



Great Northern, Manchester Central and Castlefield Quay Strategic Regeneration Framework

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Contents

Executive Summary	1
1 Introduction	7
2 Strategic Context	17
3 Site History	33
4 Site Analysis	41
5 Framework Development Principles	49
Appendix A: SRF Location Plan and Boundary	65
Appendix B: City Centre Regeneration Context	66
Appendix C: Statutory Designations	74
Appendix D: Great Northern Indicative Phasing Plan	90
Appendix E: Manchester Central Site Analysis	91

Executive Summary

This Strategic Regeneration Framework (SRF) has been prepared in order to guide the future reconfiguration, re-development and re-positioning of the Great Northern, Manchester Central and Castlefield Quay sites in Manchester City Centre.

These interlinked and strategic sites, at the southern edge of the city centre, sit within a pivotal location between a number of Manchester's key established and emerging economic growth and regeneration areas. Whilst inherently interlinked, each area has its own character, faces distinct challenges and presents unique opportunities. Consequently, this framework considers site-wide issues, together with detailed site analysis and development principles for each of the sub-areas.

Great Northern

Since acquiring the site in 2013, Tobermoray Sarl, owner of the Great Northern complex in Manchester City Centre, has been developing and implementing proposals to bring back to life what is a strategically important and historically significant site.

Initial progress has already been made in terms of better utilisation of the site. Independent restaurants and food concepts including Almost Famous, Home Sweet Home and Beat Street have

been introduced into the Great Northern Warehouse alongside the All Star Lanes. "Central Working" and the Barclays Accelerator Programme has been introduced as a direct result of relationships built in London's Tech City.

The key focus in the short to medium term will be to pursue a strategy, in partnership with Manchester City Council, to regenerate the site so that it fulfils its potential as a cultural, business and residential destination.

The SRF strategy draws upon a significant body of expertise and strategic thinking from a number of contributors including Will Alsop, Peter Saville, Nick Johnson, Stephen Levrant Heritage Architecture and Vectos Transport Consultants in respect of the Great Northern site.

The Great Northern is a site of significant scale covering 4.5 hectares of the city centre. The Great Northern does not currently perform to its full potential and is underutilised in relation to much of its commercial floorspace as well as public realm. The body of this document outlines a number of reasons for this, which include:

- Historically, an inability to reach the necessary quality thresholds in terms of use

has resulted in negative perceptions of the Great Northern. The complex has been partially full, lacks a sense of place and has not fulfilled its potential as a city centre destination in its own right.

- The Cinema has underperformed as an anchor to other uses.
- The impenetrability of the Deansgate façade, together with changes in levels and location and configuration of entrance points and routes prevent the complex from being legible and well integrated into the city centre.
- The site's key asset: the Great Northern Warehouse, is not best utilised and the existing car parking has a detrimental effect on its setting and character.
- The Great Northern Square has not performed as other truly successful public spaces have. The amphitheatre space has rarely functioned as it was intended.

In looking at the opportunities for the site, a considerable amount of work has been undertaken to understand how the proposals can complement and fit with Manchester City Council's strategic priorities, and be best positioned to support the economic growth opportunities that currently exist. This is being driven by population growth, expansion of high added value economic sectors and a very healthy leisure and tourism sector.

Against this context, the strategy for the site is based around the key principles outline below:

- Relocate car parking within the Great Northern Warehouse and replace with residential uses. In so doing, take the opportunity to reveal more of the heritage significance of the Grade II* Listed Warehouse and to repair its setting. This can be achieved by:
 - rationalising the existing servicing and car parking arrangements on the site;
 - further enhancing the quality of the environment along Watson Street via public realm improvements and ground floor active commercial uses including better utilisation of the viaduct arches (this will be further supported by Watson Street, as part of the masterplan proposals, becoming the most direct at-grade connection between Peter Street, Great Northern Square and the Deansgate Castlefield Metrolink stop (via vertical circulation at its terminus with Great Bridgewater Street).
 - redeveloping the linking atrium building to the south; and,
 - removing the new build retail units and entrance space to the west of the front façade of the Warehouse onto St Peter's Square.
- To create better permeability through the site by the introduction of legible, animated, at-grade, high quality north south and east west pedestrian linkages. This would also establish positive and pedestrian friendly linkages between:

- the city’s Southern Gateway regeneration areas including First Street;
- the city centre’s existing commercial core;
- Spinningfields;
- the civic core of Manchester around Albert/St Peter’s Square;
- St John’s / Castlefield;
- the Deansgate Castlefield Metrolink stop and Deansgate Station;
- the Conference Quarter; and,
- the wider city centre.
- There is an ambition to regenerate the Leisure Box at the rear of the site in order to create a far more appropriate building for such a central location in Manchester. This part of the site has been identified as an opportunity for taller buildings, focused on residential uses but may include office and hotel uses.
- There is a desire from the site’s owners to retain the existing quantum of public open space and consider options to improve the way in which the Great Northern Square functions.
- The Great Northern Square should maximise its full potential as a space that brings people together, which encourages social interaction and a sense of community. It should maximise the site’s distinctive character features, namely through fully enhancing the setting of the Great Northern Warehouse. It should be comfortable, safe, welcoming and accessible to all. Movement should be

encouraged across the Square and it should be surrounded by high quality uses that contribute to the successful animation of the Square. It will be partly defined by the quality and management of the surrounding uses that will need to enhance their relationship to the Square. Any proposals for the Square should also be accompanied by a binding commitment to the ongoing high quality management and maintenance of the space.

Manchester Central

Manchester Central is located adjacent to the highly successful Manchester Central Exhibition Centre (formerly Manchester Central Rail Station) and Deansgate Interchange. The Interchange has recently been extended and improved and is the key public transport node serving the southern part of the city centre and the conference quarter.

The site is therefore a high profile, key arrival point into the southern part of Manchester City Centre. It has been identified as a key regeneration site by Manchester City Council, in particular since approval of the Civic Quarter Regeneration Framework (2010), which incorporates the site.

Currently, the Manchester Central site at its upper deck level is used both as a surface car park as well as providing access and servicing to the rear of the Manchester Central Convention Centre. The deck sits above a series of underutilised arches that include a disused car showroom (former Bauer Millet), further car parking as well as a primary sub-station accessed from Trafford Street. The

Castlefield Viaduct deck also bridges over a significant length of Great Bridgewater Street, creating an oppressive environment. Great Bridgewater Street both historically and today provides an important east-west connection and desire line through the city centre. Part of the Manchester Central site relates to land situated between the Castlefield Viaduct and the Beetham Tower. This land benefits from an extant Planning Permission for a significant office building of 11 storeys and providing circa 6,500 sq. m of accommodation.

The strategy for the Manchester Central site complements and continues many of the key themes established across the Great Northern. In this regard, there are opportunities to create a proposal that achieves the following:

- Attractive, welcoming, safe and legible connections that successfully navigate the site's significant level changes and provide a fantastic arrival experience into this part of the city centre. These links will also knit this site into the wider fabric of the city centre and establish this place as a destination in its own right.
- Improved east-west connections along Great Bridgewater Street by addressing the quality of the environment underneath the existing bridge. Proposals for this area should consider options that optimise the need to respect the site's heritage whilst bringing light and where possible activity into this currently dark and unwelcoming underpass. Options for introducing active commercial uses should be carefully

considered. Such uses would complement the proposed better utilisation of viaduct arches along the eastern side of Watson Street and have a significant positive benefit on the quality and animation of the environment in this location.

- An animated area with high quality public spaces and a critical mass of high quality city centre uses that create strong functional connections to the area (to complement the new physical connections) as well as supporting the strong economic growth trajectory of Manchester. This will be delivered via new buildings and re-use of the viaduct arches beneath the upper deck. New buildings will largely sit above the upper viaduct level and will also utilise the previously approved development land between the Castlefield Viaduct and the Beetham Tower as well as the site's frontage onto Albion Street.
- In contrast to the 2010 adopted SRF proposals, which proposed the complete demolition of the Castlefield Viaduct arches and bridge, further structural feasibility work suggests that the existing grid of the arches can be retained and re-used to create a structure that can support the proposed massing of development on top.
- As identified in 2010, there is an opportunity to create taller buildings which complement the adjacent Beetham Tower – together with the emerging Axis, 8-12 Whitworth Street West and Owen Street proposals. This will enable delivery of the quantum and quality of uses on-site that will allow its immense economic potential to be delivered. The impact of the proposals

for the site should be significant in continuing the expansion of city centre quality activities southwards. All proposals for buildings of the scale envisaged will be the subject of further detailed analysis and testing against adopted planning policy including guidance relevant to the consideration of proposals for tall buildings. This analysis would form part of the supporting information required in support of future applications for Planning Permission.

- The site is uniquely placed (subject to viability and operator interest) to deliver a hotel use as part of the mix of uses, given its immediate adjacency to Manchester Central. In this regard, there is a location specific, added value opportunity to be explored to create a hotel that could offer direct, secure linkages to the conference facilities. This type of hotel offer could act as an important differentiator allowing Manchester Central to attract a wider range of high profile events. Grade A office space, high quality residential development and active ground floor commercial uses would also combine to drive major regeneration benefits and support Manchester's further economic growth.
- To completely transform the Albion Street frontage to the site through the creation of a grand office reception provided to the back of footpath. This would be accessed from the street and provide a real sense of arrival. It would also provide a vertical transfer for office workers and visitors to the upper deck level.

- To respond to the setting of heritage assets in the vicinity of this site, most notably the Grade II* Manchester Central. This should consider the visual and physical link between the former station and viaduct, particularly the approach along the viaduct towards the former station.
- To improve Manchester Central's servicing arrangements whilst rationalising space requirements and overall impact on the quality of the environment around the site. Fundamentally, this will require the creation of a podium at upper deck level in order to enclose this service area.
- To safeguard the effective operation of Manchester Central and its servicing arrangements both during the construction phase and following completion of the proposed development.

Castlefield Quay

Castlefield Quay is located on the western side of Deansgate and comprises land within ownership of TfGM which creates a further added value regeneration opportunity for this part of the city centre.

At ground floor level, the site comprises a series of disused railway arches, also within the Castlefield Viaduct Listing, and land adjacent to the Rochdale Canal which is underutilised and partly derelict. At the upper level, on top of the viaduct, Castlefield Quay is linked to Manchester Central via an access road that runs parallel to the Metrolink line. An area used for surface car parking and servicing is

currently provided on top of the viaduct as it extends adjacent beyond the access road.

The arches are bound by the Rochdale Canal to the south and Bridgewater Street to the north. Castlefield Urban Heritage Park is located to the north of the arches at the end of Bridgewater Street.

Further feasibility work is required in order to fully formulate the development principles of site. For the purpose of this framework, the following high level principles will be important:

- To create a new area of public realm and a landscaped pedestrian connection into Castlefield. This would be along the current access road route from the Manchester Central site and the Deansgate Castlefield Metrolink stop to the Castlefield Quay site, at which point there would need to be a further vertical connection.
- Proposals should seek to create new views and perspectives of the Castlefield area and back towards the city centre. The landscaped connection could ultimately act as the first step in the creation of a new high level park leading westwards towards Pomona.
- As part of the Castlefield Quay proposals, there is an opportunity to stimulate regeneration and reutilisation of the currently dilapidated arches that sit beneath the new viaduct public realm, activating the spaces below.
- The land adjacent to the arches and Rochdale Canal is south facing and represents a fantastic opportunity to create

high quality public realm, including green space. This would be animated by commercial uses within the viaduct arches and would benefit from the fantastic setting of canals and historic railway structures which form such an integral part of the Castlefield Conservation Area.

- The existing surface car park on top of the viaduct represents a zone of opportunity for future mixed use development. Options for how this could be successfully incorporated and achieved will require further testing and development and may form part of a future update to this strategy.

1 Introduction

The Framework

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| <p>1.1 This Framework has been produced in order to bring together a comprehensive strategy that will guide the future reconfiguration, re-development and re-positioning of the Great Northern, Manchester Central and Castlefield Quay sites in Manchester City Centre.</p> <p>1.2 A draft SRF was initially produced for the Great Northern and submitted to the Council's Executive. Subsequently, emerging proposals at Manchester Central are being planned that need to be taken into consideration and consulted upon as part of the scheme for the Great Northern. This is to ensure a fully integrated and consistent approach is developed for the whole area.</p> <p>1.3 A co-ordinated approach to investment, design and implementation of these two sites, located in a pivotal area of the city centre, is necessary to ensure the proper planning and potential of the area to support the economic growth of the Manchester City Region is realised.</p> <p>1.4 The SRF relates to the Great Northern complex and the land to the rear of</p> | <p>Manchester Central, extending to Castlefield Quay. The Manchester Central and Great Northern sites form important components of the endorsed Civic Quarter – Manchester Central Regeneration Framework (approved 2010) area. The 2010 Framework was produced to guide investment in the Civic Quarter and deliver transformational change.</p> <p>1.5 The Great Northern site accommodates a number of established uses including a multi-screen cinema, casino, car parking and retail/leisure uses. Notwithstanding the uses that exist within the site, it has generally underperformed and represents an underutilised part of the city that has failed to fulfil its potential to become a leading city centre destination.</p> <p>1.6 The Manchester Central site is located adjacent to the former Manchester Central Rail Station. This distinctive building is Grade II* Listed and is now an award-winning venue and conferencing facility known as Manchester Central Exhibition Centre. Manchester Central hosts high profile events and conferences.</p> <p>1.7 The Manchester Central site also immediately adjoins the Deansgate-Castlefield Metrolink</p> |
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- Station and Deansgate Interchange, which has recently been extended and improved to be the key public transport node serving this southern part of the city centre.
- 1.8 The Manchester Central site is currently used largely as a surface car park at its upper deck level as well as providing access and servicing to the rear of the Manchester Central Convention Centre. This deck sits above the easternmost section of the Grade II Listed Castlefield Viaduct. This incorporates a series of arches below the site which are used as a car park, and include a disused car showroom (former Bauer Millet) as well as a primary sub-station accessed from Trafford Street. The Castlefield Viaduct deck also bridges over Great Bridgewater Street. The area beneath this bridge has created a very poor quality environment on what should, and historically did, otherwise function as an important east-west cross city centre connection.
- 1.9 Castlefield Quay is located on the western side of Deansgate and comprises a series of railway arches, also within the Castlefield Viaduct Listing. The arches are bound by the Rochdale Canal to the south and Bridgewater Street to the north. Castlefield Urban Heritage Park is located to the north of the arches at the end of Bridgewater Street.
- 1.10 Independently, but to an even greater extent in combination, the Great Northern, Manchester Central and Castlefield Quay sites represent a highly significant strategic opportunity to transform an extensive area of the city centre that has either been underutilised or largely underperformed for a number of years.
- 1.11 The sites can be described as being in a pivotal location in the context of the city centre's economic growth and regeneration strategies. They lie between: the Central Business District, St Peter's Square, the Conference Quarter and Spinningfields; established regeneration initiatives around Corridor Manchester and First Street; and, more recent regeneration initiatives that are gathering huge momentum including Great Jackson Street and St John's.
- 1.12 Each of these areas has been the subject of clearly articulated area-based regeneration strategies which have subsequently been implemented, or are in the process of being implemented, to deliver added value and complementary economic growth in the city centre. As such, the Great Northern, Manchester Central and Castlefield Quay sites must be considered carefully in order to ensure that investment complements established regeneration initiatives elsewhere in the city centre.
- 1.13 The document has been prepared by Deloitte Real Estate and interprets research and analysis prepared by Will Alsop (All Design), Peter Saville and Nick Johnson, Simpson Haugh and Partners, Stephen Levrant

Heritage Architecture Limited, Curtins and Vectos.

- 1.14 A plan of the SRF Area is provided within Appendix A.

The Bigger Picture

- 1.15 Much has happened in the period since the most recent strategies were put forward for the sites. The current incarnation of the Great Northern, a legacy of the Central Manchester Development Corporation, was created and opened to the public in the late 1990s / early 2000s. The Manchester Central site forms a key part of the *Civic Quarter – Manchester Central Regeneration Framework* (adopted in 2010).
- 1.16 Manchester is the fastest growing UK City outside London and its role at the heart of the North West Region, the UK and globally has continued to strengthen.
- 1.17 The latest release of the Greater Manchester Forecasting Model (GMFM) January 2015 prepared by Oxford Economics provides a summary outlook for Greater Manchester between 2014 and 2024 of growth in the order of:
- 128,300 more people;
 - 91,200 net new jobs; and
 - £17.3 billion more GVA.

- 1.18 As the North of England's largest conurbation, and a city which has already been given a number of new powers through devolution by Central Government, Greater Manchester is at the heart of the Northern Powerhouse agenda.

- 1.19 The city has fantastic assets such as Manchester Airport connecting 20 million passengers to over 200 destinations globally and the largest University Campus in Europe producing 28,000 graduates each year. It is a global centre for science, including life science and advanced materials, innovation and ground breaking research such as Graphene.

- 1.20 There continues to be significant investment in transport infrastructure through the expansion of Metrolink, Cross City Bus and the Northern Hub Rail projects. The Government is committed to delivering the rail capacity and connectivity between Manchester and London through HS2 that will facilitate further economic growth for the city. The March 2016 budget committed £60 million towards the development of the 'Northern Powerhouse Rail' an improved east – west rail link with the aim of reducing journey times from 50 minutes to approximately 30 minutes between Leeds and Manchester. In addition. £75 million is committed to developing plans for an 18 mile road tunnel under the Peak District to speed up times between Manchester and Sheffield.

1.21 This investment is essential for the North of England to achieve the critical mass and agglomeration benefits needed to realise its potential as an economic powerhouse.

1.22 Combined with its global sports brands and facilities, the city's cultural capital continues to rise. The BBC's presence, the shift in perception of the city amongst the glitterati of the global art world engineered by Manchester International Festival, existing facilities such as Manchester Central, and planned theatre and exhibition spaces such as the proposed Factory Manchester, all add to a growing sense of richness and diversity in the North West of England.

Strategic Role in Manchester City Centre

1.23 Manchester City Centre is the principal driver and focal point for economic growth within its City Region and indeed the North West. Increasingly, it is an important contributor to economic growth nationally, and is a key component of the Northern Powerhouse.

1.24 The city centre has consistently witnessed significant levels of investment over the last two decades, and has proved its resilience by continuing to grow even during the most recent economic downturn. Focusing on the areas immediately adjacent to SRF Study Area, this includes:

- A £185 million redevelopment of the Manchester Town Hall complex and Central

Library together with the transformation of St Peter's Square into a world-class open urban Square which celebrates the architecture of the surrounding buildings.

- 1 St Peter's Square, a 14 storey office scheme, which is now partially occupied by KPMG.
- 2 St Peter's Square, an 11 storey office building which is currently on site. The development comprises a total 160,000 sq ft, office space with ground floor retail space. The office space will be partially occupied by Ernst and Young.
- Further planned investment around the Square including the redevelopment of: Peterloo House; the former Odeon Cinema; London Scottish House; planned enhancements to the Radisson Edwardian Hotel; the re-use of Theatre Royal; and, the proposed redevelopment of the former Bootle Street Police Station site (St Michael's).
- £30 million investment in Manchester Central.
- The St Peter's Square and the Petersfield area act as an anchor to Corridor Manchester – an area where key institutions are focused such as the University of Manchester, Manchester Metropolitan University, the NHS Campus. Corridor Manchester is an area where there is a growing clustering of research and laboratory space including at Manchester Science Park, Citylabs and the Graphene Innovation Centre. The scale of the opportunity is articulated in Corridor Manchester, Strategic Vision to 2025, which

states that over the next 10 years the area has a committed and planned investment by the major institutions estimated at £1.5billion.

- Spinningfields has emerged as a world class office destination, capitalising on the city's substantial growth as a financial and professional services centre. In recent years, its offer has matured to take in a wider mix of uses including high quality civic, residential, hotel, leisure retail and restaurant space
- On the opposite side of the Great Northern Complex is First Street. The first major phase of development (First Street North) has been completed and includes a new cultural hub, a 4-star hotel, retail and restaurant, serviced residential accommodation, public realm and a multi-storey car park. Number 8 First Street, located at First Street Central, is presently on site and will deliver First Street's first new purpose built office development providing 173,600 sq ft of floorspace.
- Major recent planning permissions granted along the Whitworth Street West corridor including approval for a 35 storey building at 10-12 Whitworth Street and Property Alliance Group's Axis development which has now commenced on site.
- The Deansgate / Castlefield Metrolink Stop has undergone a renovation, which has seen it redeveloped as an interchange with greater capacity, flexibility and resilience. The upgrades include new platforms, new vertical access systems to both entrances (incorporating disabled access), landscaping and greening, which has

transformed the pedestrian environment of the stop.

- St John's (the former Granada studios site) is set to become a truly mixed-use neighbourhood, which benefits from an approved Strategic Regeneration Framework (2014). St John's aims to deliver a best-in class city centre neighbourhood: a place to live, work and play; a place for enterprise and innovation; for culture, entertainment and leisure; a unique proposition for Manchester that will raise its international profile and set it apart from its peer cities.
- The 2007 Great Jackson Street Framework was recently updated (2015). The 2015 SRF defines a strategy for scale, massing and mix of uses for the area that signal the site as a significant point of entry into the city. The Framework establishes a scale of development that would have a positive impact outside its immediate locality and mark the site as a new vibrant quarter of the city.

1.25 The study area connects to important target regeneration areas within what are currently more peripheral parts of the city centre – Great Jackson Street and the former ITV Estate at St John's as both outlined above. Strategically, the study area site represents a very important location.

1.26 Against this context, the importance of maximising both site's latent potential, creating and adding value to the city centre's offer, should not be underestimated.

- 1.27 A Plan showing the site within the context of the regeneration areas is included at Appendix B.

The Great Northern - A Recent History of Underperformance

- 1.28 The Great Northern is currently underutilised and underperforms. This is particularly marked in terms of the quality and appropriateness of its uses, the quality and vitality of the environment within and around the site and challenges it presents in terms of both physical and functional connections to its surroundings.

- 1.29 Some of these issues are highlighted below:

- There has been a history of anti-social uses with problems and complaints – for example concerning the bar on Peter Street (now vacant), and some of the past attractions within the Warehouse. These uses have detracted from the quality of the environment and the ability to create a positive, viable destination within the city centre.
- The Cinema has underperformed as an anchor to other complementary uses. It was originally conceived to be one of the largest cinema complexes in the UK with space to accommodate up to 20 screens as well as additional leisure attractions such as Planet Hollywood. With the subsequent construction of a cinema at the Printworks, the need for such a large scale cinema was reduced.

- The Great Northern has witnessed relatively small scale successes achieved by the current owners. These include the recent additions of All Star Lanes, Almost Famous, Home Sweet Home, Beat Street and the recent addition of incubator space for small, innovative new businesses. Otherwise, there has generally been little by way of positive, culturally credible uses within the complex over the years. It has been only partially full, for a long time, offering neither a sense of place or perception as a city centre destination.
- Whilst the retail units along Deansgate Terrace are fully let at the ground floor, this retailing fails to fully deliver the quality of uses and true potential of this key front door into the Great Northern complex. Clearly, there is an opportunity to create a new shopping destination and a reason to connect into the wider Great Northern complex as well as through it to adjoining destinations and regeneration priority areas.
- The impenetrability of the Deansgate façade, changes in levels and the poor legibility of entrance points and routes through the complex make it difficult to navigate and as a consequence the site is very poorly integrated into the wider city centre.
- Level changes across the site including the underutilised existing high level street to the rear of Deansgate Terrace and the leisure box (created to allow the formation of servicing areas beneath). In addition, the stepped access from Deansgate, only

serves to reinforce the scheme's current impenetrability.

- The uses on the site also fail to take real advantage of its key asset: the emphatic Great Northern Warehouse, the setting of which has been badly affected by the late 1990's development including the atrium and the impenetrable mass of the leisure box.
- The Great Northern Square has not performed in the way that other truly successful public spaces have performed in the city centre. As part of this, the amphitheatre space has rarely functioned as it was intended.

1.30 As a result, the intended new city centre destination and attraction has not fully materialised. In addition, part of the legacy of recent investment is the existence of a number of established uses within the site – car parking, multi-screen cinema, casino and a bar within the pavilion fronting Peter Street. These uses, with the exception of car parking in the Warehouse, will need to stay largely in situ due to their leasehold arrangements.

Manchester Central: Completing the Civic Quarter – Manchester Central Regeneration Framework

1.31 The Manchester Central site represents one of the last remaining key projects to come forward, as identified in the Civic Quarter – Manchester Central Regeneration Framework (approved 2010).

1.32 A key priority of the Framework was to see the transformation of Deansgate interchange into a world class space, where the pedestrian environment is given priority over all forms of vehicular traffic, alongside high quality, modern public transport and new public realm, which embraces the 'greening' of the city.

1.33 In respect of the redevelopment of site adjoining the Deansgate Interchange the adopted Framework envisages a major mixed use development coming forward which incorporates 70,000 sq. m of new office, retail and hotel space along with new public realm centred around a remodelled Deansgate – Castlefield transport Interchange. The scale and scope of such development is identified as significant and could act as a catalyst to drive further growth and vibrancy in this part of Manchester City Centre. The Framework establishes the principle of tall buildings coming forward in this location which complement the adjacent Beetham Tower development and take advantage of the site's high levels of accessibility.

1.34 This refreshed framework, brought forward by ASK Real Estate Ltd represents a significant opportunity to realise this ambition.

1.35 This will address the reality of the existing site which at the viaduct deck level adjacent to the transport interchange does not provide an attractive route into the city centre as it

extends beyond the immediate tram stops, platforms and vertical circulation.

- 1.36 In contrast, the route is convoluted, lacks clear sign posting and suffers from a number of level changes. Uses comprise surface car parking and a service yard which does not create a particularly safe, pedestrian friendly or attractive environment. The area to the rear of the Grade II* listed Manchester Central Conference Centre is cluttered and does not make the most of this distinctive Manchester landmark. As described earlier, the area beneath the viaduct arches and bridge is compromised, dark and underutilised.
- 1.37 Through redevelopment of the site, there is an opportunity to bring the deck level down to the ground via a new, generous high quality vertical connection down to Great Bridgewater Street. This very much carries on the theme of the Great Northern strategy which seeks to establish at-grade, permeability through the site.

Castlefield Quay

- 1.38 Castlefield Quay is located on the western side of Deansgate and comprises land within ownership of TfGM which creates a further added value regeneration opportunity for this part of the city centre.
- 1.39 At ground floor level, the site currently comprises a series of disused railway arches,

also within the Castlefield Viaduct Listing, and land adjacent to the Rochdale Canal which is underutilised and partly derelict. At the upper level, on top of the viaduct, Castlefield Quay is linked to Manchester Central via an access road that runs parallel to the Metrolink line. An area used for surface car parking and servicing is currently provided on top of the viaduct as it extends adjacent beyond the access road.

- 1.40 The arches are bound by the Rochdale Canal to the south and Bridgewater Street to the north. Castlefield Urban Heritage Park is located to the north of the arches at the end of Bridgewater Street.

Towards a Strategy – Key Themes

- 1.41 A site-wide strategy is proposed, together with detailed analysis and principles for each sub-area.
- 1.42 Subsequent sections of this document set out in detail the proposed strategy for the SRF area. By way of introduction, the following key themes have informed the way that strategy has developed from the outset:
- Enhancing connections and linkages across the site, knitting it into the wider city centre.
 - Ensuring the framework proposals contribute towards the City Council's strategic objectives and complement wider regeneration initiatives for the city centre.

- Clear out the clutter, with particular reference to listed buildings and their setting, and tackle under-utilisation across the site. This can be significantly addressed by bringing the scheme back down to earth, through predominantly at-grade connections.
- Making the connection to Deansgate and enhancing this frontage.
- Create an enhanced and extended network of public realm and public spaces across the SRF area. This would include the Great Northern Square, enhanced to fulfil its potential as an important public space. The new public spaces would include: a space spanning the full length of Deansgate Terrace to its rear (between the Terrace and both the Great Northern Warehouse and the Leisure Box); a new public space replacing the service yard and atrium adjacent to the southern elevation of the Great Northern Warehouse; a new public space on top of the viaduct extending out of the existing tram stop and providing a focal point and amenity for new development; and, the creation of a new linear park and pedestrian connection on top of the disused section of viaduct running through to Castlefield Quay.
- Deliver a vibrant and viable critical mass of high quality uses including residential, hotel, office, leisure and retail.
- Being distinctive through utilising the site's unique history and heritage assets as well as through the careful management of the end uses.

Report Purpose and Planning Status

- 1.43 The purpose of this document is to guide the future development of the SRF area. This is in order to ensure that new development is brought forward as part of a comprehensive strategy to deliver a successful city centre destination in a manner that is properly coordinated with the City's wider strategic priorities.
- 1.44 The planning status of this document, following its approval by Manchester City Council, will be as a material consideration in determining all planning applications relative to the SRF area. Whilst it does not form part of the Development Plan, it has been prepared to be consistent with the adopted policies of the Council's approved Core Strategy.

Project Partners

- 1.45 The Great Northern site is owned by Tobermory Sarl (TS), which is wholly owned by Peterson Group who are working in partnership with Trilogy as development manager.
- 1.46 TS are 'added value' investors and developers, not passive core 'holding' investors. Their key focus is large scale, city centre mixed use "creative office", residential, retail and leisure projects.
- 1.47 TS acquired the Great Northern site from Capital and Regional in 2013. They currently

asset manage the property and have, since they first owned the site, introduced a programme of events using the Great Northern Square, with the aim of improving the utilisation and contribution of this space.

