city continues to grow over the next decade, existing and new GBI will need to continue to be an integrated part of this growth, particularly in the city centre.

The vision for green and blue infrastructure in Manchester over the next 10 years is that by 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and green spaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

### **Manchester Residential Quality Guidance (2016)**

The Manchester Residential Quality Guidance (RQG) was endorsed by Manchester City Council's Executive Committee in December 2016. This Guidance was produced to ensure that future development in the city delivers high quality, sustainable housing that meets the City's and communities' needs.



The Guidance provides clear direction on what is required to deliver sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester.

The document sets out nine components that, when combined will inform and help to create high quality residential development and which will be used to shape what Manchester will become within the Manchester Strategy period up to 2025 and beyond.

### **Make it Manchester**

It is essential to reinforce the uniqueness of Manchester strengthening its distinctive character while supporting new high quality residential development.

The Council will require Applicants to demonstrate how proposals:

- Fully consider and appreciate the existing context and character;
- Are distinctive and rooted in a sense of place;
- Are well considered and use a high-quality material palette;
- Properly consider architectural detailing to safeguard the future quality of proposals; and,
- Are of an appropriate scale.

### **Make it bring people together**

Residential design should make an obvious contribution to improving the lives of people in Manchester by providing opportunities to bring people together.

The Council will require Applicants to demonstrate how proposals:

- Clearly demonstrate neighbourhood and market composition and need;
- Have addressed the needs of diverse and inclusive communities;
- Create opportunities for meeting and getting to know the neighbours; and,
- Encourage activity and social interaction.

### **Make it animate streets and spaces**

Residential design should always make a positive contribution to Manchester's streets and spaces to make a safe and inviting place for everyone.

The Council will require Applicants to demonstrate how proposals:

- Have an understanding of how the design responds to street hierarchy;
- Have considered how the ground floor design contributes to creating a safe and active street;
- Create a range of opportunities for natural surveillance and observation; and,
- Have facilitated safe and enjoyable public realm.

### **Make it easy to get around**

Manchester's residential areas should be well connected, easily walkable and cycle friendly.

The Council will require Applicants to demonstrate how proposals:

- Facilitate and encourage walking and cycling;

- Create clear, safe, and obvious connections to the public transport network;
- Define a clear street hierarchy; and,
- Support opportunities to improve wayfinding and orientation.

### **Make it work with the landscape**

A health community is a good place to grow up and grow old in. It is one which supports healthy behaviours and supports reductions in health inequalities.

The Council will require Applicants to demonstrate how proposals:

- Have a clear rationale for how the scheme sits within the landscape;
- Connect to the wider green and blue infrastructure network;
- Introduce street trees;
- Incorporate rainwater management; and,
- Consider both quality and functionality of green and blue infrastructure in the design.

### **Make it practical**

Residential design must get the day to day things right; to make sure that 'back of house' remains just that.

The Council will require Applicants to demonstrate how proposals:

- Incorporate sufficient car parking in an appropriate location that does not harm pedestrian movement;
- Provide secure cycle parking for residents and visitors, which is safe and convenient and within the envelope of the building;
- Provide sufficient bin storage to accord with MCC's standards and is conveniently located with minimal impact on the streetscene; and,
- Have considered where temporary stopping could be accommodated.

### **Make it future proof**

Manchester is committed to achieving zero carbon by 2050 and sets out its plan to achieving this within '*Manchester: A Certain Future*'.

The Council will require Applicants to demonstrate how proposals:

- Have mitigated for a higher risk of extreme weather events, both new and in relation to future modelling;
- Have retained and incorporated fit for purpose buildings of heritage value;
- Are able to be adaptable to accommodate change; and,
- Consider the use of technology to reduce energy use.

### **Make it a home**

It is essential to ensure that all new homes are places that people want to live in.

The Council will require Applicants to demonstrate how proposals:

- Seek to exceed the Nationally Described Space Standards;
- Provide sufficient storage space;
- Maximise opportunities for daylight;
- Provide sufficient private amenity space in the most appropriate location; and,

- Have considered the balance between the number of homes accessed from lift cores and neighbourliness.

### **Make it Happen**

It is fundamentally important that residential development is delivered on the ground to the same standards as it was designed.

