

Corridor Manchester: North Campus

Strategic Regeneration Framework

May 2017



BENNETTS
ASSOCIATES



Introduction

This Strategic Regeneration Framework (SRF) has been prepared for Manchester City Council, with the intention that it can be used as a guide for the future redevelopment of Manchester's North Campus – a site that is located south-west of Piccadilly Station; to the west of the Mayfield site and to the east of Oxford Road.

The North Campus is one of the few large, centrally located sites in Manchester city centre yet to undergo major regeneration. There are vast opportunities that have been identified in the area that will allow this part of Manchester to reconnect with the city and with other redevelopments in its vicinity. It is anticipated that the North Campus will be able to provide and deliver numerous social, economic and environmental benefits to Manchester and to the wider North West region.

This SRF analyses the existing location and identifies key characteristics which make North Campus a unique area of the city. An indicative masterplan has been proposed which brings together the key objectives and principles described in this framework, and sets out a framework that will help to ensure the success of the North Campus development.



Key Contributors

The North Campus SRF has been supported by a high calibre professional team with recognised urban design credentials and leading specialisms in the field of progressive, sustainable working environments for public and private sector clients. The team comprises the following:

Bennetts Associates – Architects and Masterplanners

GVA – Planning, Development and Regeneration consultants

Stephen Levrant Heritage Architecture - Heritage consultants

**BENNETTS
ASSOCIATES**



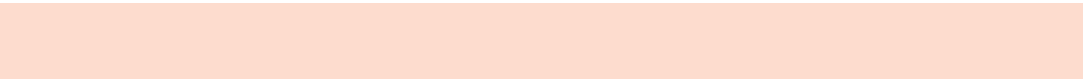
**MANCHESTER
CITY COUNCIL**



The University of Manchester

Document Control

Document Title	1515_001
Company	Bennetts Associates Architects
Location	Manchester
Revision	A
Date	8 st May 2017
Details	Revision A
Name	Simon Erridge
Title	Director
Address	Bennetts Associates Architects 1 Rawstorne Place London EC1V 7NL



Contents

1.0	Vision Statement	01
2.0	Executive Summary	05
3.0	Setting the Scene	13
4.0	Placemaking: The North Campus Vision	37
5.0	Further Detail: Creating new City-centre Neighbourhoods	59
6.0	Development Concept and Next Steps	71

1.0

Vision Statement



1.0 Vision Statement

The redevelopment of North Campus will create a new vibrant area in central Manchester that offers a high quality environment, acknowledging the history of the site - once part of the former home of renowned University of Manchester Institute of Science and Technology (UMIST) and currently part of the University of Manchester's Estate.

The scheme will combine high quality public realm with a mixture of technology, learning and research facilities, residential neighbourhoods and office campuses – this SRF emphasises the importance of creating a sense of place in the city centre. The use mix proposed is complementary to those envisaged within the nearby HS2 Piccadilly and Mayfield SRFs.

Located a stone's throw from Manchester's Piccadilly train station and Oxford Road, North Campus will enhance city centre connectivity. The area will also benefit directly from the advent of HS2 and its proximity to the integrated transport hub.

As well as creating the opportunity for new homes and jobs, the benefits of North Campus to the city of Manchester include accessibility and direct connection to the University of Manchester's main campus to the south-west, and central Manchester to the north of the site.

With regeneration plans currently underway at the former BBC site along the Oxford Road Corridor and Mayfield, the redevelopment of North Campus will help to complete the vast regeneration aims envisioned by Manchester City Council for this large area of central Manchester.

Executive Summary

2.1	Executive summary
2.2	Key Principles & Objectives
2.3	Planning Development and Context - GVA
2.4	Property Market Assesment - GVA
2.5	Market Opportunities and Constraints - GVA

2.1 Executive Summary

Purpose of Study

This SRF is a high level document which demonstrates the potential scale of development that could be achieved at the North Campus, and sets out a framework for achieving this. It is not intended at this stage to address the detail of individual streets and buildings. This study was commissioned by Manchester City Council (MCC) and carried out in collaboration with the Estates Directorate of the University of Manchester.

The purpose of the SRF is to demonstrate an approach to the redevelopment of the 11.8 hectare North Campus site of the University of Manchester - focussing on future planning strategies, and ways of improving the east-west connectivity between Manchester's Piccadilly Station through to Oxford Road.

Many of the North Campus buildings will become redundant following the opening of the Manchester Engineering Campus Development (MECD) in 2021, and this offers a great opportunity to look at the potential to redevelop the North Campus site. The site is well positioned, in relation to the HS2 Manchester Piccadilly and Mayfield SRF areas, and is not covered by an existing SRF. This study has also investigated the history and development of the site and identifies that some of the existing buildings could have the potential to be re-used.

Regeneration & Economic Benefits

The future redevelopment of North Campus will bring major regeneration benefits to the city and the area around Manchester Piccadilly. The North Campus is recognised as one of the neighbourhoods which could benefit from HS2 and is described as a 'research intensive knowledge environment'. The area is to be developed as a mixed use district, with the knowledge industry and academic research identified as key activities.

In particular, the SRF anticipates the delivery of the following benefits:

- A new hub for technology, learning, research and development
- High quality city centre public green spaces
- A combination of commercial and community use buildings
- Between 1,000 and 2,500 new homes;
- 132,000 sq.m. of commercial office space;
- 13,000 sq.m. of retail/restaurant floorspace;
- 400 - 500 new hotel rooms
- A prime location for new serviced accommodation

2.2 Key Principles & Objectives

The SRF looks at the development potential of the site and focuses on six key principles and objectives for the North Campus:

Connectivity + Permeability

Despite being located between the railway and Mancunian Way, this should not be used as an excuse for poor connectivity. Instead it should be seen as an opportunity to maximise permeability through the site. Significantly improved accessibility to and from the North Campus can be achieved through the provision of clear and direct pedestrian, cycle and vehicular routes across the whole of the site.

Place-making + Destination

The importance of creating a sense of place that caters for a diverse range of people, that generates activity, fosters belonging and promotes civic pride. North Campus can become a rejuvenated city centre district that offers high-quality public spaces, streets and buildings, and has a distinct character, making it a unique part of Manchester city where people will want to come, visit and stay.

Massing + Density

Manchester city is currently undergoing massive expansion and development - North Campus is a large, central site that has the capabilities to offer a high density, mixed use development. The uses provided should, where possible, be complimentary to the University of Manchester supporting their goals and values. This may result in an increase in learning, technology and research uses.

Community + People

The success of a place is measured by the satisfaction of the people and communities that inhabit the area. To attract people to come to live, work and socialise, North Campus needs to have distinct and diverse neighbourhoods that offer inspiration, opportunity, connectivity, identity and wellbeing.

Heritage + Character

Acknowledgement and understanding of the history and development of the North Campus site and looking at the potential to integrate key heritage assets – i.e. notable University of Manchester campus buildings, and Vimto gardens into the proposed masterplan.

Phasing + Flexibility

To help aid the future development of North Campus, it is understood that not all buildings will be vacated and available at the same time, so the provision of a phasing strategy that helps with delivery as sites become available will be considered and incorporated into the SRF. Also, the proposed masterplan layout offers the flexibility to adapt to many potential and variable uses dependent on market viability and forecast.

2.3 Planning Development Context

Opportunities and Constraints

- The majority of the site is at low risk of flooding; however, the area to the west of Sackville Street is within Flood Risk Zone 2. The River Medlock runs through the site from east to west;
- Part of the site lies within the Whitworth Street Conservation Area. The trees within this area, including those located in Vimto Gardens, are therefore protected; and
- The following are listed structures within the site: Institute of Science and Technology (Sackville Building) (Grade II); Sculptural Wall (Grade II); and the Manchester South Junction and Altrincham Railway Viaduct (Grade II).
- The Graphene Engineering Innovation Centre (GEIC) building, is currently under construction and therefore the masterplan should carefully intergrate this scheme into the wider design proposals.

Planning Policy

The following policies are relevant to the North Campus area:

- The North Campus area is a key site positioned between Oxford Road, HS2 Piccadilly SRF and Mayfield. The Strategic Regeneration Frameworks (SRFs) and emerging Greater Manchester Spatial Framework (GMSF) detail the importance of these surrounding areas in the future delivery of development in Manchester city centre. The future development of the North Campus area should therefore maintain and improve connectivity and linkages between these areas;
- Tall buildings and higher density development, including up to 75 units per hectare for residential development, is considered suitable within this location (Core Strategy Policy H1);
- The UDP Policy RC20 resists the loss of car parking from this area of the city centre. Future development in this area should consider the implications of the loss of car parking upon the city centre and replace a proportion of lost spaces elsewhere on the site, if feasible;
- The adopted planning policy for Manchester indicates that a range of uses are appropriate for the North Campus, including:
- **Offices:** the site is identified as a location for office development in the emerging GMSF map. Office development in the North Campus will contribute towards meeting the floorspace targets outlined in the Core Strategy (Policy CC1) and GMSF;
- **Residential:** Core Strategy policies relating to the city centre indicate that residential uses are appropriate in this location, possibly delivered as part of a mixed use development (Policy CC3);
- **Student Housing:** Providing that the required criteria can be satisfied, including demonstrating need for the development or a partnership with the University to provide bedspaces, the North Campus area may be appropriate for student housing (Policy H12); and
- **Retail / Leisure:** Although located outside the Primary Shopping Area, an element of retail / leisure floorspace which is ancillary to other uses, or delivered as part of a mixed use scheme, could be suitable for the North Campus area (Core Strategy Policy CC2).
- **University ancillary and related uses:** Adopted Unitary Development Plan Policy RC20 recognises the importance of the University as a key land user in this area of Manchester. The Core Strategy acknowledges that Manchester is a centre of excellence for research and learning and is home to several higher education institutions, including the University of Manchester. The City Centre contains the highest concentration of higher education facilities in the North West, providing a highly skilled workforce which attracts businesses. Spatial Objective SO2 of the Core Strategy states that the Regional Centre, of which North Campus is part, will continue to be the main focus for a range of uses, including higher education.

2.4 Property Market Assessment

The following provides a summary of the property market for offices and residential accommodation, which has informed the analysis of what potential uses could be located on the site.

Above all, we recognise that development will not be coming forward on the site until 2021 and therefore a flexible approach needs to be taken in identifying future uses / activities on the site as these will need to respond to the prevailing market conditions at that time

Offices

Grade A office take up in Manchester City Centre is anticipated to be 412,513 sq. ft. (38,324 sq. m.) by the end of 2016, an increase on the 2015 figure of 325,000 sq. ft. (30,192 sq. m.). This high level of construction across the city is being driven by a number of major schemes including No. 2 St Peter's Square, One Spinningfields, the XYZ Building, 101 Embankment, One New Bailey, First Street and the Noma development.

With the decision to build HS2 to Manchester, there is also likely to be a shift in focus from the City Centre to the Piccadilly area (of which North Campus is a part), particularly in light of the recent announcement of the large Mayfield mixed use regeneration scheme.

The opportunity for a commercial focus around Piccadilly is reflected in the approved 2014 SRF for Piccadilly Station which proposes 500,000m² (NIA) of commercial use in the area.

Based on the level of existing stock and the 10-year average Grade A take up of 390,185 sq. ft. (36,249sq. m.), the existing stock in Manchester (and stock delivered in 2016/2017) will be absorbed within the next two years.

Over the coming years a significant proportion of new Grade A office floorspace could therefore be anticipated around Piccadilly Station, including at North Campus and Mayfield.

Innovation and Technology Hub

We also see an opportunity to capitalise on the opportunity presented by the recent investment in the GEIC building to create a hub for investment in new technology and innovation / creativity which would align well with the University's prominent role in attracting businesses of this type to the city, as well as the recognition that this is a key growth sector for Manchester.

Residential

New residential development in North Campus could complement the adjacent residential development proposals at Piccadilly and Mayfield.

In 2016, it is anticipated that approximately 2,100 residential units will be developed across the city. This is approximately 400 units higher than the pre-recession annual average construction rate.

Across the city (including both Salford and Manchester), 18,853 apartments have planning approval, with 5,574 of these units currently on site.

In addition to residential properties for sale, there is an opportunity to consider Private Rental Sector (PRS) accommodation. The latter differs from traditional residential rental accommodation as it provides occupiers with a higher standard of living and services offered on site, which increases both tenant demand and the rental income of the property.

National government and the Greater Manchester Local Authorities have recognised the need to support PRS growth. Several public sector funding streams have also been established to provide development finance to PRS schemes in Manchester, including the Greater Manchester Housing Fund.

While the ceiling of occupier demand has been flagged as a potential risk for PRS, all indicators, currently appear to be positive, both in terms of population growth and rental / capital growth for residential accommodation in the city. There is a recognised under supply of good quality rental accommodation compared to the large number of high earners aged between 25 and 35 who wish to live in the city centre. This has resulted in a healthy appetite from the institutional investment market for this type of development.

The provision of residential accommodation in North Campus should also provide medium – high density city centre living to complement other long term redevelopment programmes across Manchester.

Student Accommodation

While the student housing market is growing across the UK, driven by the on-going increases in student numbers, many UK universities have been struggling to meet the growing demand for student housing and a requirement to upgrade a significant proportion of their existing student housing stock.

The private sector has responded to the growing demand by developing purpose built student accommodation aligned with student needs and between Q1 and Q3 2016 student housing investment across the country totalled almost £2bn.

In Manchester, there has been significant investment in purpose built student accommodation and there are a number of schemes with planning approval in the pipeline. In this regard, the University of Manchester may not require any student housing on the North Campus site as part of the redevelopment programme post 2020, as forecast demand to meet anticipated student numbers may have already been met. This will be subject to further analysis as plans for the North Campus site are worked up in more detail in the future.

Hotel and Serviced Apartments

We have also identified the opportunity for hotel and serviced apartments on the site due to success of this use in the city centre with high levels of city centre hotel occupancy.

Retail

We are also showing retail and restaurant uses along key routes to provide active frontages at ground floor which will add to success of scheme, providing vibrancy through out the day and evening.

2.5 Market Opportunities and Constraints

Sackville Building Refurbishment

The Sackville building is listed and the older portion of the building which is over 100 years old and contains some fine rooms and design features, has the potential to be converted into a hotel. The extension constructed in the 1950s has the potential to be converted into serviced apartments. The building could potentially be adapted to provide new ground floor retail and new entrances to open up hidden courtyards and create a route through the building.

GEIC

A £60m GEIC is currently being constructed on the site. The GEIC will complement Manchester's existing National Graphene Institute (NGI), where over 200 scientists and engineers are dedicated to graphene and 2-D materials research. Together, the two facilities will reinforce Manchester's position as a globally leading knowledge base in graphene research and commercialisation. This development will act as a stimulus to attract other creative, learning and high profile research and development businesses to Manchester and this area in particular.

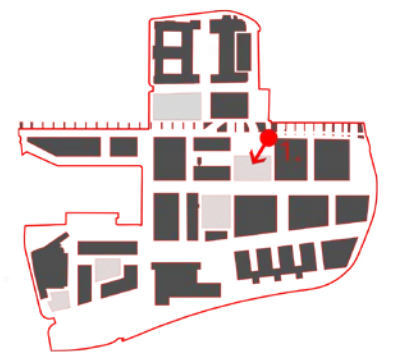
The John Garside Building is also being retained.

There may be opportunities for selective refurbishment of one or two buildings but this would be subject to further more detailed analysis at the time and in consultation with the market.

New Development

The following guiding principles for new development on the site are proposed:

- Potential for strong entrances into the scheme from the north and eastern edges of the site, thereby connecting the development to the wider city centre and Piccadilly;
- A prominent commercial frontage in the eastern part of the site nearest Piccadilly Station and Mayfield, to maximise proximity to these key destinations and maximise site profile / value;
- Opportunity to create a central hub for investment in new technology and innovation to attract businesses in the knowledge economy / research and development sector that builds on the recent GEIC initiative'
- Opportunity for new housing development with flexibility for developers to incorporate the refurbishment of key buildings if practical and viable, subject to further more detailed analysis at the next stage.
- Opportunity for tall, high quality buildings in prominent locations across the site;
- Active ground floor uses with retail, restaurants and bars along the key north - south and east – west pedestrian routes through the scheme; and
- The configuration of the site lends itself to basement and lower level/ podium parking (and servicing) with the opportunity for a multi storey car park.



— A view looking over Renold Court

Setting the Scene

3.1	Manchester Context
3.2	Manchester Contextual Analysis
3.3	The Site
3.4	Urban Analysis
3.5	Redevelopment of Manchester
3.6	Site Observations

3.1 Manchester Context

A world class global city

Manchester is ranked as the best UK city outside of London for retailing, media and leisure amenities and for its lively city environment. It is an upcoming world-class global city with an ever increasing number of new inhabitants moving to this North West metropolis.

Many potential investors are flocking to Manchester, and it is fast becoming an internationally important centre for business tourism - in the past decade the city centre attracted an estimated £2bn of investment. Between the period 2015 and 2035, around 1,250,000 sq. m of new office floor space and around 40,000 new additional dwellings will be provided in the city centre.

The city centre residential market is supported by its ability to attract a young professional and digital workforce and employment growth in Manchester has been faster than in any large UK city with 57,000 jobs having been created in central Manchester between 2001 and 2015. The presence of this young workforce has supported the growing demand for PRS products in the city.

In recent years, the City of Manchester has hosted numerous events that place it at the forefront of the nation's sporting and cultural life. Greater Manchester generates 51% of the Northwest's total economic output and 5% of the UK's total. 65 FTSE 100 companies now have a presence in Greater Manchester and around 40% of the North West's Top 500 companies are based here.

Manchester's airport is a global gateway to northern England accommodating over 100 airlines, offering direct flights to 225 destinations worldwide and connecting over 22 million passengers each year. Piccadilly Station is the national rail gateway from Manchester, reaching London in two hours, connecting other parts of the city and the north, and adjoins the proposed regeneration site.

With massive investment taking place in the form of the Northern Hub and High Speed 2 (HS2) which aims to connect Manchester to across the UK, reduce travel times and increase capacity - the city will soon be more accessible than ever before.

It is clear that Manchester plays a vital role in providing a positive image, and the framework for inward investment cannot be underestimated.