- 1.48 The Manchester Central site was purchased earlier this year by Ask Real Estate. The proposals for the site's redevelopment will be delivered in a partnership between Ask, Manchester City Council, Manchester Central and TfGM.
- 1.49 Both sets of owners are committed to coordinating the redevelopment of their respective sites, working in partnership with each other, the City Council and other key stakeholders, to fully realise the successful regeneration of this pivotal area.

2 Strategic Context

- 2.1 This section of the document is provided to demonstrate that the SRF has been prepared on the basis of proposals that are deliverable, will add value and align with the strategic economic policy priorities for Manchester City Centre and the City Region as a whole.

Economic Context

Strategic Overview

- 2.2 Manchester has reached a pivotal moment in its evolution and, according to the City Council's Residential Growth Strategy, will need to deliver a minimum of 25,000 new homes over the next 10 years in order to sustain the positive economic and population growth that is forecast in Manchester over this period.
- 2.3 Underpinning the city's current and forecast need for new homes is its rapidly growing and increasingly younger and diversifying population. Between 2001 and 2011, Manchester's population grew by 19%, making it the fastest growing city in the UK outside London. People have been attracted to Manchester by the jobs that have been created and the balance between incomes, housing costs and the quality of life.
- 2.4 In recent years, whilst more homes have been built and the existing social housing stock comprehensively improved across Manchester, the most significant residential growth has taken place in the city centre, where close to 50,000 people now live. At the 2007/08 peak Manchester saw over 5,400 new homes built in a year, that number dropped very substantially during the recession but is starting to increase again. Having the right housing mix in the right places will be critical if Manchester is to create a 'liveable' city that can compete internationally and be at the heart of the North's plan to create a counterweight to London and the South East that will drive economic growth for the UK as a whole.
- 2.5 It is clearly the case that new business is coming into the city and investing in its success, attracted by the talent, diversity, strength and scale of its labour force. This is linked to the quality of the housing offer and will increasingly be determined by the quality and attractiveness of the city's neighbourhoods.
- 2.6 Against the background of growth, there is a need to continue to build more houses and

increase the supply of homes to buy and rent. It is this younger population who are increasingly choosing to live and work in the city, in particular in and around the city centre, and who are driving much of our economic growth. At the same time, it is recognised that the city centre has also become popular with older people as a place to live.

2.7 The Manchester Strategy's Vision identifies the need for '*highly skilled, enterprising and industrious people*' meaning it is essential that the city can attract and retain the right talent by providing the necessary homes in the right location as part of sustainable neighbourhoods that are attractive, clean and green, where residents from all backgrounds feel safe, can aspire, succeed and live well.

2.8 Forecasts suggest that by 2025 almost half (49%) of the people employed in the city will be educated to degree level or above. In addition, it can be reasonably expected that the most successful and sustainable cities will be those that have the best skilled work force. This is fundamentally important in terms of driving economic growth. The need for higher skilled people will continue across all sectors including the established and growing financial and professional services sector and the city's fast growing and internationally distinctive clusters including creative and media businesses, digital, life sciences and advanced manufacturing sectors.

2.9 Another important consideration for this document is climate change, building on the progress that has been made in Manchester to date. New housing must play its part in limiting the effects of climate change and driving a low carbon future for Manchester. It must be resilient and the environments we create must protect the most vulnerable people in our society. This is essential for future prosperity and quality of life. We are already seeing the effects of greater levels of carbon in the atmosphere, which is likely to result in more extreme seasonal variations, with wetter winters, warmer summers and more extreme weather events.

Greater Manchester Economic Context

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



Figure 2.1. Greater Manchester Economic Outputs (Source: GM Key Facts, January 2016)

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

- 128,300 more people;
- 91,200 net new jobs; and,
- £17.3 billion more GVA.

2.12 Greater Manchester's economic growth continues to be driven by key sectors,

including professional and business services, life sciences and creative and digital. There are also a significant number of retail businesses in Greater Manchester, representing 12.7% of all businesses (compared to the UK average of 10.9%)¹.

Manchester's Commercial and Business Market

2.13 Manchester's economic success has historically been driven by: its growing role as the leading professional and business service centre outside of London; global connectivity through Manchester International Airport; and business and leisure visitors, with Manchester the third most visited city in the UK. Indeed, Manchester's economy grew faster than London in 2015.

2.14 Manchester's economy is large and diverse, with over 390,000 jobs in the city ²in a range of services. The latest GMFM projects employment in Manchester to increase by 42,600 in the period 2014 – 2024.

2.15 The largest numbers of jobs in the city are in the financial and professional service industries. The city has also developed a number of internationally distinctive clusters of creative, media, digital, life sciences and manufacturing industries, including the BBC

¹ Source: New Economy, Integrated Greater Manchester Assessment: Economy Evidence Base, May 2014

² Source: Manchester Strategy 2016 - 2025

and ITV. These innovative industries are set to grow in Manchester.

2.16 Alongside this Manchester has a thriving design business sector, with 10,000 new design jobs created in the city region between 2012 and 2014. Cultural businesses employ 1,000 directly and this is set to grow with schemes such as “Factory Manchester” coming forward. As well as being a central hub and new home for Manchester International Festival, Factory Manchester will also be a commissioning venue creating multiple original works of its own, in partnership with leading national and international organisations across theatre, music, dance, technology, film, TV, media and science. The construction sector also continues to grow ³.

2.17 Such growth will create a diverse workforce in a range of professions including not only those listed above, but also supporting industries such as retail, hospitality, teaching, health care and other professions required to support a vibrant, diversifying and growing city.

2.18 The Deloitte Manchester Crane Survey (January 2016) highlights that in recent years the delivery of Grade A office floorspace has reduced significantly from its peak of 600,000 sq ft in 2009, with it reaching an all-time low

in 2015 of zero delivery. Although there was no new floorspace delivered in 2015, 325,000 sq ft of office floorspace was under construction and it is expected that with the current level of Grade A office floorspace under construction (1.04m sq ft), approximately 520,000 sq ft of floorspace should be completed in both 2016 and 2017.

2.19 This pipeline is primarily driven by the projected increases in Grade A rental values (given lack of supply) and strong levels of take up. Take up activity in the first three quarters of 2015 (1.05 million sq ft) is generally equivalent to the Q3 figures of 2014, which showed that a total of 968,000 sq ft had been taken in the city.

2.20 Pre-let activity in the city was given a boost by the success of the XYZ Building, which is due to complete in Q3 2016, as three tenants signed in quick succession and is now fully pre-let. These were Global Radio (16,700 sq ft), Shoosmiths (32,000 sq. ft.) and NCC (60,300 sq. ft.). The XYZ provides a product with points of difference in terms of a flexible work space building, where occupiers more than ever can customise their own spaces. Additionally, there has been 51,000 sq. ft. pre let to Gazprom at the new development on First Street.

2.21 In the pipeline a number of additional schemes have gone through planning. These planned developments would provide 1.13 m sq ft of new Grade A space if constructed.

³ Source: Manchester Strategy 2016 - 2025

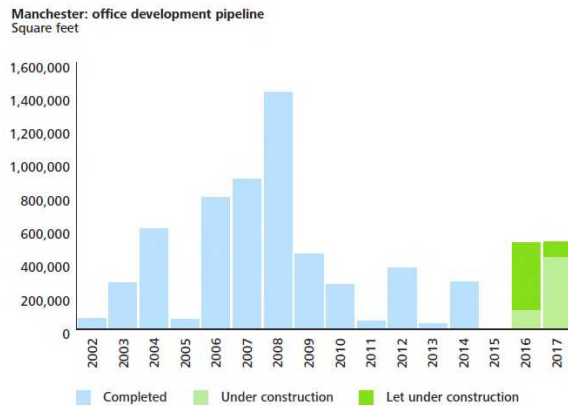


Figure 2.2 - Manchester Office Development Pipeline, Source, Deloitte Manchester Crane Survey 2016

2.22 In summary, current construction is driven by 5 major schemes of which 78.4% of the floorspace is pre-let:

- No 2. St Peters Square: 161,113 sq ft (35% pre-let)
- One Spinningfields: 362,607 sq ft (15% pre-let)
- XYZ building: 160,000 sq ft (100 % pre-let)
- 101 Embankment: 165,000 sq ft (8 year pre-let)
- One New Bailey: 125,000 sq. ft (65% pre-let)

2.23 The high level of demand for new office space in Manchester, the high level of pre-lets and the overall economic outlook moving forwards indicates that there is capacity and need for

future office floorspace in Manchester. The success of XYZ for example suggests this will potentially have points of difference in terms of the look and feel of the building and its environment and greater flexibility to meet the requirements of occupiers.

2.24 Both Manchester Central and the Great Northern are located in highly accessible locations, and in particular are extremely well connected to the Metrolink system. This area has a diverse employment offer including Grade A commercial offices, combined with hotels and conferencing facilities. Taken together with adjoining areas such as Spinningfields and First Street, the area is a prime opportunity to accommodate a potential range of types of future employment floorspace in the city to support key growth sectors and the overall function of Manchester City Centre as a strategic employment location.

2.25 For the Great Northern, there may be an opportunity for alternative and complementary products, which support SMEs that would like to be close to the major occupiers located within the traditional office destinations and can sit alongside workspace aimed at medium sized through to larger business occupiers. Office space that is sub-divisible and which is specifically aimed at the emergent creative and tech economies could be directly relevant to the continued repositioning of the Peter Street frontage at

the Great Northern as a vibrant and authentic cultural district for the city.

Culture and Leisure

2.26 Tourism, culture and the arts have been a key driver in Manchester's recent economic growth. New Economy's Key Facts January 2016 notes that Greater Manchester welcomes over 1.15 million international leisure visitors a year and that Manchester is the third most popular UK city for international visitors (after London and Edinburgh) ⁴.

2.27 The tourism economy is worth £7.5 billion per annum to the Greater Manchester economy, with the top leisure attractions by visitor numbers in 2014 being:

- The Lowry – 866,773 visitors
- Museum of Science & Industry – 678,867 visitors
- Manchester Art Gallery – 531,904 visitors
- National Football Museum – 466,788 visitors
- Manchester Museum – 426,517 visitors ⁵.

2.28 Conferences and business events generate £823 million annually for the Greater Manchester economy, supporting 22,500 jobs. Greater Manchester attracts around 5 million delegates annually to its conferences and

business events, equating to more than 7.9 million delegate days. As of 2014, Manchester Airport handles nearly 22 million passengers per year and offers direct flights to over 200 destinations worldwide.

2.29 In the Manchester International Festival, the city hosts the world's first festival of original, new work across music, visual arts, theatre, dance, food and family events by internationally acclaimed artists. The work is premiered in Manchester with many commissions thereafter embarking on a world tour. The Festival is firmly established as a major event in the international calendar. It encourages local, national and international visitors to Manchester and actively engages local communities.

2.30 On a national scale, research and analysis has been undertaken by the Centre for Economics and Business Research on behalf of the Arts Council for England and the National Museum Directors' Council of the contribution of the arts and culture to the economy, including their indirect spill over contributions: "The Contribution of the arts and culture to the national economy" (May 2013).

2.31 This report identified that the GVA contribution of the arts and culture has grown to an estimated £5.9 billion GVA to the UK economy in 2011; similarly, consumer expenditure also increased in real terms between 2008 and 2010 before declining slightly. The arts and culture continues to be

⁴ Source: New Economy, Key Facts, January 2016

⁵ Ibid.

a significant contributor to the national economy.

- 2.32 The arts and culture industry pays nearly five percent more than the UK median salary and for every £1 of salary paid, an additional £2.01 is generated in the wider economy through indirect and induced multiplier impacts. The multiplier impact is greater in the regions than it is in London.
- 2.33 An analysis of spill over impacts through tourism reveals the importance the arts and culture to the UK brand on the global stage, with 10 million inbound visits to the UK involving engagement with the arts and culture, representing 42% of all inbound tourism-related expenditure, amounting to £7.6 billion.
- 2.34 Further, local investment in arts and culture can be expected to vitalise commercial creative endeavour, boosting local economies. For example, during 2008, Liverpool's year as European Capital of Culture, the number of creative businesses increased by 8%.
- 2.35 This investment can also benefit other sectors through spending of visitors, sustaining jobs and local businesses. The sustained success of these attractions has also then been found to have a positive correlation with house prices, suggesting that this mix of uses in a neighbourhood can increase the attractiveness of an area to potential residents.

- 2.36 The report also concludes that the regeneration benefits of investment in arts and culture can be enhanced when that investment is related to place; the importance of development that works with and reflects the history and character of its location is clear.

Leisure Offer

- 2.37 Manchester is the strongest leisure destination in the North of England and one of the most successful in the UK outside of London. It is estimated that 150,000 people visit the city centre each weekend to enjoy the nightlife.⁶ There are a wide range of leisure and culture offers, including over 200 restaurants, cinemas, theatres, art galleries, music venues, pubs, clubs and bars.
- 2.38 Analysis by Oxford Economics on the accommodation and food employment sector indicates steady growth with an additional 14,900 jobs created in Greater Manchester in recent years. The Manchester food and beverage market in particular has experienced considerable growth over the last 12-18 months, with particularly strong growth in restaurant concepts. Manchester has cemented its position as the first choice for restaurateurs outside of London, with an increasing volume of 'new to Manchester' entrants attracted by its long term economic

⁶ Manchester City Council, Draft Strategic Plan for Manchester City Centre 2015-18 (2015)

confidence and buoyancy. The prime areas driving this growth are Deansgate, Spinningfields, King Street and the recently refurbished Corn Exchange.

- 2.39 As identified within the Deloitte Manchester Crane Survey 2016, there have been significant levels of activity in the leisure sector in Manchester in recent years.
- 2.40 The most recent information on hotel occupancy rates within Manchester and Greater Manchester provided by Marketing Manchester highlights a continuation of the trend for increasing levels of occupancy within the region. Both Manchester city centre and Greater Manchester as a whole achieved average annual occupancy rates of 80% in 2015. This is a third year of growth for the hotel industry, where the annual rates were 79% and 77% in the city centre and across Greater Manchester respectively in 2014, which was an increase from figures in 2013: 77% in the city centre and 76% at a Greater Manchester level. It also represents a strong performance in relation to other comparable cities. For example, Birmingham registered an average occupancy rate of 72% during 2014 ⁷ with the latest report into the market highlighting that in the ten months up to

October 2015 average occupancy was only 74.5% ⁸.

- 2.41 The strong performance of the hotel sector and the increasing level of average occupancy across Manchester is underpinned by its ability to attract high profile events which, in turn, draw people to the city. The most recent figures demonstrate that hotel occupancy in December 2015 was likely to be boosted by Manchester's Christmas markets and other major events and key dates for hotel occupancy in the city centre during December were:
- 4 December – Manchester Central hosted the Schools, Students and Teachers Network UK national conference and Stereophonics performed at the Manchester Arena, leading to a 95% occupancy
 - 5 December – Manchester United played West Ham at home, Faithless performed at the Manchester Arena and a Star Wars Fan Convention at Bowlers Exhibition Centre led to a 96% occupancy
- 2.42 One key factor in these high occupancy rates is the wealth of cultural, leisure and sporting activity on offer to residents and visitors alike. This includes world-class sporting venues such as Old Trafford and the Etihad Campus, theatres, art galleries and museums, including MOSI, the city Art Gallery and the Whitworth

⁷ Greater Birmingham Hotel Market Overview (January 2015)
Marketing Birmingham

⁸ Greater Birmingham Hotel Market Overview (January 2015)
Marketing Birmingham

Art Gallery. The most recent figures from Marketing Manchester suggest that over 80,000 people attended the Whitworth Gallery within the first month of its opening. Additionally, the Whitworth has won a number of prizes for the quality of its refurbishment including the RIBA North West Building of the Year 2015 and was shortlisted for the Stirling Prize 2015.

- 2.43 The offer has recently been enhanced, with the completion of a £25 million production centre for contemporary arts (the HOME cultural facility) at First Street and is set to grow further with planned new facilities such as Factory Manchester at St John's; a major new exhibition and theatre space that will provide a permanent home for the Manchester International Festival. As such, there are clear opportunities to introduce hotel uses on parts of the SRF sites, in particular at Manchester Central to complement the existing Convention Centre. For the Great Northern, any hotel use would need to be located away from Peter Street given the existence of covenants restricting the opportunity to build a hotel in that location.
- 2.44 As noted in the Deloitte Consumer Review published in 2013, city centres will need to continue to focus on providing a mix of retail, leisure health care, education and other services that contribute towards the creation of a multi-functional destination. The success of a city centre is not only dependent on its

retail offer; it is also driven by its leisure and cultural offering.

- 2.45 The success of the All Star Lanes and new food and drink operators fronting the public realm to Peter Street, alongside more recent 'pop-up' leisure events within the Great Northern Warehouse, including Junkyard Golf and Friday Food Fight, demonstrates that there is scope for the Great Northern to make a significant contribution to the leisure and cultural mix within the city centre. This is provided that the right balance of uses is secured and the leisure offer is positioned in the right location and a welcoming environment.
- 2.46 Peter Street is fast becoming established as a leisure destination in its own right. Established uses including Revolution de Cuba and the Albert Hall have been complemented by new occupiers including Ashas, Sakana, and Albert Schloss. This clearly highlights the potential in this part of the city centre.
- 2.47 The final mix of uses should be selected to work well with the proposals for the remainder of the building and be located on key pedestrian lines through and around the site, as well as complementing other facilities and large-scale regeneration schemes across the city centre.

Supporting Economic Growth

- 2.48 The Manchester Independent Economic Review recognised that continuing to attract and retain the knowledge workers and innovative entrepreneurs to the city is an essential component of fuelling economic growth.
- 2.49 As such, there should be a continued emphasis on enhancing the City Region's attractiveness as a location to live, study, work, invest and do business.
- 2.50 This is reflected in the Greater Manchester Strategy, a key policy document which provides a joint working strategy across Greater Manchester for achieving sustainable economic growth.
- 2.51 It is clear that the city centre has an important role to play in this regard. The rise of the 'knowledge economy' has made the unique qualities of cities desirable again. As places of interaction and ideas, innovation naturally flourishes in cities, where like-minded people inspire each other and where aspiring entrepreneurs can easily find capital and workers.
- 2.52 This is equally as true for cities as a place to live and experience. City centre populations have increased more rapidly than the national average in recent years – a trend that is forecast to continue as young, affluent,

educated workers are increasingly congregating in urban neighbourhoods.

- 2.53 The expanding opportunities in professional and business services sectors and the demographic that has significantly fuelled that growth (24-39 years), combined with the ever increasing attraction of the city as a place to live and work and have been reflected in the patterns of growth in the housing market between 2001 and 2011.
- 2.54 The emerging strategy for the three SRF sites, has the potential to deliver against a number of the GM Strategy's key objectives as detailed in the following table;

GMS 2013 Growth Priorities	SRF Sites
Reshaping our economy to meet new, global demands.	✓
Revitalising our town centres.	✓
Creating spaces and places that will nurture success.	✓
Stimulating and reshaping our housing market.	✓
Crafting a plan for growth and infrastructure.	✓
Supporting business growth with a strong, integrated offer.	✓

Residential Growth Strategy (2016)

2.55 Recognising the critical relationship between housing and economic growth, Manchester City Council initially approved a draft Residential Growth Prospectus on 18 June 2013. The starting point was the urgent need to build more new homes for sale and rent to meet future demands from the growing population. It looks to address undersupply and in particular the development impasse, that had until recently been evident in the 'downturn' years across all house types and tenures in the city.

2.56 Six principles inform the Housing Prospectus:

- Building more new homes.
- Creating pathways to home ownership.
- Developing a quality private rented sector (PRS).
- Bringing empty homes back into use.
- Ensuring that the Council's planning framework and policies provide the appropriate support for residential growth.
- Developing a strong sense of place and high quality neighbourhoods.

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

locations and the creation of high quality neighbourhoods with a strong sense of place.

2.58 In the wake of the transformational Devolution Agreement in November 2015, which provided a framework for new housing related powers and a £300m recyclable housing fund for Greater Manchester, an updated Residential Growth Strategy was endorsed for consultation by the Council's Executive in November 2015, and was formally approved in March 2016.

2.59 The Strategy builds upon the Draft Residential Growth Prospectus and sets out a number of housing growth priorities to meet the city's ambitions for sustainable growth generated from a growing economy and population. The aim is to ensure that there is the right quality, mix and type of housing in the right locations to meet demand.

2.60 Six priorities to support the city's sustained growth are outlined:

Priority 1: Increase housing building on existing and new sites

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

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

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

Priority 3: Increase the opportunities for home ownership

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

Priority 4: Expand the family housing offer

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

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

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

Priority 6: Provide appropriate housing options for retirement living

- Develop innovative solutions for young people and the elderly.

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

Role of Great Northern, Manchester Central and Castlefield Quay

2.62 It follows from the above analysis that the Great Northern, Manchester Central and Castlefield Quays sites present a significant opportunity to realise the SRF area's potential to deliver a positive mix of uses, in a high quality environment, which can create a new destination within Manchester City Centre and thereby make a fuller contribution to the economic growth of Manchester and the wider City Region.

2.63 There is an opportunity to make the most of the area's key heritage assets, set within a much higher quality public realm, and to introduce a significant quantum of high quality residential uses; together with retail, commercial, hotel, employment, cultural and leisure uses that will create an environment that appeals to both potential residents and employers. There is a genuine opportunity to establish a place that people want to live, work, visit and spend leisure time, or simply pass through and enjoy as they navigate

through one area of the city centre to another.

- 2.64 It should also be noted that, as outlined above, tourism, culture and the arts have an important role to play in the growth of the City Region's economy, both directly and in support of the ongoing investment in Manchester's important added value growth sectors. This will also be supported by (and in turn support) high quality residential development.
- 2.65 The SRF area also represents an important opportunity to deliver a key priority of the updated Manchester City Centre Strategic Plan, which is to encourage the supply of more Grade A floor space, particularly through supporting the delivery of commercial developments around the Civic Quarter.
- 2.66 The opportunity to deliver further hotel space will have important synergies with the adjoining conference facilities and support the continued growth and competitive advantages of Manchester's offer.

Manchester Core Strategy (2012)

- 2.67 The adopted Manchester Core Strategy sets out the City Council's Vision for Manchester to 2026, along with the planning policies that provide the framework for delivering that Vision.

- 2.68 It identifies that Manchester will be the driver of the City Region economy due to the location of key assets in Manchester and a flourishing knowledge-based economy, based on the strength of the Regional Centre and Manchester Airport.
- 2.69 As a fully utilised and truly mixed use city centre destination, the SRF area has the potential to contribute strongly to a wide range of Manchester's strategic policy objectives as summarised below:

Policy SP1 Spatial Principles: Manchester will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high quality city living.

Policy EC3 The Regional Centre: 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.

Policy CC1 Primary Economic Focus: City Centre and Fringe: the city centre is the strategic economic location and focus of employment growth in the city and City Region. It is expected to accommodate 33ha of office or similar employment development. Within the city centre a variety of high quality

accommodation types, sizes and foot-plates will be encouraged to boost investment.

Policy CC2 Retail: 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 or contribute to the area's character. The Council is particularly supportive of the independent retail sector.

Policy CC3 Housing: A minimum of 16,500 new units will be provided from 2010-2027. The Council will encourage accommodation of a high standard, which offers units large enough to suit a range of occupants in terms of both the number of rooms and their size.

Policy CC4 Tourism, Culture and Leisure: the city centre will be the focus for culture and leisure in the City Region. Development in the city centre that improves facilities for visitors, including Manchester residents, will be promoted. New hotel development that contributes towards the quality of the city centre will be supported.

Policy CC6 City Centre High Density Development: City centre development will generally be high-density as it is a location where land should be used to maximise its efficiency. The scale, massing and height of the development in the city centre will significantly exceed what is appropriate elsewhere in the city.

Policy CC7 Mixed Use Development: the city centre presents the most viable opportunities for mixed-use development, where land can be used as efficiently as possible. Residential development will be supported as part of schemes that include employment. For these schemes, the residential element of the scheme must be of a scale that will maximise the economic uses on site, including retail and hotels. Active ground floor uses will be appropriate in locations with an established public function or as part of a development that will create such an environment.

Policy CC8 Change and Renewal: Developments that 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. New development should fully exploit opportunities to contribute to the improvement of the city centre in terms of character and function.

Policy CC9 Design and Heritage: the design of new buildings will need to be of the highest standard in terms of appearance and function. Development should preserve or enhance identified heritage assets.

Policy CC10 A Place for Everyone: the city centre will develop as a location which appeals to a wide range of residents and visitors. Development should increase the

diversity of activity in the city centre, with an emphasis on family-oriented activity, and promote high standards of accessibility.

Policy H1 Overall Housing Provision: new residential development should take account of the need to contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing population. The design of a scheme should contribute to the character of the local area – the city centre will be an appropriate location for high density development within mixed use schemes. All proposals should make provision for usable amenity space, parking of cars and bicycles and prioritise sites close to high frequency public transport routes.

Policy H8 Affordable Housing: the City Council's affordable housing policy applies to all residential development on sites of 0.3 hectares and above or where 15 or more units are proposed. New development will be expected to contribute to the city-wide target for 20% of new housing provision to be affordable – this target is a starting point for negotiation.

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. The final provision of affordable housing will be

calculated by reference to any financial viability assessment or other material considerations that indicate that intermediate or social rented housing would be inappropriate.

Policy EN1 Design Principles and

Strategic Character Areas: the SRF forms part of the City Centre Character Area, which contains a rich legacy that reflects its urban evolution to current day. In this area:

- Developers will be expected to consider the city's heritage and continue the rich pattern of activity in the core area.
- While there will be opportunities to create landmark buildings, development should also contribute positively to the experience of all at street level.
- Wherever possible the opportunity should be realised to enhance existing and provide new areas of meaningful open space.
- The maintenance and improvement of the city's permeability should be considered in all proposals.

Policy EN2 Tall Buildings: proposals for tall buildings will be supported where it can be demonstrated that they are of excellent design quality, are appropriately located, contribute positively towards sustainability and pace-making and will bring significant regeneration benefits. Sites within the city Centre will be encouraged for tall buildings.

Policy EN3 Heritage: the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods. 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. Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset.

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

3 Site History

Site Origins

- 3.1 In order to understand the heritage significance of the SRF site and the wider area of analysis, Stephen Levrant Heritage Architecture has undertaken a detailed analysis of its historical development, which is summarised below.
- 3.2 The large, rectangular plot on which the Great Northern Goods Warehouse and former goods yard stands today is the site of the ancient hamlet of Alport, also known as 'Aldport' or Aldport Town. The Manchester Central site sits on a site which comprises ancient woodland just south of the hamlet.
- 3.3 During the 1930's the cutting of the Salford and Manchester Junction Canal created a canal tunnel from the River Irwell to the west, under Charles Street, Camp Street, Alport Street (Deansgate) and beneath Alport Town terminating at a double canal lock and large open reservoir at the junction of the eastern end of Alport Town and Watson Street.
- 3.4 The early street pattern that grew-up around Alport Town included some fourteen small roads and streets making up the future site of the Great Northern Warehouse site, along with many narrow back courtyards and alleyways located amongst these. By the early to mid-Victorian period, the area directly to the north and south of Alport Town was already infamous for having large numbers of slum dwellings and being an area of ill repute.
- 3.5 The construction of the new Manchester Central Railway Station in 1876-9 for the Midland Railway Company saw a large swathe of slum dwellings and small industrial buildings being cleared for the new station building and infrastructure, including the cast iron viaduct which was constructed over Great Bridgewater Street (the Manchester Central subject site), and the large expanse of brick, vaulted undercroft arches to the south, which linked at high level the already extant Castlefield viaduct, to the new Central Station.

Historic Map Regression



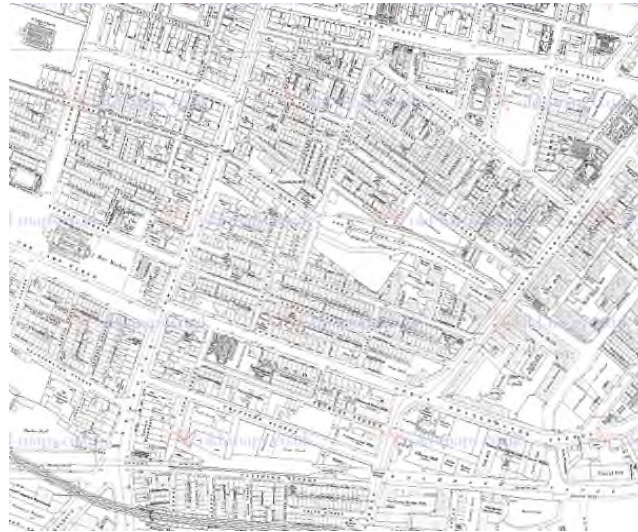
1650 – A plan showing the centre of Manchester during the mid-17th Century, illustrating the largely undeveloped area of the subject site. To the right is Deansgate, marked as 'Road to Alport Lodge', which during this period was an area of open fields and pasture, with a small hamlet of timber-framed buildings making up Alport Town, close to Alport Lodge.