The Council will require Applicants to demonstrate how proposals:

- Have considered if the scale or prominence is such that it would be required to be brought to the regional Design Review Panel;
- Will retain Design Team members through the life of the development;
- Have submitted a sample panel, at a commensurate scale to allow each of the key elements of the façade to be reviewed and approved; and,
- Have considered the method of construction and detailing prior to making a formal application.

### **Manage it Well**

The effective operational management of a building, block or external amenity space is central to maintaining quality of the accommodation and the use and enjoyment of the space by its residents over the long term.

Matters to be addressed by a Residential Management Strategy include:

- Management and legal structure.
- Waste.
- Car parking.
- Cycle parking.
- Residential networks.
- Maintenance.
- On-site energy generation.
- Practical operational considerations.
- Landscape and green infrastructure.



# Appendix F Planning History and Listing Buildings

Table C.1: Upper Brook Street Planning History

Application Reference	Location	Scheme	Approval Date
102531/FO/2013/N2	Former Welsh Baptist Chapel And Islamic Academy Of Manchester	Repairs and alterations to the former Welsh Baptist Chapel and attached Islamic Academy building, in association with: conversion to self-contained residential units together with erection of detached single storey building to form additional residential units (93 units in total), vehicular access from Upper Brook Street and associated work.	1 April 2014
101664/FO/2013/N2	Brunswick Neighbourhood Bounded By Wadeson Road, Stockport Road, Grove Village, Upper Brook Street & Mancunian Way	Selective demolition and clearance (including a number of residential, retail and other non-residential buildings) to allow the phased redevelopment and refurbishment of the Brunswick Neighbourhood, including the erection of 444 new residential dwellings, the refurbishment of 839 existing homes; a new boulevard and access roads, new car parking and servicing areas; a new mixed use building comprising four retail units, and a neighbourhood housing office with 18 apartments above; a mixed use residential extra care home with 60 residential units and a day centre on the ground floor; the upgrading of Gartside Gardens; a new orchard; 25 new allotments; new boundary treatments, open spaces, landscaping and tree planting.	30 May 2013
111744/FO/2016/N2	45 Upper Brook Street Ardwick, M13 9WS	Erection of a four storey building to form motor trade dealership including workshop and car storage and erection of a single storey valeting building (Sui Generis) (10684 sqm) together with associated vehicular access from Kincardine Road and Inchley Road, car parking, landscaping, boundary treatment and other associated works following demolition of existing buildings.	26 September 2016
118379/JO/2017	Brunswick Neighbourhood, Bounded By Wadeson Road, Stockport Road, Grove Village, Upper Brook Street And Mancunian Way	Application to vary Condition Nos 2,14 and 29 attached to permission 101664/FO/2013/N2 to regularise and allow amendments to the previously approved Brunswick Masterplan including the removal of 20 private for sale dwellings from the layout, minor changes to access arrangements, highways, driveways and parking, minor changes to boundary treatments, and the re-siting of some new build properties.	24 April 2018