—Aerial view of Manchester city



—University of Manchester



—Spinningfields



—Cathedral Gardens



—Manchester Town Hall



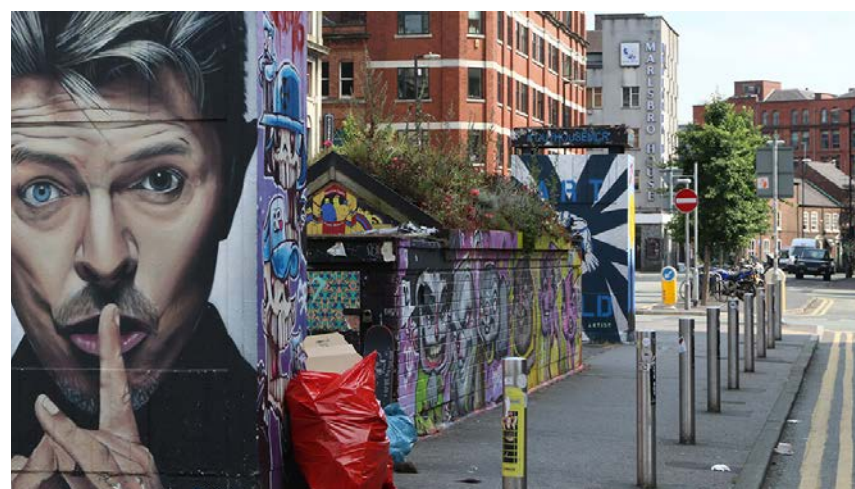
—Manchester Central Library



—Deansgate Locks



—China Town



—Northern Quarter



—Piccadilly Gardens (future proposal)

3.2 Manchester Contextual Analysis

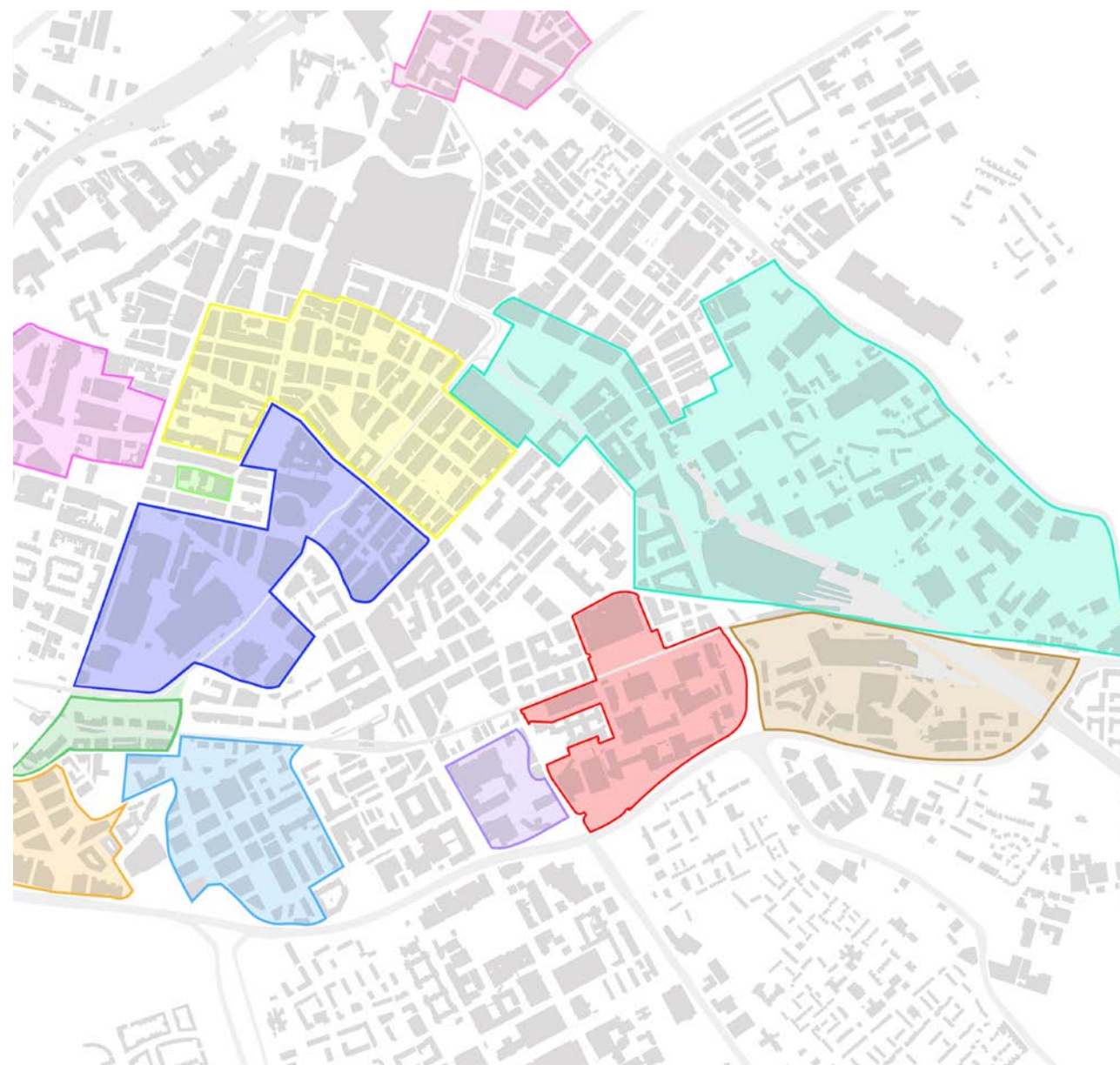
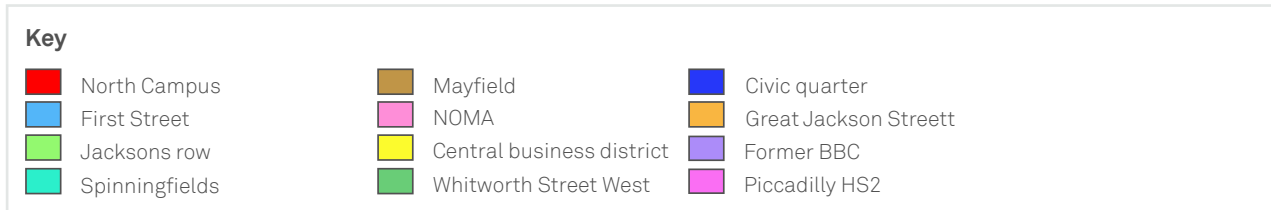


—Urban grain

Key			
Chapel Street, Salford	Retail Core	Deansgate	Southern Gateway
Millenium Quater	Spinningfields	Whitworth Street West	Peter's Field
Central Business district	Northern Quarter	Piccadilly Gateway	Ancoats urban village
New Islington	Chancellor Place	Ardwick	Birley Fields
Knowledge Quarter	Chinatown	The Village	



—City districts

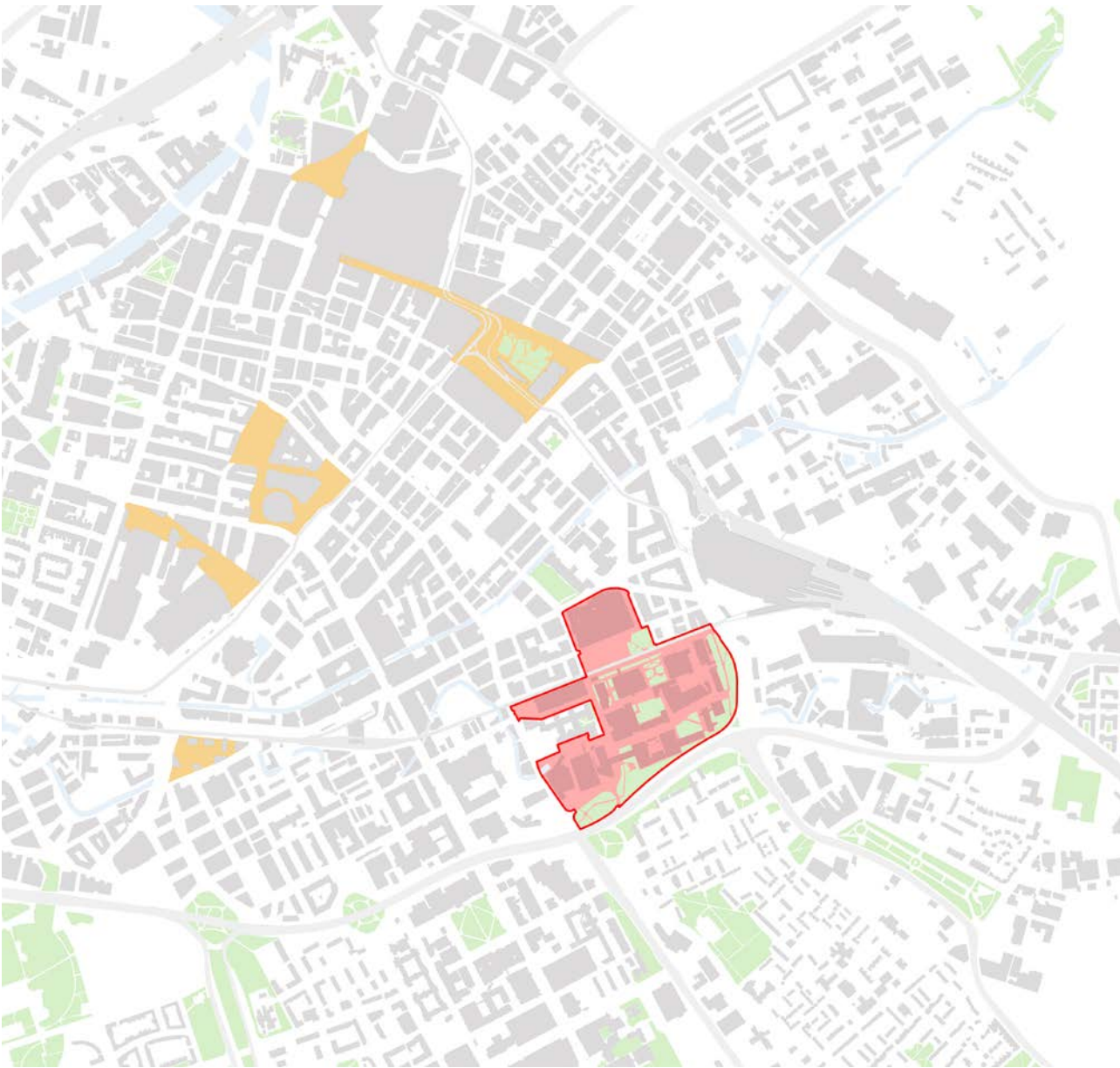
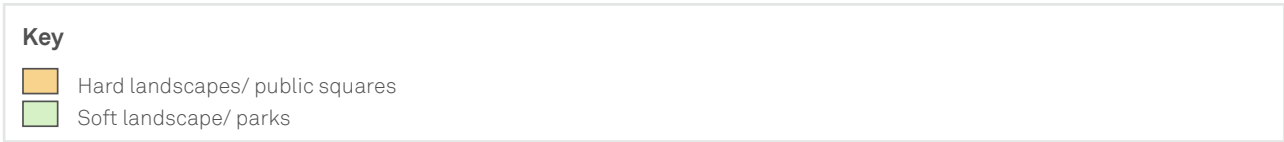


—Major developments

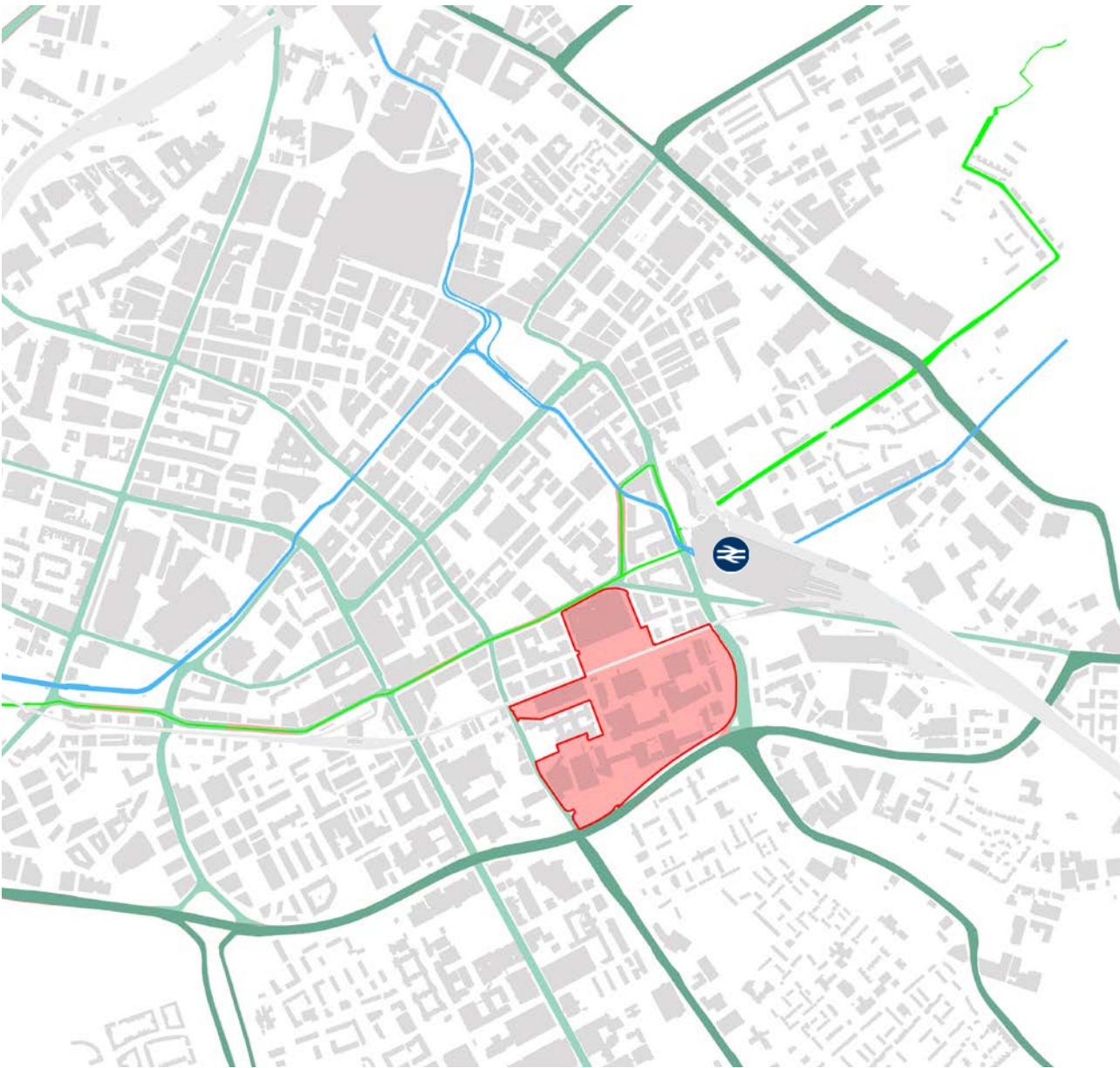


—Destinations

3.2 Manchester Contextual Analysis



—Parks & public spaces



—Transport



— Evening view over North Campus

3.3 The Site

The former UMIST campus

The North Campus site - formerly occupied by mills and industrial buildings along the banks of the River Medlock - was created in the 1960s for the University of Manchester Institute of Science and Technology (UMIST), when the river was culverted.

The site is bounded to the north by Whitworth Street and the Manchester South Junction and Altrincham Railway Viaduct (MSJ&AR viaduct), to the east by Cobourg Street and London Road, to the south by the Mancunian Way and to the west by Princess Street.

UMIST was a centrally located university in Manchester that specialised in technology and sciences. In 2004 UMIST merged with Victoria University of Manchester to create the University of Manchester, and the North Campus site continued as a university campus where several engineering department buildings are still located and used to this day. After the merger, UMIST's Main Building was renamed as the Sackville Building (now Grade II listed).

Following the impending opening of the University's Manchester Engineering Campus Development (MECD), the buildings at North Campus will become surplus to the University's requirement, which brings forth new opportunities to redevelop and consolidate the site with the University's campus south of the Mancunian Way.



— Historic photograph taken shortly after second stage of construction of the UMIST Campus



- | | |
|-----|--|
| 01. | Sackville Building (Grade II Listed) |
| 02. | Charles Street Car Park |
| 03. | James Lighthill Building (former Paper Sciences) |
| 04. | Renold Building |
| 05. | Barnes Wallis Building/ Student hub/ Wright Robinson Hall |
| 06. | Moffat Building |
| 07. | Morton Laboratory |
| 08. | Jacksons Mill |
| 09. | Pariser Building |
| 10. | John Garside Building (Manchester Institue of Biotechnology) |
| 11. | George Begg Building |
| 12. | Faraday Building |
| 13. | Ferranti Building |
| 14. | MSS Tower |
| 15. | Hollaway Sculptural Wall |
| 16. | Altrincham Railway Viaduct |

3.4 Urban Analysis

The following shows historical photos of various buildings and structures found on the North Campus site:



—View looking north along Temple Street

Which was the main street that ran north-south through the site, towards Altrincham Street – which is reached via a staircase. To the right is the Jacksons Mill Building; terminating the view is the Altrincham railway viaduct, and the Sackville Building can be seen in the background, to the left.



—Aerial view illustrating the site whilst it was still largely in industrial use

Foreground is the Sackville Building (note construction of the eastern extension is underway). Although some sites to the south have been cleared (top right of the image), the historic street pattern and dense urban form can be appreciated.



—View illustrates the completed development to the central part of the site

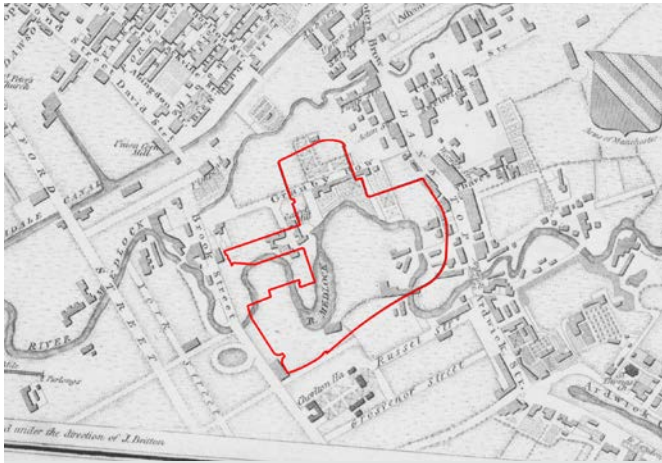
In the foreground is the Renold Building. To the right of the image, beyond the Faraday Building, construction is still on-going at the campus.



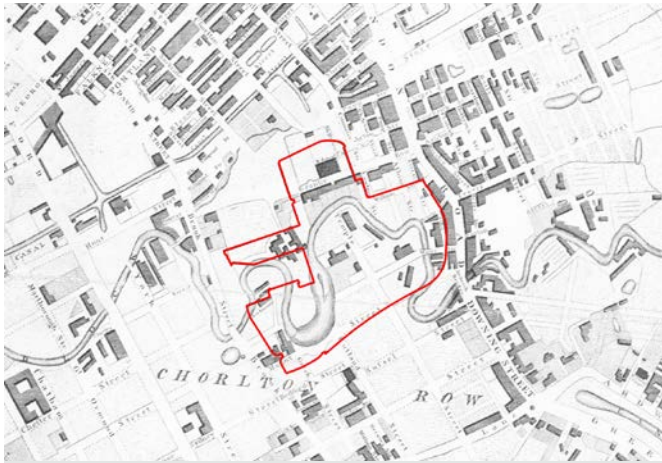
—View of the Jacksons Mill

A building which dates to the 1820s but was gutted by fire in the early 1900s. Following the fire it was rebuilt and continued to be used for industrial use until the war. Following the war the urgency for expansion meant the building was converted for educational use by H.S. Fairhurst and Son in 1959, reportedly in just 6 months. The building has been substantially altered externally and internally.

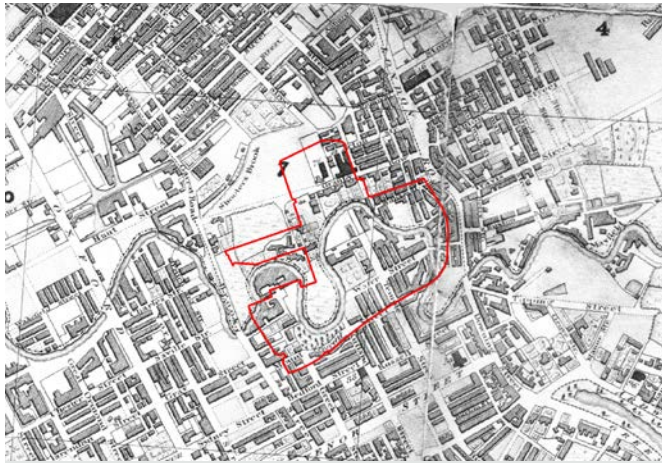
Historical Maps



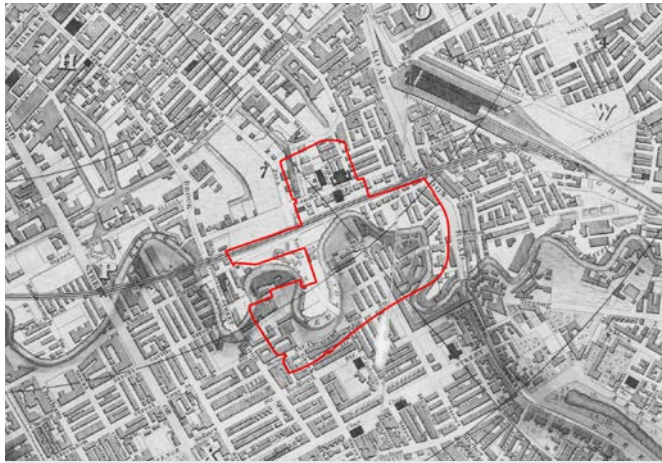
—1807
The principal routes into the city are shown, and how the rural area covered by the subject site was still largely undeveloped, with the River Medlock winding through the small fields separated by hedgerows.