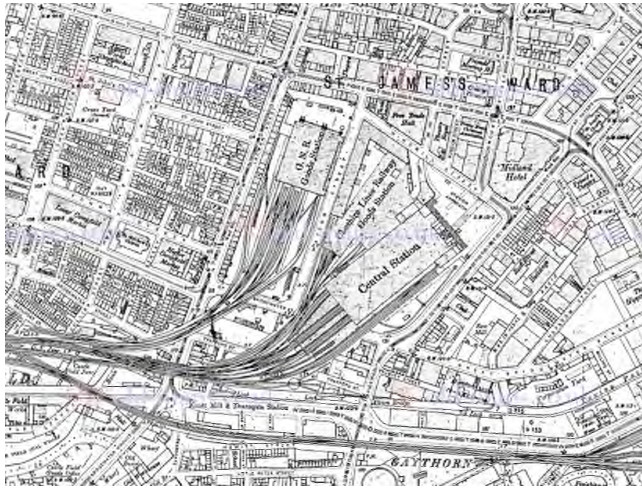
1750 – A plan of the city centre as depicted 100 years later, showing the development along both sides of Deansgate. The bottom left corner shows the small enclave of Alport Town, set amongst open fields.



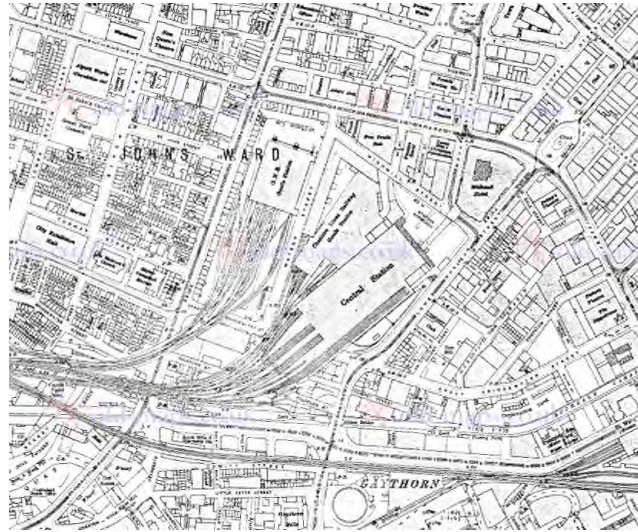
1800 – By the beginning of the 18th Century, Alport town (seen in top right corner), has further developed, with newer streets not following Alport Town's original, 'slanted' street pattern.



1850 – By the middle of the 19th Century Manchester had become fully developed, with some of Alport Town's original buildings having been replaced with new, brick-built examples. The original pre 1750 'slanted' street pattern of Alport Town can still be seen clearly in comparison to the later early-18th Century grid pattern. This street plan shows the eastern entrance of the Salford and Manchester Junction Canal, which was opened in 1839, and still runs under the subject site. This eastern entrance and open stretch of canal was covered by the construction of Manchester Central Railway Station in the 1880's.



1908 - This OS map depicts the site as it was built alongside the Cheshire Lines Railway Goods Station building to the east of Watson Street. Central Station is depicted beyond this illustrating the extent of the site. The 1908 map illustrates that the north side of the Warehouse building and associated goods yard was contained by a continuous row of buildings along the entire length of the Peter Street boundary to the site. These were substantial buildings, as indicated later in this section of the report.



1922 - 14 years later, the site is largely unchanged. Development within the environs of the site illustrates the development of commercial and recreational use.

Recent History

Great Northern

- 3.6 In the 1970s the track beds were removed and the area to the south of the buildings was used as an open car park. The carriage ramps and viaducts which served the upper level goods station were then removed as part of a conversion of 1999 – 2000 when the building was incorporated into a leisure complex.
- 3.7 As part of the leisure complex conversion, the internal upper floors of the Grade II* listed warehouse were converted for use as a car park. The lower levels of the building were

altered for retail and restaurant use and the area to the south of the building was redeveloped. Alterations to the listed building have therefore included:

- The removal of carriage ramps, viaducts and train tracks
- The removal of glazing to the windows
- Change in plan form
- Insertion of two car ramps to the west side of the building
- Re-roofing
- Creation of new openings and alterations to existing openings
- Insertion of new concrete floors
- Insertion of M&E services

3.8 There is concern regarding the condition of the listed building due to issues with the inserted concrete floors in the car park which are showing signs of movement/ cracking exacerbated by the ingress of moisture brought in from wet vehicles. The building is also considered to be significantly underused which is symptomatic of wider issues regarding access and permeability to the site.

3.9 Whilst the Warehouse is screened to the west by the former goods yard walls, which incorporate a range of shops, the north of the building has been incorporated into the Great Northern Square. The creation of the open space, alteration to the former goods yard walls and construction of a new pavilion restaurant/ bar has fragmented the sense of

enclosure and townscape value of this part of the Peter Street / Deansgate Conservation Area.

Manchester Central and Castlefield Quay

Square to Cornbrook whilst providing a station at the Manchester Central conference centre.

- 3.13 Refurbishment of the Castlefield Viaduct, to accommodate new tracks for the Metrolink service, included introducing waterproofing systems, installing a new concrete deck and providing vehicular access up to deck-level via Trafford Street. The new tram line that connects the deck level to street level runs alongside the Castlefield Viaduct on the east side. Alterations to the brick undercroft and the creation of a car show room and yard were undertaken at this time.
- 3.14 Following the opening of the Metrolink stop, in the late 1990s conversion of the Viaduct's arches into a number of bars, known as Deansgate Locks, regenerated the southern part of the area by providing use and activity to the area.
- 3.15 Planning Permission was granted in 2003 for demolition of part of the Castlefield Viaduct structure and development of a mixed use development, comprising one 47-storey tower incorporating 216 apartments and a new hotel plus sky-bar, and an adjacent 15-storey office building. The Planning Permission also incorporated a new vertical link down from the viaduct deck level to Great Bridgewater Street. The taller tower was developed and opened in 2007, now accommodating the Hilton Hotel, and is currently the tallest building in Manchester. Planning Permission

for the office building and vertical connection were implemented as part of that consent but never built out. Plans showing the approved but unimplemented office building are included at Appendix E.

Heritage Assets

Listed Buildings

- 3.16 The Great Northern site contains the Grade II* Listed Great Northern Warehouse and a screen wall of shops and offices forming 223-233 and 235-291 Deansgate, both Grade II Listed. Underneath the site is the Grade II Listed Salford and Manchester Junction Canal.
- 3.17 The Manchester Central and Castlefield Quay sites consist of sections of the Grade II Listed Castlefield Viaduct, incorporating the brick arches underneath and the cast iron bridge over Great Bridgewater Street. The former Manchester Central Station, directly adjacent to the Manchester Central site, is Grade II* Listed. This group of listed buildings has significant group value in providing understanding of the railway heritage of the site.
- 3.18 Arch 25 of the railways viaduct includes Roman Masonry remains. These represent the only surviving remnants of the original Roman fort in this location, and are protected as a Scheduled Ancient Monument.

Conservation Areas

- 3.19 The northern edge of the Great Northern site, comprising part of the Great Northern Square and the pavilion bar building falls within the southern boundary of the Peter Street / Deansgate Conservation Area. Otherwise, the SRF site is not located within a Conservation Area.
- 3.20 The proposed redevelopment of the site represents an opportunity to positively reinforce the character and appearance of surrounding Conservation Areas to the north and west:
- St Peter's Square Conservation Area
 - Albert Square Conservation Area
 - Deansgate/Peter Street Conservation Area
 - St John Street Conservation Area
 - Castlefield Conservation Area
- 3.21 Further information on the statutory designations and historic context of the assets on the site is included at Appendix C.

Heritage Significance

- 3.22 For the purposes of this SRF 'heritage significance' relates to those parts or elements of the buildings deemed to be of particularly special interest. These components are fundamental to the understanding of the architectural design concept, and play a major role in reflecting their evidential, historic, aesthetic or

communal values. The loss of such elements (through demolition, removals, or alterations) could potentially cause a highly adverse impact on the special interest of the building and is to be avoided in future reconfiguration and redevelopment of the site.

- 3.23 Existing elements that do not contain any special interest can detract from the significance of the building particularly where they involve poor craftsmanship or ad-hoc refurbishments. The loss of such elements (through demolition, removal or alteration) could potentially have a beneficial impact on the special interest of the building.
- 3.24 With regard to heritage, the following aspects have been noted to be of high significance:

Great Northern

Grade II* Warehouse:

- External elevations.
- Roof structure.
- Surviving stone staircases.
- Windows.
- Fenestration pattern and former carriage ramp and track openings.
- Structural elements including brick jack-arches and columns (not including modern casings).

Grade II Deansgate mews buildings:

- Uniformed west elevation including roofscape.

- Group value.
- Fenestration pattern including shop front openings.
- Blind arcading detailing denoting the former screen wall to the former vehicular ramp.

Manchester Central and Castlefield Quay

- 3.25 The special architectural and historic interest of the Castlefield Viaduct has been recognised by its Grade II listed status. The intrinsic architectural merit and group value of the viaduct within the multi-layered environment of the railway lines is fundamental to the significance of the structure as a whole. Within the subject site, the historical, evidential, aesthetic and communal values that the structure yields are related to the townscape value of the structure and its association with the development of the railways in Manchester. The brick arched undercroft and Great Bridgwater Bridge are intrinsic to the structure's special interest.
- 3.26 Castlefield Viaduct is also of special interest due to its group value alongside the Grade II* Manchester Central building. The current poor pedestrian environment, at both upper deck and street level, has a detrimental impact on the setting of these listed structures; however, despite this, the structures are still understood and appreciated as a coherent group.
- 3.27 The setting of the Castlefield Viaduct and Manchester Central has always been

compromised due to it being 'shoe-horned' into an established urban form. Whilst views of the structures are largely incidental, the heritage values of these two structures are best represented in views from within Castlefield Basin and looking south from Lower Mosley Street respectively.

- 3.28 Due to historical patterns of use, the sections of the Castlefield Viaduct within the site have been altered over time. This has affected the special interest of these elements. Consequently, there is further scope for alteration and change.
- 3.29 The dominant, horizontal form of the Grade II* Manchester Central building is robust enough to withstand further development within its setting.

Further Heritage Appraisal

- 3.30 Further detailed heritage appraisals and evidence on how that has been taken into account in the proposed design, will be required in support of any future applications for Planning Permission or Listed Building Consent.

4 Site Analysis

Sub Area 1: Great Northern

Great Northern Warehouse

- 4.1 At the heart of the SRF area is the Grade II* Listed Great Northern Warehouse building, an imposing building of considerable significance in the evolution and development of Manchester.



The Great Northern Warehouse

- 4.2 The Great Northern Warehouse Building (the former Great Northern Railway Company's Goods Warehouse) is currently dominated by the car park which it accommodates. Within

the building there are over 1,200 car parking spaces over two floors, with 'Warehouse 1' providing 519 spaces and 'Warehouse 2' providing 721 spaces, all with 24 hours a day, 7 days a week access.

- 4.3 As identified in section 3 of this report, use of the Great Northern Warehouse as a car park is undoubtedly a missed opportunity to put this very important heritage asset back into meaningful use.
- 4.4 Historically other uses have been and gone and have either failed to sustain themselves, e.g. the Persia restaurant, or have not supported the original vision for the Great Northern development as a mixed use family entertainment and leisure orientated destination, e.g. Teasers.
- 4.5 Of particular impact, is the huge car parking ramps located on the western elevation of the building. These seriously compromise the setting of the building; however, they are largely reversible and alternative uses for the upper floors of the building therefore represent a significant opportunity to remove the ramps and repair this aspect of the building.

- 4.6 The atrium building to the south of the warehouse has a detrimental impact on the Listed Building and further compromises its setting.
- 4.7 The atrium building was constructed in the late 1990's as a connecting structure between the Great Northern Warehouse building and the Leisure Box building (see below). The structure itself is not occupied in a specific use and forms a large void space - its function being only as a central link building connecting north to south and east to west.
- 4.8 It obscures the brick facade to the rear of the Great Northern Warehouse and its vast swathes of empty space and no sense of purpose, has a significant negative impact on the ambience of the scheme as a whole.
- 4.9 This over-sails a servicing and access arrangement that further compromises the setting of the Listed Building as well as the quality of the environment on Watson Street. This in turn affects the ability to open up and re-use the redundant railway arches on the opposite side of the road and create a vibrant and active connection to Great Bridgewater Street and the Deansgate Interchange along this route.
- 4.10 To the south of the atrium is the 'Leisure Box' building. The Leisure Box building was constructed in the late 1990's as part of a strategy to redevelop the former Goods Warehouse site into a leisure destination. It includes a number of leisure uses including the 16 screen AMC Cinema.
- 4.11 This is a sealed box, which is entirely inward looking and offers no interaction with the surrounding pedestrian routes and environment. At its lower levels including street level are car parking areas which create 'dead' frontages onto Watson Street.
- 4.12 From a commercial point of view the Warehouse (casino) and leisure box (cinema) include a number of high value generating uses. These uses are inward looking and do very little to support any perception of the Great Northern as an active, vibrant and culturally rich place.
- 4.13 The most successful elements of the current scheme are notably outward facing at ground floor level. This includes the units fronting on to the Great Northern Square as well as the run of units on the Deansgate frontage.
- Deansgate Terrace**
- 4.14 Deansgate Terrace is a Grade II listed row of 29 units that run along the southern boundary of the SRF area, ranging from 2 to 4 storeys in height.
- 4.15 The Terrace has been fully let at the Deansgate level for a series of boutique shops, cafes, restaurants and a small number of lettings agencies. The upper levels of

Deansgate terrace have tended to remain vacant and underutilised.



Deansgate Terrace

- 4.16 The change in levels between Deansgate and the atrium level within the Great Northern complex is a major issue and has proved to be a significant barrier to pedestrian movement through this part of the scheme.
- 4.17 The previous scheme created a pedestrian route to the rear of the Leisure Box and the upper levels of Deansgate Terrace which is not utilised. It does not go anywhere and involves changes in levels both at its Deansgate and Great Bridgewater Street ends. This combined with a lack of adjoining active uses means it does not create a pedestrian friendly environment.

Public Space

- 4.18 At the front of the Great Northern Warehouse is its former goods yard which has been utilised as a public square in recent years.



Great Northern Square

- 4.19 The comprehensive SRF strategy for the area represents an opportunity to reconsider the design and functionality of the Great Northern Square and further maximise its potential to act as a successful public space. In so doing, there is no question of reducing the amount of public open space.
- 4.20 As identified in more detail within section 5 of this document, there are opportunities to further enhance the existing space through careful consideration of the following:
- The ability to add to the quality of the surrounding land uses, promoting activity and making it easier and more enticing to move through the Square.
 - A specific aim should be to secure the successful reutilisation of the pavilion building which has an important interface

with the site but has a recent history of vacancy and underutilisation. The existing building is the subject of a 25 year lease and has consent for bar and associated late night entertainment uses. The quality of uses within this building and its interaction with the public space can have an important influence on how it functions in the future.

- Existing level changes within the square and other potential barriers to movement can be reviewed to better promote pedestrian activity, access for all and better movement through the space. Any review must respect the existing diagonal route leading directly from Deansgate through to Manchester Central, retaining this as a key pedestrian thoroughfare.
- How the design of the Square can best take advantage of its relationship with the Great Northern Warehouse and enhance its setting.
- How the existing Square can be enhanced so it is truly recognised as a space that is welcoming, inclusive and supportive of social interaction and a sense of community.
- How the design of the Square could be improved to better encourage more people to use the space or simply relax there.
- How the design of the square can be more sustainable, taking into consideration the existing microclimate, provision of planting / green space and employing sustainable urban drainage where possible.

Peter Street

- 4.21 Peter Street forms the northern boundary of the site and the site's frontage onto this important east – west city centre route.
- 4.22 Peter Street also connects the site to St Peter's Square – a key business, transportation and civic node in the city and which in turn also anchors the Corridor Manchester regeneration area – focused around Oxford Road and the nationally and internationally significant institutions and seats of research and learning which exist in that location. This area is seen as a strategic employment area for Manchester and an opportunity for accelerated economic growth.
- 4.23 To the west, Peter Street connects to Deansgate, the city's principal north-south thoroughfare and into Quay Street which forms a gateway into Spinningfields - the city centre's premier business destination - and St John's – a further regeneration priority of the city and an opportunity to reutilise the former ITV headquarter and studios for a mix of cultural, leisure, residential, business and retail uses.
- 4.24 The regeneration of the Great Northern site provides an opportunity to re-consider the relationship between the Great Northern Square and Peter Street and the way in which the two spaces should interact.

Sub-Area 2: Manchester Central

- 4.25 The Manchester Central site comprises land to the south of the Manchester Central Conference Centre, bounded by the conference centre to the north; Albion Street to the east; Castlefield-Deansgate Metrolink line and station to the south; and the Beetham Tower and Great Northern Warehouse to the west.
- 4.26 The majority of the site comprises the eastern-most part of the Grade II Listed Castlefield Viaduct, which stretches to Dawson Street to the west and historically would have guided trains into the Manchester Central station. The viaduct bridges both Deansgate and Great Bridgewater Street within the SRF area. Consequently, the site is multi-levelled and complex, with a number of key areas, routes and frontages that present their own challenges and opportunities.
- 4.27 Each component of the site is considered in turn below. Diagrams showing site analysis and photographs of the current site are included at Appendix E.

Great Bridgewater Street and the Arches

- 4.28 Great Bridgewater Street intersects the site connecting Deansgate in the west and Albion Street to the east. It forms part of an important but underutilised east-west connection across the city centre, connecting Oxford Road through to St John's and Castlefield. The section of Great Bridgewater

Street running through the site is currently covered entirely from Watson Street to Albion Street by the Castlefield Viaduct. The viaduct bridge is of distinctive cast-iron arched girder construction and is Grade II Listed. The environment under the bridge is dark however and lacks any form or animation. The quality of the environment is oppressive. It does not feel safe, particularly at night-time, and this acts as a significant barrier to pedestrian movement along a key desire line.

- 4.29 Internally, the arches underneath Castlefield Viaduct are of very fine quality and significant historic interest. They are currently partially vacant and partially used for car parking. The arches are currently closed off facing onto Great Bridgewater Street and bring no activity to the street scene. This further emphasises the poor pedestrian environment and sense of inaccessibility. The arches opposite, underneath the Manchester Central building itself, are also bricked up along the length of Great Bridgewater Street. On Watson Street, they accommodate a range of low-grade commercial uses, which have the potential to be upgraded significantly as activity and movement is drawn to and through the area as the masterplan proposals are implemented. As a result there is currently limited opportunity to draw people into the arches for their enjoyment or understanding of their heritage or engineering value.
- 4.30 Both the viaduct bridge and the arches do have significant group value in understanding

the railway heritage of the wider site and the former Manchester Central station building.

Upper Viaduct

- 4.31 On top of the Castlefield Viaduct structure, the majority of the Manchester Central site comprises a service yard for the conference centre. The service yard is accessed and egressed via a ramped road leading from Trafford Street. The yard comprises a large tarmacked area. Two service vehicle routes provide access to a series of loading bays along its eastern and western elevations, and terminate before they reach the Manchester Central Plaza façade. There is no through traffic on top of the podium.
- 4.32 The service yard is required to accommodate intensive usage before and after conferences within Manchester Central. During larger conferences, the service yard is fully utilised at peak times with a very large number of articulated lorries, trucks and vans accessing and egressing the site and standing whilst goods are loaded on or off. On occasions, service vehicles are required to relocate off-site until such time as there is space for them to be accommodated within the service yard, and there are instances where loading takes place from Windmill Street via the plaza in front of Manchester Central.
- 4.33 Outside of peak times, the service yard is an underused, functional space that contributes nothing to the urban realm and acts as a

significant physical and perceptual barrier to movement across the site. This is further exacerbated by a variety of temporary back-of-house structures, currently accommodating storage, HVAC and cooling facilities. Together these create an untidy and unkempt appearance which detracts from the setting of Manchester Central and the general quality of the public realm.

- 4.34 It is critical that any redevelopment proposals for the area are required to retain and improve the functioning of the service yard in order to ensure that its ability to serve all of Manchester Central's existing and future requirements is not compromised in any way. Redevelopment presents the opportunity to fully contain all servicing requirement within a service yard area. There is also a need to create the most rational arrangements possible – meeting all the functional requirements whilst maximising the land that can be given over to high quality added value uses and associated public realm.
- 4.35 Pedestrians exiting Castlefield-Deansgate Metrolink Station are currently faced with a number of options to return to street level. Following recent works by TfGM in upgrading the station these are well resolved heading south: an upgraded pedestrian footbridge links across Whitworth Street West into Deansgate Train Station; a new staircase and passenger lift set against a green wall on the viaduct edge take pedestrians straight down onto the corner of Whitworth Street West and

Deansgate; and, a further staircase leads onto Whitworth Street West on the eastern side of Deansgate Locks.

- 4.36 To the north, connections are not resolved. Passengers heading north into the city centre currently cross the tram line and then can either head east down the access ramp from Trafford Street onto Albion Street (this being an informal, nominally service route which is nonetheless used by pedestrians); or skirt around the western boundary of the service yard, along the western edge of Manchester Central and then either down a series of steps onto Windmill Street or across a pedestrian footbridge into the Great Northern Leisure Box, as described above. A third option for pedestrians is to continue north and down an extended flight of steps along the western edge of the Manchester Central building, past the Great Northern Tower and down onto Windmill Street.
- 4.37 Each of these routes is rather convoluted, illegible and of poor appearance. They do not foster ease of movement across the site or foster a particularly positive impression of this point of entry into the city centre. Interestingly, this all opens through an area with incredible potential to offer something that has quite the opposite, something that the strategy presented in this sets out to deliver. These routes are entirely hidden from pedestrians heading south towards the tram station and will only be utilised by pedestrians that know they exist.

- 4.38 There is an opportunity through redevelopment to transform connections and create new legible pedestrian routes and vertical connections to the areas to the north of the site, to complement those southern connections already implemented by TfGM.

Albion Street Frontage

- 4.39 Medlock Street forms one of the key arterial routes into the city centre when approaching from the south, leading to First Street. The Axis development on the corner of Trafford Street and Albion Street, which is under construction, will introduce a new modern 28-storey building directly opposite the development here.
- 4.40 The road layout around Albion Street creates a fragmented streetscape that creates poor routes and traffic issues at busy periods. Pedestrian routes are particularly convoluted around this area, with multiple crossing points and no clear routes. This is currently exacerbated by works underway to implement the second city crossing. The route network here also serves to disconnect the site from the buildings and public realm to the east of Albion Street, at Barbirolli Square and along the Rochdale Canal towpath.
- 4.41 The elevated Metrolink line that wraps around the Castlefield Viaduct and Manchester Central sites further confuses the street scene, screening the body of the viaduct structure. This significantly impacts upon the

reading and understanding of the heritage assets behind. Until 2015, some activity was brought to the area by the car showroom accommodated within the arches beneath the Manchester Central site. Following closure of the showroom, there is no activity or interest at the ground level of this part of the site.

- 4.42 There is an opportunity through redevelopment to resolve the arrangements around this part of the site and create an address on Albion Street to bring activity to the street and greater prominence to the area atop the Castlefield Viaduct and to draw people through an enhanced Great Bridgewater Street towards Deansgate and beyond.
- 4.43 The Albion Street frontage currently presents a fragmented façade to the Manchester Central area, which significantly detracts from the understanding of the heritage assets at this location.

Sub-Area 3 - Castlefield Quay

- 4.44 This part of the study area is located on the western side of Deansgate and comprises a series of railway arches, also within the Castlefield Viaduct Listing. The arches are bound by the Rochdale Canal to the south and Bridgewater Street to the north. Castlefield Urban Heritage Park is located to the north of the arches at the end of Bridgewater Street.

- 4.45 Arch 25 of the viaduct, contains the only surviving remains of the original Roman fort in this location, and is protected as a Scheduled Ancient Monument.
- 4.46 Castlefield Quay is linked to the main Manchester Central site over Deansgate via an access road that runs parallel to the Metrolink line. Surface car parking is currently provided on top of the structure.
- 4.47 Castlefield Quay offers an opportunity to extend high level, potentially green pedestrian linkages between Manchester Central and the Castlefield Urban Heritage Park, whilst stimulating regeneration of these dilapidated arches, activating the spaces below both overlooking the Rochdale Canal and Bridgewater street.

5 Framework Development Principles

Introduction

- 5.1 The purpose of this document is not to prescribe a form of development. It is intended to identify a series of principles at the outset that will inform the further detailed masterplanning of the site as well as the design of the constituent development components.
- 5.2 This is important in terms of ensuring that proposals come forward in a fully integrated and carefully coordinated manner. It will also ensure that development is founded on a set of principles that will allow the full potential of this strategic regeneration opportunity to be maximised for Manchester and the wider City Region.

Site-Wide Masterplanning & Development Principles

- 5.3 In summary, key elements of the overall approach are as follows:
- To re-work the SRF area in manner that will create a vibrant and sustainable city centre neighbourhood;

- To create more reasons, through the quality of environment and uses, for people to want to live in Manchester City Centre, to visit or to do business there;
- To deliver a critical mass and mix of high quality city centre uses that will combine in order to create a distinctive sense of place as well as life and vitality on weekdays, in the evenings and at the weekend.
- To deliver a high quality mix of uses that will support the sensitive and long term re-use of the site's key heritage assets including the listed buildings and viaducts. The site's heritage assets will lie at the heart of any proposals within the Strategic Regeneration Framework area;
- To enhance the setting of listed buildings and structures, and to promote as well as celebrate the site's history through the use and arrangement of the built environment and through encouraging significantly uplifted levels of pedestrian flows through the area.
- To create better permeability through the site by the introduction of legible, animated, at-grade, high quality north-south and east west pedestrian linkages. This would also establish positive and pedestrian friendly linkages between:

- the city's Southern Gateway regeneration areas including First Street;
 - the city centre's existing commercial core;
 - Spinningfields;
 - The civic core of Manchester around Albert/St Peter's Square;
 - St John's and Castlefield;
 - The Deansgate Castlefield metrolink stop and Deansgate Station;
 - The Conference Quarter; and,
 - The wider city centre.
- To create attractive new and upgraded areas of public realm which are interlinked and promote connectivity across the wider network of public spaces in the city centre.
- To better integrate the functional requirements of Manchester Central into the wider area, and to promote complementary uses within the masterplan which support Manchester's conference offer and associated economic benefits.
- To better integrate the public interchange into the area. This is so it forms the key point of entry into this southern part of the city centre and provides a genuine alternative to the forthcoming interchange at St Peter's Square.
- The SRF area can and should accommodate buildings of scale which complement the existing (Beetham Tower) and emerging context of tall buildings in the area. This will assist in connecting the site back to the core of the city centre and will continue the process of expanding that core southwards.
- Tall buildings will need to be of the highest architectural quality and designed to address the assessment criteria for tall buildings identified in Manchester City Council's Core Strategy Policy EN2 and Historic England's Guidance on Tall Buildings.
- The overall design should demonstrate that it contributes to the varied architectural character of the area, and is specifically adapted to its context, by creating a cohesive group of buildings with an individual expression and vitality.
- New development proposals should be accompanied by an appropriate car parking and secure cycle parking strategy, which considers the promotion of alternative sustainable forms of transport. On-site car parking solutions should be incorporated into development proposals in a manner that does not detract from the character or animation of the street.
- New development should enhance the local townscape and create an environment where the amenity of local residents (with regard to privacy, microclimate – including sunlight, daylight, overshadowing and wind - noise, refuse management, safety and vehicular movement for example) are maximised.
- Designs will allow accessibility for all and create a safe and secure environment using the principles of "Secured by Design."

Great Northern

- 5.4 In terms of physical linkages, there is a fundamental requirement to create much

- stronger linkages through the site which are pedestrian friendly in terms of grading, active uses, legibility and the quality of the environment.
- 5.5 A key opportunity in this regard is the potential to create a new at-grade north-south route (Dean Street) connecting Peter Street and the Great Northern Square to Great Bridgewater Street. That new route that would sit between the Great Northern Warehouse's currently obscured western elevation and Deansgate Terrace.
- 5.6 The new route network would remove the extreme level change between Deansgate and the deck level that currently falls between the Warehouse and Leisure Box and acts as a major impediment to pedestrian movement through the site. This would also allow a new at-grade connection between Deansgate and Watson Street (through a new public space Alport Square) and therefore create better east-west permeability through the site.
- 5.7 The enhanced connections through the site need to be fully integrated with the Manchester Central proposals, and with Deansgate Castlefield Metrolink stop and Deansgate Station.
- 5.8 There is an opportunity to reveal more of the heritage significance of the Grade II* Listed Warehouse and to repair its setting which has been adversely affected by: the need to service the existing car parking uses within the building, the servicing arrangements for the site as a whole; the atrium at the southern end of the building; the underutilisation of the Great Northern Square; and, the quality of the environment along Watson Street.
- 5.9 Further enhancing the quality of the environment along Watson Street can be achieved via public realm improvements together with ground floor active commercial uses, including better utilisation of the viaduct arches. This will be further supported by Watson Street becoming the most direct at-grade connection between Peter Street, Great Northern Square and the Deansgate Castlefield Metrolink stop (via vertical circulation at its terminus with Great Bridgewater Street) as part of the masterplan proposals.
- 5.10 As a core principle, it is important that an alternative use to car parking is found for the Great Northern Warehouse which can be sensitively integrated into its fabric. Such a use would allow for the removal of modern interventions into the building in a manner that would result in an enhancement of the understanding and appreciation of the heritage significance of the building.
- 5.11 This could be achieved by redeveloping the linking atrium building to the south and removing the new build retail units and entrance space to the west of the front façade of the Warehouse onto Great Northern

Square. Each of these elements is considered to be detrimental to the setting of the Listed Building. The removal of the car ramps would enhance the setting of the building by de-cluttering and 'opening up' the west side of the building.