Table C.3: Upper Brook Street Listed Buildings

Building	Grade / Number / Date	Key Features
<b>Listed Buildings within the UBS site framework boundary</b>		
Former Unitarian Chapel, Upper Brook Street	<ul style="list-style-type: none"> <li>• Grade II*</li> <li>• Listing No. 1270670</li> <li>• 3 October 1974</li> </ul>	Former Unitarian Chapel with attached Sunday School, subsequently a Welsh Baptist Church and Islamic Academy. Constructed 1837-9 by Sir Charles Barry in early English style. Coursed squared sandstone slate roofs. Seven narrow bays with buttresses, a tall lancet with hood mould in each bay. Gabled west façade with giant archway moulded in three orders and containing a similar recessed arch with moulded two-centred arched doorway at ground floor and two-light window above. Rose window in east gable. Square corner pinnacles. Sunday School on same axis to north, attached by a link, two-storeyed under two-span roof, triple-gabled north side with large two-centred arched windows at first floor each of three lancet lights; canted apse to west end, lean-to porch in angle. Interior of chapel has galleries to three sides and ribbed vaulted ceiling.
The Mawson Hotel, 78 Frances Street	<ul style="list-style-type: none"> <li>• Grade II</li> <li>• Listing No. 1393734</li> <li>• 31 March 2010</li> </ul>	<p>Former public house, originally constructed in mid to late 19<sup>th</sup> Century and amalgamated in 1936-7 with two neighbouring terraced houses and rebuilt to designs of Fred Riley of Brameld &amp; Smith, brick with faience dressings, shallow slate roof, tall stacks, 2 storeys plus basement.</p> <p>The building is designated for its rarity; it is a rare survival of a medium-sized mid to late 19<sup>th</sup> Century urban public house that retains a virtually intact 1936-7 exterior and interior scheme.</p> <p>The interior retains its 1936-7 plan layout, Custom &amp; Excise numbering system, and incorporates unusual features, such as an elongated octagonal drinking lobby and a heptagonal lounge. The fixtures and fittings are of a good quality throughout, including polished veneer woodwork, fixed bench seating, fireplaces, bar counters with shuttered upper sections incorporating leaded sliding sashes, and 1930s tiling.</p>
<b>Listed Buildings adjacent to the UBS site framework boundary</b>		
Oddfellows Hall, 97 Grosvenor Street	<ul style="list-style-type: none"> <li>• Grade II</li> <li>• 1200840</li> <li>• 6 June 1994</li> </ul>	Friendly society offices, now college. c.1900-10, altered. Brick, with facade of cream terracotta (roof not visible). Rectangular plan. Edwardian Baroque style. Three storeys, 1:2:1:2:1 bays, symmetrical, the centre and ends breaking forwards slightly and the intermediate bays with giant Ionic columns framing recessed windows to 1st and 2nd floors; with channelled rustication to ground floor, prominent modillioned cornice and balustraded parapet. The centre has a round-headed



Building	Grade / Number / Date	Key Features
		<p>doorway with large cartouche keyblock and scrolled wrought-iron fanlight, flanked by pendent pilasters with fasces, giant pilasters to the upper floors with panels containing fasces, windows with enriched architraves, and a segmental open pediment. Windows to the upper floors with variously enriched architraves, including swagged aprons at 2nd floor; segmental-headed windows at ground floor except those in the end bays which are square-headed, all with splayed voussoirs and large key blocks; all glazing altered, but 2 windows at ground floor to the right have remains of engraved glass, one of these representing half of the original and lettered "Order of/ MANCHESTER/ FRIENDLY/ OFFICES".</p>
94-98 Grosvenor Street	<ul style="list-style-type: none"> <li>• Grade II</li> <li>• 1218404</li> <li>• 13 May 1974</li> </ul>	<p>Row of 3 town houses, now shops and offices. Early 19<sup>th</sup> Century, altered. Red brick in Flemish bond, with some sandstone dressings, slate roof. Double-depth plan, each house single-fronted, with long back extensions. Three storeys over cellars, 3+3+3 windows, with stone plinth (now only at No.98 to left) and modillioned eaves cornice. No.98 has a round-headed doorway to the left with stone doorcase of Tuscan semi-columns, panelled door (up 3 steps) and plain fanlight; 2 windows to the right and 3 on each floor above, all 12-pane sashes with raised sills and flat-arched heads of gauged brick. Nos 94 and 96 have a unified 20<sup>th</sup> Century shopfront to ground floor; at 1st floor No.94 has altered windows and No.96 has sashes without glazing bars; at 2nd floor No.96 has 12-pane sashes and No.94 has shorter 9-pane sashes (except the centre, which is altered). Ridge chimneys.</p>

Table C.4: Former Elizabeth Gaskell Campus Planning History

Application Reference	Location	Scheme	Approval Date
108593/FO/2015/N2	Former Elizabeth Gaskell Campus	Demolition of three former university campus buildings within a conservation area.	X May 2015
108652/DEM/2015/N2	Former Elizabeth Gaskell Campus	Prior notification for proposed demolition of four former university campus buildings.	X May 2015
110687/FO/2015/N2	Former Elizabeth Gaskell Campus	Erection of a part two, three and four storey building to form hospital (Class C2) together with parking, landscaping and use of existing buildings as ancillary office accommodation following demolition of existing buildings and structures.	4 February 2016
114471/FO/2016	Former Elizabeth Gaskell Campus	Erection of a part two, part three storey building to form hospital (Class C2) together with parking, landscaping and change of use of existing buildings (Shepherd's House and Brook House) to form ancillary office accommodation (Class B1) following demolition of other existing buildings and structures (re-submission of ref. 110687/FO/2015/N2).	6 March 2017