—1813
A few buildings start to be built around the River Medlock as the small town starts to expand.



—1824
The former country lanes are replaced by formally laid out roads as town expansion increases extensively.



—1848
The Birmingham-London railway line has now been established and a station at Bank Top (later London Road and now Piccadilly Station) has opened. The new railway viaduct which cuts through the northern part of the subject site introduced a new demarcation and a strong landmark within the wider area, which formed an incentive for new buildings which acquired the configuration known today.



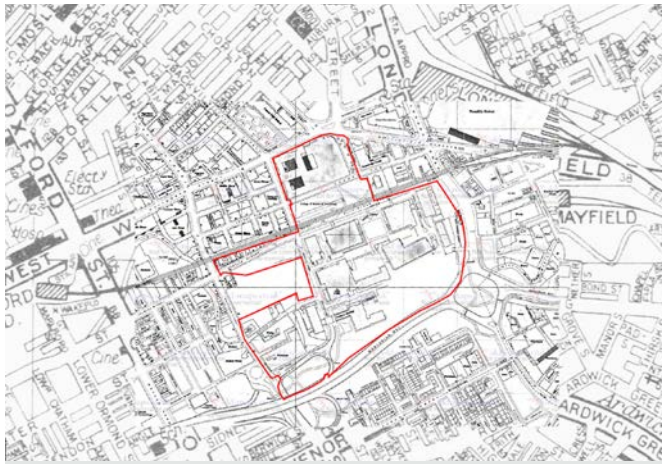
—1870
With the establishment of the railways, industry continued to grow; especially along the River Medlock. By the late 19th Century the subject site was completely developed with industrial buildings and low quality workers housing.



—1900
The palatial Municipal School of Technology building, now known as the Sackville Building, was constructed in 1895-1902 by architects Spalding and Cross, and built along Granby Row to the north of the site.



—1908
There is now widespread expansion and development of the city. The presence of London Road Train Station and the railway line that bisects the subject site have fuelled the expansion; within the subject site large footprint industrial buildings can be seen along the river – a grid pattern of streets fills in the land between the river and provides terraces of workers housing.



—1970
There is now total transformation of the subject site following the construction of the Mancunian Way, the River Medlock and the clearance of the historic street pattern and buildings. The Charles Street car park and MSS Tower are yet to be constructed.

3.4 Urban Analysis

Significance

The North Campus site is situated in an area of central Manchester that borders the Whitworth Street conservation area; various listed buildings and also encompass buildings of significance from the former UMIST campus.

The Whitworth Street conservation area is uniquely Mancunian in character; its physical form being established by the wealth of fine Victorian and Edwardian buildings erected between 1850 and 1920 – reflecting the historical importance of the textile and cotton industry in the city.

The primary character of the area is the ‘canyon’ like streets, which contain tall imposing industrial warehouse buildings of a monumental scale to either side, which tower above the pavement, giving a distinctive quality which is only to be found in this part of Manchester.

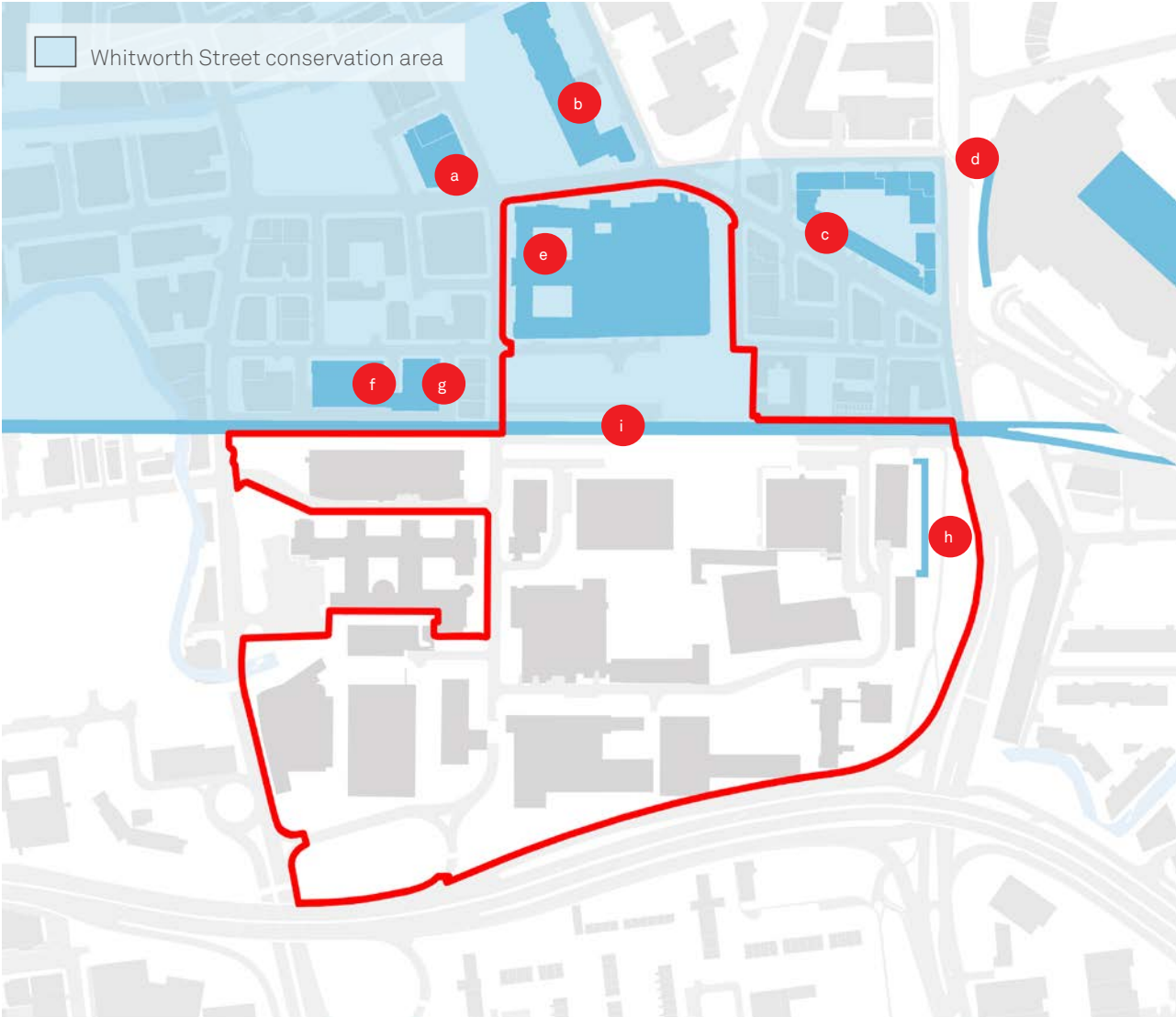
It is important to acknowledge these site specific elements of significance and importance as the history of a place helps to create and celebrate the ideals of a ‘sense of place’.



—Significance diagram (Stephen Levrant Heritage Architecture)

This diagram summarises the key aspects of the site to consider – this includes listed buildings such as the Sackville Building; green spaces; significant buildings such as the Renold Building. It also shows the buildings which SLHA has deemed to be of less significance and importance.

Listed Buildings



a. Regency House and Sackville Street - Grade II	f. Orient House - Grade II
b. Shena Simon VI Form College - Grade II	g. Granby House - Grade II
c. London Road Fire Station - Grade II	h. Hollaway Sculptural Wall - Grade II
d. Former Goods Offices to Piccadilly Station - Grade II	i. MSJAR Viaduct – Grade II
e. Sackville Building - Grade II	



—View looking west across Vimto Park
With Sackville Building to the right and the Altrincham Railway viaduct to the left.



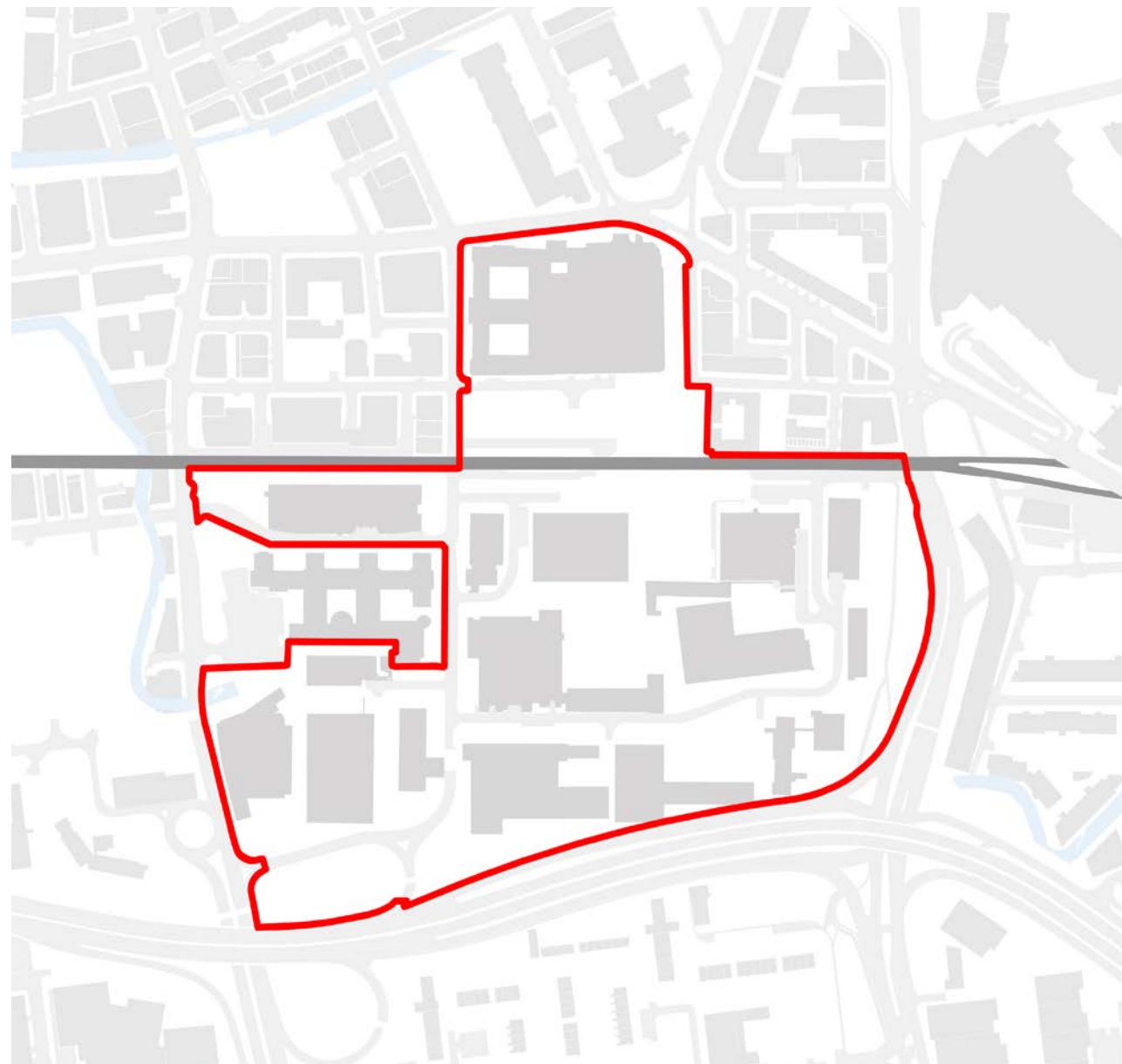
—Hollaway Wall
A Grade II listed piece of structure that is located to the east of the site, along London Road. More about this wall can be found later on in the SRF.



—Grade II listed Sackville Building
In the background with the Altrincham Railway viaduct visible in the foreground. Industrial warehouses frame the image – showcasing the type of buildings that once stood on and around the North Campus site.

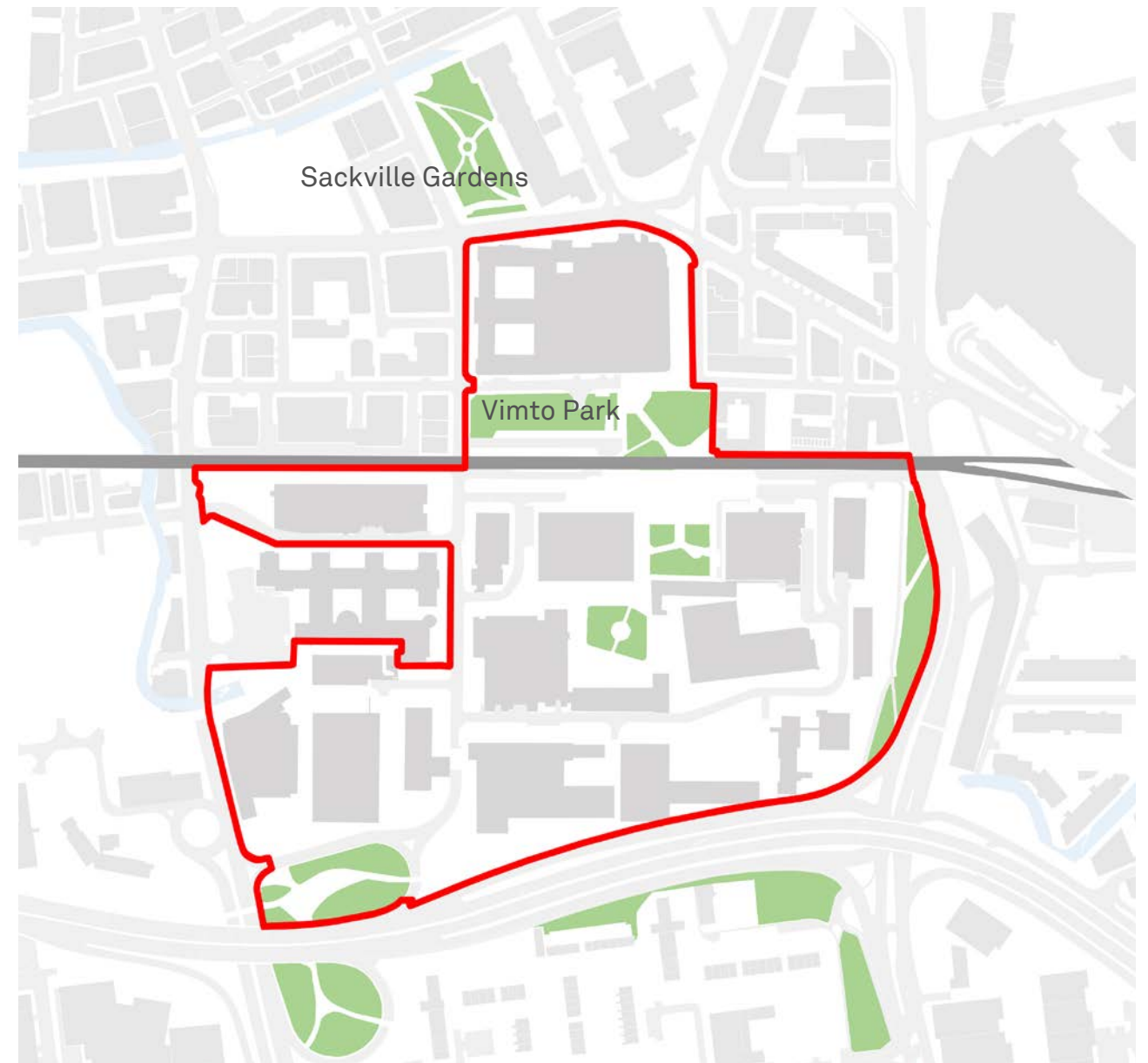
3.4 Urban Analysis

Site Analysis



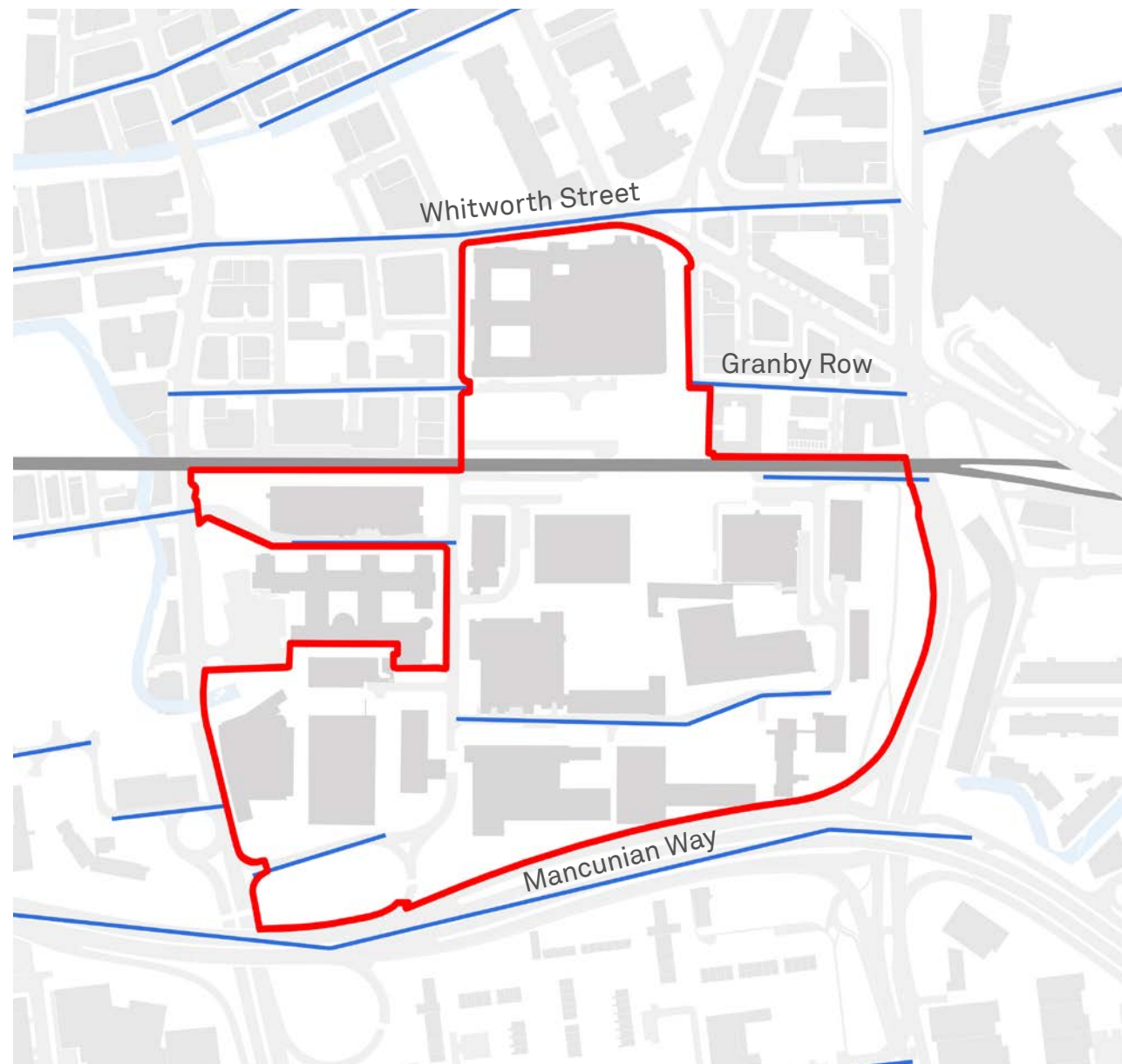
—Figure Ground

This diagram shows that the density to the existing area is relatively minimal compared with other Manchester city centre blocks. There are a lot of spaces between buildings currently, and this poses an opportunity to increase density and massing to the site.