5.12 There is an opportunity to enhance the Great Northern Square in a way that takes full advantage of the setting of the warehouse. To do this, the space must encourage movement through it, providing linkages and footfall. There should be a high quality of adjoining land uses which enclose the square. It should be comfortable, safe, and accessible to all. It should bring the community together and foster social interaction.

5.13 Reconfiguration of the Great Northern Square is required in order to encourage dwell time, as well as ease of movement through the space connecting Peter Street, Deansgate to Watson Street and the tree lined Windmill Street towards the Conference Centre and Barbirolli Square. This also recognises the Great Northern Square's role as part of a network of public spaces in the city centre, connecting into adjoining districts.

5.14 Reconfiguration is also required to create a better utilised space, particularly during the daytime and evenings. This could include events; however, this would only be on the basis of the highest standards of management and the right quality of events that add value to what the city already has to offer. The

scale of the space also means that its design should consider incorporating space for relaxation and quiet contemplation. This may result in opportunities for more green space, which would also enhance the sustainability credentials of the space, particularly more permeable surfaces and tree planting which would have a positive effect on drainage and microclimate for example. This is a space that does receive good levels of sunshine during the warmer months. Activity within the Great Northern Square should respect the amenity of local residents in terms of its activity.

5.15 The creation of Dean Street will provide a new public street which will provide an opportunity for more active uses including retail and leisure operations. The ambience and enclosure of this street, together with a carefully curated selection of independent retail and leisure uses will create something very different within the city centre and a space that due to its enclosed nature is capable of accommodating 'livelier' uses without impacting on residential amenity. A new public space located to the south of the Great Northern Warehouse in place of the service yard (Alport Square) is likely to be a calmer space which maximises the setting of the Great Northern Warehouse, encourages movement through it and respects its relationship to future residential development.

5.16 The creation of Alport Square would be made possible by relocating car parking from the

- Great Northern Warehouse into the Leisure Box, rationalising the existing out-moded servicing arrangements, and removing the atrium structure which currently sits between the Warehouse and the Leisure Box.
- 5.17 Taken together, the proposals for the Great Northern complex will significantly enhance the quantum and quality of public space within this part of the city centre.
- 5.18 There is an important opportunity to provide for a range and mix of high quality residential accommodation as part of the creation of a vibrant, well-managed and sustainable new neighbourhood of choice, which seeks to foster a sense of community and encourage long term owners and occupiers.
- 5.19 Building on the commitment to independent occupiers such as Almost Famous, Beat Street and Home Sweet Home and the success this has generated at the site, the aim will be to attract a mix of authentic independent retailers. That mix will be targeted in a manner that will reinforce the brand of the place – quite literally the ambition is for the Great Northern to be a showcase for the best of the north.
- 5.20 Flexible leasing strategies will be used where appropriate to encourage a mix of uses in the area involving start-up businesses and independent operators as well as established operators.
- 5.21 New buildings should be designed to support active streets particularly around key public spaces and pedestrian desire lines as well as to contribute to a walkable, pedestrian-friendly environment.
- 5.22 Street lighting should be given proper consideration to ensure adequate levels of lighting are provided to create a secure and safe place to pass through and use, whilst not causing light pollution to the surrounding area.
- 5.23 As a minimum, carefully managed access to the underground section of canal and former air raid shelter should be provided, together with interpretation material. This will provide a further link back to the interesting layers of history associated with the site. In addition, the potential to find means of putting this area back into use, for example the creation of a Spa area with swimming pool will be explored further as detailed design proposals for the site are carried forward.
- 5.24 To the south of the site, it is considered that there is potential to introduce taller, elegant buildings, which offer the ability to:
- add to the critical mass of residential uses on the site (but equally this does not preclude hotel or office floorspace coming forward in the right market conditions);
 - create a complementary type of product – distinctive from the type of residential

conversion that would be achieved in the Great Northern Warehouse;

- work successfully with a future ambition to regenerate the Leisure Box and provide a far more appropriate building for such a central location in Manchester City Centre; and,
- achieve high quality, imaginative new additions to the city centre's skyline which will add dynamism to its overall composition.

5.25 The role of Watson Street as a vehicular route should be reviewed and the potential for traffic calming, shared surfaces and generally improving connectivity and therefore the ability to generate active uses at ground floor level, including the productive re-use of the viaduct arches on the east side of Watson Street.

Peter Street Frontage and Great Northern Square

- 5.26 The site's owners will consider options to improve the way in which the Great Northern Square functions.
- 5.27 The Great Northern Square should maximise its full potential as a space that brings people together, which encourages social interaction and a sense of community. It should maximise the site's distinctive character features, namely through fully enhancing the setting of the Great Northern Warehouse. It should be comfortable, safe, welcoming and accessible to all. Dwell time and movement

should be encouraged within the Square. It will be partly defined by the quality and management of the surrounding uses that will need to capitalise on their relationship to the Square. Any proposals for the Square should also be accompanied by a binding commitment to the ongoing high quality management and maintenance of the space.

- 5.28 There is potential to better protect the amenity of the space from noise generators beyond the site's frontage.
- 5.29 The Peter Street / Deansgate Corner should be addressed as part of the proposed development. There is a need to review the junction arrangements and pedestrian crossing points which do not work well at the present time. Pedestrian movement between Spinningfields and Great Northern is difficult at the moment in terms of crossing. There are also drainage issues at some of the crossing points which create an unpleasant environment for pedestrians with vehicular spray etc. on rainy days.
- 5.30 The removal of the clock tower / feature at the corner of Deansgate and Peter Street is considered important. This detracts from the setting of the Listed Buildings and the townscape in this area. By removing this structure, enhanced views of the Great Northern Warehouse's magnificent and emphatic façade would be revealed to the city.

- 5.31 The two empty arches, located at the northern extreme of the Deansgate Terrace, should be retained as voids to enhance permeability into the Square and to retain the framed views of the Great Northern Warehouse that they offer.
- 5.32 In the event that the sunken amphitheatre within the Great Northern Square is covered in order to improve the accessibility and functionality of the public space, the void beneath the Square could be re-utilised – most likely for leisure or entertainment. Similar examples of subterranean spaces exist within Manchester for example the existing restaurant use within Spinningfields Square.
- Great Northern Warehouse**
- 5.33 A fundamental principle will be to repair the setting of the Grade II* Listed Warehouse. The objective of the masterplan in this regard will be to allow its stature and magnificence to be fully appreciated.
- 5.34 The Great Northern Warehouse will form the centrepiece to the scheme and therefore its conversion and repair will be a priority and form an early first phase of the development.
- 5.35 The relocation of car parking and rationalisation of servicing arrangements will allow the creation of Dean Street as referenced earlier in this section.
- 5.36 Given the current strength of the city centre residential market and the forecast significant economic and population growth in the city, the conversion of the Warehouse to residential use, in place of car parking offers a fantastic opportunity for this site.
- 5.37 At the ground and part first floor level of the Warehouse, existing tenants on long leases would need to remain in situ; however, there would be an opportunity to create a new residential concierge and entrance point at the ground floor level as well as an access into a car lift that would provide vertical circulation into two levels of residents' only parking within floor 2 of the Great Northern Warehouse. There would also be an opportunity to create an element of residential accommodation at first floor level.
- 5.38 At level 2, utilising the depth of floorplate within the Great Northern Warehouse, the residential accommodation would wrap a central car parking zone on all facades.
- 5.39 At levels 3 and 4, new residential accommodation across the floorplate would be facilitated by an atrium, located centrally to the building's floorplate. At roof level, the atrium would be formed in a way that retains the original roof structure including the roof trusses, working around that to create the opening, and taking into account that the roof materials are non-original. This type of intervention has been discussed and agreed in principle with the Local Planning Authority and

Historic England in the drafting of this document.

- 5.40 As a point of principle, the primary structure of the warehouse would be retained, including the roof structure, with the exception of the floor area required to form the atrium at 2 levels. The repetitive nature of the structure means that despite the loss of the limited amount of fabric that would be required for a residential conversion there would still be a significant amount of the structure left.
- 5.41 In determining future applications for Planning Permission and Listed Building Consent, the detailing of the proposed conversion will need to be worked up carefully in collaboration with Historic England and the Local Planning Authority.

Leisure Box and South Watson Street

- 5.42 The ultimate ambition is to regenerate the Leisure Box and create a far more appropriate building for such a central site in Manchester. This part of the site does also offer an opportunity to provide NCP with compensatory car parking, arising from the proposed loss of spaces in the Great Northern Warehouse. This may be required in order to allow this important Grade II* Listed Building to be properly utilised and take its rightful place as the centrepiece for this area.
- 5.43 A fundamental principle will therefore be to replace or re-work this part of the site in

order to ensure it effectively integrates with and complements the wider scheme and provides high quality uses.

- 5.44 At its northern edge, and interface with the Great Northern Warehouse, the atrium should be removed to create an at-grade new public space, providing one level of access into the adjoining buildings and linking to new at-grade pedestrian connections through the site.
- 5.45 The existing bridge link to the Manchester Central Deck would therefore also be removed in favour of alternative north-south at grade pedestrian connections through the site, linking to the viaduct upper level and the Deansgate Castlefield tram stop via a new vertical connection from Great Bridgewater Street. This is discussed in more detail below.
- 5.46 It is considered that this part of the site is best capable of accommodating tall buildings, for residential, hotel or potentially office uses. This would be a significant component of creating a viable delivery strategy for the site, cross funding place-making initiatives such as new routes and enhanced public spaces and the sensitive conversion of the warehouse.
- 5.47 Any tall buildings will need to carefully considered in terms of townscape, visual impact architectural quality and microclimate, in accordance with established planning policy. In relation to privacy and light,

paragraph 5.3 bullet point 15 will apply. In this regard, new development should create an environment where the amenity of local residents is fully considered, including with reference to light and privacy.

- 5.48 As noted the improvement of Watson Street and introduction of active frontage, including re-utilisation of the viaduct arches on the eastern side of the street, are further important objectives for this area. The viaducts may lend themselves to retail, leisure or commercial uses as has been achieved elsewhere in the city centre.

Deansgate Frontage

- 5.49 Deansgate's status in the street hierarchy of Manchester City Centre as its principal north-south thoroughfare means it is imperative that the revised scheme addresses this important relationship, and in particular, it needs to have a generous and affluent relationship to the street.
- 5.50 There is an opportunity to enhance the quality of environment along this part of Deansgate through utilising the excessive width of this part of the street to widen footpaths and therefore creating opportunities for both south facing external seating areas and tree planting. This would create a generosity of space that would allow life to spill out from high quality retail, café and bar uses.

- 5.51 As noted earlier, there is a need to enhance the existing connection into Great Northern from Deansgate Terrace. This would be facilitated through the introduction of ground floor pedestrian connections, thus removing the need for such a severe change of levels.

- 5.52 Through complementary tree planting, there would be an opportunity to screen this area from vehicular movement and improve microclimate.

- 5.53 As reflected above, improving the quality of the Deansgate frontage will immediately enhance perceptions and entice people into the heart of the scheme.

- 5.54 At the upper levels of Deansgate Terrace, there is the potential to convert currently underutilised office space into residential and / or hotel use.

- 5.55 The key view of Manchester Central, as defined in the heritage appraisal undertaken for the site, is the view from the bottom of Lower Moseley Street. The buildings will rise up behind Manchester Central in this view and should provide an appropriate backdrop to it, noting the modern interventions existing (Beetham Tower) and emerging (Axis, Whitworth Street West and Owen Street).

Manchester Central

Arrival Experience

- | | |
|---|--|
| <p>5.56 Deansgate Interchange is a major generator of pedestrian activity. Proposals for the Manchester Central should build upon the investment delivered around the tram stop to date and create an attractive and memorable arrival experience into this part of the city centre.</p> <p>5.57 Development should create legible, accessible and generous pedestrian connections leading from Deansgate Interchange into the adjoining city centre neighbourhoods.</p> <p>5.58 This should include an attractive, safe and legible pedestrian connection from the interchange, across the viaduct deck and straight down via a generous and well-designed connection down to Great Bridgewater Street. This will link in with the proposals to create an enhanced and activated link along Watson Street.</p> <p>5.59 The connection could be delivered via a feature staircase aligned with Watson Street to the north and orientated and designed to provide a focal point that creates a strong vista when looking south from Peter Street. This in turn would offer a natural wayfinding device, directing pedestrians towards the transport hub. Encouraging enhanced pedestrian flows in this way would assist in supporting the viability of active commercial uses along Watson Street, including through</p> | <p>better utilisation of the existing viaduct arches.</p> <p>5.60 Given the change of levels, a high quality, well maintained and fully accessible pedestrian lift must also be provided. This could be freestanding or incorporated into the surrounding built form.</p> <p>5.61 In creating this route the opportunity to provide new views and vantage points to pause and appreciate the southern elevation of the former Manchester Central station building should be taken advantage of.</p> <p>5.62 There is also potential described in further detail below, to create a new public amenity and pedestrian connection into Castlefield via a redundant section of viaduct and the Castlefield Quay site.</p> |
|---|--|

Wider Connections

- 5.63 A key objective is to improve the east-west connection along Great Bridgewater Street and in particular to address the quality of the environment underneath the existing bridge. Proposals for this area should consider options for bringing light and activity into this currently dark and unwelcoming underpass.
- 5.64 Careful consideration should be given to the quality and generosity of footways, lighting and the quality of surface materials along this route. Opportunities for street trees and soft landscaping should be incorporated to further

enhance the pedestrian experience along this route where feasible.

- 5.65 However, to make a really meaningful difference to the quality of the street environment along this section of route, two further interventions should be carefully considered.
- 5.66 The first would be to really activate the arches along Great Bridgewater Street. This would enliven and completely transform the street scene. This could include a range of retail or leisure uses within the arches. There will also be potential to provide entrances to the uses to be located within the site, creating additional activity and improving linkages between street level and the viaduct structure.
- 5.67 The second area, and in part this may be required to attract occupiers and activate the street, would be to consider alterations to the bridge in order to introduce natural light into the space.

Respecting Heritage Assets

- 5.68 The approved 2010 SRF proposals involved the complete demolition of the Castlefield Viaduct arches and bridge.
- 5.69 Further research into the significance of the heritage assets and a structural investigation has established the potential feasibility of retaining the viaduct arches. This would

involve utilising the existing grid of the arches to create a structure that can support the proposed massing of development on top.

- 5.70 The degree of physical intervention to the arches or bridge across Great Bridgewater Street must be subject to a detailed options appraisal. The appraisal should start from a presumption of full retention and demonstrate a systematic approach to exploring options for development which deliver the necessary improvements to this route whilst minimising adverse impacts upon the heritage asset.
- 5.71 Design should respond to the setting of heritage assets in the vicinity of the site, most notably the Grade II* Manchester Central. The key view of Manchester Central is considered to be from the north from Lower Moseley Street; however, there is a desire to retain some visual connectivity from the Castlefield-Deansgate Metrolink station and from the main-line railway approaches. This is in order to retain some understanding of this sequence of buildings.
- 5.72 In addition, in rationalising the service yard, there is opportunity remove some of the clutter that currently compromises the southern elevation of the building and development presents opportunities to create new vantage points from where to appreciate and understand this asset.
- 5.73 The setting of other heritage assets, for example the Grade II* Midland Hotel and

Great Northern Warehouse, must also be respected and the visual impact of any proposals be tested from key viewpoints identified through the heritage significance appraisal of the site and consultation with Historic England.

- 5.74 As with physical impacts upon heritage assets, any impacts upon the setting of adjacent listed buildings or conservation areas must be considered fully through an options appraisal which seeks to identify the optimum scheme that minimises any harm caused.

Public Realm & Place Making

- 5.75 There is an opportunity to create significant new areas of high quality public realm – at viaduct and street level - within this part of the city centre. This will promote connections with the surrounding network of public spaces, including Manchester Central Plaza, Great Northern Square, Barbirolli Square, Spinningfields Square, Tony Wilson Place, Albert Square and St Peter's Square; together with emerging public spaces within the Great Northern, St John's and Great Jackson Street regeneration areas.
- 5.76 Proposals should seek to resolve the very poor environment around Trafford Street, Albion Street and Great Bridgewater Street. A consistent approach to landscaping would help to give an identity to this new neighbourhood and enhance wayfinding. Signage should be carefully integrated into

the streetscape and unnecessary street clutter will be fully avoided.

- 5.77 There is an opportunity to create a unique linear park leading along the Castlefield Viaduct structure from Manchester Central along to the Quay building. This elevated route and space has the potential to create a green oasis in the heart of the city centre and would create new views and perspectives into the Castlefield area, including over the roman fort and Castlefield Bowl.
- 5.78 There is potential for this public realm to act as a first step in a wider aspiration to create a linear park leading from Manchester Central along the route of the former railway line, linking the area to Pomona. This ambitious plan would celebrate the heritage of the area, whilst bring much needed green space to the city centre.
- 5.79 On top of the podium, there is the opportunity to create a south facing area of open space around the entrances to the site.

A Critical Mass of High Quality Added Value City Centre Uses

- 5.80 This builds on the adopted Framework and recognises the opportunity for the site to deliver a critical mass of high quality city centre uses that create strong functional connections to the area (to complement the new physical connections) as well as supporting the strong economic growth

trajectory of Manchester. This will be delivered via new buildings and re-use of the viaduct arches beneath the upper deck. New buildings will largely sit above the upper viaduct level and will also utilise the previously approved development land between the Castlefield Viaduct and the Beetham Tower as well as the site's frontage onto Albion Street.

- 5.81 Firstly, the area is well established as both an existing and an emerging residential location, forming part of a connected sequence of high quality neighbourhoods that are distinctive and vibrant.
- 5.82 There is the unique potential to deliver hotel use on the site in a way that would take advantage of its immediate adjacency to Manchester Central. In this regard, there is a location specific, added value opportunity to be explored to create a hotel that would offer direct, secure linkages to the conference facilities. Such a hotel offering would act as a differentiator allowing Manchester Central to attract a wider range of high profile events. Such a facility would clearly deliver a wide range of direct and indirect economic benefits that would benefit the growth and profile of the city centre.
- 5.83 Office accommodation remains in high demand in the city (see Section 2 of this report). Office development with suitably sized floorplates to meet identified demand could provide a key connector between the

Central Business District, St Peter's Square, Barbirolli Square and First Street and would provide the opportunity to create a prominent address for the site from Medlock Street.

- 5.84 It will be essential to create an address for any office accommodation on the site and it is considered that the natural place for this to be created would be on the Albion Street frontage, in-front of the Metrolink line that runs around the viaduct structure. An office frontage here would best link into the commercial district established and emerging around St Peter's Square, Lower Moseley Street and First Street. It could completely transform the Albion Street frontage to the site through the creation of a grand office reception provided to the back of footpath. This would be accessed from the street and provide a real sense of arrival. It would also provide a vertical transfer for office workers and visitors to the upper deck level.
- 5.85 The existing tram-line presents a significant constraint to development that would need to be resolved through creative design; options could potentially include bridging over the tram-line, or creating a separate entrance pod accessing the site underneath the tram bridge.

Minimising the Impact of Essential Access and Servicing

- 5.86 The Manchester Central service yard must be retained in any iteration of the scheme. In

order to allow development on the majority of this part of the site, it is necessary therefore to create a podium structure above the service yard. In doing so, proposals should seek to rationalise and resolve the servicing to minimise land-take of the service yard. The access ramp via Trafford Street and the two access roads down each side of Manchester Central must also be retained.

- 5.87 Enclosing the space will also serve to tidy up the appearance of the yard; however, the structure will need to be carefully designed to minimise the visual and perceptual obstruction between the tram lines and railway lines beyond and the Manchester Central building; and to maximise the area that can be given over to pedestrian routes and public realm.

Appropriate Scale

- 5.88 As defined in the 2010 Civic Quarter Masterplan document, there is considered to be an opportunity to create a collection of tall buildings at the site to complement the adjacent Beetham Tower – together with the emerging Axis, 8-12 Whitworth Street West and Owen Street proposals – and deliver the quantum and quality of uses on-site to maximise its immense economic potential and ensure the significant site complexities can be adequately addressed.
- 5.89 The appropriate scale, layout and form of buildings on-site will be determined through

the options appraisal described in paragraph 5.69. Manchester Central sits underutilised within the heart of vibrant existing and emerging city centre districts. Development of significant massing of development, set within high quality public realm and new connections, will create powerful physical and functional connections which resolve the current 'disconnect' with the this area.

- 5.90 The optimum scale and layout of buildings on the site will be that which delivers a critical mass of development to meet this objective, whilst minimising the potential for harm to heritage assets on or adjacent to the site. This will be informed by detailed significance appraisals of the listed structures and their settings as well as through consultation with the Local Planning Authority and Historic England.

- 5.91 In doing so, it will bring the Manchester Central building closer to the heart of the city.

Castlefield Quay

- 5.92 Further feasibility work is required in order to fully formulate the development principles of site. For the purpose of this framework, the following high level principles will be important:
- To create a new area of public realm and a landscaped pedestrian connection into Castlefield. This would be along the current access road route from the Manchester Central site and the Deansgate

Castlefield Metrolink stop to the Castlefield Quay site, at which point there would need to be a further vertical connection.

- Proposals should seek to create new views and perspectives of the Castlefield area and back towards the city centre. The landscaped connection could ultimately act as the first step in the creation of a new high level park leading westwards towards Pomona.
- As part of the Castlefield Quay proposals, there is an opportunity to stimulate regeneration and reutilisation of the currently dilapidated arches that sit beneath the new viaduct public realm, activating the spaces below.
- The land adjacent to the arches and Rochdale Canal is south facing and represents a fantastic opportunity to create high quality public realm, including green space. This would be animated by commercial uses within the viaduct arches and would benefit from the fantastic setting of canals and historic railway structures which form such an integral part of the Castlefield Conservation Area.
- The only surviving remains of the original Roman Fort in this location, lie within arch 25 and are protected as a Scheduled Ancient Monument. Any public realm strategy within the vicinity of arch 25 should enhance the setting of the remains and promote public accessibility and interpretation.
- The existing surface car park on top of the viaduct represents a zone of opportunity for future mixed use development. Options for

how this could be successfully incorporated and achieved will require further testing and development and may form part of a future update to this strategy.

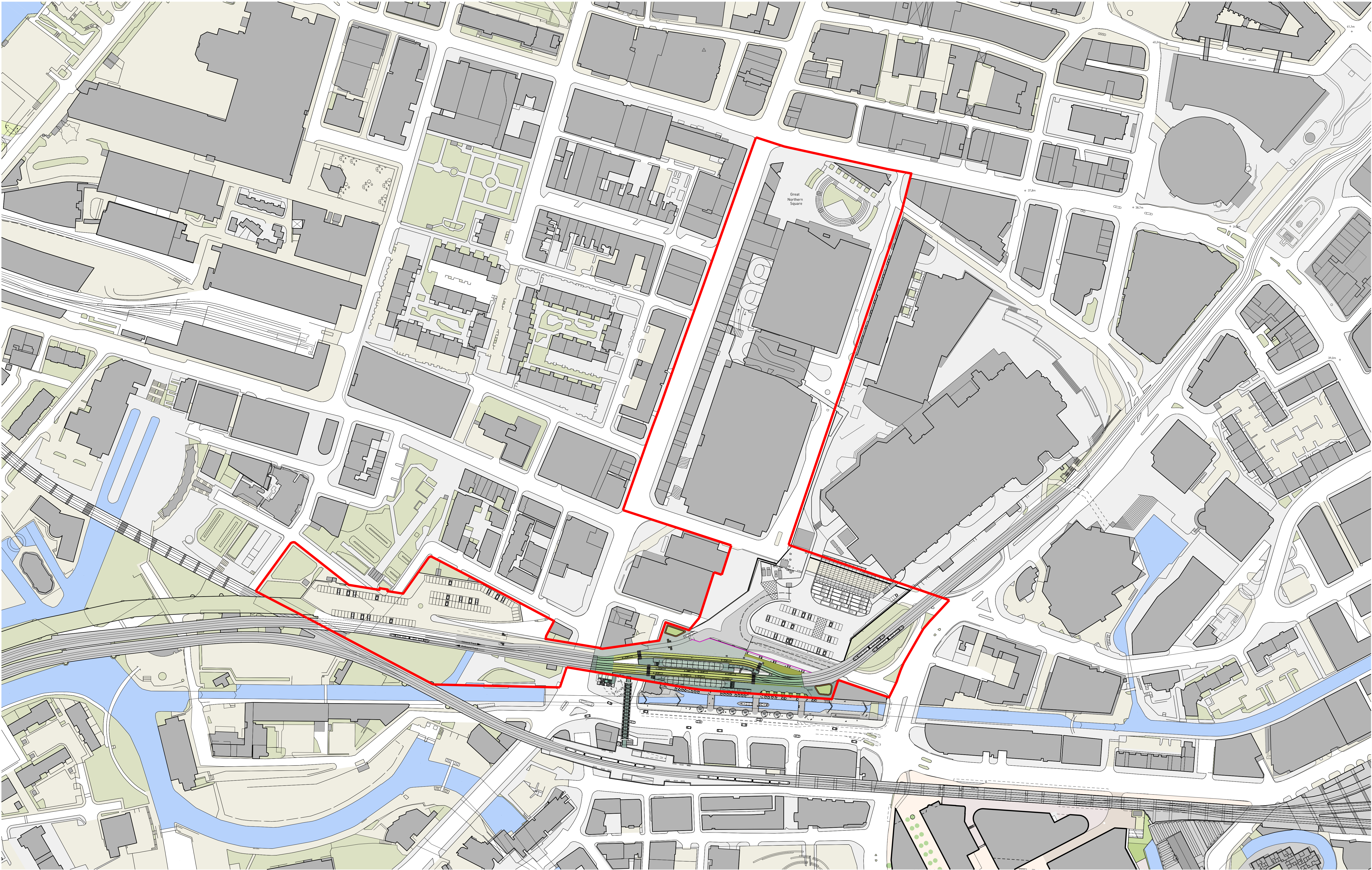
Phasing and Delivery

- 5.93 Delivery of the regeneration will be phased over the next 10 years, guided by the principles established within this document.
- 5.94 In relation to Manchester Central, the intention is to submit a planning application for the proposals in quarter 4 of 2016 or quarter 1 of 2017.
- 5.95 It is anticipated that a start on site will commence in the final quarter of 2017. The first phase will deliver the residential development in combination with the hotel, subject to viability and operator demand. The office development will be delivered as occupier interest and the potential for an element of pre-let dictate.
- 5.96 The first phase of the Great Northern proposals is proposed to come forward in 2018. This will include proposals to improve the Great Northern Square following further consultation.
- 5.97 Phase 2 will commence in 2021 (or sooner subject to vacant possession) and will deliver improvements to the Leisure Box as well as up to 500,000 sq. ft of residential, hotel and restaurant uses. This will include removal of the first floor plaza and Deansgate Mews

levels presenting the opportunity to create new animated retail frontages along the ground floor facades of the building.

- 5.98 Phase 3 will commence between 2021 and 2024 (or sooner subject to vacant possession) and will include loft style apartments, likely to be for sale, within the upper floors on Deansgate Terrace. It will also deliver conversion of the upper floors of the Great Northern Warehouse, from car parking use to residential use and associated removal of the car parking ramps. This will be facilitated by the introduction of a central atrium and garden to draw in natural light, achieved whilst retaining the original historic, listed roof structure and supported by Historic England who has been engaged in the masterplanning process to date.
- 5.99 Phases 2 and 3 will provide the connecting sections of Dean Street and a new at -grade Square (Alport Square) between the Warehouse and existing leisure box.

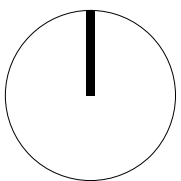
Appendix A: SRF Location Plan and Boundary



This drawing is copyright.
Do not scale off dimensions.
All dimensions to be checked on site by contractor.
Contractor to report any dimensional discrepancies,
errors or omissions prior to commencing on site.