Table C.5: Former Elizabeth Gaskell Campus Listed Buildings

Heritage Asset	Date	Key Features
<b>Designated Heritage Assets within the former Elizabeth Gaskell Campus site framework boundary</b>		
Victoria Park Conservation Area	<ul style="list-style-type: none"> <li>March 1972</li> </ul>	<p>The southern part of the site falls within the Victoria Park Conservation Area. The Victoria Park area was formed initially in 1836, following the creation of the Victoria Park Company, as an exclusive residential suburb.</p> <p>A relatively small proportion of houses from the 1830s and 1840s still exist. As in any part of the city, redevelopment takes place and large gardens of old houses are seen by some as lucrative sites for new building. In several cases an old house was preserved and greatly extended, as is the case with Xaverian College where new buildings have been constructed in the grounds over a long period. St Anselm Hall, originally known as Kent House, has also been subjected to periodic extension.</p>

Heritage Asset	Date	Key Features
		<p>Houses on Oxford Place were demolished in 1910 to make way for Hulme Hall, a university hall of residence, which is a large building designed in the Arts and Crafts style and incorporating a quadrangle. Many more high-quality buildings were built on the site in the 1960s and later.</p> <p>Some sites in Victoria Park remained vacant until around the turn of the century, a good example being the First Church of Christ Scientist on Daisy Bank Road - now the Edgar Wood Centre - which was built on a green site in 1903. By 1971 it had fallen into disrepair and its use as a church ended. Restoration was completed by 1976, when it was used as an annexe to Elizabeth Gaskell College. It is regarded as a masterpiece - one of the most original buildings of its period. It was designed in the Arts and Crafts style with Art Nouveau motifs and is a grade I listed building.</p> <p>The Church of St Chrysostom on Conyngham Road is on the site of an earlier church, begun in the 1840s and never completed. The present building on the site was designed by G. T. Redmayne; it was re-constructed after a fire in 1904.</p> <p>Dalton Hall, also designed by Redmayne, was a university hall of residence. It is the only building in the conservation area sited close to the back of pavement, all the others having broad gardens with trees to screen them. Standing next to Dalton Hall is a much more recent building - the Ellis Lloyd Jones hall of residence. Although not in the style of the early Victorian villas, it integrates into its site very well.</p>
<b>Listed Buildings adjacent to the former Elizabeth Gaskell Campus site framework boundary</b>		
Greygarth Hall	<ul style="list-style-type: none"> <li>• Grade II</li> <li>• 1291317</li> <li>• 6 June 1994</li> </ul>	<p>Villa, now hall of residence. c.1880-90. Yellow brick with some sandstone dressings, hipped slate roofs. Irregular plan. Eclectic style. Two storeys with basement and attics, a 3-bay west front with slightly-projecting wings flanking a 3-storey stair-tower, and a gabled glazed porch attached to the right-hand side. Two string-courses between floors, prominent moulded eaves with modillions, pediments over the bays and pyramidal roof to the tower. The tower has a large round-headed stair-window with arched centre light and radiating glazing bars and a small ornamental stone balcony, a central pilaster strip above this and 2 small round-headed windows to the top floor; the left wing has a 2-storey canted bay which has sashed windows with margin panes (those at ground floor segmental-headed); the right wing has a segmental-headed window at ground floor with 2 round-headed sashed lights, and a tripartite</p>