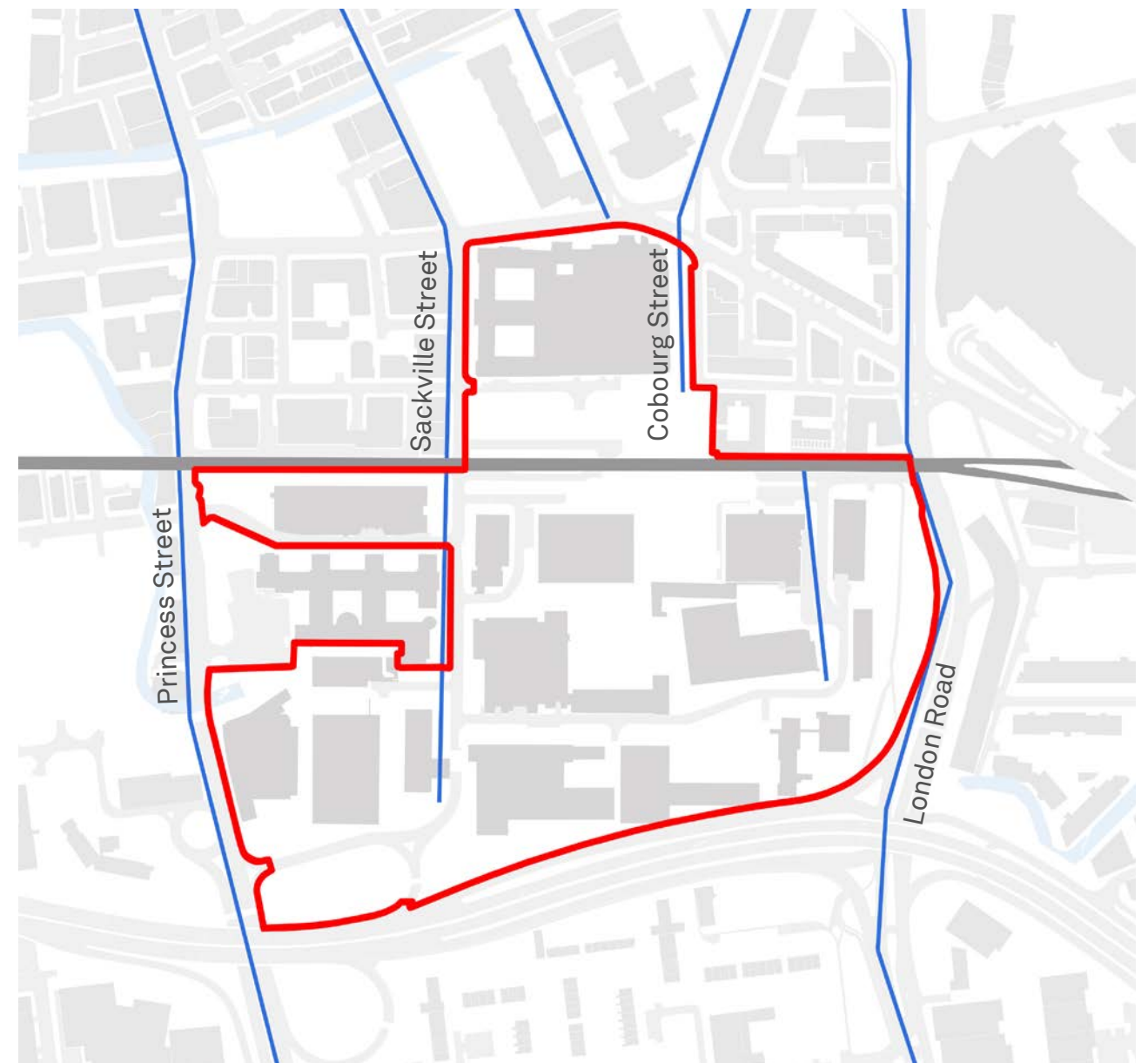
—Green Spaces

The North Campus has numerous linked public green spaces throughout the site as highlighted in the diagram above. New proposals should provide high quality public amenity space and maintain quantity of green space.



—Arterial

This diagram shows existing arterial (east-west) routes for vehicles that go across this area of Manchester city and how they intersect the North Campus site. Despite Granby Row to the north nearby Sackville Street Building, there is a lack of clear and concise accessibility across the site.



—Radial Routes

This diagram shows existing Radial (north-south) routes for vehicles that go across this area of Manchester city and how they intersect the North Campus site. The north-south route is important as it connects city centre Manchester and Piccadilly Station through to the University of Manchester Campus and Oxford Road – however the North Campus site is currently impermeable.

3.4 Urban Analysis

Hollaway Wall

Hollaway Wall is a concrete sculptural wall (approximately 68m long by 4.5-6m high) located along London Road to the east boundary of the North Campus site and today it is largely hidden from view by trees and fencing.

The sculptural concrete wall at London Road was constructed in 1968 to the designs of the artist Antony Hollaway (1928-2000) and was commissioned by the University of Manchester Institute of Science & Technology (UMIST). Hollaway's design was developed in collaboration with the architect Harry M Fairhurst

The sculptural wall at London Road is designated at Grade II for the following principal reasons:

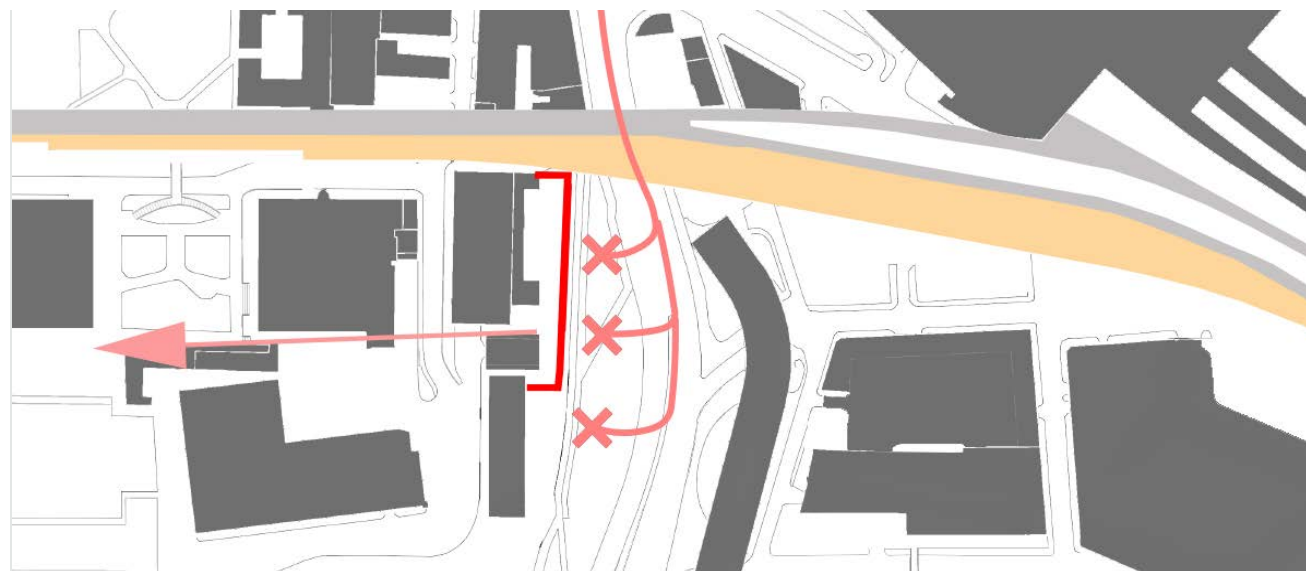
- Design quality: It has an imposing and striking sculptural Brutalist design that combines both special artistic and architectural interest
- Artist and architect partnership: It was designed by the highly successful artist Antony Hollaway in collaboration with the notable regional architect Harry M Fairhurst, and symbolises the inter-woven relationship of artist and architect
- Dual function: It is a good and rare example of 1960s public art design that also incorporates a functional purpose as a sound buffer; reflecting Hollaway's philosophy of combining public art, form and function
- Historic Interest: The wall's functional role as a sound buffer is of historic interest as it illustrates a concept introduced in the 1950s and 60s of separating people from the noise and visual and physical intrusion of vehicular traffic, following a rapid and substantial rise in car ownership
- Constructional and technological quality: It is constructed of high-quality concrete to engineering standards, and demonstrates the skills and methods developed by Hollaway during the 1960s

There has been much consideration and deliberation over how to deal with Hollaway Wall in the proposed masterplan for the North Campus SRF. Although it is a listed structure, it also creates a physical barrier into the site which is in direct opposition to the welcoming accessible development proposed.

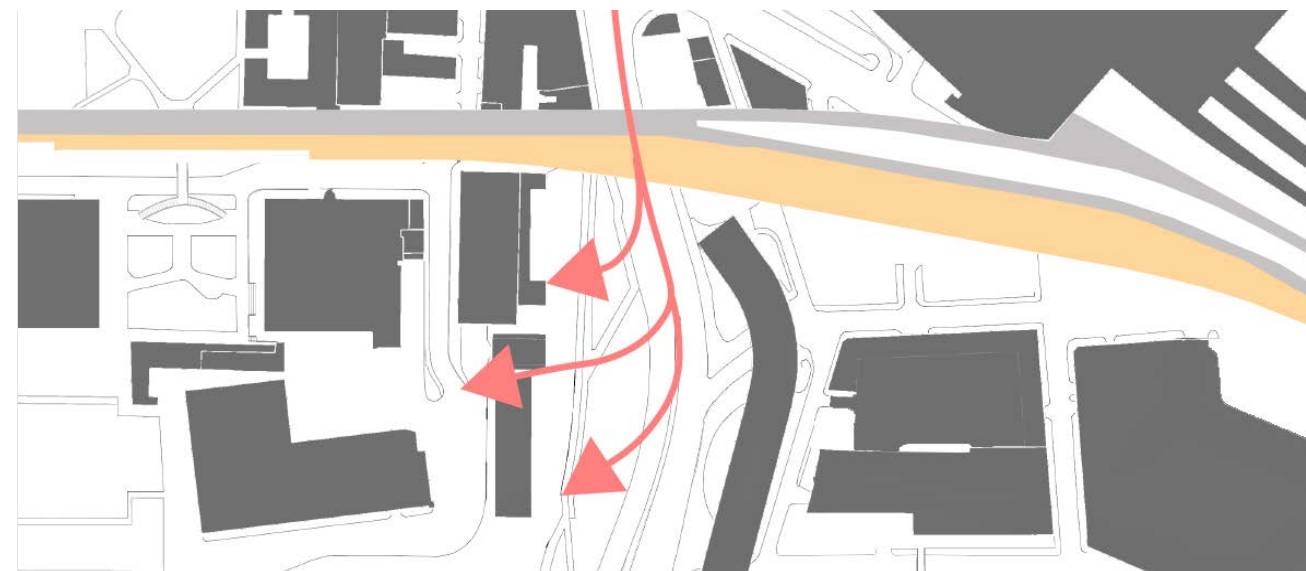
The following diagrams describe the ways in which the wall could be managed on the site.



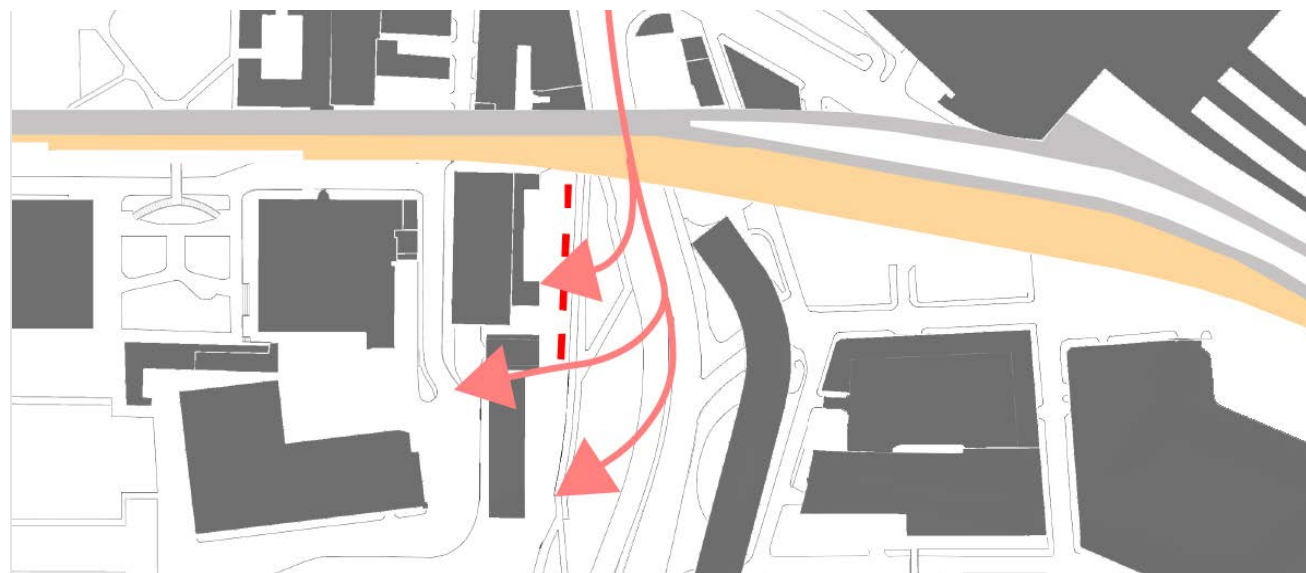
—Existing Hollaway Wall



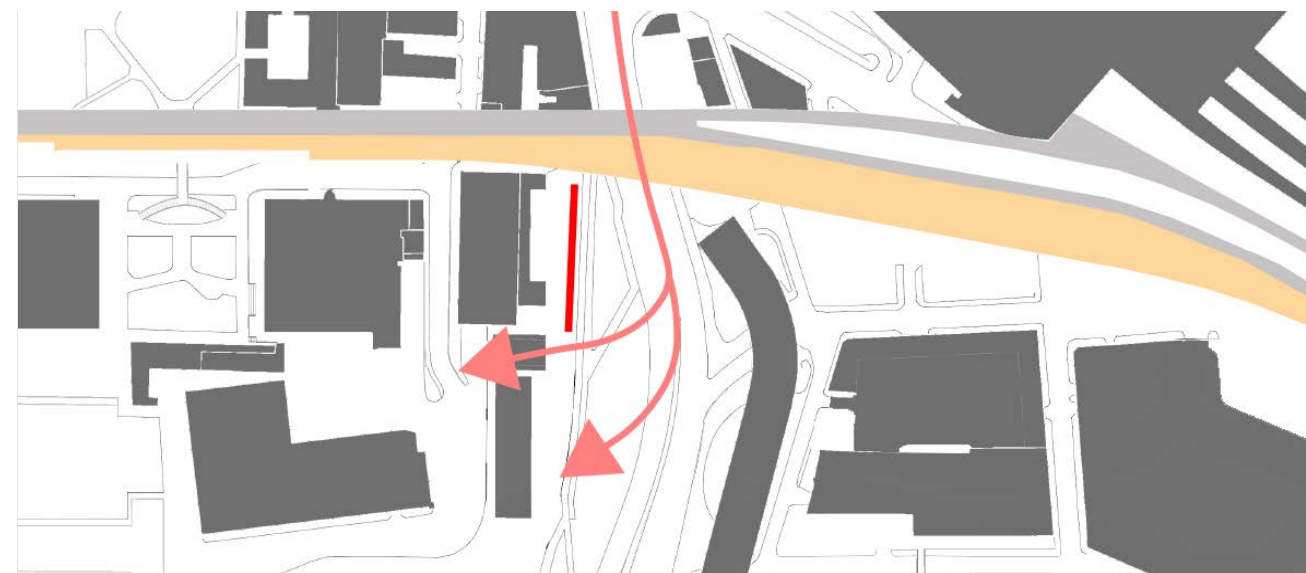
- **Retention of the existing wall in current state compromises development opportunities**
The main aim of the North Campus SRF is to improve permeability into and across the site creating connections to/from Piccadilly station and Mayfield. The wall was designed as a barrier and its length and position as existing prevents these connections. This barrier is further emphasised with the proposed designs for the northern hub (shown in orange) which truncates Altricham street preventing vehicular access from the site onto London Road. The following diagrams look at options to improve connections but at the same time acknowledge the importance of the Listed wall.



- **Option 1: Remove the wall (& relocate)**
The wall could be removed from its current location and relocated elsewhere on site, or permanently removed from the site.



- **Option 2: The walls sculptural qualities emphasises**
The wall could be cleaned and renovated, possibly shortened in length, possibly routes made through the wall, and a lighting strategy implemented. The setting within a public space and at the entrance to the North Campus could enhance its presence as a sculpture but at the same time its impact as a barrier is reduced.



- **Option 3: Embed within the base of new building**
The wall is shortened in length and incorporated into the base of a new build. This will allow it to remain in the same location on site, allow for a new street to run across the site, and create prominent gateway into the site through public realm with the wall as a backdrop.

3.4.1 Site photos

- a. Altrincham Railway Viaduct
- b. Jacksons Mill
- c. Sackville Building
- d. Renold Building
- e. Manchester Meeting Place
- f. MSS Tower
- g. Pocket Park by UMIST Pariser Building
- h. Archimedes' Eureka Moment (1990) Sculpture
- i. Cobourg Street





a



b



c



d



e



f



g



h



i

3.5 Redevelopment of Manchester: Oxford Road to Mayfield along the Altrincham Railway viaduct

The North Campus site is not covered by an existing SRF area; however it is well positioned in relation to three large sites that are undergoing major redevelopment and regeneration – Mayfield SRF area; Circle Square Development, and the expansive HS2 Manchester Piccadilly SRF area to the north east of the site.

The established SRFs for Mayfield and HS2 Piccadilly recognise the key ‘ribbon’ of movement through the North Campus site, linking Mayfield to the Oxford Road Corridor.



Mayfield SRF (2014)

The Mayfield SRF (2014) relates to the area to the south of Piccadilly station, which lies to the east of the North Campus area. This area has, for many years, been derelict and suffered from a lack of activity and investment. The identified regeneration benefits for this area include up to 1,330 new homes, 350 hotel bedrooms, a 6 acre city park, facilitating the delivery of the Northern Hub and delivery of 97,700 sq. m of office space.

The heights of the proposed buildings are anticipated to vary across the area, increasing to up to 50-storeys in some locations.

The proposals would act as a significant catalyst for regeneration, including job creation through the construction and operation of the buildings and wider economic growth.



HS2 Manchester Piccadilly SRF (2014)

The HS2 Manchester Piccadilly SRF (2014) is based around building on the opportunity presented by the delivery of HS2 into Manchester Piccadilly, which is anticipated to result in the delivery of 14m sq. ft. of mixed use space in the surrounding area. The regeneration benefits of HS2 are anticipated to include: 4,500 new homes, 625,000 sq. m of commercial office space, 100,000 sq. m of retail space and 1,000 new hotel rooms, positioned around high quality public spaces and cultural/community use buildings.

The SRF also aims to retain and improve connections between Piccadilly Central and Mayfield to the south. HS2 delivery is to act as a catalyst and is described as a ‘once in a lifetime opportunity’ to redevelop this area of Manchester.