NOTE:

NORTH



Rev	Date	Description
-	04/07/2016	FIRST ISSUE
01	19/01/2017	Red line boundary amended to include Castlefield Quay & DCF Stop

Project Title
GREAT NORTHERN /
MANCHESTER CENTRAL

Status
FOR INFORMATION

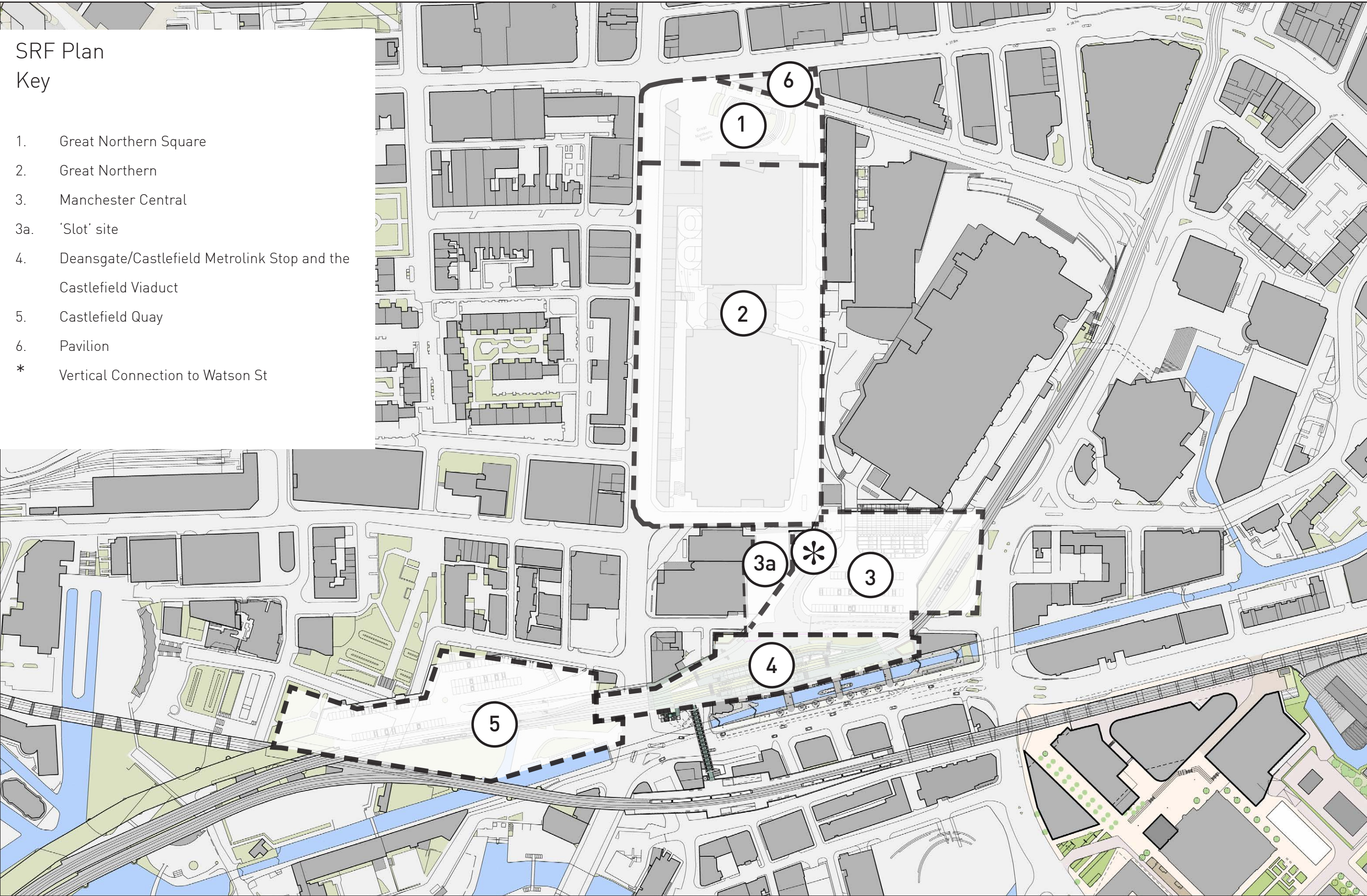
Drawing Title
SRF BOUNDARY

Job No	Scale	Date
10053	1:1250 @ A1	04-07-2016
Drawing No	Revision	
10053-A-F100-XP-TY-001	01	

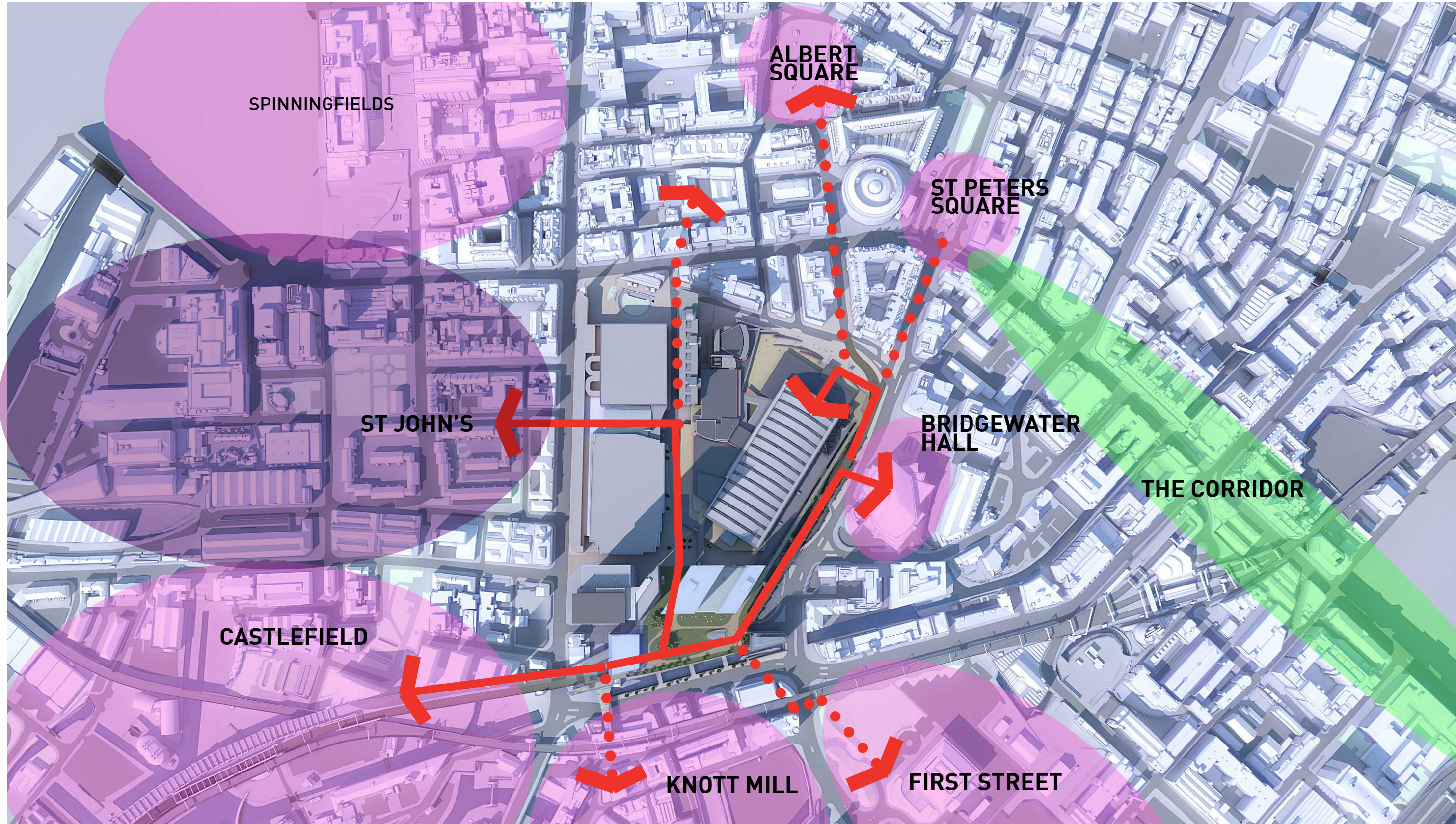
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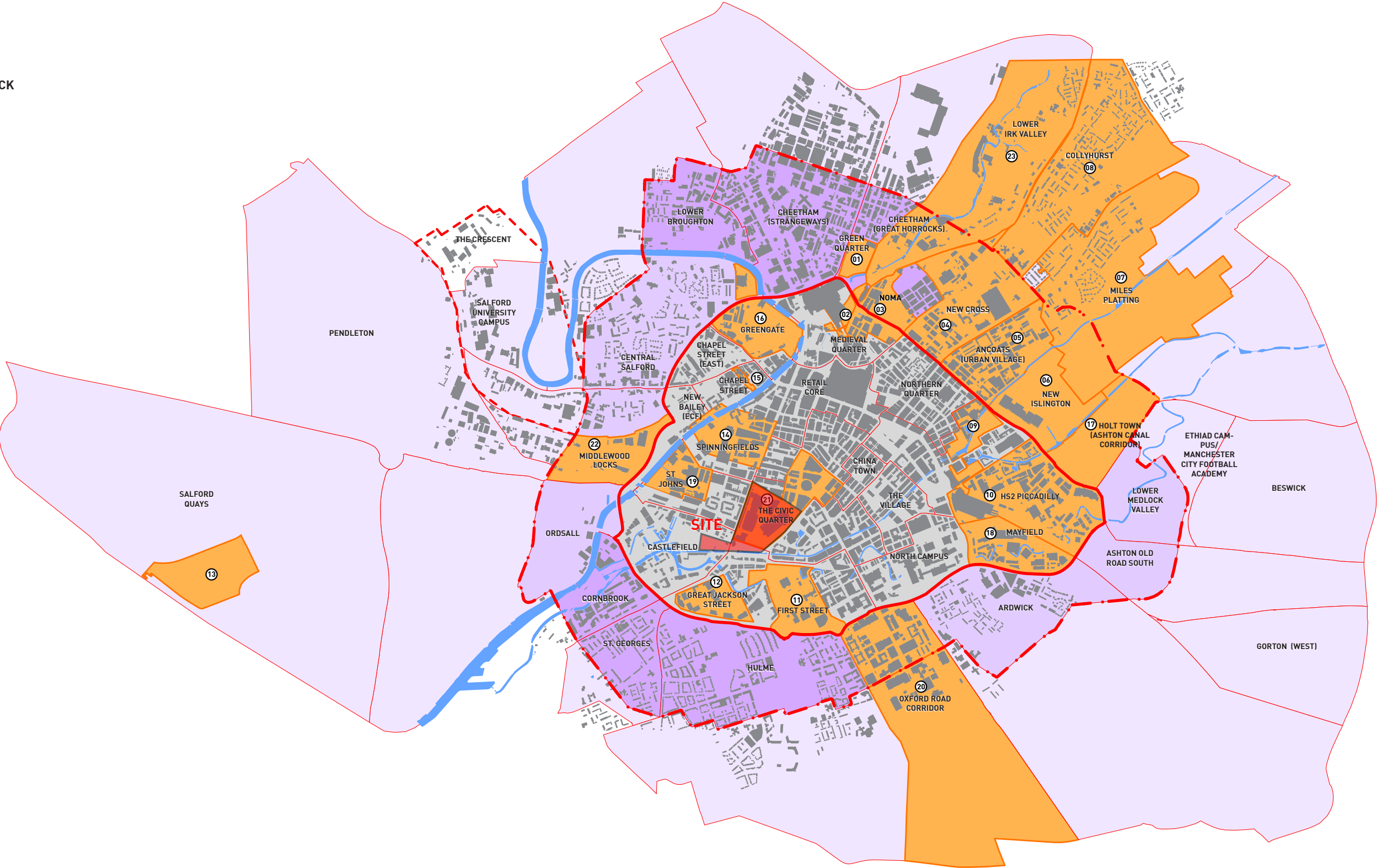


Appendix B: City Centre Regeneration Context



MAJOR DEVELOPMENT SITES

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



City Centre Regeneration Context

City Centre Strategic Plan

On 2 March 2016, the City Centre Strategic Plan 2015 - 2018 was presented to the Executive Committee for endorsement.

The City Centre Strategic Plan describes the approach the Council will take to further grow and develop Manchester City Centre as a key economic hub of the City Region and the North West.

The Plan outlines the strategy for both supporting established areas of the city centre and developing new mixed use neighbourhoods, which will stimulate employment growth and enable the city centre to respond to, and benefit from, the increasing demand for commercial, retail, residential and leisure space.

The Plan identifies the conference facilities as a major asset of the Civic Quarter. The Manchester Central facility has established itself as a leading convention complex, recognised as a premier venue for political and other major conferences.

The plan goes on to state that there is more potential to be exploited by Manchester Central: *“there is significant land to the rear which in time has the potential to support new commercial space, residential development and/or a hotel”*.

In relation to the Great Northern complex, a key of the plan is to *“Work collaboratively with partners to finalise regeneration proposals, and bring forward development at the Grade II listed, Great Northern Warehouse”*.

Civic Quarter and St Peter’s Square

The sites are located within the Civic Quarter, an area of the city centre bound by Deansgate to the west; Peter Street, Mount Street and Lower Mosley Street to the north; Portland Street, Oxford Street and Lower Mosley Street to the east; and Whitworth Street West to the south. The area serves as a major gateway to the core of the city centre.

The Civic Quarter is characterised by large freestanding buildings including the Midland Hotel, the Great Northern Warehouse, Manchester Central, the Beetham Tower, Central Library and the Town Hall Complex, which together constitute one of the finest collections of historic and modern civic, cultural and commercial buildings in the UK. The scale of these buildings set the area apart from the existing commercial core, which is characterised by more finely grained buildings.

The *Civic Quarter – Manchester Central Regeneration Framework* (2010) was produced to guide investment in the Civic Quarter and deliver transformational change. It identifies the Civic Quarter as being ideally located to accommodate new buildings which can keep pace with the demands of the market over the next few years. The area can provide an environment and setting for business that complements and can be differentiated from other existing and emerging commercial locations, such as Spinningfields and First Street.

More recently, Manchester City Council’s Executive Committee endorsed an updated framework for St

Peter's Square. Prepared by Ian Simpson Architects, *A Framework for Regeneration* (September 2012) confirms that St Peter's Square now has the potential to be the exemplar of the very best in Manchester civic architecture, to showcase and reflect the city's growing international status.

The Civic Quarter and St Peter's Square are currently the subject of a significant level of committed public and private sector development, which will act as a catalyst for further development in the Civic Quarter and along Corridor Manchester, in accordance with the key planning and regeneration policy aim to deliver economic growth in these strategic locations.

Schemes recently completed, under construction or with Planning Permission include:

- A £185 million redevelopment of the Manchester Town Hall complex and Central Library, together with new public realm, which has revitalised Manchester's civic core. These works include the sensitive relocation of the Cenotaph and cross marking the historic site of St. Peter's Church.
- A £30 million redevelopment of the Manchester Central Convention Complex (formerly G-Mex).
- 1 St Peter's Square, a 14 storey office scheme developed by Argent and the Greater Manchester Property Venture Fund, which is now partially occupied by KPMG.
- 2 St Peter's Square, a redevelopment by Mosley Street Ventures Ltd to create a new

12 storey office building with retail/commercial uses.

- Peterloo House, a 12 storey office scheme being developed by the Co-operative Insurance Society Limited.
- Landmark, the redevelopment of the former Odeon Cinema as a 14 storey office building by Hines UK Limited and Manchester & Metropolitan Properties.
- The Assembly Building (24 Mount Street), a 17 storey office scheme being developed by Titan Investors, adjacent to Manchester Central and the Grade II* Listed Midland Hotel.
- The redevelopment of St. Peter's Square in accordance with the Latz + Partner competition-winning design, which will see the public space transformed into a world-class space. At the heart of the plans is the idea of a wide, open urban Square which celebrates the architecture of the surrounding buildings.
- As part of its refurbishment, St Peter's Square will be closed off to vehicular traffic which in recent years has prevented it from functioning as an effective public space and a more pedestrian friendly environment will be created to improve pedestrian connections between the CBD and surrounding areas.
- Expansion of the Metrolink network running through St Peter's Square, with new routes to East Didsbury, Oldham, Rochdale and Ashton-under-Lyne. The Manchester Airport line is also now operational, and accessible from St. Peter's Square via interchange at Cornbrook.

- Reconfiguration of St. Peter's Square will include a new, larger Metrolink stop, which is expected to be the busiest stop on the network and will enable the delivery of the Second City Crossing, a key element of the Metrolink expansion plan that aims to increase network capacity.
- The Theatre Royal site on Peter Street (adjacent to 24 Mount Street) was acquired in 2012 by the Radisson Blu Edwardian Group, who plan to enhance their existing hotel offer and re-use the Grade II Listed Building, which is Manchester's oldest surviving theatre.

This significant public investment is accelerating private investment and there are several private sector-led development projects being brought forward around St Peter's Square, which will help to deliver the Council's objective to transform the area into the Premier Grade A office destination.

Conference Quarter

Manchester Central is an award-winning venue and conferencing facility located within the former Manchester Central Rail Station, in the heart of Manchester City Centre's Civic Quarter. It was converted in phases between 2008 and 2010, with significant investment of £30 million.

The facilities include:

- A purpose-built 804-seat Exchange Auditorium.
- Exchange Hall – a 1,800 sq. m. exhibition / conference space or 1200-capacity dining space.
- Central Hall – a 10,000 sq. m. column-free and divisible space.
- A range of smaller state-of-the-art conference and meeting rooms.

It has the capacity to handle small-scale corporate functions and large-scale conferences or exhibitions, with state-of-the-art facilities that have accommodated events on a national and international scale.

In recent years, Manchester Central has hosted a number of high profile events, including political party conferences for both the Labour and Conservative Parties, most recently hosting Labour in 2014. The area surrounding Manchester Central is often used as a backdrop to televised interviews and coverage of these events.

Corridor Manchester

St Peter's Square acts as an anchor to Corridor Manchester – a critical opportunity in Manchester for accelerated economic growth, based on the strength of its assets. These assets include key institutions such as the University of Manchester, Manchester Metropolitan University and the NHS Hospital Trust Campus. In addition, there is a growing clustering of research and laboratory space within The Corridor Manchester, including at Manchester Science Park.

The scale of the opportunity is articulated in Corridor: Manchester, Strategic Vision to 2020 which states that the area will grow to accommodate a workforce of 77,000 and generate £4.8 billion GVA to 2020.

Corridor Manchester Vision 2020 presents the ambition for the future of Corridor Manchester, a strategically important economic driver for Manchester, which has the most significant concentration of knowledge-based assets and potential for growth in the UK today.

Corridor Manchester's Strategic Vision to 2020 sets out the focus of the Corridor Manchester Partnership, with the key task being to generate further economic growth and investment in the knowledge economy for the benefit of the City Region, building on the unique advantage of the wealth of knowledge intensive organisations and businesses operating in Corridor Manchester.

The vision includes objectives to:

- Improve connections between Corridor Manchester area and the local communities to the east and west.
- Turn the main Oxford Road / Oxford Street Boulevard into a green boulevard linked to the city core via the redesigned St Peter's Square.
- Provide landscaped routes for pedestrians and cyclists.
- Be a place of quality employment, skills training and education at all levels.

Great Northern has the potential to extend activity further down Oxford Road / Street, completing a strong connection to Deansgate.

Deansgate Interchange and Southern Gateway

The Deansgate / Castlefield Metrolink Stop has undergone a renovation, which has seen it redeveloped as an interchange with greater capacity, flexibility and resilience. The upgrades include new platforms, new vertical access systems to both entrances (incorporating disabled access), landscaping and greening, which has transformed the pedestrian environment of the stop by creating a landscaped park.

The new access at the First Street end of the stop includes a replacement staircase, located away from the existing bars on Deansgate Locks via a slender bridge across the canal, so it is much more clearly visible and accessible. A green wall has been created.

The pedestrian footbridge connecting Deansgate / Castlefield Metrolink to Deansgate Station (spanning across Whitworth Street) has also been transformed through European Regional Development Fund funding.

First Street

First Street is located at an important point of entry into the city centre from Manchester Airport and the south. The approved First Street Regeneration Framework is primarily concerned with creating "a sense of place" to help it become the heart and commercial focal point of a wider neighbourhood, which would include Whitworth Street West, Deansgate and Oxford Road Stations, Knott Mill, and the Oxford Road Corridor.

First Street North was completed in summer 2014. The development includes HOME, a new cultural hub providing a home for the venture between The Library Theatre Company and Cornerhouse, which comprises two theatres, five cinema screens, galleries, restaurants and an outdoor performance space. Additional uses include a 4-star hotel, retail and restaurant, serviced accommodation, public realm and a multi-storey car park.

First Street Central will be a new office destination targeted at a range of occupiers. Number 8 First Street is a new 235,000 sq ft office building that is due for completion in 2017.

First Street South provides an opportunity to create a high quality residential offer. Planning Permission for over 600 Private Rented Sector apartments has now been granted.

Spinningfields

Spinningfields is Manchester's premier commercial quarter, which has improved connectivity between Deansgate, the Central Business District and St. Peter's Square. The long-term approach to developing the estate by developer Allied London is reaching completion with construction of the XYZ Building and No. 1 Spinningfields. These buildings will provide a further 680,000 sq ft of flexible office and retail space for a range of occupiers. The XYZ building is already fully pre-let.

Spinningfields has been a key location in the growth of the city centre economy, and in turn that of the City Region, and is now established as a world class

office destination for financial and professional services and a wider mix of uses including high quality civic, residential, hotel, leisure and retail space.

It is the largest city centre office scheme in the UK and home to a prestigious range of tenants, including Bank of New York Mellon, Barclays, Pinsent Masons and the North West Head Quarters of RBS.

The on-going success of The Avenue and The Avenue North, which feature a mix of high end fashion retail, event space, restaurants and bars, which complement the commercial uses have helped to establish Spinningfields as a mixed use destination providing an extension to the city centre core.

St John's

St John's is centred on the former ITV estate in Manchester City Centre, located adjacent to Spinningfields and on the key arterial route of Quay Street, which connects into the Great Northern. The scale of the site, its location, natural and heritage assets, means that it offers a remarkable opportunity for major and comprehensive regeneration, to take place in a way which will integrate it both functionally and physically into surrounding city centre districts and offer best in class, sustainable development with a true sense of place.

A Strategic Regeneration Framework has been prepared to support the emerging illustrative Masterplan for St John's and to guide the creation of

a new residential-led, mixed-use neighbourhood over the next 10 years. This document was adopted by Manchester City Council at their Executive Committee on 13 February 2015. An update to the Framework was approved in principle by MCC's Executive Committee and will be subject to public consultation.

The vision for St John's is a best-in-class city centre neighbourhood: a place to live, work and play; a place for enterprise and innovation; for culture, entertainment and leisure; a unique proposition for Manchester that will raise its international profile and set it apart from its peer cities.

The history, location, natural and heritage assets of the study area lend themselves to the development of a new creative neighbourhood that adeptly combines high quality residential development, cultural uses, workspace targeted at creative and TMT sectors and active ground floor retail in a horizontal layering of uses that facilitates interaction and collaboration.

A critical aspect of the vision is to retain a sense of the site's richly layered history; it accommodates a number of non-designated heritage assets including the Bonded Warehouse, Granada HQ office building and studios, Breeze Studio and gardens and the Accumulator Tower (which will become a site landmark). These assets will be refurbished and reused as part of the Masterplan to create a distinctive sense of place.

St John's has also been confirmed as the location for Factory Manchester, a new landmark theatre and events venue. £78million of funding was confirmed for the facility in the Chancellor's 2014 Autumn Statement.

High Speed Rail

In January 2013, the UK Government announced its commitment to Phase 2 of High Speed Rail 2 (HS2). The delivery of HS2 (in circa 2033) is expected to provide a massive economic boost to the cities of the North of England.

The scheme will provide essential additional capacity across the rail network, shorten journey times between Britain's major population centres, boost the economy and create thousands of jobs.

The scheme also has the potential to provide a catalyst to attract further investment into Greater Manchester by creating a new gateway into the regional centre and boost investor confidence in the area.

The proposals for HS2 stations at Manchester Piccadilly and Manchester Airport provide major opportunities for stimulating economic growth and regeneration in the surrounding areas. These world-class transport nodes would connect Manchester businesses to the Europe-wide high speed network, providing multi-modal connectivity to the rest of the region and beyond.

In order to respond to the opportunities presented by HS2, a Strategic Regeneration Framework for

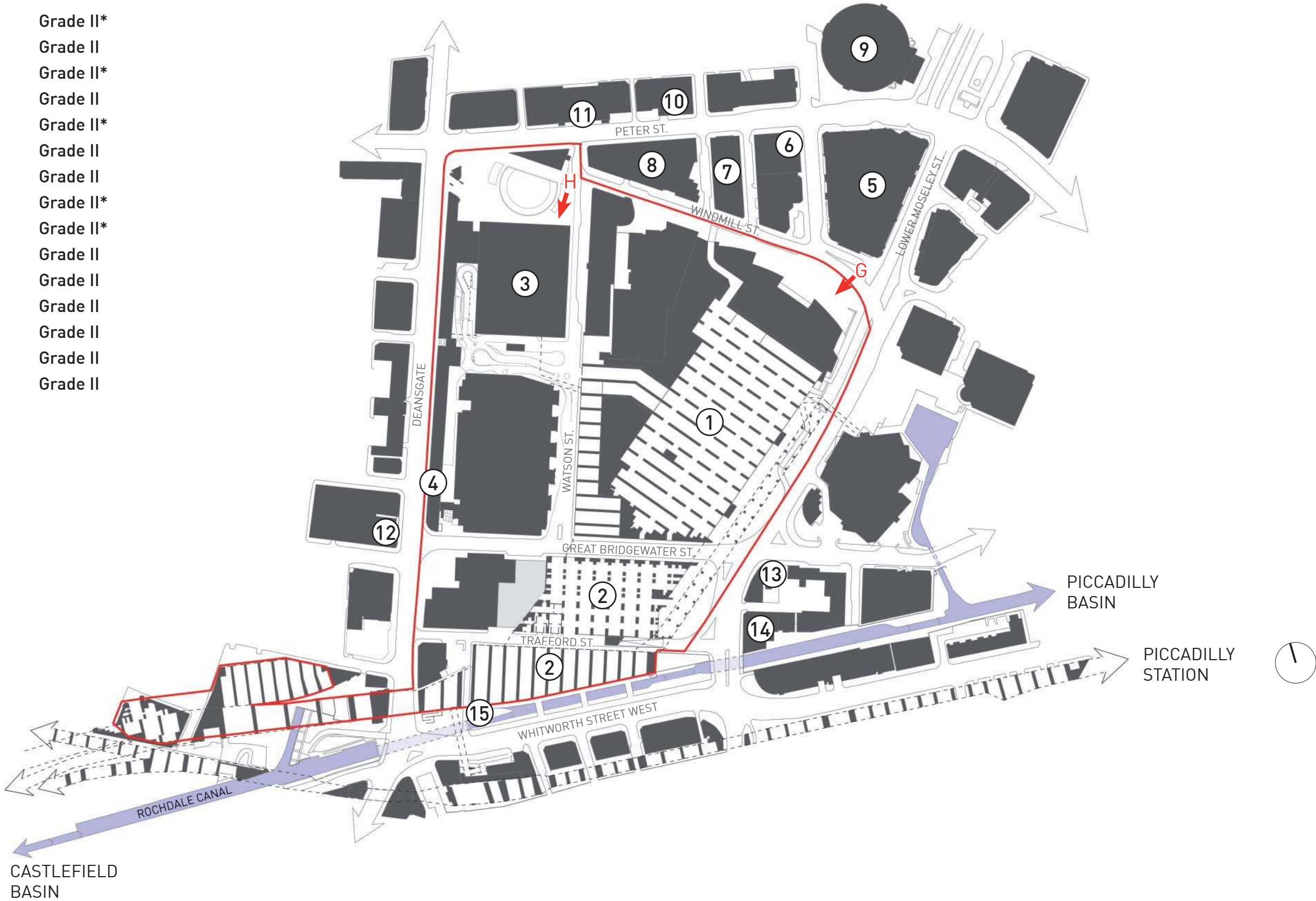
Piccadilly sets out the ambition to create a world-class transport hub and arrival point into the city. The SRF seeks to transform the eastern side of the city centre by defining a new district with a unique sense of place, and provide key linkages between East Manchester and the city centre.

Part of the overall Piccadilly Framework, the Mayfield Strategic Regeneration Framework covers the area adjacent to Piccadilly Station and proposes 500,000 sq ft of commercial floorspace, 1,000 residential units and a hotel on the 27 acre site.

The Government has also recently announced the potential for Northern Powerhouse Rail (HS3), a high-speed rail link between key cities in the North, which would enhance connections and improve journey times. The proposals could help to create a northern powerhouse, allowing cities across the north to compete collectively on a global scale.

Appendix C: Statutory Designations

	Building	Listing
1	GMEX	Grade II*
2	Castlefield Viaduct	Grade II
3	Deansgate Goods Station	Grade II*
4	235-291 Deansgate	Grade II
5	Midland Hotel	Grade II*
6	56-58 Peter Street	Grade II
7	Royale Club	Grade II
8	Free Trade Hall	Grade II*
9	Central Public Library	Grade II*
10	Harvester House	Grade II
11	Albert Memorial Hall	Grade II
12	Castlefield Info. Centre	Grade II
13	The Britons Protection	Grade II
14	13-17 Albion Street	Grade II
15	Lock Keeper's Cottage	Grade II



The statutory designations relevant to the Framework Area are listed below.

The Salford & Manchester Junction Canal

The Salford & Manchester Junction Canal Act was passed in July of 1836 and work began on the new canal the following year, opening in 1839.

The Act stipulated that the tunnel should not pass under St John's churchyard, nor should gunpowder be used. A further Act of 1841 allowed the construction of a basin to be positioned parallel to Atherton Street and terminated just before Quay Street. This basin was named Brunswick Basin and served a potato market on its sidings.

In 1841 the new canal venture was failing and by 1844 it was regarded as surplus to requirements and a section was in-filled, later to become the site of the Manchester Central Railway Station (now Manchester Central Conference centre) and the Great Northern Warehouse.

The remaining sections of the canal were bought by the Manchester Ship Canal Company in c1885. Although the canal remained open to limited trade, it officially closed in 1922.

The Great Northern Railway Goods Station

In the mid 1890's the Great Northern Railway Company decided to embark on a bold scheme to construct a large goods depot and warehouse in Manchester.

In 1895 the sum of £50,000 was paid to Deansgate Central School, by the Great Northern Railway Company, in order to purchase the site. A large number of surrounding shops and cottages were also obtained at the same time resulting in an area of approximately 6-7 acres. Provision was made at the time for the widening and improvement of Deansgate.

The company had no independent outlet / inlet for their traffic from Manchester or surrounding districts. Their new depot was to compete with the Great Central Railway Company and the North Western and Midland Companies.

A Parliamentary Act was obtained in 1895 for the construction of the goods station, and work commenced in February 1897, with contracts for work having been settled in the latter half of 1896. The site had started to be cleared by February 1897, although the footings for the warehouse were not started until July of that year.