Heritage Asset	Date	Key Features
		<p>window at 1st floor with stone pilasters and narrow sashed lights (2 in the centre). Various tall corniced chimneys. Projecting rear wing to rear of porch; C20 single-storey addition attached to right of porch. Left return wall has (inter alia) a large tripartite window on each floor towards the rear, and a single-storey wing to the rear of this. Interior: some elaborate decoration, including doorways with eared architraves, moulded plaster friezes, pilastered hallway including tympana with lilies.</p>
Ward Hall	<ul style="list-style-type: none"> <li>• Grade II</li> <li>• 1219770</li> <li>• 3 October 1974</li> </ul>	<p>Villa, now annex to Xaverian College. c.1840, altered. Stucco on brick, with sandstone dressings and hipped slate roof. Roughly rectangular plan formed by double-depth front block with back extensions. Two storeys over basement, 3 bays, symmetrical, with narrow pedimented centre breaking forwards; high stone plinth with keyed segmental-arched basement windows, rusticated quoins, 1st-floor sill-band, frieze (stripped at time of survey), and dentilled cornice and pediment. The centre has a flight of steps up to a porch of 4 columns with debased Ionic caps, Tuscan pilasters, frieze with panel lettered "CONCORDIA RES PARVAE CRESCUNT", moulded cornice on consoles and low blocking course. The ground floor has tall sashed windows with pedimented architraves; the 1st floor has shorter sashed windows with moulded architraves, all these windows have margin panes and all except that to the right at 1st floor have 4 panes. The left return side has a set-back 2-window wing; the right-hand return has one bay with fenestration like that at the front (but with altered glazing at ground floor), and then a short wing with a segmental bow which has a tripartite sashed windows to both floors, that at ground floor with a pedimented architrave and both with curved glazing. C20 single-storey addition covering rear range. Interior not inspected.</p>
High Elms	<ul style="list-style-type: none"> <li>• Grade II</li> <li>• 1270660</li> <li>• 3 October 1974</li> </ul>	<p>Villa, now offices. Mid to later C19. Red brick in Flemish bond, with sandstone dressings and slate roof. Roughly rectangular plan with back extensions (C20 additions to right). Gothic style. Two storeys and cellar, 3 bays, symmetrical, the centre narrower and slightly recessed and the outer bays gabled; with stone plinth, string course, stone coped gables with raking parapets faced with later cement. The centre has a Tudor-arched doorway with replacement divided doors, moulded stone surround, hollow spandrels, hoodmould, and over the centre of this a panel with a quatrefoil motif. The ground floor has cross-windows and the 1st floor has 3-light windows, all these with slender stone mullions and arched lights, those in the centre and to the right at 1st floor with small panes and the others with altered</p>

Heritage Asset	Date	Key Features
		glazing. Two ridge chimneys. Interior not inspected.
2 Conyngham Road	<ul style="list-style-type: none"> <li>• Grade II</li> <li>• 1208850</li> <li>• 3 October 1974</li> </ul>	<p>Villa, now office. c.1840, probably by Richard Lane (who laid out Victoria park in 1836); altered. White-painted render (replacing original stucco), hipped slate roof. Roughly rectangular plan on east-west axis, with short service wing at west end. Late Georgian classical style. Two storeys and 3 bays, symmetrical, the centre slightly recessed, plus one-bay service wing; with plinth, deep 1st-floor sill-band, prominent bracketed eaves. Rectangular pilastered porch in the centre, with Ionic columns distyle in antis, plain frieze, moulded cornice and blocking course; one tall 15-pane sashed window to each side at ground floor, three 12-pane windows at 1st floor, sashed except that to the 1st bay, which is false. Blocked or blind windows to the wing. Three-bay left return wall with similar fenestration to the front. Rear (garden front) has tripartite sashed windows on both floors of the centre, flanked by two 2-storey segmental bows with similar windows. Interior not inspected.</p>
Church of St. Chrysostom	<ul style="list-style-type: none"> <li>• Grade II</li> <li>• 1197763</li> <li>• 3 October 1974</li> </ul>	<p>Also known as: Church of St Chrysostom OXFORD PLACE Rusholme. Church. 1874-77, by G.T.Redmayne. Coursed sandstone rubble, slate roofs with red cockscomb ridging tiles. Early English style. Nave and chancel in one, oriented north-west/south-east, with chancel at south end, east and west aisles, small tower in angle of east aisle, porch at north end of west aisle, chapel attached to west side of chancel. The north gable, forming the principal facade, has buttresses flanking a shallow gabled porch with a 2-centred arch which has deeply chamfered jambs and 5 orders of chamfer to the head, the apex of the gable carried up as a colonnetted canopy to a statue, two 2-centred arched 2-light windows with cusped lights and multifoil tracery, and a very small lancet above. The nave has buttresses breaking through the roofs of the aisles, and small lancet clerestory windows (mostly 2 per bay); the aisles have lancets in arcaded groups of 2 and 3; and the gabled porch on the west side has a 2-centred arched doorway with chamfered jambs 3 orders of chamfer, a hoodmould with run-out ends, and a small cusped niche containing a cross. The 2-bay chapel, parallel to the chancel, has stepped triple-lancets under gables breaking the eaves, and a traceried oculus in the gable. The south-east tower has a buttressed octagonal belfry stage with louvred lancets, and a short spire. Interior not inspected.</p>