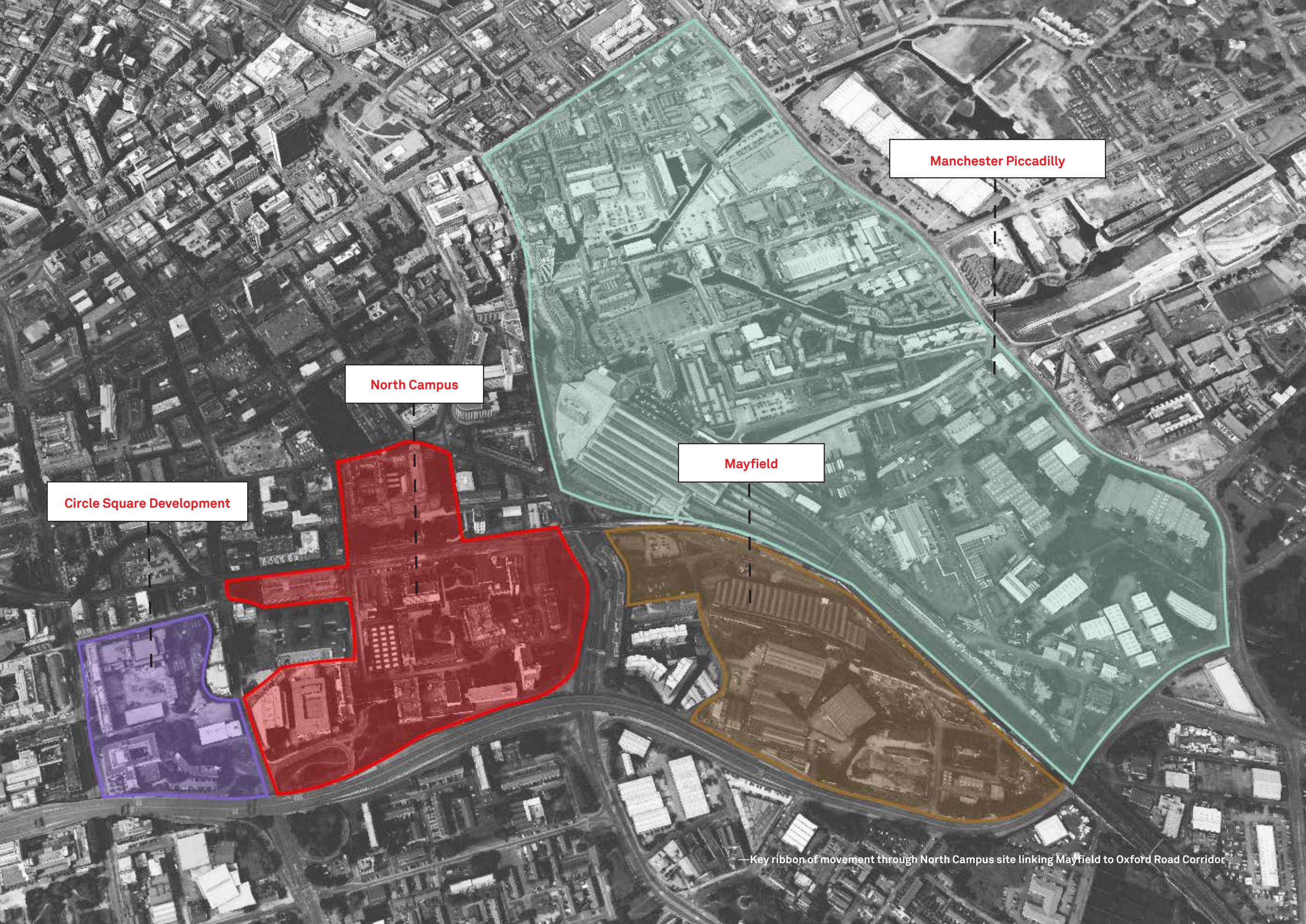
The North Campus is recognised as one of the neighbourhoods to be impacted by HS2 and is described as a ‘research intensive knowledge environment’. The area is to be developed as a mixed use district with knowledge and research activities.



Circle Square Development

The former BBC site at Oxford Road is being redeveloped as the Circle Square Development, which will be a mixture of residential, commercial hotel, public realm and parking.

The North Campus SRF is a significant district in Manchester that currently is a ‘missing link’ to a chain of major city centre redevelopment. When all is combined and completed, the North campus, Mayfield and HS2 Piccadilly SRF areas, along with the Circle Square Development, will offer Manchester a vast, vibrant and extensive series of new city centre neighborhoods.



Manchester Piccadilly

North Campus

Mayfield

Circle Square Development

— Key ribbon of movement through North Campus site linking Mayfield to Oxford Road Corridor

3.6 Site Observations

Current Issues with the Site

To help create a strong, holistic understanding of North Campus as existing, the team visited the site on numerous occasions – at different times of the day and during different times of the year – to collect and collate observations and opinions of the place.

The streets that intersect the site have been walked through, and the existing North Campus buildings have been accessed to determine how important the buildings are, as well as to offer key views across the site and the city. Importantly, the people and footfall across the site have been considered – specifically how the people of Manchester use the site currently - which journeys are taken along which streets and which spaces are most frequently used.

To ensure that the North Campus SRF is a successful, accessible and integrated district in Manchester city centre – the site's key assets and problems have been recognised. The following are some key issues with the existing site - by acknowledging and responding to these within the SRF, it will positively contribute to the proposed masterplan:

1. North Campus is centrally located however it is bordered on all four sides by various elements that do not aide the site's permeability. The Mancunian Way offers a significant physical barrier to the south of the city and to the University campus. Any proposals for the North Campus SRF must consider how access under the Mancunian Way and around Brook Street corner, to and from the site, will ensure greater permeability.
2. To the north of the site is the Altrincham Railway viaduct that spans across east-west. Similar to the Mancunian Way, this piece of infrastructure is permanent, however there are ways the North Campus proposed masterplan can respond to this and ensure accessibility through the building blocks and under the viaduct arches to increase footfall.
3. The routes and roads within the North Campus are not clear and concise. As it was designed as a university campus with pedestrian routes into university department buildings, roads do not lead from one end of the site to the other – instead they lead to a specific building destination. This is problematic for the site and the SRF proposal will need to ensure clear roads and routes are implemented through the North Campus.
4. There is potential for strong entrances into the site from the north and the eastern edges of the site. London Road to the east of the site is a busy road, not helped by the location of Hollaway Wall. The North Campus SRF needs to ensure that it considers access into the site from this major road. With Piccadilly Station situated nearby, a significant number of future visitors to the North Campus will be arriving from London Road.



—Hollaway Wall along London Road



—Lack of continuous access pathways through the site



—Brook Street corner by the Mancunian Way



—Lack of accessible routes into the site

Raised roads, poor pedestrian access and the viaduct form barriers to entry on all four sides

Connections to Mayfield and Piccadilly need to be improved

Altrincham Railway viaduct

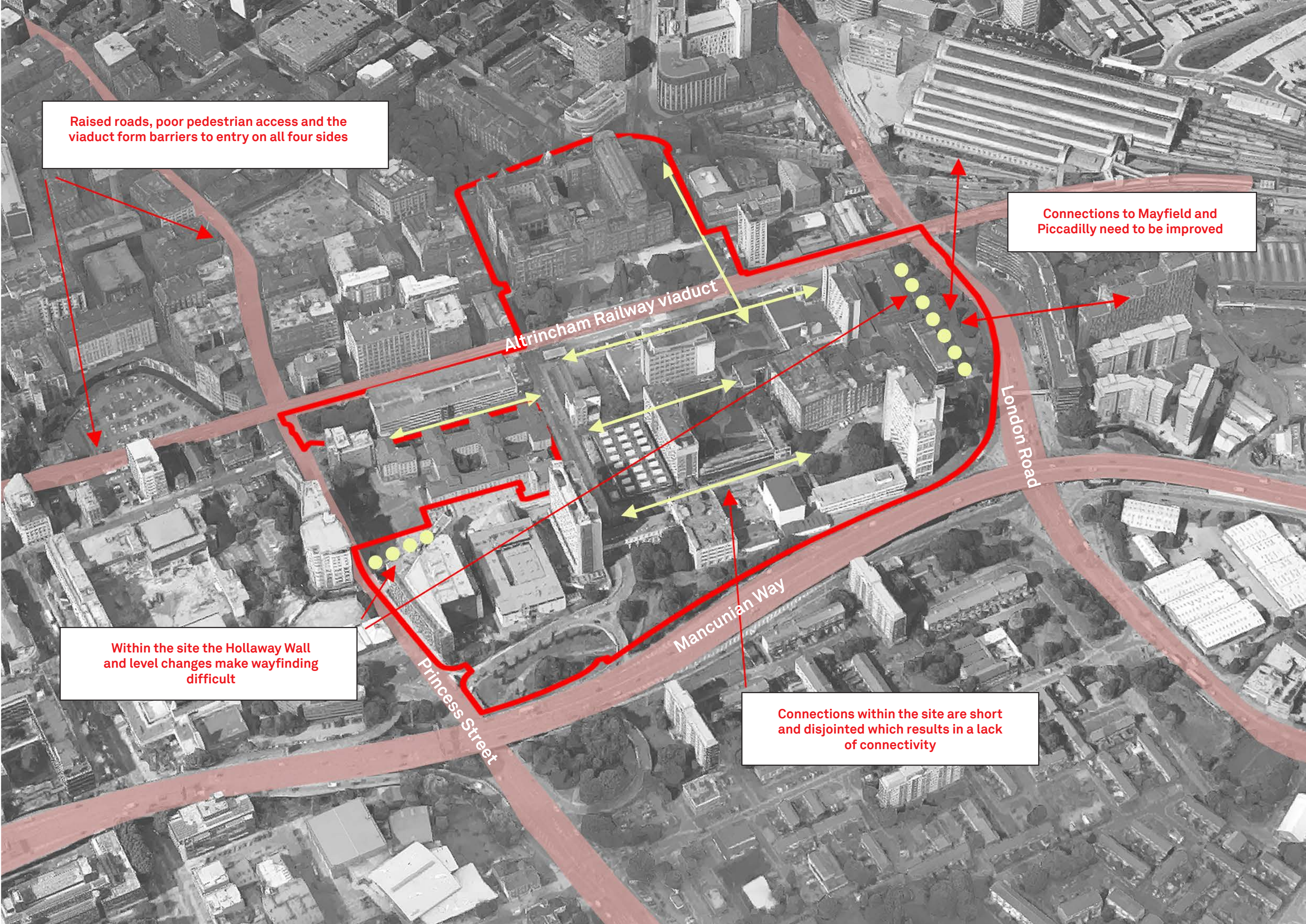
London Road

Within the site the Hollaway Wall and level changes make wayfinding difficult

Mancunian Way

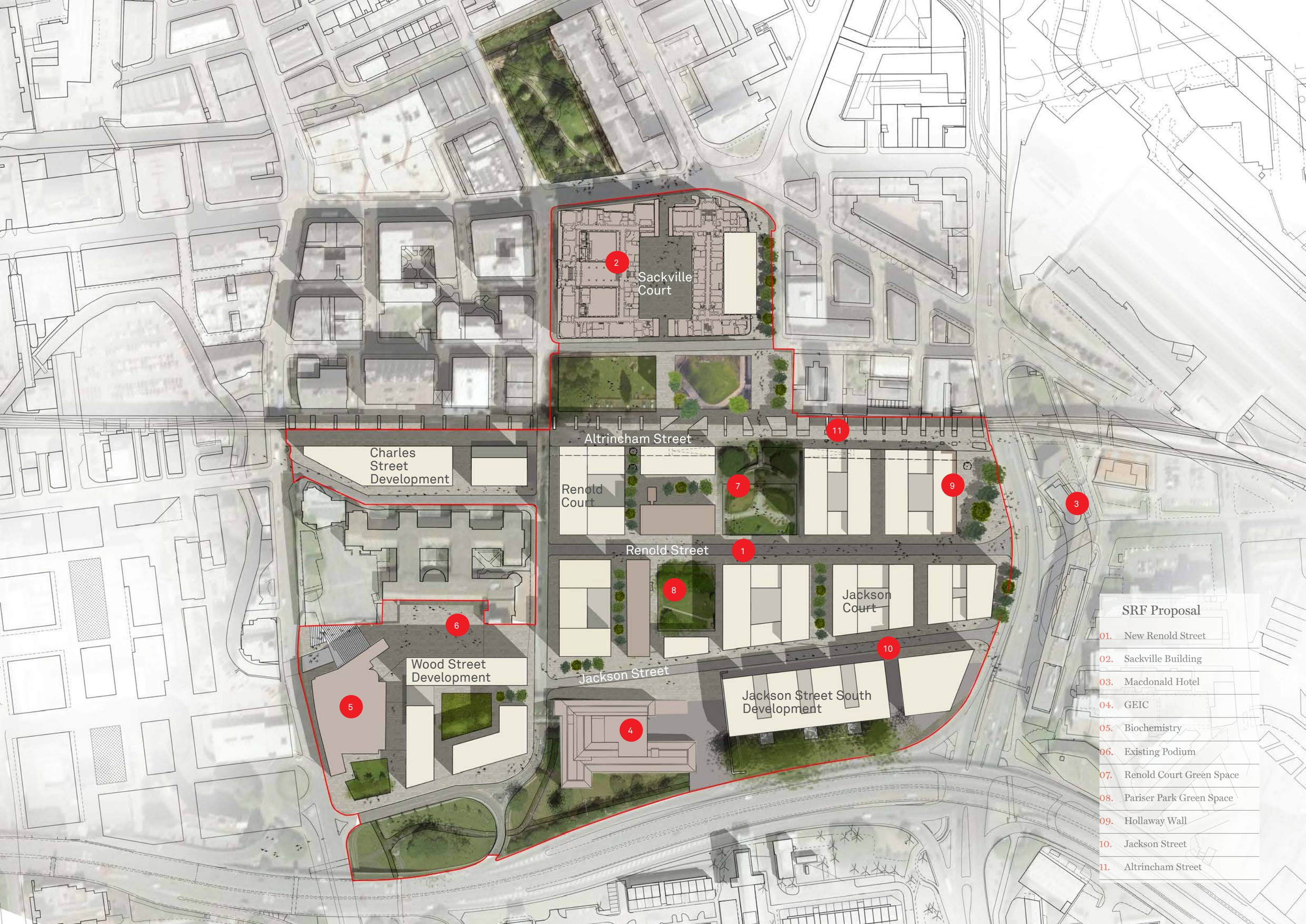
Princess Street

Connections within the site are short and disjointed which results in a lack of connectivity



Place Making: The North Campus Vision

4.1	The Proposal
4.2	Key Concepts
4.3	Zoning
4.4	Site Sections: Altrincham Street
4.5	Site Sections: The New Renold Street
4.6	Proposed Site Layout
4.7	Retention of Key Buildings
4.8	Sustainability



SRF Proposal	
01.	New Renold Street
02.	Sackville Building
03.	Macdonald Hotel
04.	GEIC
05.	Biochemistry
06.	Existing Podium
07.	Renold Court Green Space
08.	Pariser Park Green Space
09.	Hollaway Wall
10.	Jackson Street
11.	Altrincham Street

4.1 The Proposal

The proposed masterplan for the North Campus brings together important existing characteristics of the site alongside new considered design strategies that respond to key existing site problems. The proposed masterplan significantly enhances the area and helps it achieve high potential - contributing positively to Manchester's place making aspirations.

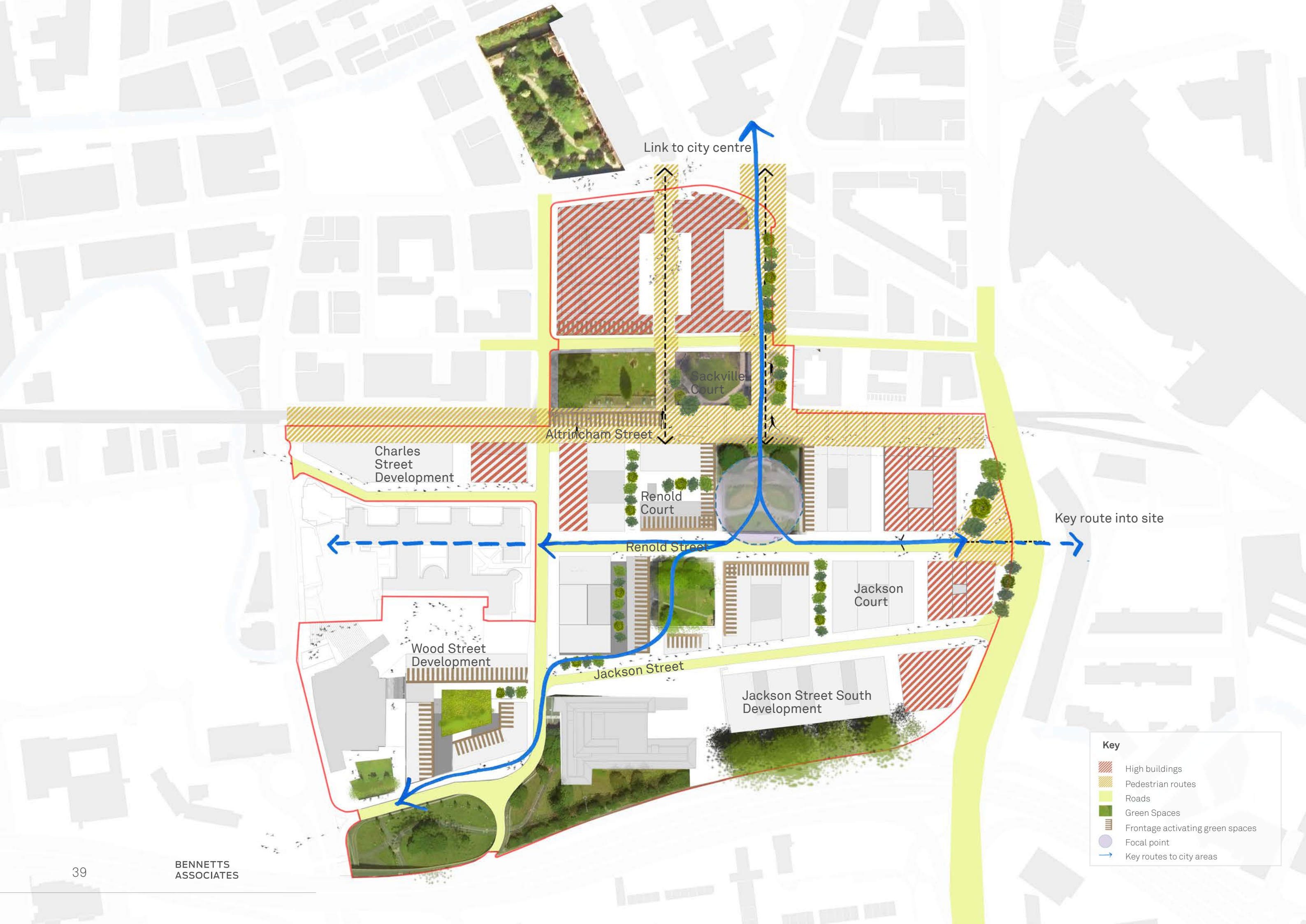
Unlike other Manchester SRF areas that are existing brownfield sites and thus can be seen as a 'blank canvas' when proposing a masterplan, the North Campus is a city site enriched by a wealth of elements and historic features that give it a unique character – and so these elements have been considered in the proposed design.

The notable Sackville Building to the north of the site acts as a key anchor building in the North Campus that will signify the northern gateway into the site. There is potential to open up the ground floor of this building and guide visitors through the grade II listed building's central courtyard and into Vimto Park, with its memorable Vimto public art sculpture.

The focus for the main body of the site to the south of the viaduct is the creation of high quality public amenity space, providing clear routes through the site, and creating flexibility to provide a mix of uses through new build and existing buildings.

To the east of the site is London Road and the grade II listed Hollaway Wall. There is the possibility of keeping parts of the wall and transforming this forgotten sculpture into an element that integrates itself with the base of a new commercial building – while also acting as a key eastern gateway into the site. With Mayfield and Piccadilly Station both located on this side of the site, a new eastern entrance will become a key access route into the North Campus site.

The proposed North Campus masterplan is about creating a district in the city that is all about the people of Manchester, while preserving and enhancing the historic environment. North Campus will emphasise the importance of the public realm between buildings – where buildings become the backdrop to intimate spaces; where communities congregate around calm and peaceful city centre green pocket parks. Fragments of history will be dispersed amongst new buildings that are designed to give a sense of unique identity.