The resident engineer for the project was W. T. Foxlee with his Chief Assistant being John Arthur Thornton (J. A. Inst. C. E). The main contractors for the building work were Messrs' Robert Neill & Sons, with steelwork being provided by Messrs' Heenan & Froude, Sir William Arrob & Co and Messrs' Keay.

800 men were employed continuously on the construction of the goods complex and viaduct infrastructure. During construction it was reported on numerous occasions that the building work was developing at a rapid and impressive pace, this was

even more notable owing to the fact that there had been a strike in the engineering industry at the time of construction (which, with hindsight, partly explains the delayed completion of the site).

The Warehouse Building



Artist's impression of the western elevation facing Deansgate, now hidden by the eastern range of terraced shops along Deansgate.

One half of the goods station opened successfully on the 1st July 1898, with the first goods train arriving there at 6:20am on that day. The first goods train to leave the station was between 5 and 6pm that evening.

However on the day of opening the majority of the site was not complete. The range of shops facing Deansgate had only been partially started, the GNR offices along Peter Street had yet to be initiated, and the upper floors of the warehouse had not been commenced, leaving only the low and high level stations nearing completion.

The railway company had secured a large rented warehouse on Dale Street, to the north of the city centre, in order to provide temporary storage whilst the Great Northern Warehouse was being completed

- surprisingly this was estimated to be a possible period of two years to allow the warehouse to be finished and "seasoned".

The new train lines were attached to the existing Cheshire Lines approximately half a mile south of the new goods depot. Here three lines were carried across Bridgewater Street via a brick viaduct, where they diverged into twelve further tracks, ten of which were continued over Deansgate and Great Bridgewater Street and into the southern end of the warehouse.

The remaining two lines were carried down by inclines either side of the goods warehouse to the low level station level externally. These two inclined tracks allowed access to the largely covered goods yard at street level, which was covered by the large expanse of the high level station viaduct above. The inclines were constructed of largely steel girders, resting upon brick piers and arches.

The warehouse (measuring some 267ft by 217ft.) was of fire-proof construction. The building was built using a mild steel frame construction, and dubbed in The Builder Magazine as being "a marvel in mild steel". The mild-steel stanchions and connecting girders had cast junction boxes connecting with red-brick jack-arches in between, which formed the floors.

The steel frame was encased in blue engineering brick to its lower floor, with hard local red-brick to the upper floors and blue-brick banding and

dressings. The building materials were entirely set in cement.

The floors of the warehouse are constructed of steel girders, with brick jack-arches in-between and covered in a layer of concrete. Hydraulic hoists, cranes and jiggers were located on every floor, accessed through numerous hatchways positioned within the floors. The power for the machinery was provided by the Manchester Council's own hydraulic mains, although the goods station site had an accumulator tower located in its south-east corner, constructed to provide on-site hydraulic power (now demolished). The entire site, including the warehouse and external goods yard was lit by electricity, provided (as was the hydraulic power) by the Council.

The new railway goods warehouse was planned along the same principles of design that had already been implemented in previously constructed warehouses for the Great Northern Railway Company, and the London North Western Railway Company. Examples include Manchester Lower Byrom Street Warehouse, Stockport Goods Warehouse, Huddersfield Goods Warehouse, and Camden Interchange Warehouse.

Low and High Level Stations

The two lower floor levels of the Warehouse formed two goods stations, one above the other. The lower floor had four lines of rails along four raised platforms, each with a series of hydraulic cranes for the loading and unloading of merchandise.

To the end of each platform were individual, enclosed offices constructed of timber boarding with glazing to the upper sections; these provided office space for the checking clerks. The upper station floor had a roadway, paved in Australian Jarrah hardwood blocks, used internally to reduce the noise of cartwheels. This was accessed at first floor level by an inclined roadway for carts, entered from Watson Street, and paved in granite setts.

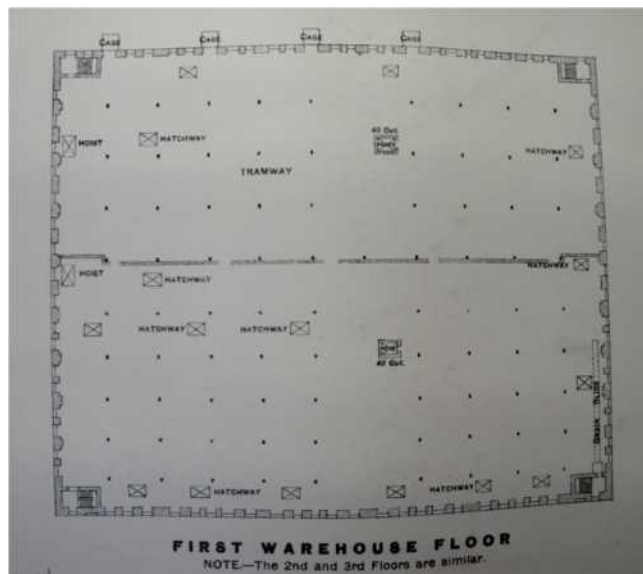
Upper Warehouse floors

The three floors above the two station floors, were used as open-plan warehouse floors for the storage of merchandise and grain etc., and were connected to the other floors by means of a series of hatchways and hoists positioned in the floors. As noted on the original floor plans, these warehouse floors were all similar in their arrangements.

To each of the four corners of the warehouse floors was a small stone staircase, each enclosed in a brick-built staircase hall. Each staircase had cast-iron balusters fixed into the vertical face of each stone step with lead. The slender newel-posts to each landing section, were in a Gothic style.

A grain slide was positioned to the north-east corner of each floor level, which presumably fed loose grain from each level to the loading bays on the ground floor ready for transporting. Each floor contained 15 hoists positioned in the floors and ceilings, which probably consisted of timber hatches from which goods could be raised and lowered by crane.

Each floor within the warehouse building contained many windows to each elevation, each window being an iron-framed fixed window, with central opening 'swing' casement. The top floor was double height and was open to the timber roof bracing. The roof was partially glazed and covered in slate.



First warehouse floor plan, 1897, (second floor on the present building arrangement)

Carriage Ramp and Yard

The carriage ramp was located immediately behind the Peter Street range of buildings, and was attached to their rear elevations. The ramp/roadway was intended for horse and cart traffic, in and out of the warehouse.

The ramp entered the warehouse at its north-western corner at first floor level (high level station). Once inside the warehouse, the roadway formed an 'L' shape which passed closely along the north and east sides of the building, each containing a raised platform for loading and unloading goods. Each platform contained hatches down to the lower level station floor below, and the three warehouse floors above. The opposite side of the roadway linked the six railway carriage tracks, which were entered from the southern side of the floor, with the roadway for distribution of goods coming in and out of the floor, via 25 large hydraulic cranes.

The arches under the raised carriage ramp housed urinals, store rooms and an electric light store, and was accessed from the open yard.

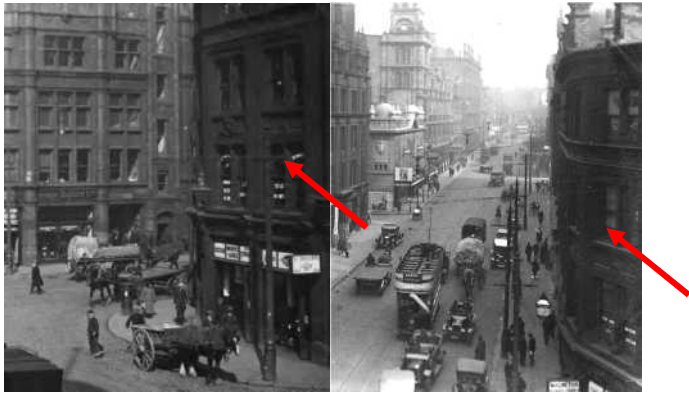
The yard contained six turntables; at the end of each was low level station railway track. At the east and west entrances into the yard from Deansgate and Watson Street, were policeman's huts. Other small buildings in the yard included chain horse shelters, offices for the timemaster and the inspector, as well as the cartage office, the foreman's office, and police superintendent's office. Another vital goods warehouse component in this locality was the weigh office and weighbridge, ensuring the correct weight of goods.

Peter Street Buildings

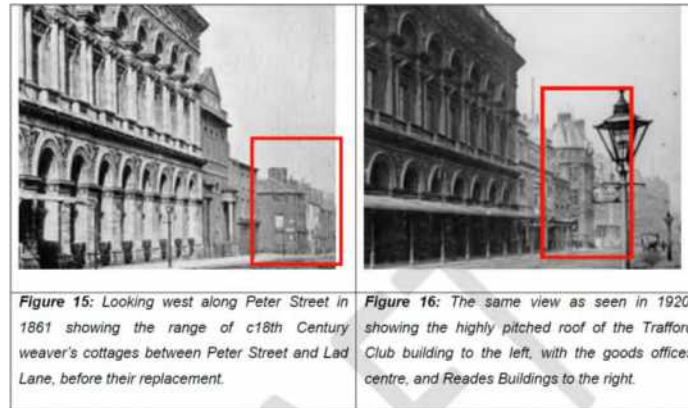
To the northern end of the site a range of purpose-built goods offices facing Peter Street were designed to enclose the Warehouse and Goods Yard.

The new building incorporated, and linked, two existing structures that faced Peter Street and were designed to house the railway company's goods depot staff on the upper floors, and general shop units to the ground floor, each with an individual cellar. One of the existing buildings that was incorporated into the scheme, located at the junction with Deansgate and Peter Street, was the 1878 Reades Buildings.

The other building to be incorporated into the scheme was the former 'Trafford Club' building which was located on the corner of Watson Street, and which acted as the engineer's office for the warehouse site, and was thereafter known as 'Trafford House' until its demolition in the 1990's.



Two images from 1924 depicting Reades Buildings on the Deansgate and Peter Street junction, altered in 1901 to join the new Deansgate parade of shops and the offices on Peter Street.



Reades Buildings (No. 8 Peter Street) contained shops to the ground floor, with general offices on the upper floors. The building was built for Alderman Richard Lovett Reade, a merchant Tailor and wholesale clothier of Deansgate, who gained notoriety in 1873 when he was alleged to have bribed voters to re-entre him as councillor in Manchester City Council.

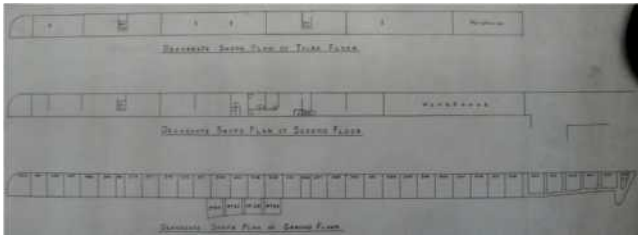
The central part of this range of buildings was cleared on the 2nd February 1897, leaving the former Trafford Club building situated on the corner of Peter Street and Watson Street. The Reades Buildings were also retained, with some level of alteration, on the corner of Peter Street and Deansgate.

The new railway offices were still in the process of construction when the site opened for business in 1898. When completed, the new central section of the range comprised of a central railway office entrance with steps up to the office accommodation

upon the first floor; below this floor on the street level, the entrance and railways offices were flanked on either side by three shops, and although these shops did not have access to the first floor, they each had their own cellar beneath.

Deansgate Shops

Under an arrangement with Manchester City Council, the GNR Company constructed a long and continuous range of shops and offices, enclosing the western aspect of the goods station from sight along the lower part of Deansgate. It was also at this time that this section of Deansgate was widened and straightened.



A plan of c1900, showing the arrangement of terraced shops along Deansgate's eastern side.

The ground floor of the building was occupied by general shops, each having a fully glazed shop front. The first floor was a mix of offices and warehouse space, with a similar arrangement on the third floor.

The ground floor shops did not have access or any fenestration along their rear walls, these were kept blind in order to further conceal the goods yard and warehouse from each shop. Some areas of the

upper floors, located in office and warehouse spaces, contained some windows.

Further Development, then Closure

By the early 1900's the goods station required enlargement. Additional railway sidings were proposed to the east and the west of the goods yard in 1907 and in 1910; however, these proposals were only partly built in part in 1920.

Other developments included a new, and larger, police office between the two Watson Street entrances in 1942. During the early 1940's a range of Air Raid Precaution (ARP) structures were constructed, with blast proof walls and entrances incorporating changing rooms, showers and air pocket doors.

The ambulance station and vegetable office was constructed close to the carriage ramp in 1948, and a new staff canteen was completed in 1950 next to the eastern corner of the warehouse. The station suffered less and less traffic during the 1940's and 1950's, and following the devastating aftermath of the Beeching Axe during the early 1960s, the Warehouse was finally closed permanently in 1963.

When it opened, the site employed a staff of 330 men and over 100 horses. By the time of the station's closure in 1952, the site was employing over 400 men.

In November 1959 it was announced that the site would become a public car park with a lease of 5

years, however the site continued being used as a car park in into the late 1980's.

Heritage Assets in the Manchester Central Study Area

Manchester Central - Grade II*

Manchester Central is located directly adjacent to the Study Area and is integral to the group value of the heritage assets in the area. Consideration of the significance of the building and its setting is therefore crucial to informing future development proposals.

Manchester Central Station was built in 1875-80 by Sacre', Johnson and Johnson for the Cheshire Lines Committee, and became Manchester's fourth railway terminus. The huge cast iron train shed was never finished; the original intention was to construct a large railway hotel adjoining the train shed to the north but the frontage was left with temporary wooden structures forming a waiting room, station master's office and booking hall.

The former station is positioned upon a vast brick undercroft, with a single segmental-vaulted shed of 15 bays and a 210-foot span. The station closed in 1967 and was used as a car park until it was converted into the Greater Manchester Exhibition & Events Centre (G-MEX) in 1982-86. It has recently been renamed as Manchester Central.

The former Central Station building represents a significant period in Manchester's transport history, being the catalyst for a large-scale railway

infrastructure to this part of Manchester, including the adjoining Cheshire Lines Goods Station and Great Northern Goods Depot to the west.

Due to the typology, scale and form of the building, it is clearly understood as a former railway station. The building is experienced at different levels around the site; most prominently from the Piazza at street level to the north.

The southern aspects and streets behind Manchester Central provide an altogether different experience as areas of pedestrianised open space become more open urban grain, with the area being characterised by several transport interconnections and junctions.

Castlefield Viaduct including brick undercroft and Great Bridgewater Street - Grade II

The Castlefield Viaduct structure is listed from its start at Manchester Central to Dawson Street, where it crosses the Mancunian Way/ A57. The Castlefield Viaduct was built in c.1877 to carry twin railway tracks from ground level at Cornbrook Junction (to the south west of the city centre) into the area of the new Central Station.

As can be seen from the south side of the structure, along Whitworth Street West, it consists of arches of wire-cut red brick and in the areas where track needed to be carried over roads, canals and dock basins wrought iron bridges were constructed, such as the bridge over Deansgate or the metal structure bridging Century Street.

Following the opening of Central Station in 1880, and the increase in train traffic into the station, the Viaduct was widened to five tracks in c.1893. The widening was accomplished by constructing a virtually identical brick viaduct adjacent to the original and knocking down the dividing parapet. The presence of blue bricks to the north side of the structure is testament to this phase of works. It appears that the metal bridge over Deansgate was replaced when the widening works took place although elsewhere along the viaduct, where space permitted, the additional tracks were carried on twin parallel metal structures.

In 1969, following the Beeching cuts, Central Station closed and the train lines, including the one over Castlefield Viaduct, became abandoned. The track beds were removed and the area to the south side of the former Central Station became used as a car park. In 1986 the former station building was converted into a conference centre and a high level walkway was constructed from Deansgate Mainline Train Station across Whitworth Street West to provide access to the building, across the viaduct and former track beds of the railway lines that had once served the station building.

During this time discussions regarding a light-rail transport system for Manchester were being progressed to improve access across Manchester and into the city. The first phase of the regional light-rail network was the Bury-to-Altrincham route which utilised the former railway lines into the city centre then provided street level track across the city centre. In 1989 refurbishment works began on

the Castlefield Viaduct to connect the Metrolink line from St Peter's Square to Cornbrook whilst providing a station at the former Central Station.

Refurbishment of the Castlefield Viaduct, to accommodate new tracks for the Metrolink service, included introducing waterproofing systems, installing a new concrete deck and providing vehicular access up to deck-level via Trafford Street. The new tram line that connects the deck level to street level runs alongside the Castlefield Viaduct on the east side. Alterations to the brick undercroft and the creation of a car show room and yard were undertaken at this time.

Following the opening of the Metrolink stop, in the late 1990s conversion of the Viaduct's arches into a number of bars, known as 'Deansgate Locks,' regenerated the area further by providing use and activity to the area. However, not including the alterations and conversion of the eastern most brick undercroft arches for a car showroom, the area of Great Bridgwater Street beneath the bridge has remained unutilised.

Clearly, the Castlefield Viaduct is experienced from a wide variety of places along its length, and consequently its setting is vast. The architectural interest of the viaduct is best revealed from within Castlefield itself, where the mass and form of the structure, as it stretches over and above the canals and roads dominates the area. Along Whitworth Street West the viaduct articulates the north side of the street and provides a strong sense of enclosure.

When viewed from within the study area itself, around Albion Street, Great Bridgwater Street and Lower Mosley Street, the legibility of the viaduct is somewhat fragmented due to the alterations that have taken place to the structure, the poor quality pedestrian environment and dominance of road infrastructure.

Listed Buildings

Great Northern Warehouse: Grade II*

The Listing describes the Warehouse building as follows:

Deansgate Goods Station and Attached Carriage Ramp 1268529 04/05/79 Watson Street, Manchester

'SJ 8397 NE MANCHESTER WATSON STREET (West side) 698-1/31/432 Deansgate Goods Station and attached carriage Ramp 4/5/79 (Goods Station) 23/11/79 (attached Carriage Ramp)

II*

The Goods station and warehouse, and attached carriage ramp, now car park. 1885-96, and 1899, for Great Northern Railway Company. Steel-framed construction, cladding of red brick with blue brick bands, slate roof. GOODS STATION; Rectangular plan, 267 feet long and 217 feet wide. Five storeys, with 27-window east and west sides and 17-window north and south ends; segmental-headed windows with cast-iron glazing bars; frieze with lettering in white brick: "GREAT NORTHERN RAILWAY COMPANY'S GOODS

WAREHOUSE" (on all 4 sides); and brick bracketed painted cornice with blocking course. The east facade (to Watson Street) has 5 wide cart entrances at ground floor with deep iron lintels, and the north end has 3 similar entrances. The west side and south end have similar entrances at 1st floor level: 2 where the carriage ramp enters at the north end of the west side, and 3 offset to the left in the south end where the former railway viaduct enters. In addition, the west side has 4 bays of tiered segmental-headed loading doorways with cast-iron surrounds, separated by 2 pairs of windows. The interior is of brick jack arch, fire-proof construction. To the west side at its north end, CARRIAGE RAMP to the upper floor of the goods station completed 1899. Brick, iron and steel, and paved with granite setts. 3-sided ramp extends west, then north, then east. The lower portion is carried on 4 semi-circular vaults of blue engineering brick. The western portion and short return to the building has an iron deck supported on the open side by 4 steel staunchions with a blue brick parapet. Forms groups with Nos 235-92 Deansgate (q.v.). For the original construction and full details of its working see "The Railway Engineer" for January 1899 and "The Engineer" for September 2nd, 1898. A unique survival of a 3-way railway goods exchange station, serving the railway, canal and road networks of the Manchester region, incorporating a complex system of hydraulic haulage between the subterranean canal access to the building, the street level access, and the other storage levels. Built to be fully fire proof, it was considered in its day to be one of the most

advanced railway goods exchanges in the country.'

223 – 233 Deansgate: Group Value Grade II

The Listing describes the northerly section of the Deansgate Terrace structure as follows:

Former Entrance to Deansgate Goods Station including Numbers 223 to 233, 1282974, 23/11/79, 222 -223 Deansgate

'SJ8397NE DEANSGATE 698-1/31/109 (East side) 23/11/79 Nos.223 TO 233 (Odd) Former entrance to Deansgate Goods Station including Nos 223 to 233

GV II

Entrance to former railway goods station. 1899. Red brick with sandstone dressings. A screen wall comprising 7 bays of blank arcading divided by giant pilasters. Stone bands, frieze, cornice and blocking-course. In the left bay is the former station entrance (now pedestrian access to car park) with twin segmental vaults to the covered way which is set at an angle and fronted above by a massive blind segmental arch of 4 moulded brick rings with pedimented stone keyblock and radiating stone blocks of similar design; splayed pilasters at either side of covered way which is now blocked on right-hand side. The tympanum has raised block lettering "L.N.E.R. GOODS DEPOT". The remaining 6 bays (including a half-bay to right of entrance) have blank arches of similar character, with C20 shop-fronts at ground floor, and the tympanum of each arch with raised lettering giving the destinations of the railway.

Forms group with Nos 235 to 291 (odd) which form a very long continuation to the right (q.v.).'

235 – 291 Deansgate: Group Value Grade II

The Listing describes the southerly part of the Deansgate Terrace structure as follows:

No name listed for this entry, 1210103, 28.02.89
235 – 291 Deansgate

'SJ8397NE DEANSGATE 698-1/31/110 (East side) 28/02/89 Nos.235 TO 291 (Odd) (Formerly Listed as: DEANSGATE Nos.235-295 (Odd))

GV II

Row of shops and offices forming screen wall to site of former Deansgate Goods Station. c.1899. Red brick with sandstone dressings and slate roofs (concealed). Very long range of 29 units. Four and 2 storeys, the 4-bay centre and ends 4-storeyed; with strong horizontal emphasis derived from continuous cornices to ground and 2nd floors, and sandstone sill-bands, imposts bands and intermediate bands, counteracted by vertical pilasters terminating in tall chimneys or finials. Each bay has a shop or shops at ground floor, and 4 sashed windows on each floor above, the centre pair at 1st floor linked by a single pediment. Very striking feature of the street, and forms a group with Nos 223 to 233 (including entrance to goods station), from which this item continues.'

Manchester Junction Canal Grade II

The Listing Summary and Reasons are as follows:

Manchester & Salford Junction Canal Tunnel, 1405199, 20/11/12, Running underground between Atherton Street and Watson Street, Manchester

'WWII deep tunnel air-raid shelter. Originally a canal tunnel, 1839, by the engineer John Gilbert Jr, constructed for the Manchester & Salford Junction Canal. Brick-vaulted tunnel with some lower sections constructed of red sandstone, towpath with deep sandstone copings.'

'WWII air-raid shelter use: it is a good surviving example of a deep tunnel air-raid shelter, having been converted in 1939/40 from an 1839 canal tunnel, and it survives as an evocative monument to civil defence during WWII

*** Interior survival: it retains clear and tangible evidence of its wartime use as an air-raid shelter, including its internal 16-bay configuration formed by the use of reinforced-brick blast walls and brick bulkhead wall passageways with reinforced-concrete roofs, as well as key features relating to its adaptation, including reinforced stairs, painted signage, some lights, a gas-proof screen, brick skin walls inserted to prevent damp, and a series of underground buildings/structures comprising first-aid posts, chemical toilet blocks, and ARP warden's posts/look-outs**

*** Evidence of defence policy: it reflects the government's shift away from the pre-war policy of protecting the public through dispersal, which avoided concentrations of people in one place, to authorising a few local authorities to exploit and adapt existing features, such as tunnels and culverts into deep shelters**

*** Historic interest: it has significant historic interest in representing an important period in Manchester's history: the Manchester Blitz of December 1940, and in illustrating the threat posed throughout the war not only to the city's, but the nation's civilians as a result of aerial bombing, and the steps taken to protect them'**

Castlefield Railway Viaduct from G-Mex To Dawson Street Grade II

The Listing Summary and Reasons are as follows:

SJ8297NW DEANS GATE 698-1/18/115 Castlefield Railway Viaduct from 04/02/88

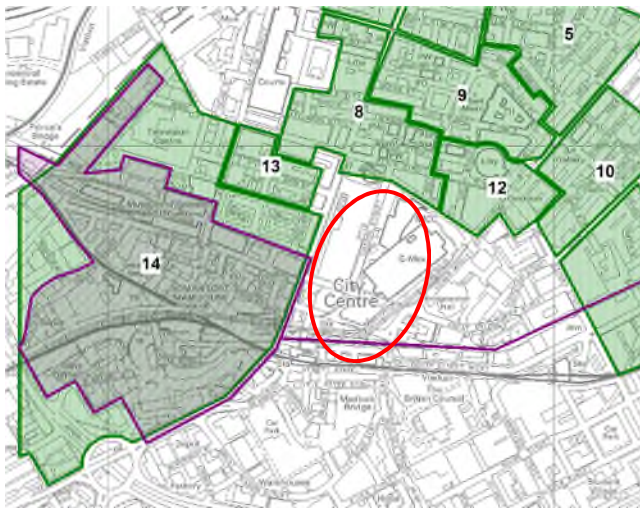
G-Mex to Dawson Street (Formerly Listed as: DEANS GATE Castlefield Railway Viaduct from Central Station, dividing into 2, rejoining an) GV II Railway viaduct. c.1880. Cast iron and wrought iron (?); red brick to east of Duke Street. Runs south-west from former Central Station, then westwards, dividing into two over Castlefield and rejoining west of River Medlock. Cast iron drum piers rising to Square castellated towers supporting metal lattice parapet. Castellated brick piers with stone dressings to Gothic style skew bridges over River Medlock and roadways. To east of Duke Street viaduct is of brick with segmental arches and castellated brick piers. At western end a blue brick bridge over Dawson Street. Listing NGR: SJ8287397542

G-Mex, Windmill Street, Grade II*

The Listing Summary and Reasons are as follows:

SJ8397NE WINDMILL STREET 698-1/31/443
(South West side) 18/12/63 G-Mex (Formerly Listed as: WINDMILL STREET (South West side) Former Central Station) GV II* Railway station, now exhibition hall and car park. 1876-9, by Sir John Fowler, for Midland Railway Company; altered. Iron and glass on brick undercroft, with brick side walls. Rectangular plan. Single segmental-vaulted vessel of 15 bays with 210-foot span, built on extensive undercrofts; pilastered 2-storey south side with 3 windows on each floor of each bay, those at ground floor round-headed and those above square-headed; segmental arched roof with ridged bands of glazing. C20 glazed canopy to entrance at north end. Vaulted undercroft with intersecting tunnel vaults. Intended entrance block at north end never built. Listing NGR: SJ8373797786

Conservation Areas



Plan of the subject site and surrounding conservation areas (shown in green). 5 = Upper King Street CA;

8 = Peter Street CA; 9 = Albert Square CA; 10 = George Street CA; 12 = St Peter's Square CA; 13 = St John St. CA; 14 = Castlefield CA. The area marked in purple is the proposed World Heritage Site. The subject site is indicated by the red circle.

Deansgate / Peter Street Conservation Area

None of the Listed Buildings or structures within the Great Northern site actually fall within a Conservation Area; however, the Peter Street frontage of the site lies within (at the edge of) the Deansgate / Peter Street Conservation Area.

The relationship of the proposed development to the adjoining Conservation Areas is an important planning consideration and material input to the evolution of the scheme's design.

The designation of the Deansgate/Peter Street Conservation Area was made by the City Council on 26 June 1985, when several city centre Conservation Areas were designated and existing ones extended.

It includes much of the area surrounding Peter Street and the junctions of Deansgate with both Quay Street and Bridge Street; it also crosses into the Great Northern site. The Conservation Area is contiguous with other designated areas covering a substantial part of the Victorian city centre. In addition, within the close environs of the site, there are three other designated Conservation Areas, namely, St Peter's Square Conservation Area; St

John Street Conservation Area and Castlefield Conservation Area.

Land on either side of Deansgate was used for agricultural purposes until the encroachment of urban development, which accelerated in the 1730s, around the time when Edward Byrom built a substantial quay on the River Irwell. Peter Street, and its continuation into Quay Street, is the most important junction in the area. Now, the area is predominantly one of commercial buildings, but it also contains a significant number of places of assembly, such as a church, theatre, concert hall, opera house, synagogue and Masonic temple.

St Peter's Square Conservation Area

St Peter's Square Conservation Area is an area which contains a mixture of commercial, cultural and civic buildings.

The name derives from St. Peter's Church, which stood in the centre of St Peter's Square from 1788 to 1907. Whilst the Conservation Area was designated in December 1973, the Square itself was created in 1907.

It rapidly became dominated by large buildings as the old houses and converted commercial premises were demolished. First was the Midland Hotel, built 1898-1903, followed by the YMCA along Peter Street in 1909, the Central Library in 1934, the Town Hall Extension in 1938. The Central Library and the Town Hall Extension were designed at the same time, and together they form a single composition with a

walkway between them, thus creating one of the most dramatic urban spaces in the city.

St John Street Conservation Area

St John Street is the only surviving Georgian terraced street in central Manchester, and forms the heart of the Conservation Area which was designated on 4th November 1970.

The boundary of the Conservation Area follows Artillery Street, Longworth Street, Camp Street, Culvercliffe Walk, Lower Byrom Street, Quay Street and Byrom Street. It is not known exactly when St John Street was laid out, but it takes its name from the church and it is reasonable to assume that the houses in the street were built as they were required, between 1770 and 1830. St John Street is a wide street by Georgian standards, and this contrasts sharply with the narrow back streets - Artillery Street, Culvercliffe Walk and Longworth Street - which provided access to the workers' cottages. The linear, dynamic, directional character of these streets also contrasts with the static, tranquil spaces of the gardens, particularly St John's Churchyard.