Heritage Asset	Date	Key Features
Dalton Hall with attached forecourt walls	<ul style="list-style-type: none"> <li>• Grade II</li> <li>• 1208904</li> <li>• 3 October 1974</li> </ul>	<p>Hall of residence for members of the Society of Friends to attend Manchester University. 1881-2 by G.T.Redmayne. Stock brick with red brick and sandstone dressings, some red terracotta, slate roofs with red cockscomb ridging tiles. Long range with rear wing towards south end. Three storeys with basement and attics, asymmetrical, with a gabled wing at the north end, a lower 3-window link with 3 gables, and a higher 9-window range with 4 gables, the first 2 linked and the 3rd, which breaks forwards slightly, containing the main entrance. High basement, moulded terracotta sill-bands to all floors, stone gable copings. The entrance, up a flight of steps, has a wide 2-centred arch moulded in 3 orders with a hoodmould, and a richly ornamented triptych of terracotta panels above, including the date 1881, and above this a 3-light brick-mullioned window to each floor, the lower under a segmental relieving arch and the upper in a 2-centred blank arch. To the right of the entrance is a 3-stage transomed stair window; otherwise, most other windows are of 3 and 4 lights with brick mullions and segmental relieving arches, those at 1st and 2nd floors of the coupled gable portion set in pilastered giant blank arches. Attached to the entrance steps are the splayed returned ends of the forecourt wall, which has brick piers at short intervals, linked by twisted iron bars.</p>
Buckingham Crescent	<ul style="list-style-type: none"> <li>• Grade II</li> <li>• 1283059</li> <li>• 3 October 1974</li> </ul>	<p>Pair of houses. c.1845. Roughcast on brick, slate roof. U-plan with projected wings. Two storeys over cellars, 1:1+1:1 windows, symmetrical, with 1st-floor band and pedimented wings; shallow pilastered rectangular bay window to ground floor of each wing and French window to main range (approached by steps), 12-pane sashes at 1st floor (altered glazing to most windows of No.120). Three-window return walls have pilastered rectangular porches in the centre. Rear and interior not inspected.</p>
Buckingham Crescent	<ul style="list-style-type: none"> <li>• Grade II</li> <li>• 1209544</li> <li>• 3 October 1974</li> </ul>	<p>Pair of houses. c.1845; altered. Stucco and roughcast on brick, slate roof. H-plan. Two storeys, 1:2:1 windows, with gabled wings projecting; plinth, 1st-floor band, eaves band; canted bay windows to ground floor of wings (that at No.116 sashed with glazing bars and margin panes), large French windows to ground floor of main range (altered, and that to No.116 damaged at time of survey); 12-pane sashes at 1st floor (that to left at No.116 damaged). Returned sides have small rectangular porches, that at No. 116 with a plain frieze, moulded cornice and pedimented gable, a round-headed doorway in the front and a round-headed window in the gable end (that at No.114 altered); and projected side wings, and similar fenestration. Rear and interior not inspected. History: No.114 was home, c.1890, of Sylvia Pankhurst the suffragette</p>



Heritage Asset	Date	Key Features
		leader. No.116 unoccupied at time of survey.
Buckingham Crescent	<ul style="list-style-type: none"> <li>• Grade II</li> <li>• 1197769</li> <li>• 3 October 1974</li> </ul>	<p>Block of 3 houses. Mid C19, altered. Roughcast render (replacing scored stucco) on brick; slate roof. Slightly irregular plan on hall-and-crosswings model. Two storeys, 1:3:1 windows, symmetrical, with slightly projected gabled outer bays. The 3-window centre has a projected ground floor, which has a narrow Tudor-arched doorway in the centre with half-glazed divided doors, blocked fanlight and hoodmould, flanked by tripartite sashed windows, all these openings with slightly raised surrounds, and a coped parapet; and at 1st floor 3 sashes without glazing bars. The flanking wings have canted bay windows at ground floor, single-light windows at 1st floor, and coped gables with large shaped kneelers. Three chimneys on the ridge. Returned sides have (inter alia) gabled porches; No.108 (to the right) has some C20 additions. Rear and interior not inspected.</p>