Link to city centre

Sackville Court

Altrincham Street

Charles Street Development

Renold Court

Renold Street

Key route into site

Wood Street Development

Jackson Court

Jackson Street

Jackson Street South Development

Key

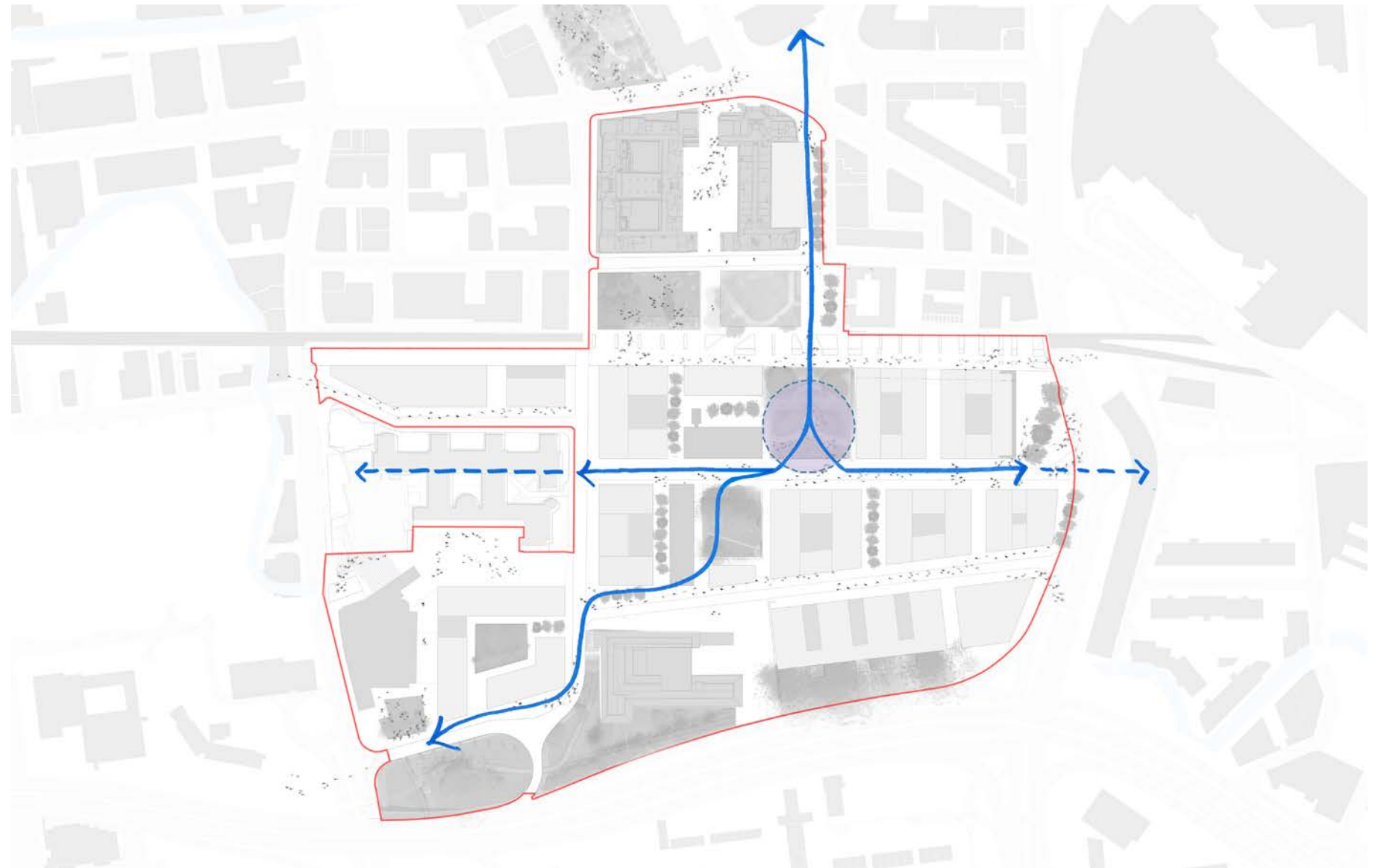
- High buildings
- Pedestrian routes
- Roads
- Green Spaces
- Frontage activating green spaces
- Focal point
- Key routes to city areas

4.2 Key Concepts

The masterplan layout extends the language of city blocks which are characteristic of Manchester's city centre and uses them to create a hierarchy of spaces and routes lined with city-scale buildings. There are four key aspects to the design approach:

Linked Spaces

Increased permeability through the site is fundamental to the success of the North Campus redevelopment. Routes will be created through the site that will link with the new redevelopments of Mayfield to the east, and Circle Square Development to the west. These routes will connect with public green spaces, within the North Campus, that also benefit from active frontage and minimised overshadowing.

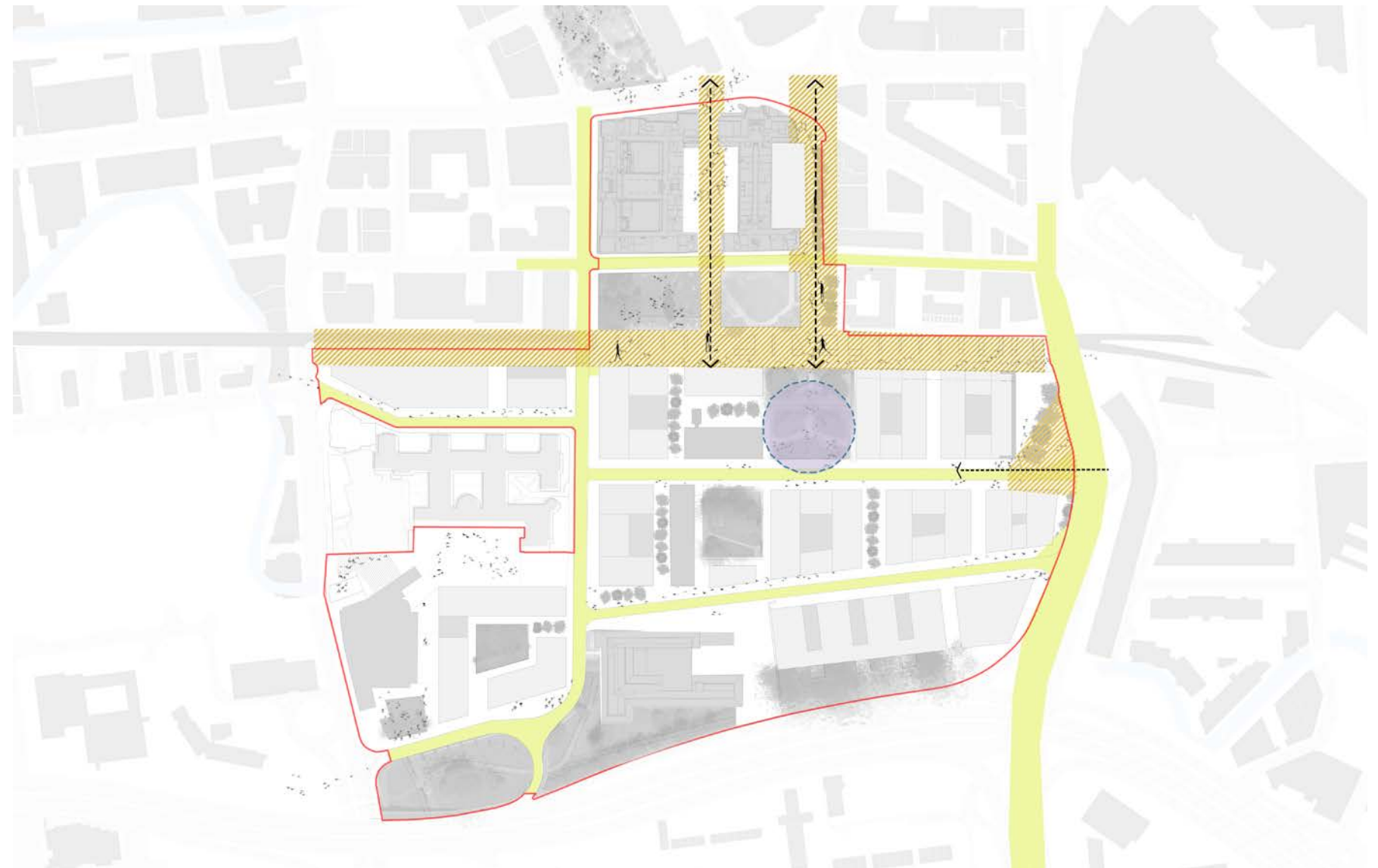


Roads and Routes

New vehicular roads that span the full width of the North Campus site, from London Road to Sackville Street, are proposed to ensure continuous, easy access. A new road through the centre of the site that passes through key neighbourhoods will allow for greater permeability.

Pedestrian routes are also proposed in and around the Altrincham Railway viaduct – already there are various pedestrianised routes along this part of the site, and the SRF intends to capitalise on this to create exciting and vibrant streets that interact with the viaduct arches. There is potential for the pedestrian route along the viaduct to span from Princess Street all the way through to London Road – creating a pedestrian corridor of exciting, lively active frontages situated inside historic arches.

The Sackville Street building has the potential to become a northern gateway to the site. The building could be made more permeable at ground level by the opening-up of a route or routes through its courtyard spaces and through changes to its facades. It can link directly to the pedestrianised Altrincham Street, which will have active frontages through reuse of the arches of the viaduct.



Journey through green spaces

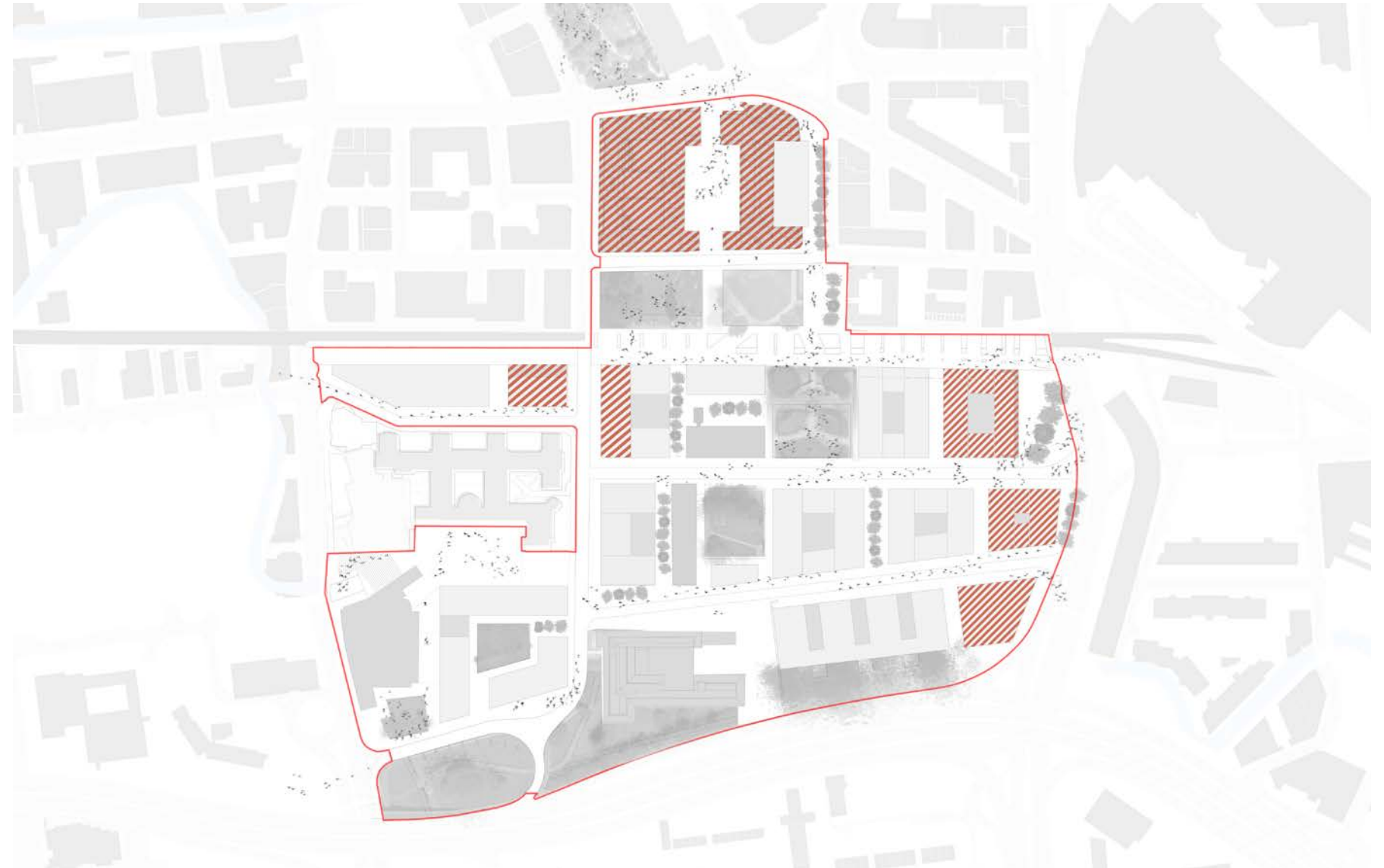
North Campus is a unique area of the city where there is the opportunity for provision of numerous green spaces all within close proximity of each other - every block on the site is next to or near to a green space. These green spaces help to create a north-south journey through the site - starting at Sackville Gardens to the north and meandering all the way down to Brook Street corner. The intention is to create areas of high quality public realm and improve the quality of the North Campus's network of accessible opens spaces



Gateways: tall buildings opportunity

Manchester city centre is generally high density, and the North Campus is a district that can significantly contribute to this characteristic – where the provision of tall buildings will bring significant regeneration benefits. The site has numerous locations where tall buildings will benefit the proposed masterplan. Along the busy London Road, tall buildings will help to create a gateway into the site, while also acting as a noise barrier to the busy traffic. Along Sackville Street, near the viaduct, an increase in the height of buildings will create key landmarks to the west of the site.

Tall buildings proposed on North Campus will be appropriately located and contribute positively to place-making and sustainability around the area. The aim is that these buildings complement the City's skyline and approach views.

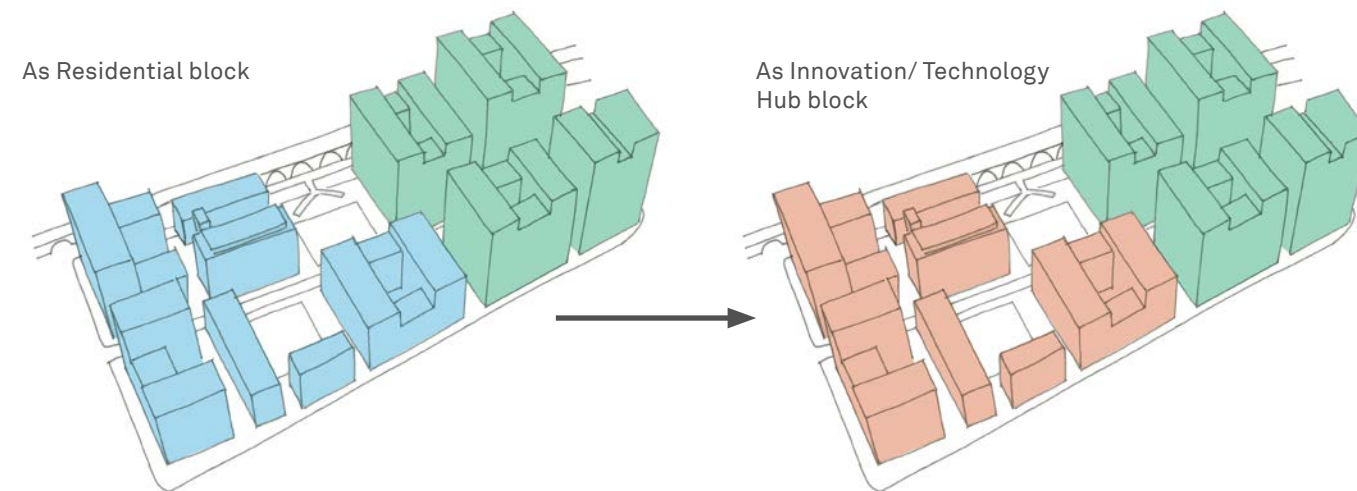


4.3 Zoning

A mix of uses is essential to ensure commercial viability and economic sustainability. Every city centre should avoid large areas dedicated to a single use. The emphasis of each neighbourhood highlighted in the proposals and the spatial arrangement of uses within those neighbourhoods will change and adapt both before and after their redevelopment. However the desirability of a mixture of uses appropriate to a city centre location and the need for sufficient public amenity to ensure long-term flexibility and vitality will not. This SRF proposes a Masterplan that offers a flexible approach to Zoning and which can develop further.

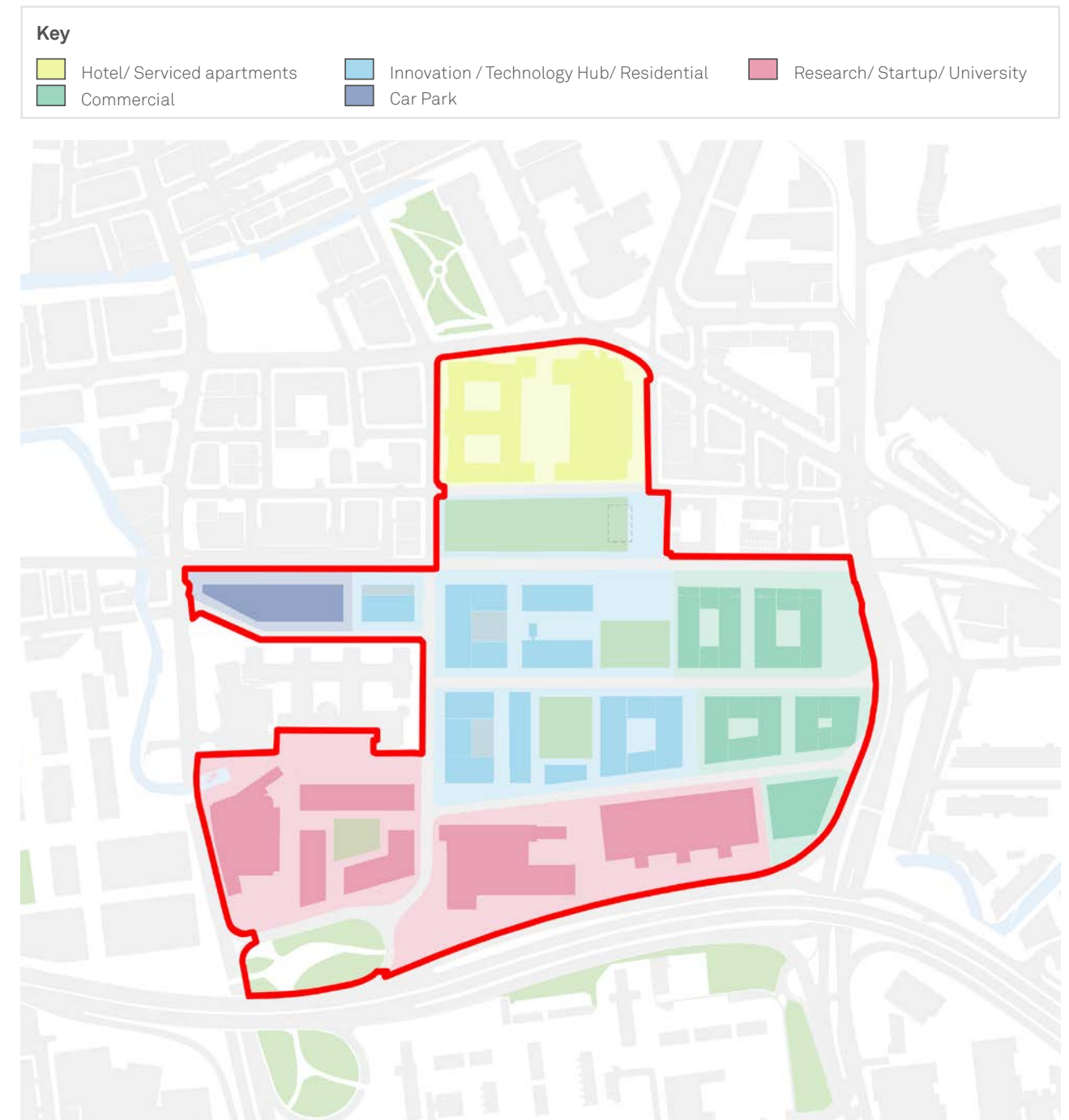
The diagram on the right shows a possible Zoning allocation for the North Campus SRF and is flexible in terms of future land use.

The use mix indicated in the proposals is intended as a guide and to help appraise commercial viability. Uses other than those shown can be accommodated in a controlled fashion – as shown in the diagram below, where plots currently allocated as residential could also be allocated as a commercial or university and related uses plot.