Castlefield Conservation Area

The Castlefield area has evolved 'bit by bit' over a very long period of time and is one of the largest Conservation Areas in Manchester. It is situated on the south-west side of the city centre.

Its focus is the Roman fort from which it derived its name - i.e. 'castle in the field'. The original timber

fort was rebuilt and enlarged, and later rebuilt again, this time in stone.

A village (called a 'vicus') grew up nearby to supply the needs of the soldiers, but after the Romans left (circa 410AD) it declined and was abandoned.

Today, Castlefield is still developing, and older buildings - particularly warehouses – have been adapted to other uses.

New buildings include a stadium with a tensile skin roof for viewing events. A curvilinear footbridge across the Bridgewater Canal, the walkway suspended from an angled and counterbalancing arch, is an adventurous structure. The Conservation Area's boundary follows that of the city along the River Irwell, New Quay Street, Quay Street, Lower Byrom Street, Culvercliff Walk, Camp Street, Deansgate, Bridgewater Viaduct, Chester Road, Arundel Street, Ellesmere Street, Egerton Street, Dawson Street and Regent Road. On 26 June 1985 the area was extended by the addition of land bounded by Ellesmere Street, Hulme Hall Road and the River Irwell.

Albert Square Conservation Area

The area now comprising Albert Square, was offered by the Corporation in 1863 in order to create a public space providing a memorial to the recently deceased husband of Queen Victoria, Prince Albert. The space was subsequently cleared of buildings in 1864 to make way for the new Square. The Albert Memorial was erected under public subscription and opened in 1869.

The New Manchester Town hall was a Gothic masterpiece, a style befitting the mid-Victorian period in which it was conceived; Waterhouse's design perfectly fitting the awkward triangular site. The building dominated the skyline when opened in September 1877. Albert Square was pedestrianized in 1987 when the eastern roadway of the 'island site' was closed to traffic and paved in granite setts.

Albert Square still retains the majority of its late Victorian, Gothic buildings fronting onto the Square. The western range of former shops and offices were demolished in c1980 and replaced with two brick-built office buildings named Heron House (1982) and Commercial Union House (1983). Brazennose Street and Lincoln Square to the west, were conceived during the same period and were originally planned as a processional route leading from the law courts in Spinningfields, through Lincoln Square, directly to Albert Square.

The area to the east of Albert Square contains the largest density of buildings of high architectural and historical quality in the city. The majority of these buildings are of a high-Gothic style and include Manchester Town Hall, Town Hall Extension, Lloyd's House, and Lawrence Buildings along with 7 listed statues. Albert Square is the focus of civic events and creates the focal point of the area, with Manchester Town Hall dominating this space, creating exciting views of its clock tower, tall gables and turrets from surrounding streets. The prominence of Manchester Town Hall's clock tower within the urban landscape, can be fully appreciated looking east along Brazennose Street, where the full

height and scale of the tower can be appreciated from the long, pedestrianized and tree-lined avenue.

Building heights vary, with the majority being of 4 storeys plus attics around Albert Square and Princess Street. Manchester Town Hall represents the dominant tall structure with other recent tall developments, outside the Conservation Area boundary, being viewed from Albert Square, such as the Beetham Tower, Deansgate, Great Northern Tower, Watson Street and The Lexicon (formally Television House), Mount Street.

The large open, public realm of Albert Square links surrounding streets, such as Princess Street, Cross Street and Mount Street, with prominent Victorian and Edwardian buildings fronting these main thoroughfares. The character of Albert Square is predominantly Victorian and Gothic in style, emulating the Town Hall, albeit on a lesser scale. The western aspect of the Square, and leading further westwards to Deansgate, comprises of largely early dark brick 1980s office buildings, with small shop units behind areas of brick colonnades. This space, including Lincoln Square to its centre, is void of any historical context except for two small later 19th century buildings which were incorporated into the design. This late-20th Century pedestrianized space, along with the mid-Victorian Albert Square adjoining it to the east, creates a strong and enjoyable pedestrian-friendly link from Deansgate to the Town Hall, in an area which is largely fully built up to back of pavement.

The large open public space of St Peter's Square is interconnected with Albert Square via Lloyd Street located between Manchester Town Hall and Town Hall Extension.

Albert Square is the civic heart of the city and the main characteristic of the conservation area is its civic grandeur. The Town Hall and Town Hall Extension are the most dominant buildings in the area, and any proposals should respect these landmark buildings.

Appendix D: Great Northern Indicative Phasing Plan



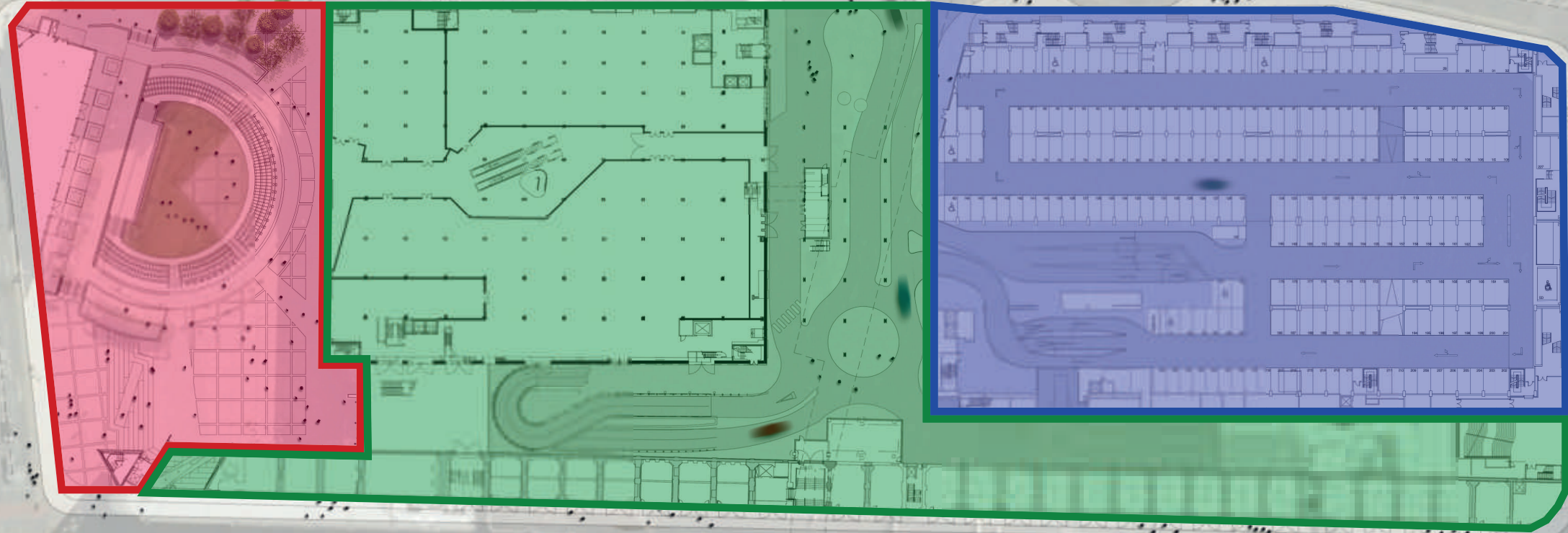
PHASE 01 - 2018
Great Northern Square



PHASE 02 - 2021
Leisure Box - up to 500,000 sq ft of residential / hotel / restaurant uses.



PHASE 03 - 2021-24
Great Northern Warehouse and Deansgate Upper conversions and public realm / Deans Street.



5

ISA 001 Ground Floor Plan
1:100

Notes
1. Do not scale off this drawing.
2. All dimensions are in metres unless otherwise stated.
3. This drawing is to be read in conjunction with all relevant architectural, structural, and services engineering drawings and specifications.



Drawing Status
Concept Development

Scale of A3
1:1000

Scale of A1
1:500

Date
12/09/14

Drawn
AC

Checked
GW

Approved
WA

Job No.
A0025

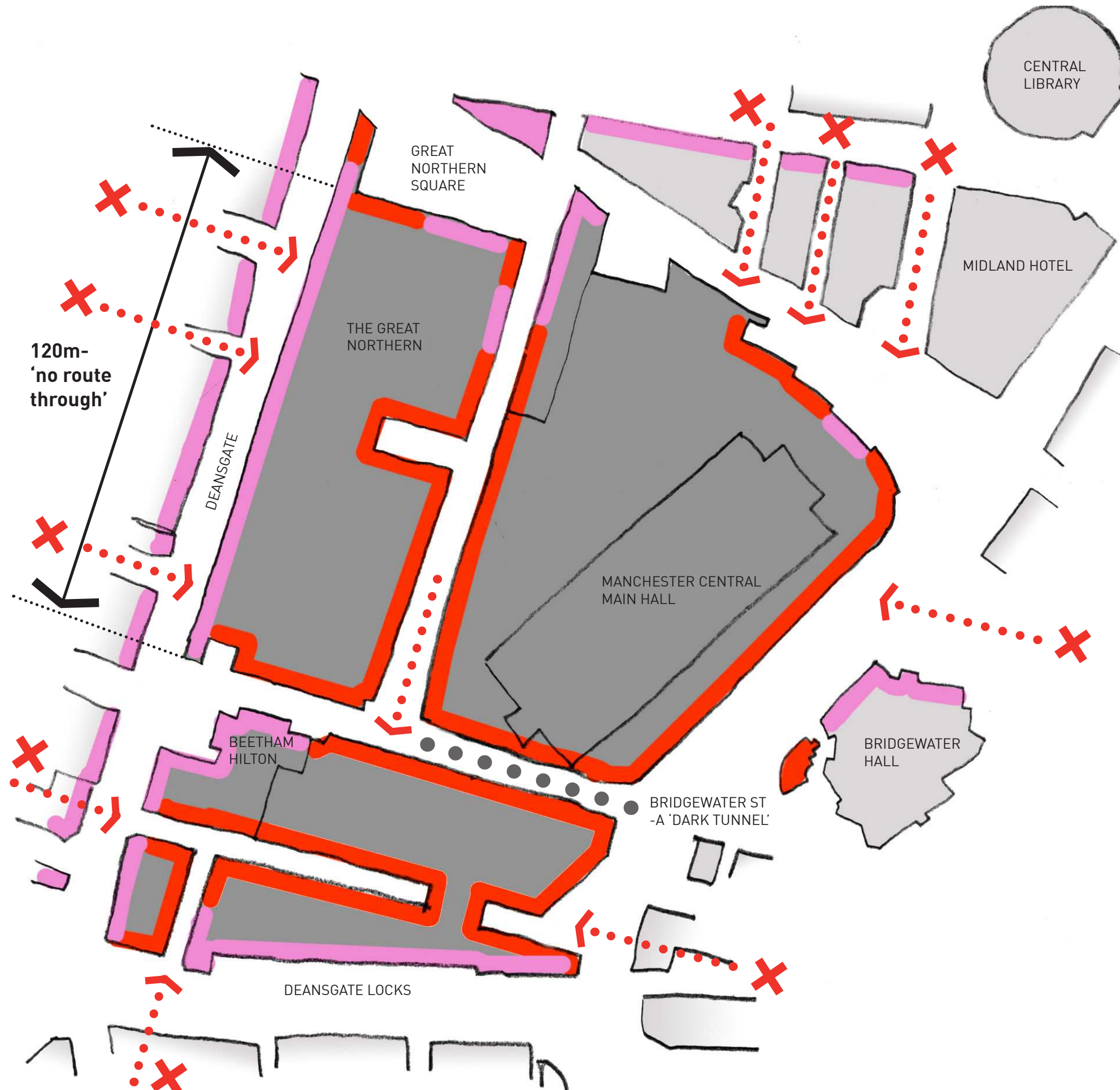
Drawing No.
ISA000 G

Project Title
Great Northern, Manchester
Drawing Title
Ground Floor Plan

ALL Design
23 Parncliffe Road, London SE11 4JF
T +44 (0)20 7090 3000 W all-wardrobe.com
JACKSON 24/09/2010 10/09/10

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Appendix E: Manchester Central Site Analysis



The site forms a pedestrian 'black hole' within the wider city centre context. There is a 'deadzone' at ground level

In the study area, there is:

HALF A MILE OF 'DEAD' CITY CENTRE FRONTAGE

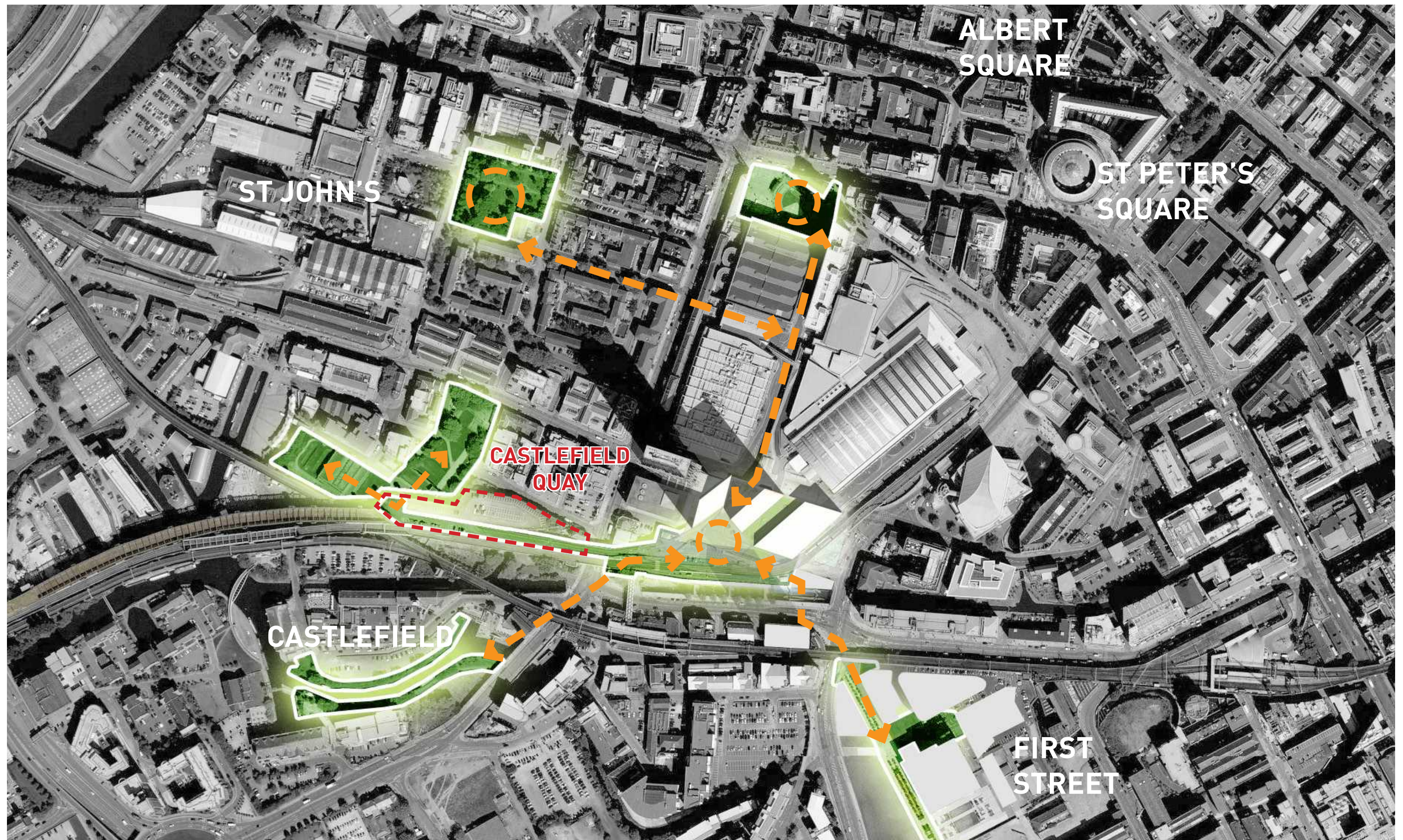
Very poor East West links:

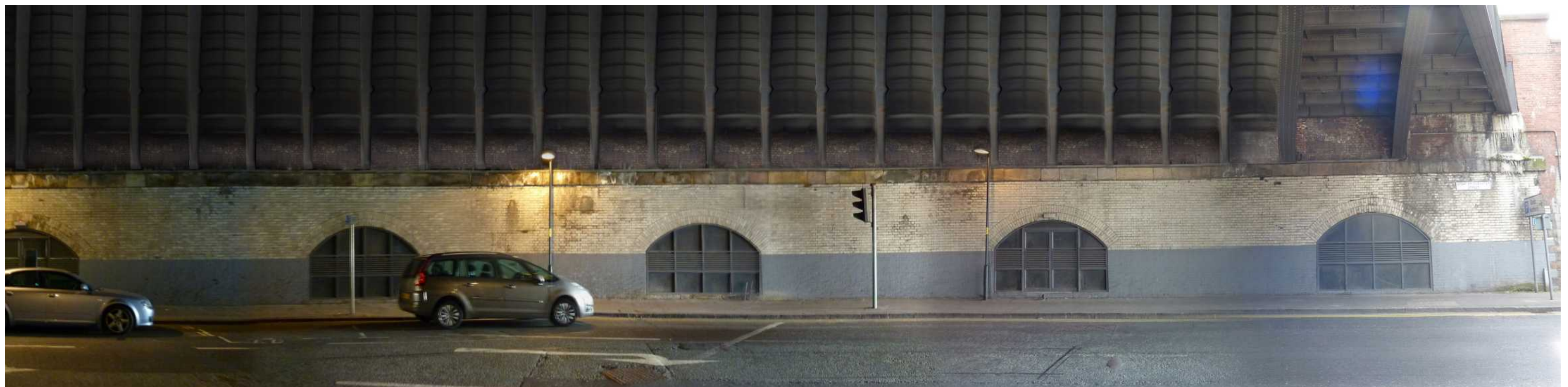
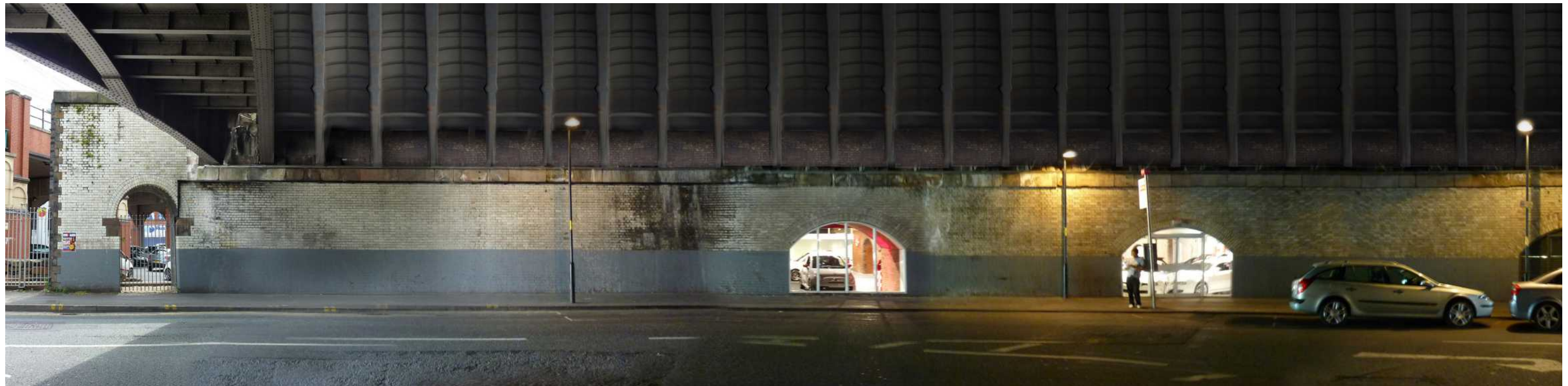
- GT BRIDGEWATER STREET IS A 'DARK TUNNEL'
- TRAFFORD STREET IS 'LOST' TO PEDESTRIANS [A VEHICULAR RAMP]
- NO EAST WEST CONNECTION FOR THE 120m LENGTH OF THE GREAT NORTHERN TERRACE

The study area represents the largest area of impermeable built fabric in the city centre

KEY

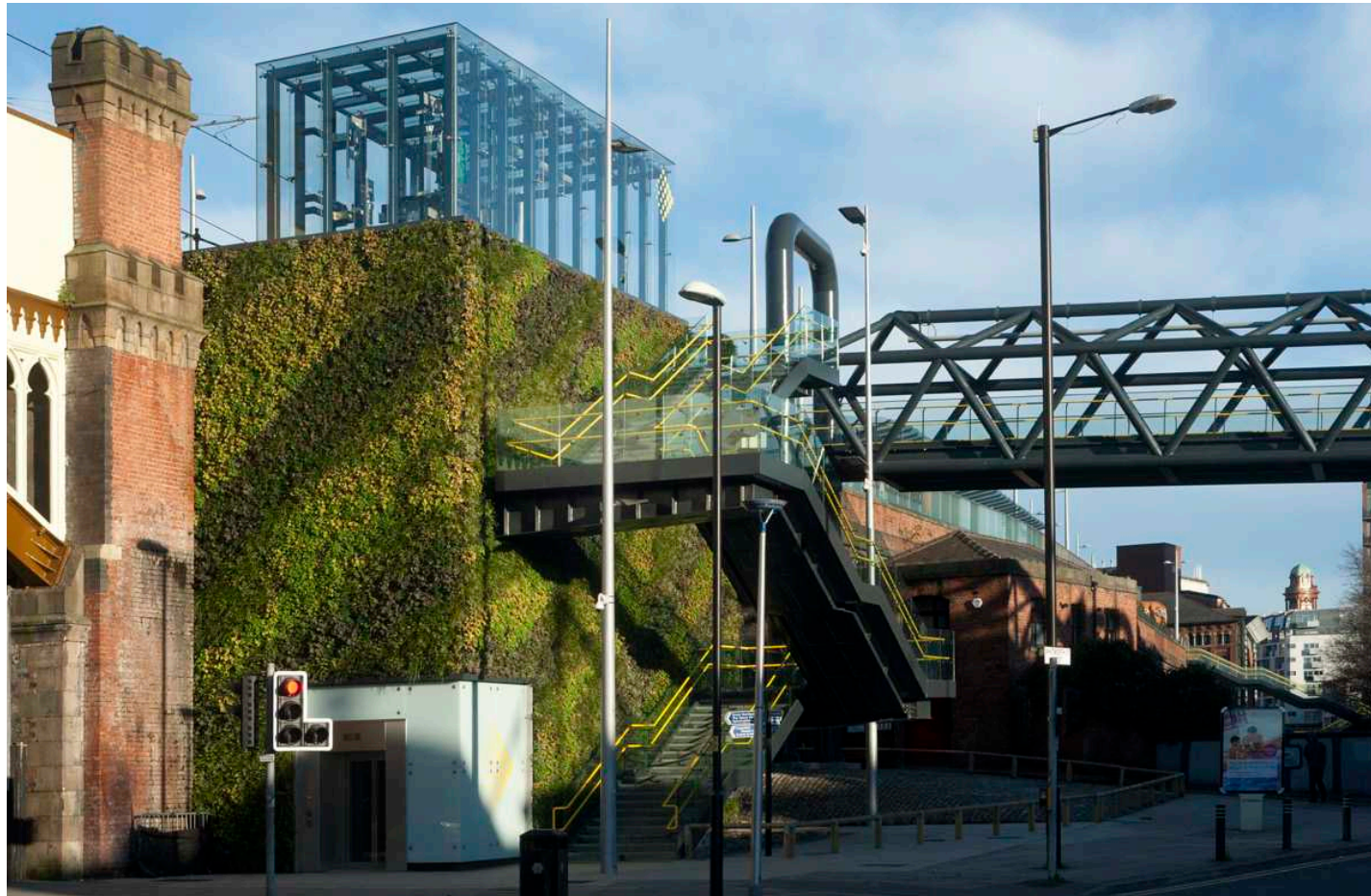
- 'DEAD' frontage
- ACTIVE frontage
- IMPERMEABLE built form

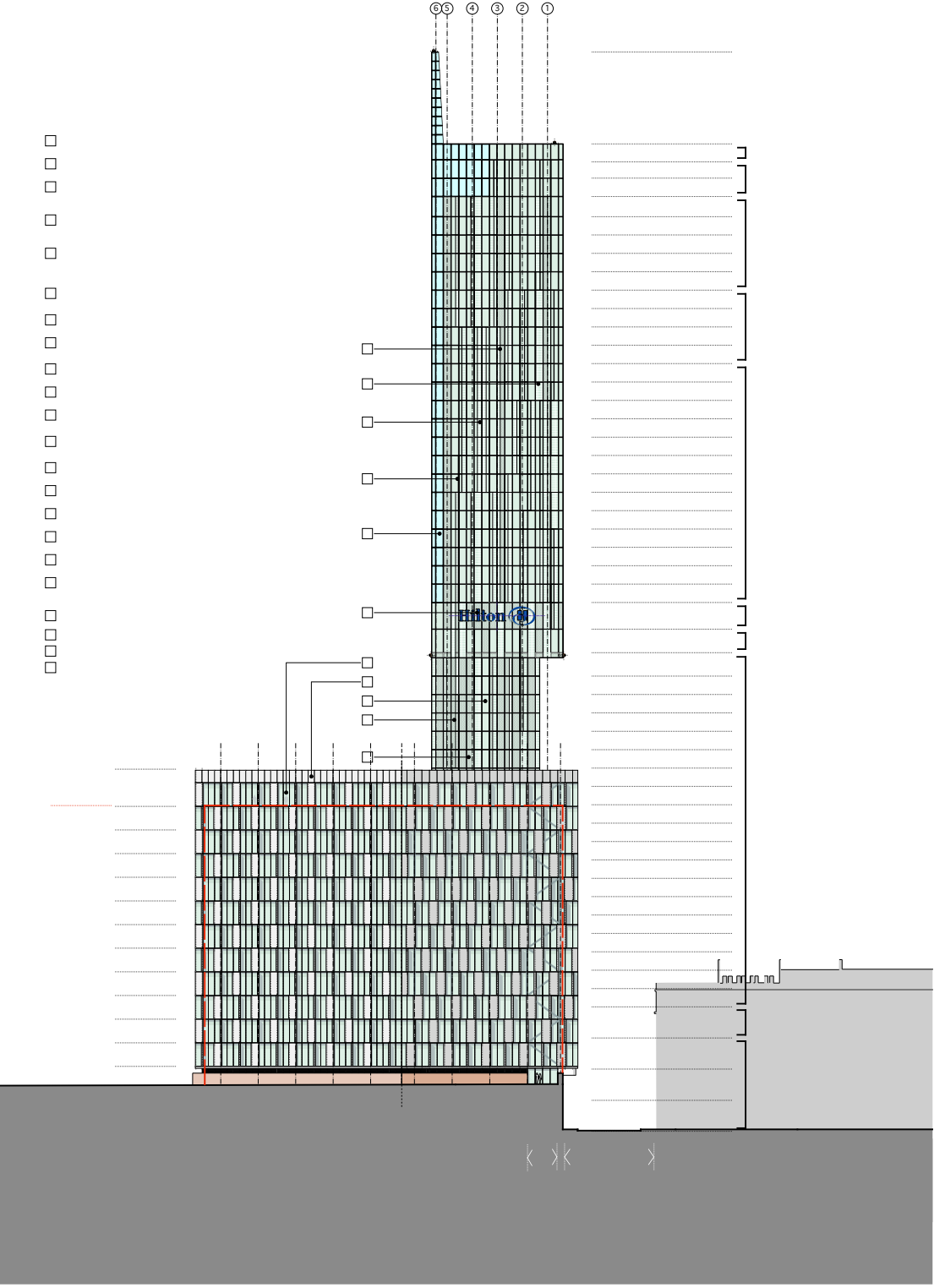
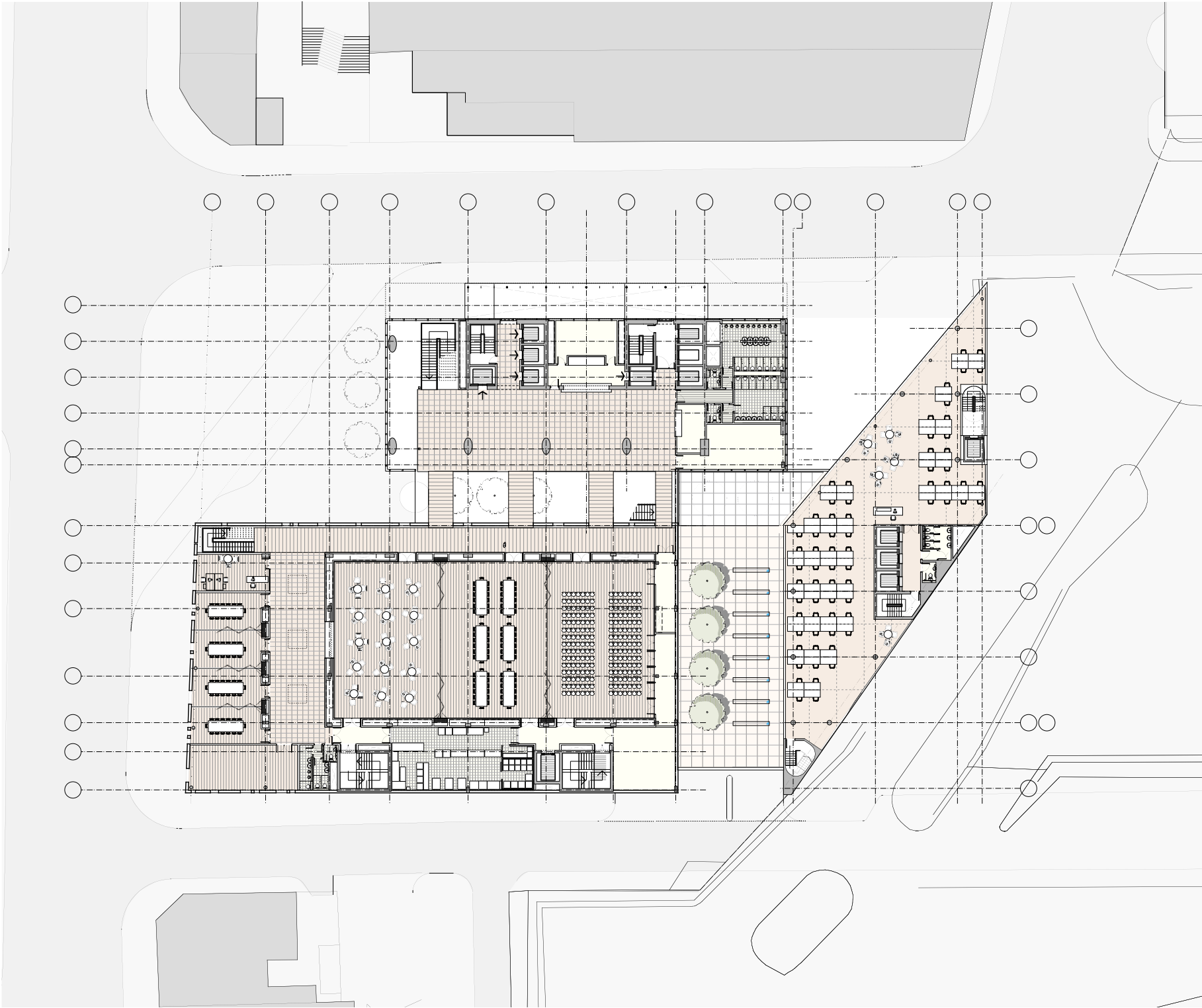