Table C.6: Wilmott Place (Former Salvation Army) Planning History

Application Reference	Location	Scheme	Approval Date
101159/DEM/2012/C1	Former Salvation Army Hostel	Prior notification for demolition of former Salvation Army Hostel.	20 February 2013

Table C.7: Wilmott Place (Former Salvation Army) Listed Buildings

Building	Grade / Number / Date	Key Features
<b>Listed Buildings within the UBS site framework boundary</b>		
N/a	• N/a	N/a
<b>Listed Buildings adjacent to the Wilmott Place (Former Salvation Army) site framework boundary</b>		
Former Cotton Mill, west side of junction with Cambridge Street	<ul style="list-style-type: none"> <li>• Grade II</li> <li>• 1282998</li> <li>• 6 June 1994</li> </ul>	GV II Cotton spinning mill, now part of rubber processing works. Probably early C19; altered. Red brick in English garden wall bond, with some sandstone dressings, slate roof. L-plan formed by long range on east-west axis with south-west wing. Six storeys, 17[?] windows, all small and segmental-headed, with altered glazing; parapet to right-hand half. 5-window wing in similar style. History: adapted in mid to later C19 for production of rubberised cloth by Mackintosh.
Mill Chimney Stack on east side of junction with Cambridge Street	<ul style="list-style-type: none"> <li>• Grade II</li> <li>• 1218746</li> <li>• 6 June 1994</li> </ul>	Detached chimney stack to cotton mill. Probably early C19. Brown brick in English garden wall bond. Octagonal, tapering in the height, finished with stone cornice; 3 metal straps near the top (full-height ladder attached to west side at time of survey 1989). History: said to have been built for Chorlton New Mill (on opposite side of Cambridge Street), and connected to it by underground flue.
Chorlton New Mill and attached chimney	<ul style="list-style-type: none"> <li>• Grade II</li> <li>• 1197774</li> <li>• 11 March 1988 (amended 6 June 1994)</li> </ul>	Cotton spinning mill, now partially used as rubber processing works. 1814, extended in 1818 and 1845, with chimney dated 1853. Red brick with slate roofs throughout; cast iron and brick fireproof internal structure. Original block is parallel to Cambridge Street; 8 storeys (including 2 below street level), 20 bays, each with small rectangular window with cambered brick head. Internal engine house towards N end, segregated from main body of mill by cross wall built to incorporate vertical main-shaft, ducts, ventilation system and hoist, and with fireproof staircase located behind engine house; originally built with internal boiler house to S of cross wall. Internal construction has cast iron columns supporting cast iron beams and transverse brick arches; the original roof structure may