—Flexible approach to Zoning

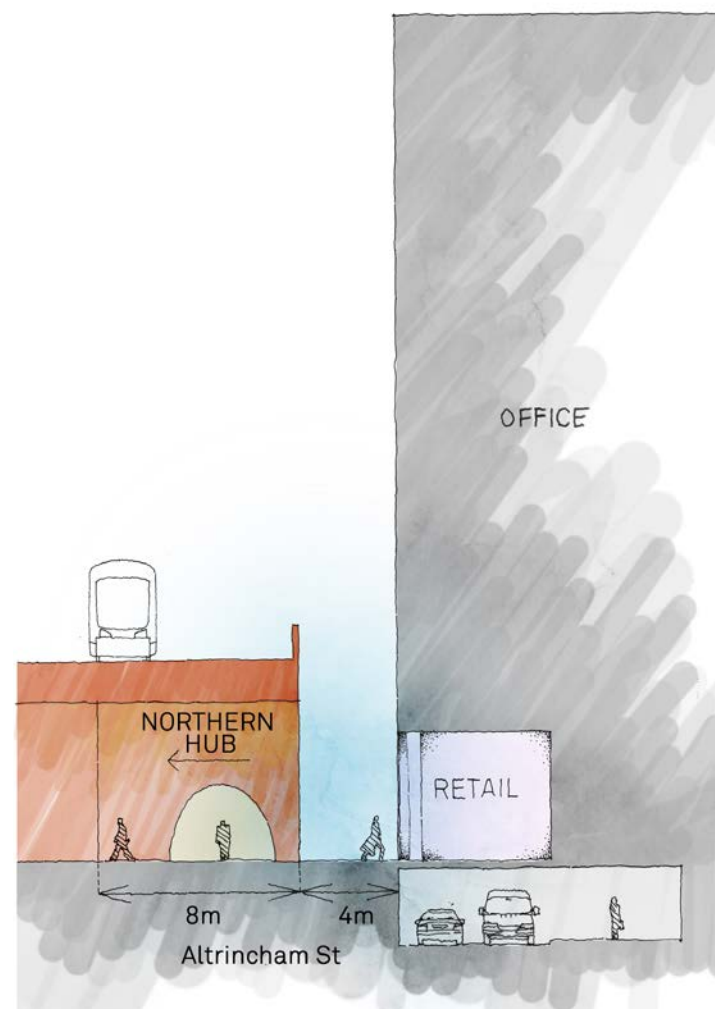
The above two diagrams show the flexibility of the proposed SRF - where either residential or innovation/ technology hub buildings can be accommodated in the North Campus redevelopment



—Proposed Zoning

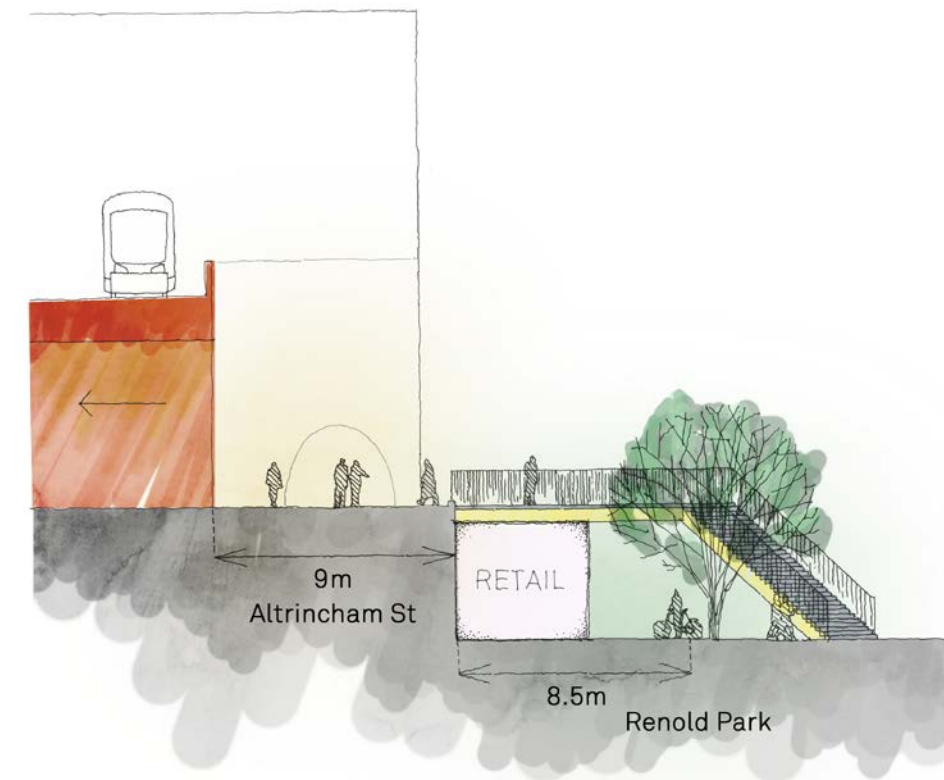
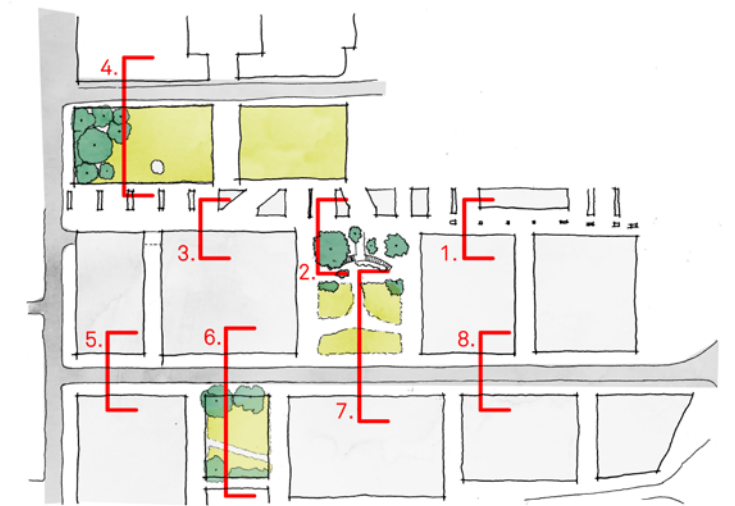
4.4 Site sections: Altrincham Street

The following site cross sections aim to show the variety of spaces that the proposed pedestrianised Altrincham Street will offer North Campus – the aim is for a vibrant thoroughfare where active frontages are housed within the historic railway viaduct:



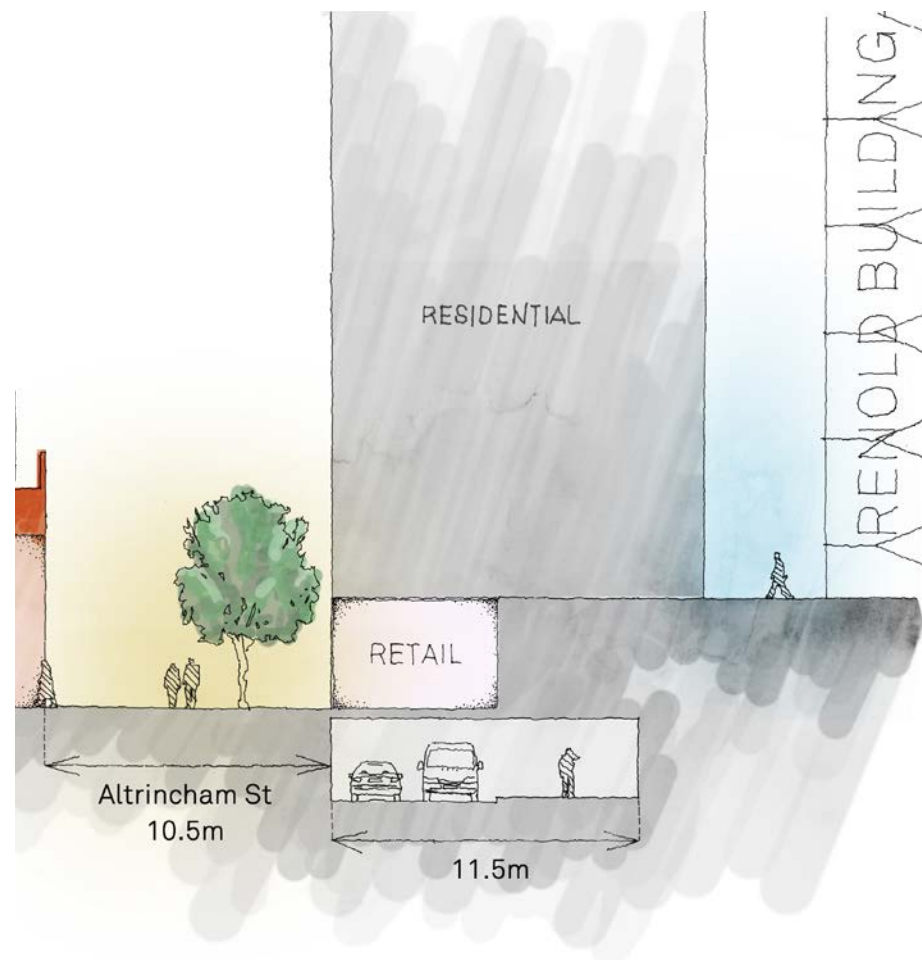
—1. The Northern Hub

Will be located towards the most eastern edge of the North Campus Altrincham Railway viaduct where the pedestrianised route meets London Road.



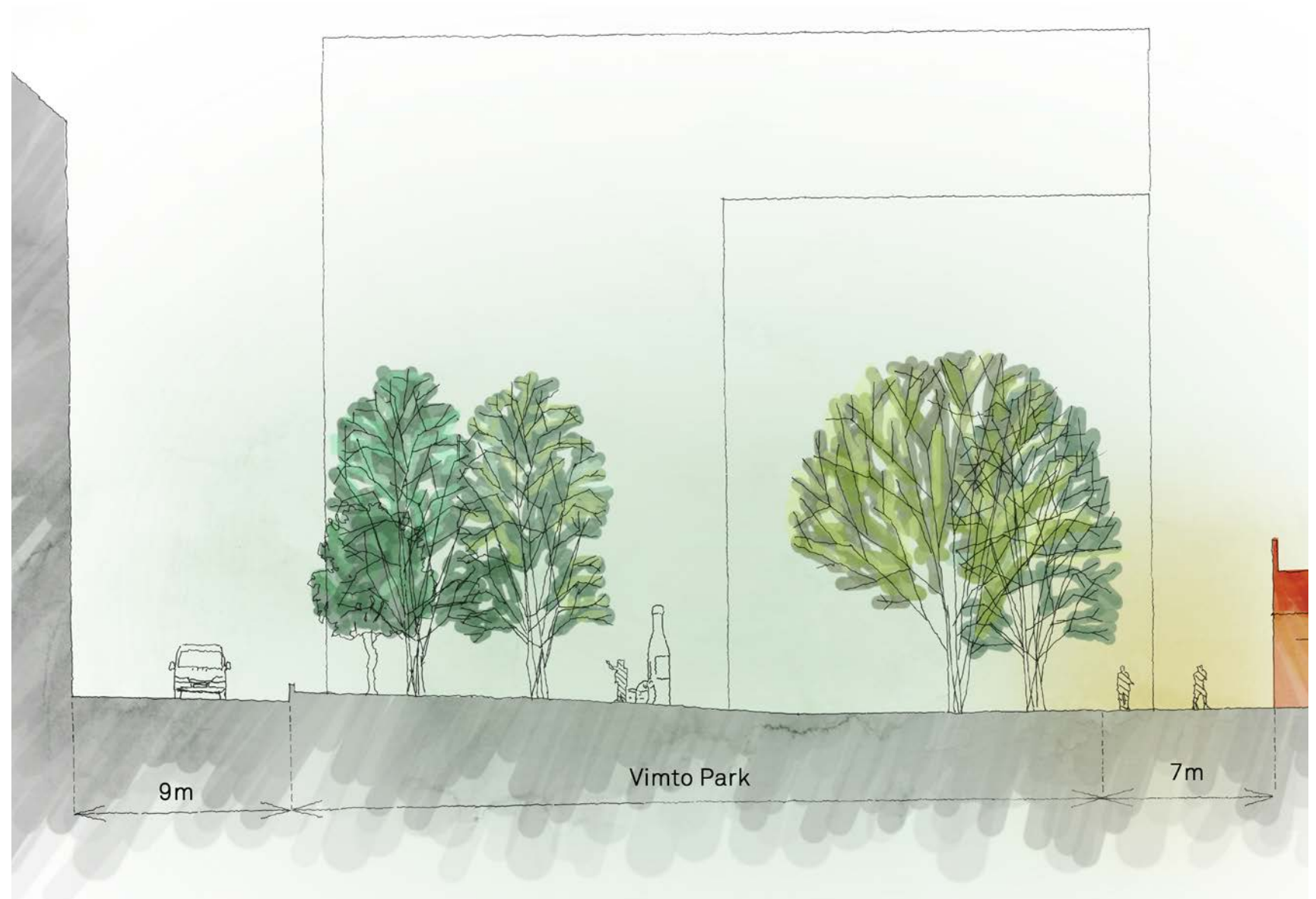
—2. Pedestrianised Altrincham Street

There is the possibility of keeping the existing sculptural staircase and incorporating new accessible ramps within the new buildings.



—3. By removing the Renold Building's podium

It allows for the opportunity to build a new residential block pushed up against Altrincham Street, allowing for retail space to this elevated pedestrian route, and car parking and/or plant space below.



—4. Vimto Park will remain as existing

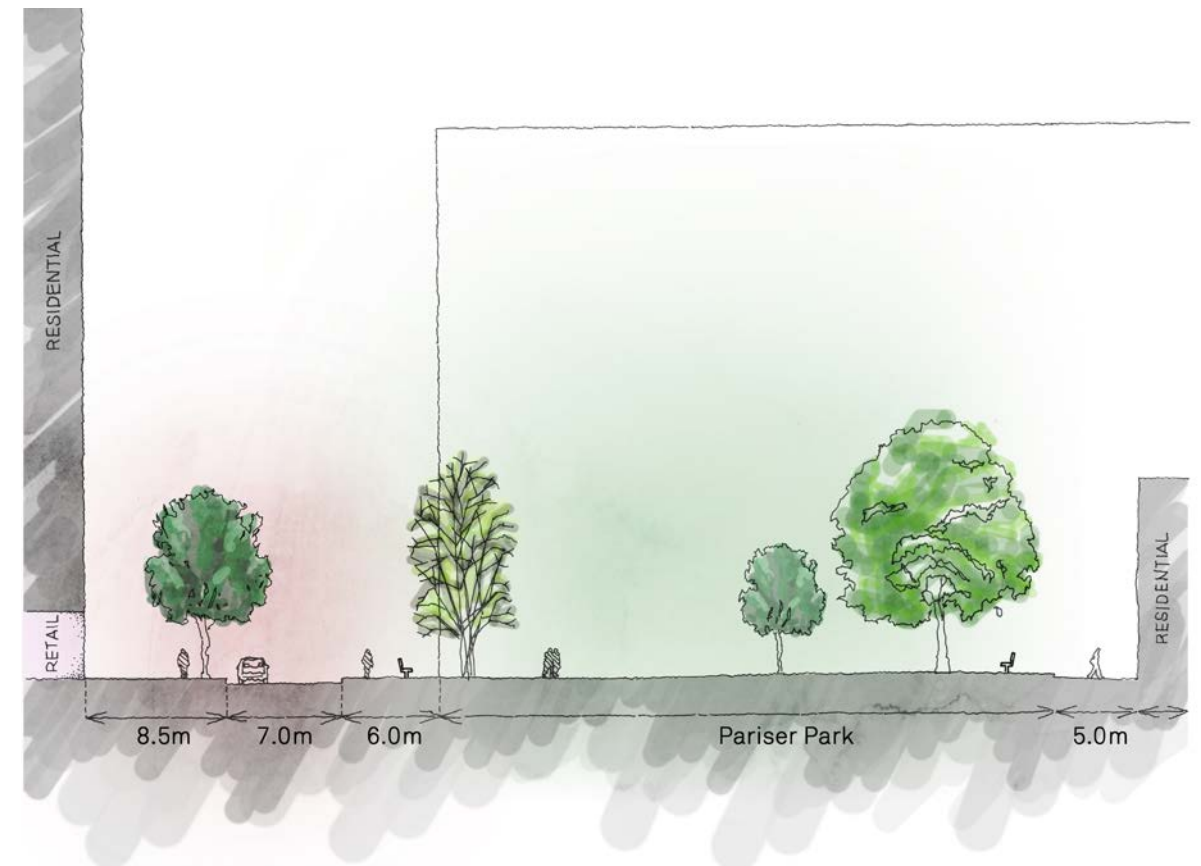
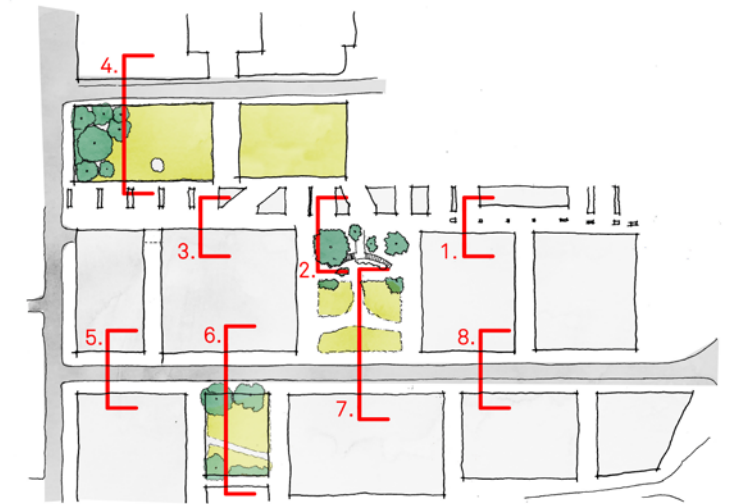
Albeit the size reduced to create a third edge enclosure to the green space, which we feel enhance the existing open area.

4.5 Site sections: The New Renold Street

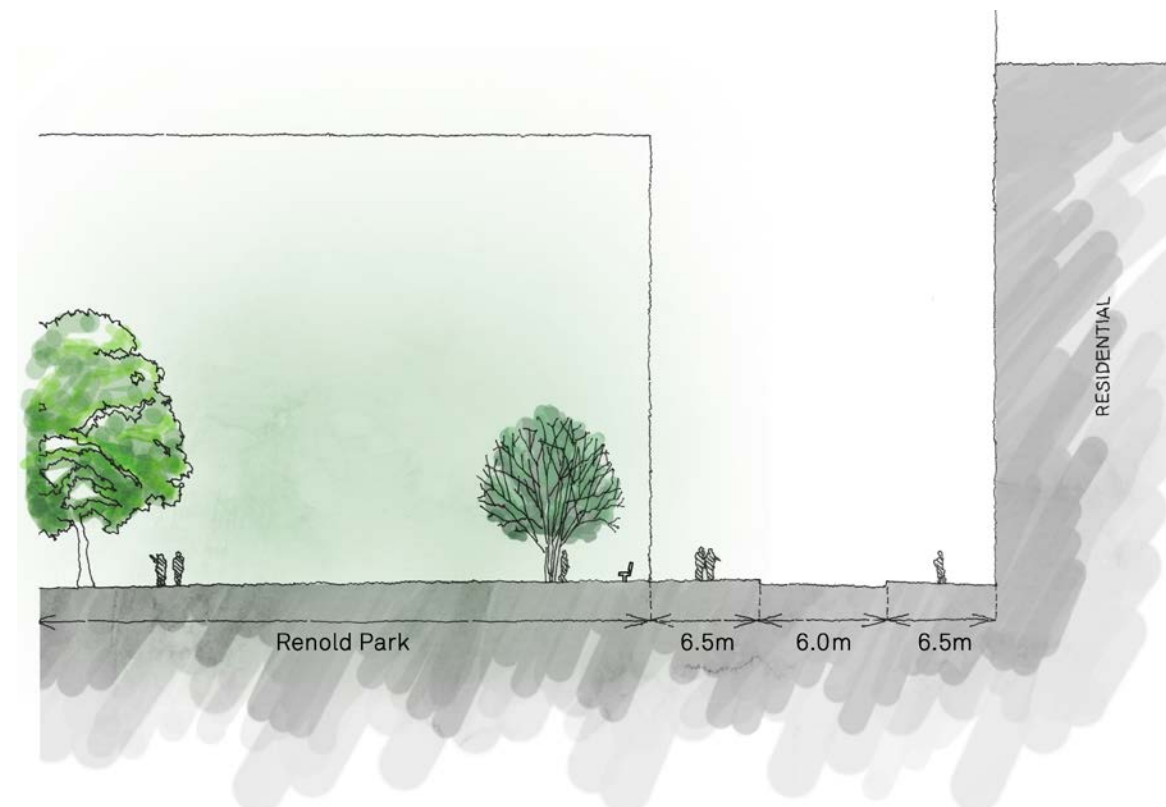
The following site cross sections aim to show the variety of spaces that the newly proposed Renold Street will offer North Campus – the aim is for east-west permeability through the site and to improve the quality of the North Campus's numerous open green spaces.