FIRST STREET NORTH
(Complete)



OWEN STREET
(Planning approved)



10-12 WHITWORTH STREET WEST
(Planning approval)

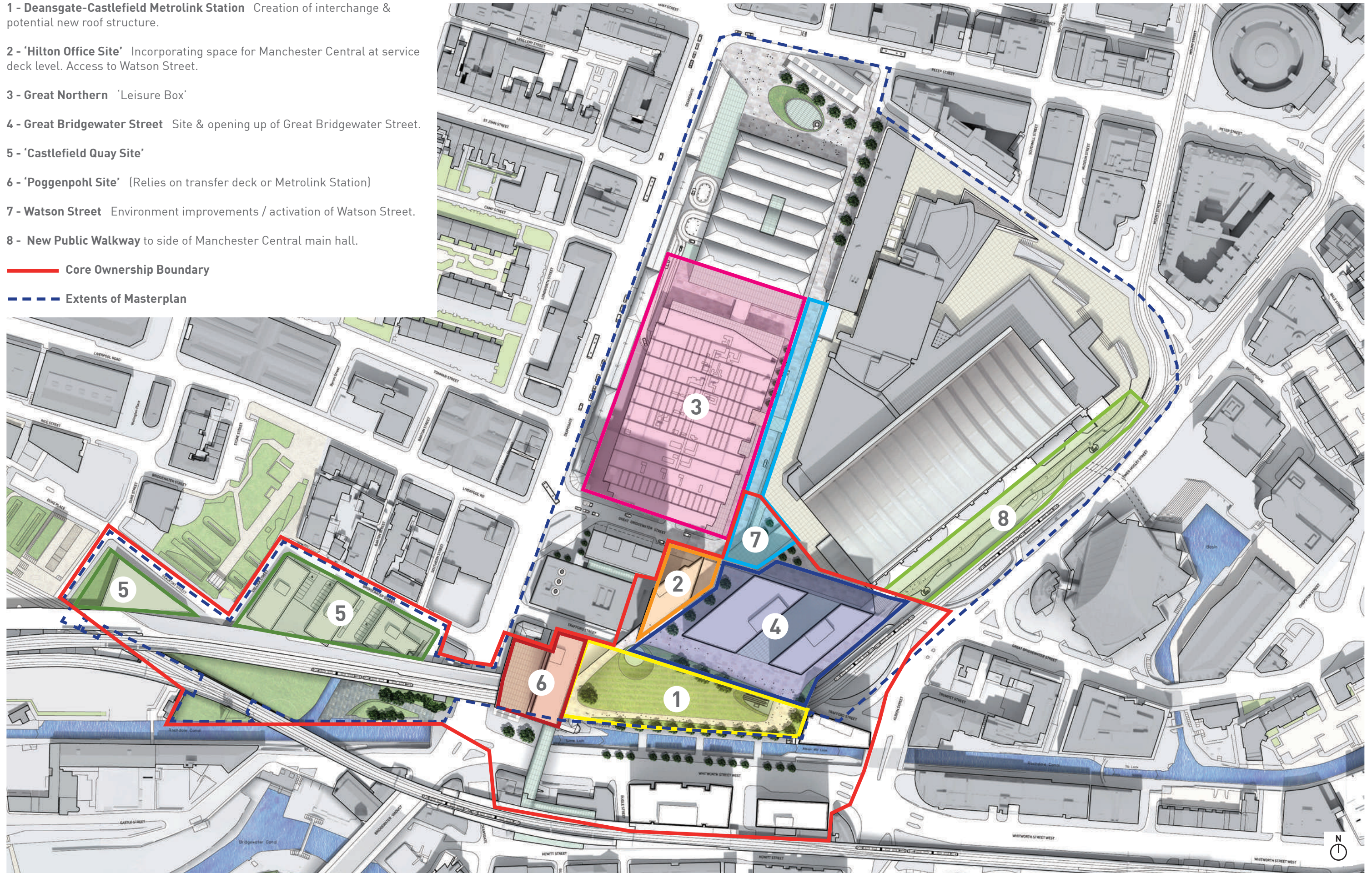


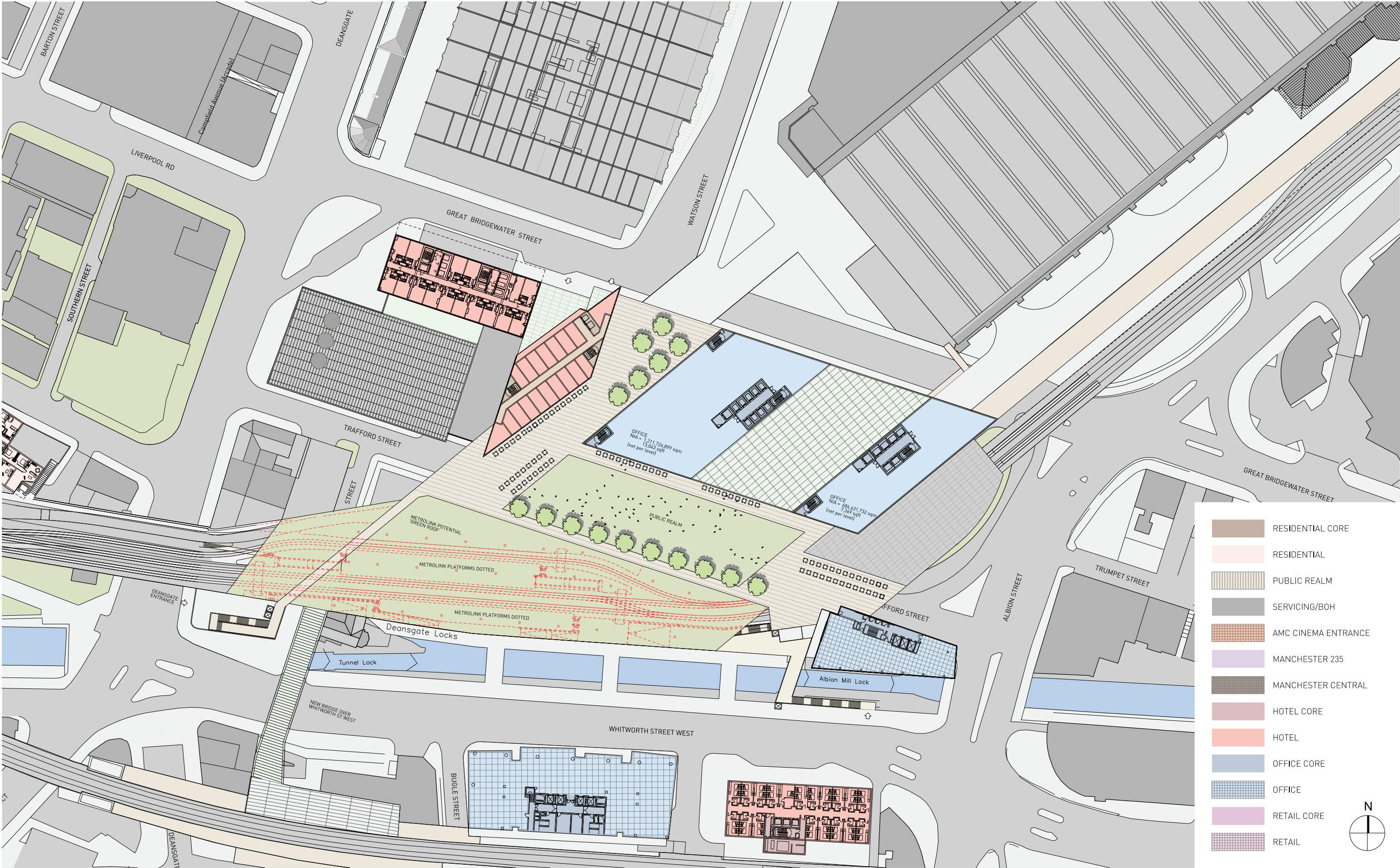
AXIS TOWER
(Construction)

- 1 - Deansgate-Castlefield Metrolink Station** Creation of interchange & potential new roof structure.
- 2 - 'Hilton Office Site'** Incorporating space for Manchester Central at service deck level. Access to Watson Street.
- 3 - Great Northern** 'Leisure Box'
- 4 - Great Bridgewater Street** Site & opening up of Great Bridgewater Street.
- 5 - 'Castlefield Quay Site'**
- 6 - 'Poggenpohl Site'** (Relies on transfer deck or Metrolink Station)
- 7 - Watson Street** Environment improvements / activation of Watson Street.
- 8 - New Public Walkway** to side of Manchester Central main hall.

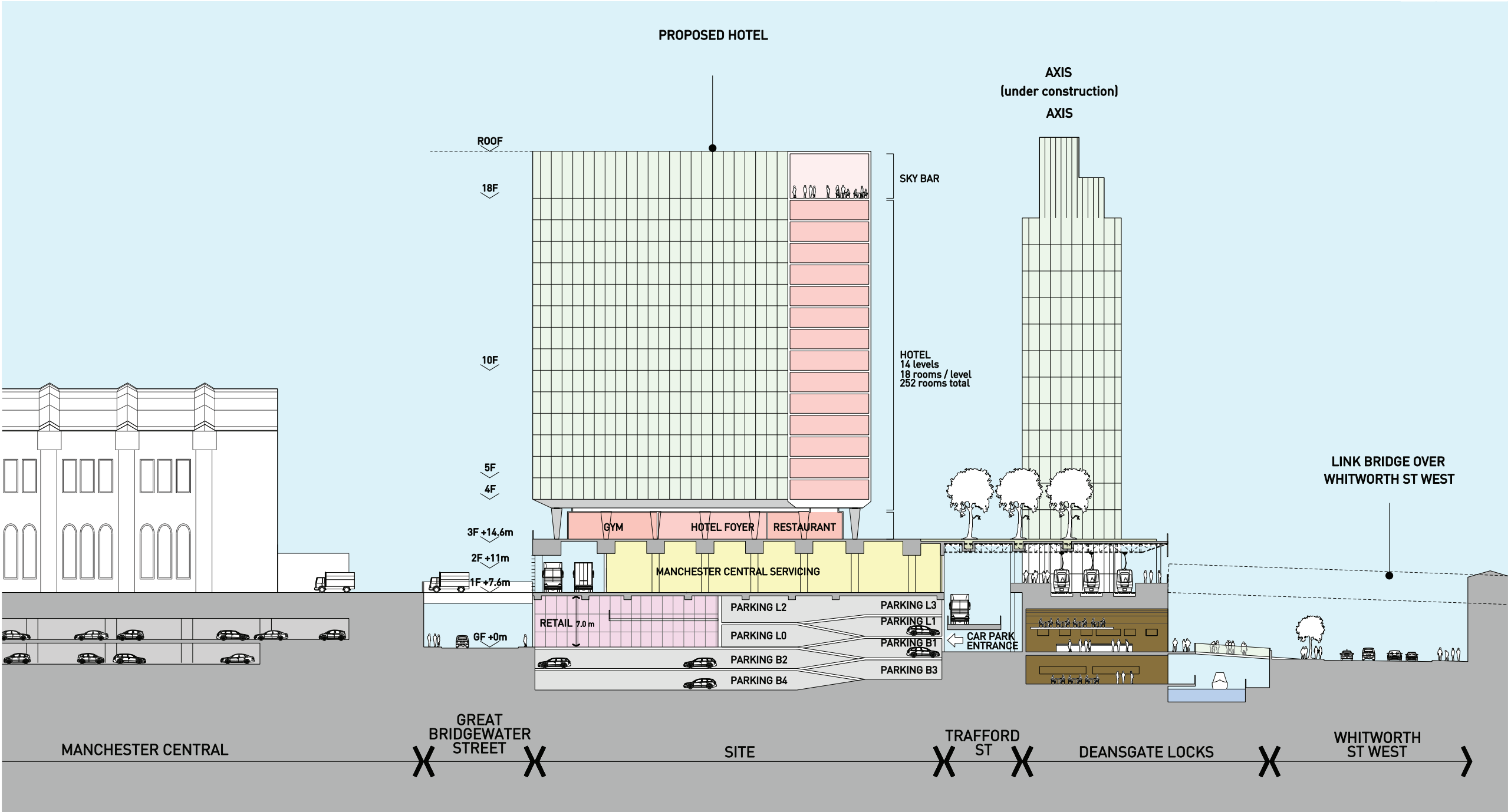
— Core Ownership Boundary

- - - Extents of Masterplan

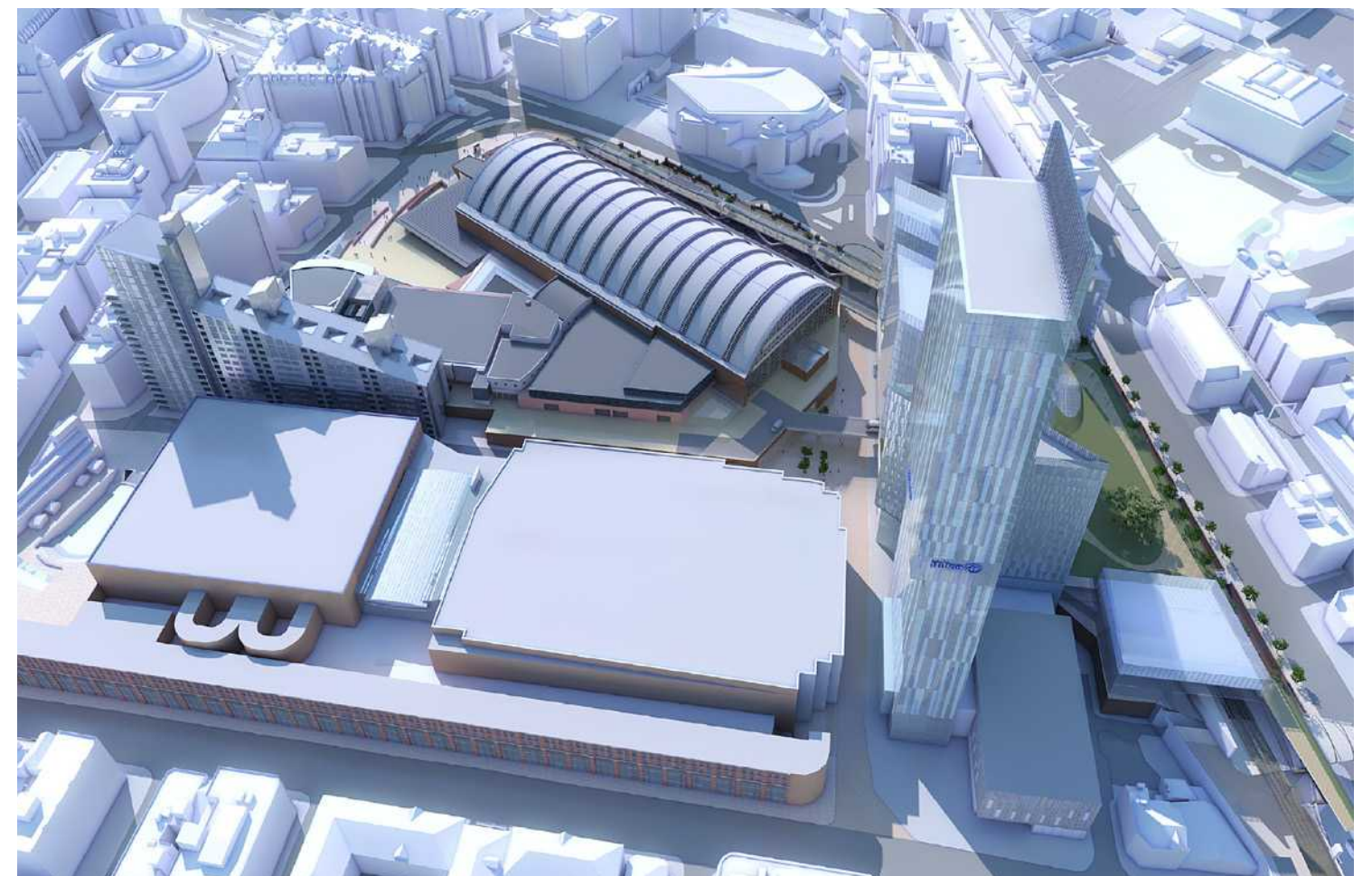
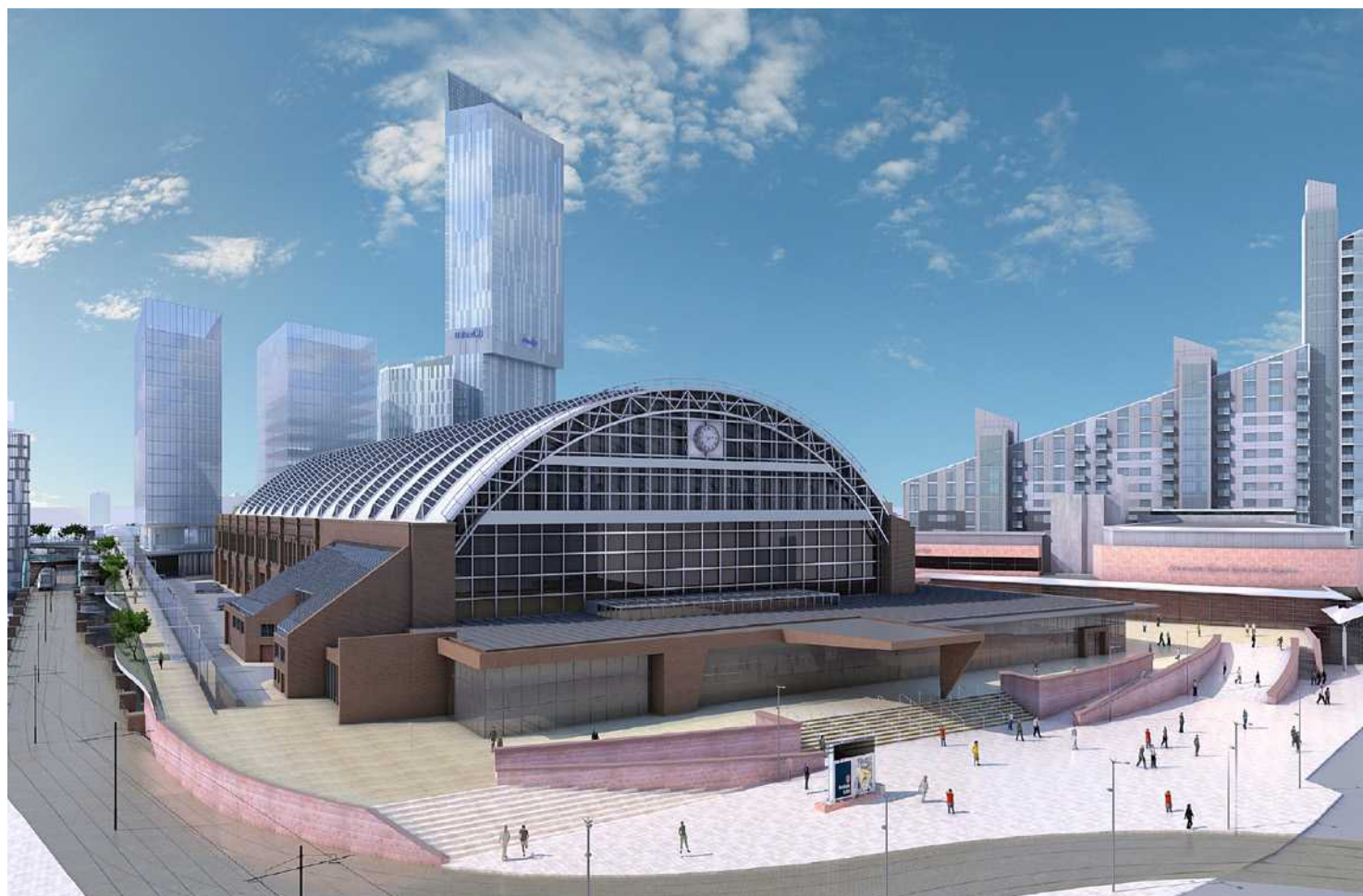
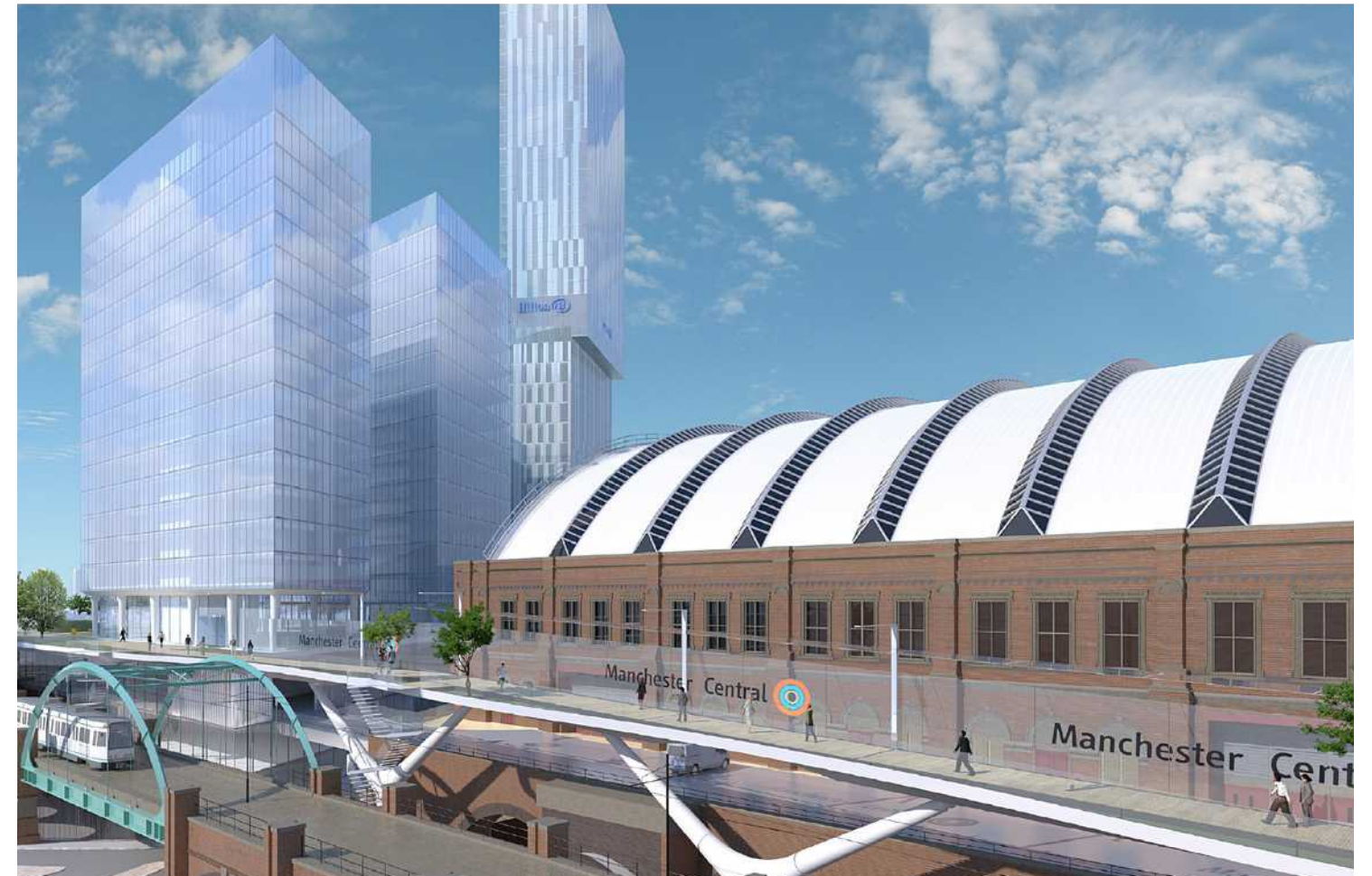
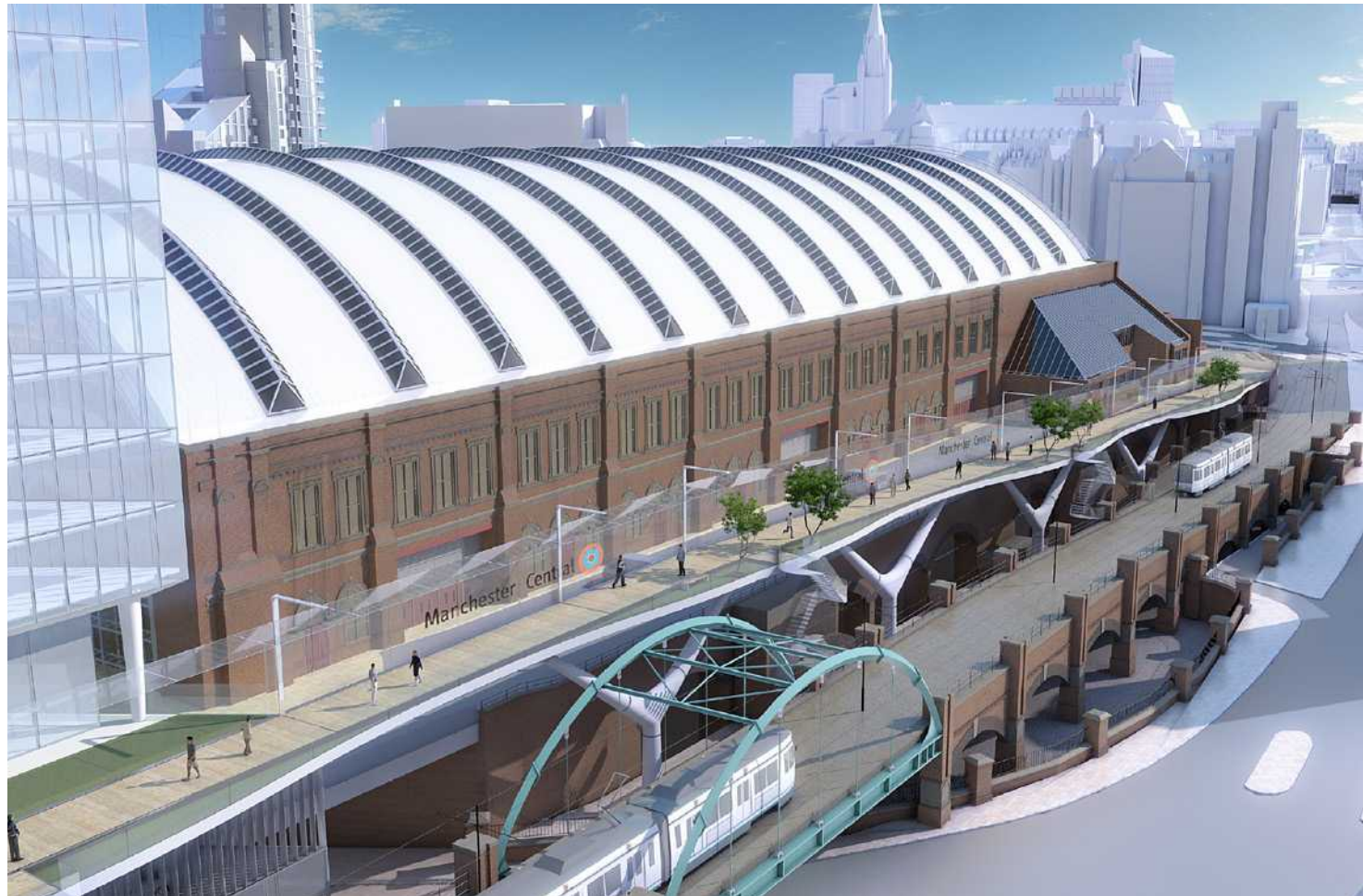




PROPOSED SECTION









EXISTING





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