Building	Grade / Number / Date	Key Features
		<p>have been cast and wrought iron, but was later replaced. Parallel single storeyed roof-lit shed in narrow yard to front of mill possibly built as loom shed in early-mid C19 (see Clark). Chimney adjacent to NW dated 1853; brick with iron bands; octagonal. Wing parallel to Hulme Street added in 1818; 6 storeyed, 12 bays, with central segmentally arched entrance to yard, and small rectangular windows with cambered brick heads in each bay. Fireproof internal structure (cast iron columns and transverse brick arches). 3 storeyed office building adjoins to E. The 2 ranges were linked in 1845 by a 6 storey block to SW of site (on corner of Cambridge Street and Hulme Street); 6 bays to Hulme Street, and 4 bays beneath parallel gables to Cambridge Street. Blocked round-arched windows cut by later fenestration indicate former internal engine house in SW of site (on corner of Cambridge Street and Hulme Street); 6 bays to Hulme Street, and 4 bays beneath parallel gables to Cambridge Street. Blocked round-arched windows cut by later fenestration indicate former internal engine house in SW corner of this building originally intended to serve all 3 blocks on the site (originally with boiler house and chimney on opposite side of street, linked by a tunnel at least until construction of extant chimney to N of site). Fireproof internal structure. Weaving sheds added to N of site in 1829 have been demolished and built over.</p> <p>HISTORY: The mill was developed by a partnership which also operated the near-by Chorlton Old Mill (as well as other mills on Oxford Road which are no longer extant), and by 1838 they had also formed a partnership with Charles Macintosh who was using the nearby Cambridge Street rubber works site for the production of rubberised cloth. Included as a fine example of early large-scale mill building; the 1814 mill may be the oldest surviving fireproof mill in Manchester, and the multi-phase site is a good example of a type of development and layout which became characteristic of C19 urban mills. (Williams M, with Farnie DA: Cotton Mills in Greater Manchester: London: 1993-: 158-159; Industrial Archaeology Review: Clark S: Chorlton Mills and their neighbours: Oxford: 1978-: 207-239).</p>
Chorlton Old Mill	<ul style="list-style-type: none"> <li>• Grade II</li> <li>• 1197775</li> <li>• 11 March 1988 (amended 6 June 1994)</li> </ul>	<p>Cotton spinning mill, converted to accommodation in 1993. The earliest mill on the site was built in 1795, considerably extended c1810, and then largely rebuilt in 1866. Brick with slate roof (missing at time of inspection). Single range of a formerly U-plan mill survives: six storeys over basement, 14x8 bays, each with rectangular window with flat arched head. Panelled corner pilasters. Former shallow wings to each side to rear. Interior construction is cast-iron columns and beams carrying transverse brick arches (some columns</p>



Building	Grade / Number / Date	Key Features
		<p>encased in steel), and with three bays of cast iron arch-braced roof trusses. Later C19 rebuilding involved re-use of some at least of the structural iron-work, but it is likely that the roof structure dates in its entirety to the 1860's.</p> <p>HISTORY: as Chorlton Twist Company, the earliest mill on the site was developed by Robert Owen before he moved to New Lanark. He sold it in 1809, and a series of alterations and extensions followed. The C19 owners of the mill also developed the adjacent Chorlton New Mill, (qv) with which Chorlton Old Mill forms a group. This the surviving building on the site, is a partial rebuild of an early C19 mill, with an unusual cast-iron roof structure.</p>
Mill on north east corner of junction with Chester Street	<ul style="list-style-type: none"> <li>• Grade II</li> <li>• 1197776</li> <li>• 11 March 1988</li> </ul>	<p>Cotton spinning mill, now offices. Early C19, altered. Brown brick in Flemish bond with some sandstone dressings, roof concealed by parapet. Rectangular plan. Five storeys with basement and attic, 13 windows to Cambridge Street; square stair-turret attached between 8th and 9th windows, with doorway at its base; doorway inserted in 10th bay; segmental-headed windows with arched brick heads, all with altered glazing. Coped parapet. Five-window gable end to Chester Street has central doorway, similar windows including one at attic level. Interior now has suspended ceilings, but construction is probably of fireproof type.</p>

Table C.8: Birchall Way Planning History

Application Reference	Location	Scheme	Approval Date
055985/FO/CENTL1/99	Birchall Way	Erection of retail motor trade franchised car dealership with sales, servicing and repair, parts sales and storage, car hire, admin, parking and display.	13 July 1999



This report and its appendices (the "Report") has been prepared by Deloitte LLP on behalf of Oxford Road Corridor on the basis of the limitations set out below.

No party other than Oxford Road Corridor is entitled to rely on the Report for any purpose whatsoever and Deloitte LLP accepts no liability to any other party who is shown or gains access to the Report. The Report makes use of a range of third party data sources. Whilst every reasonable care has been taken in compiling the Report, Deloitte cannot guarantee its accuracy.

Deloitte LLP is a limited liability partnership registered in England and Wales with registered number OC303675 and its registered office at 2 New Street Square, London, EC4A 3BZ, United Kingdom.

Deloitte LLP is the United Kingdom affiliate of Deloitte NWE LLP, a member firm of Deloitte Touche Tohmatsu Limited, a UK private company limited by guarantee ("DTTL"). DTTL and each of its member firms are legally separate and independent entities. DTTL and Deloitte NWE LLP do not provide services to clients. Please see [www.deloitte.com/about](http://www.deloitte.com/about) to learn more about our global network of member firms.

© 2019 Deloitte LLP. All rights reserved.