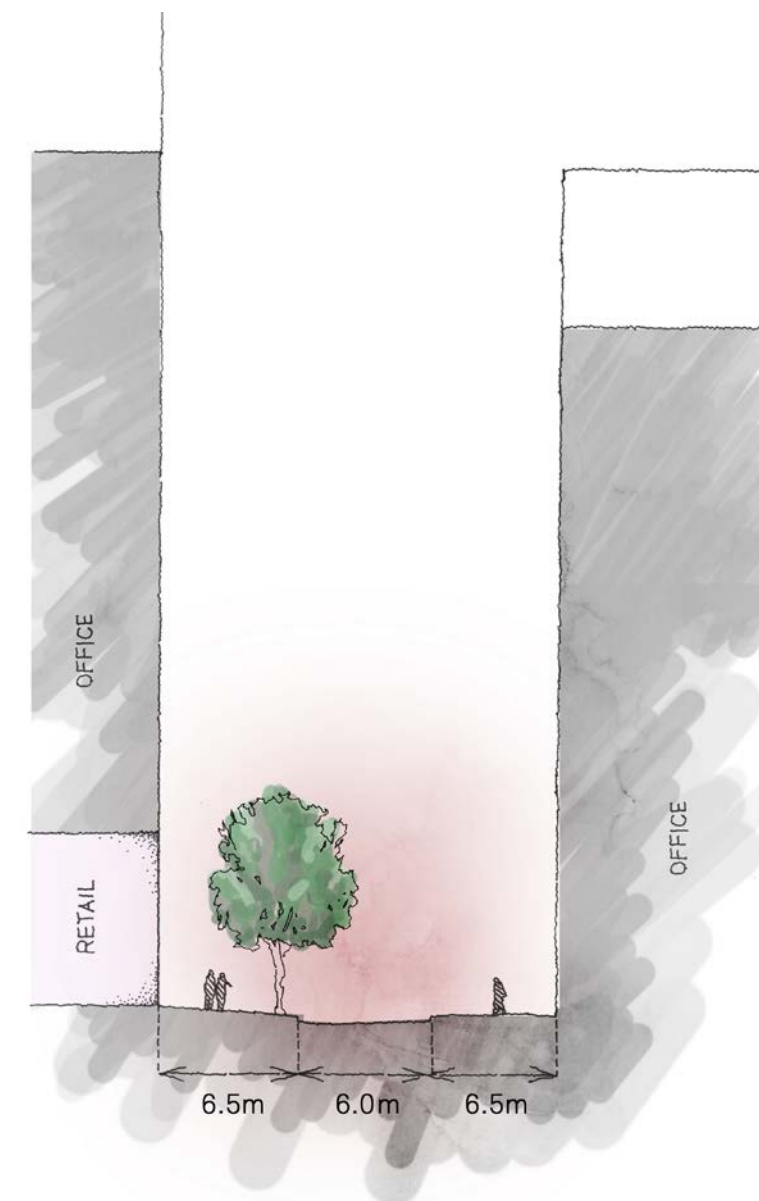
—5. Renold Street
Will have active frontage along the ground floor of all buildings located along this road.



—6. Visible connection to New Park
Will allow Renold Street to feel more spacious as visitors move into the site from the taller buildings situated at either end of the street.

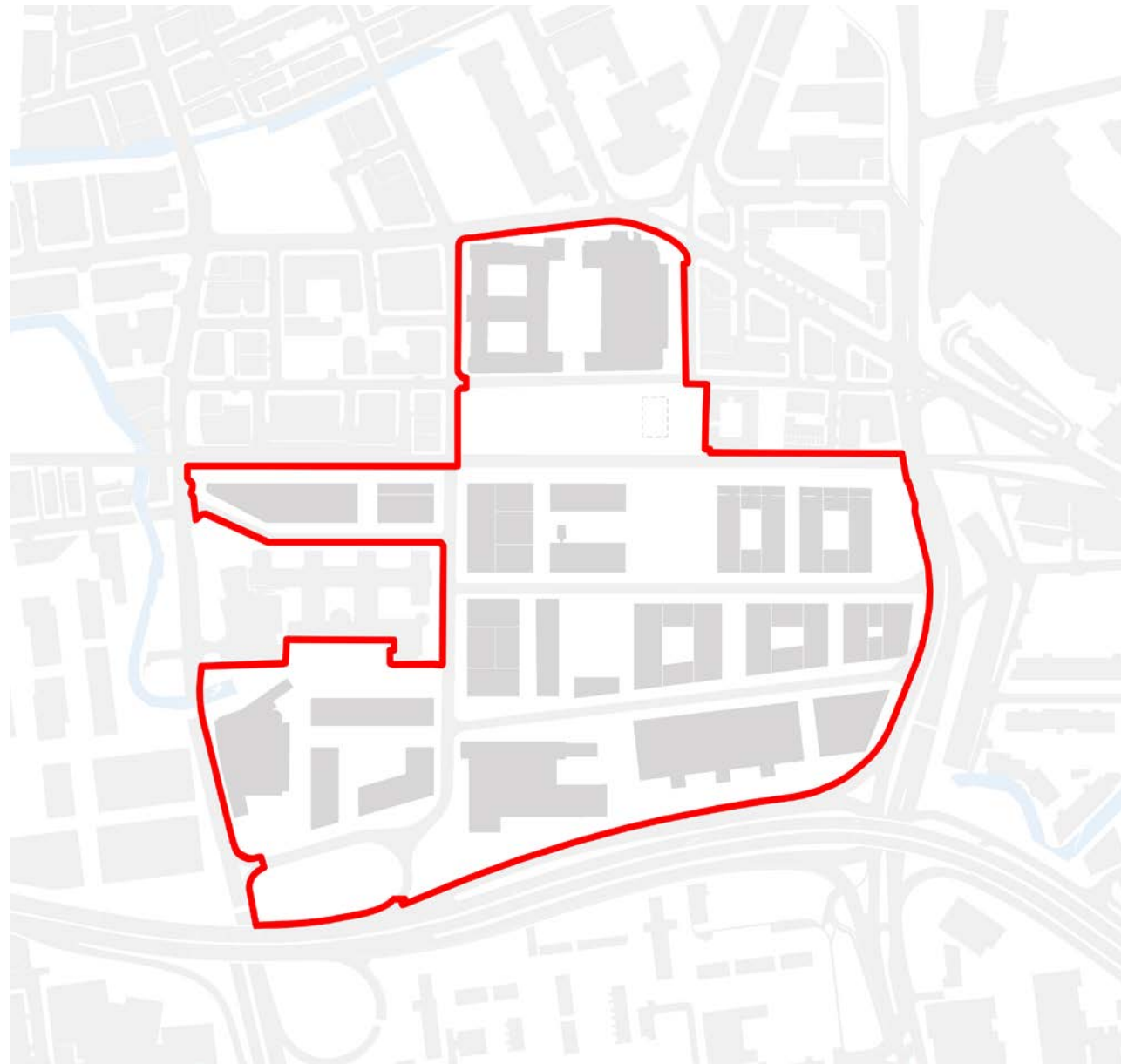


—7. The proposed Renold Park is the central open space at the North Campus
And will have direct connections to/from Renold Street.



—8. Towards the eastern end of Renold Street
Will be a possible commercial quarter with taller buildings.

4.6 Proposed Site Layout



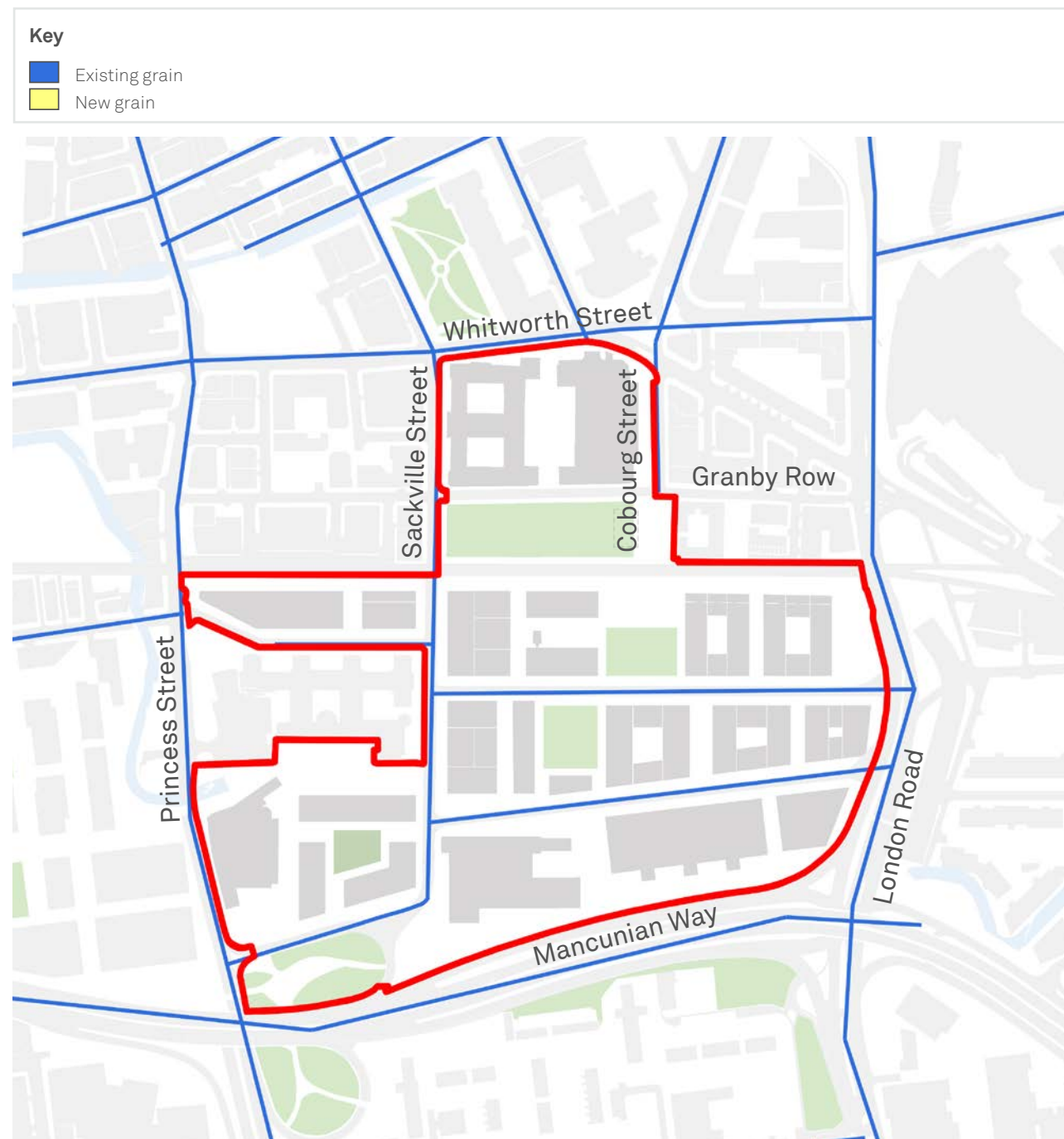
—Figure Ground

This diagram shows that intentional increase in density and massing to the site, which is now comparable with other Manchester city centre blocks.



—Green Spaces/ Public spaces

Throughout the site high quality public spaces provided are important to the coherence of the site and the setting of the buildings. They have high amenity value and connect beyond the site boundaries to other key green spaces, such as Sackville Street Gardens. Vimto Park and the overall area of greenspace should be maintained. It is intended that any existing trees on the North Campus that are lost due to future development would be relocated and replanted or replaced in other green spaces on the site.



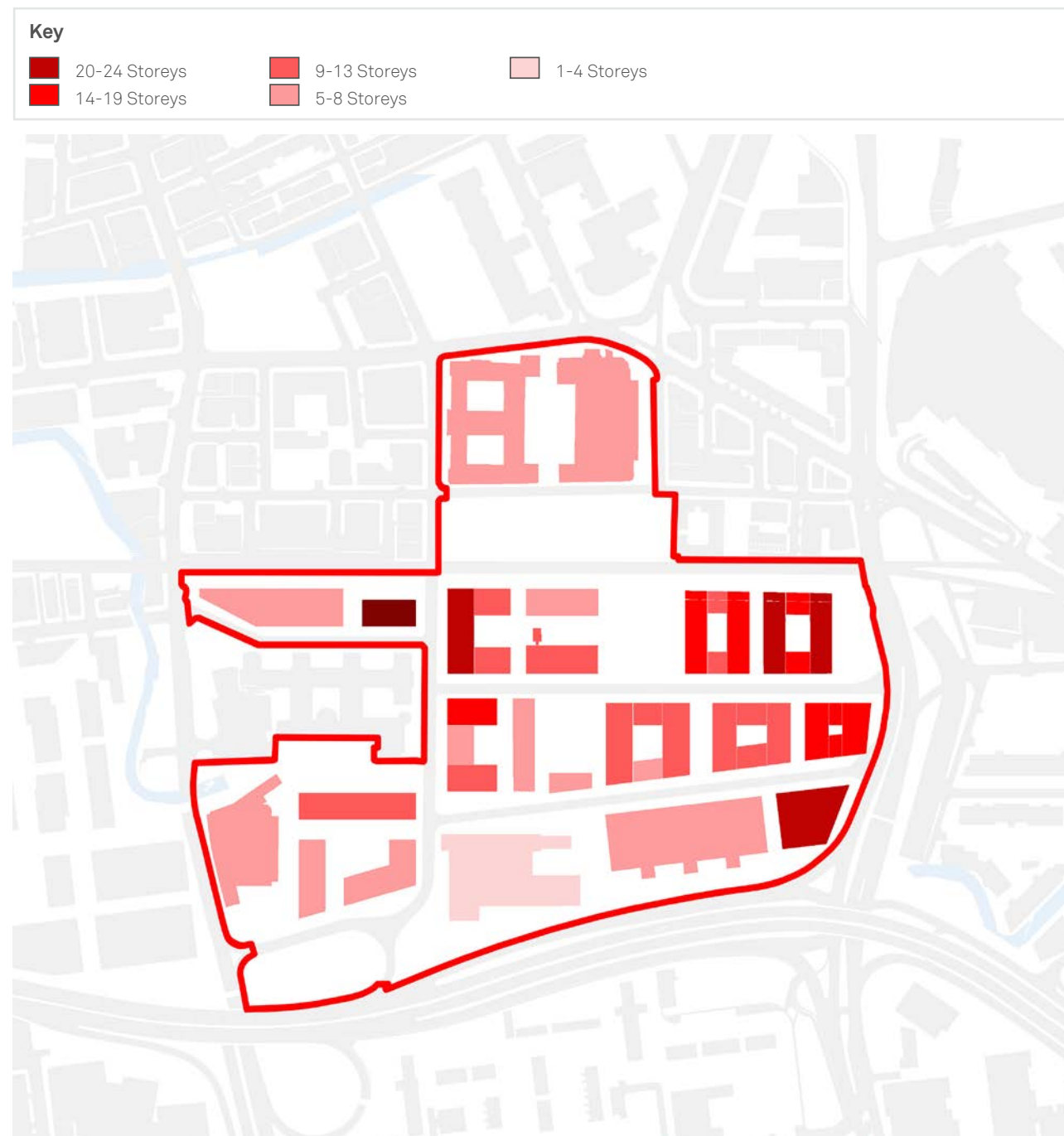
—Grain Implied

The proposed new roads and routes through the site now try to follow an east-west city grid, which creates an urban grain that complements existing Mancunian streets.



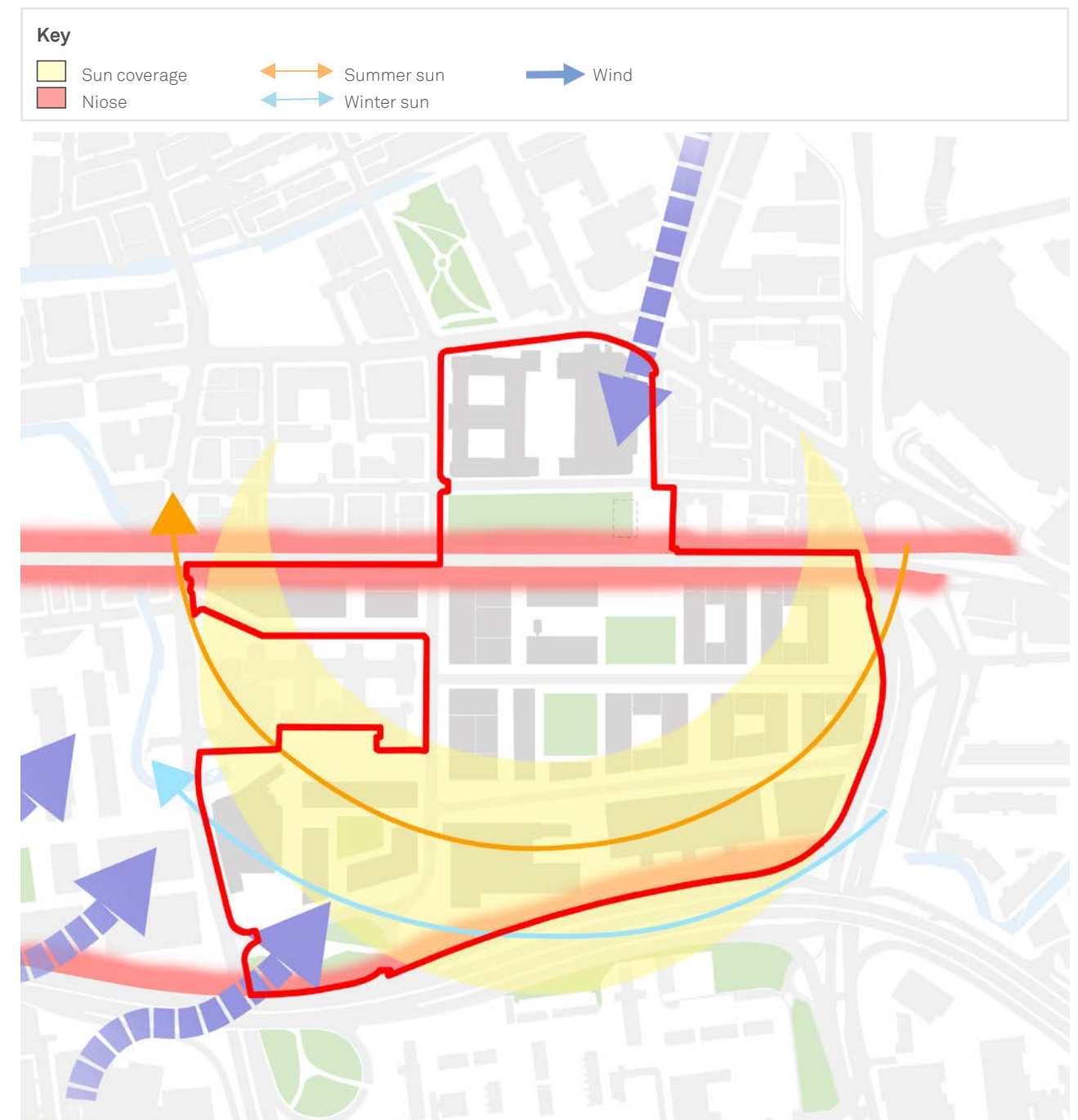
—Active Frontage

It is vital that the ground floor amenity provision in the North Campus offers active frontages to ensure that the public has access to the ground floors of buildings. Lots of retail and restaurant, bars and cafes will help to create a vibrant community atmosphere. Without the provision of active frontages and visible activity, it can create areas in the city that are uninviting and have a negative impact on the area. By providing active frontages to Altrincham Street and Renold Street, it ensures these routes are frequently used.



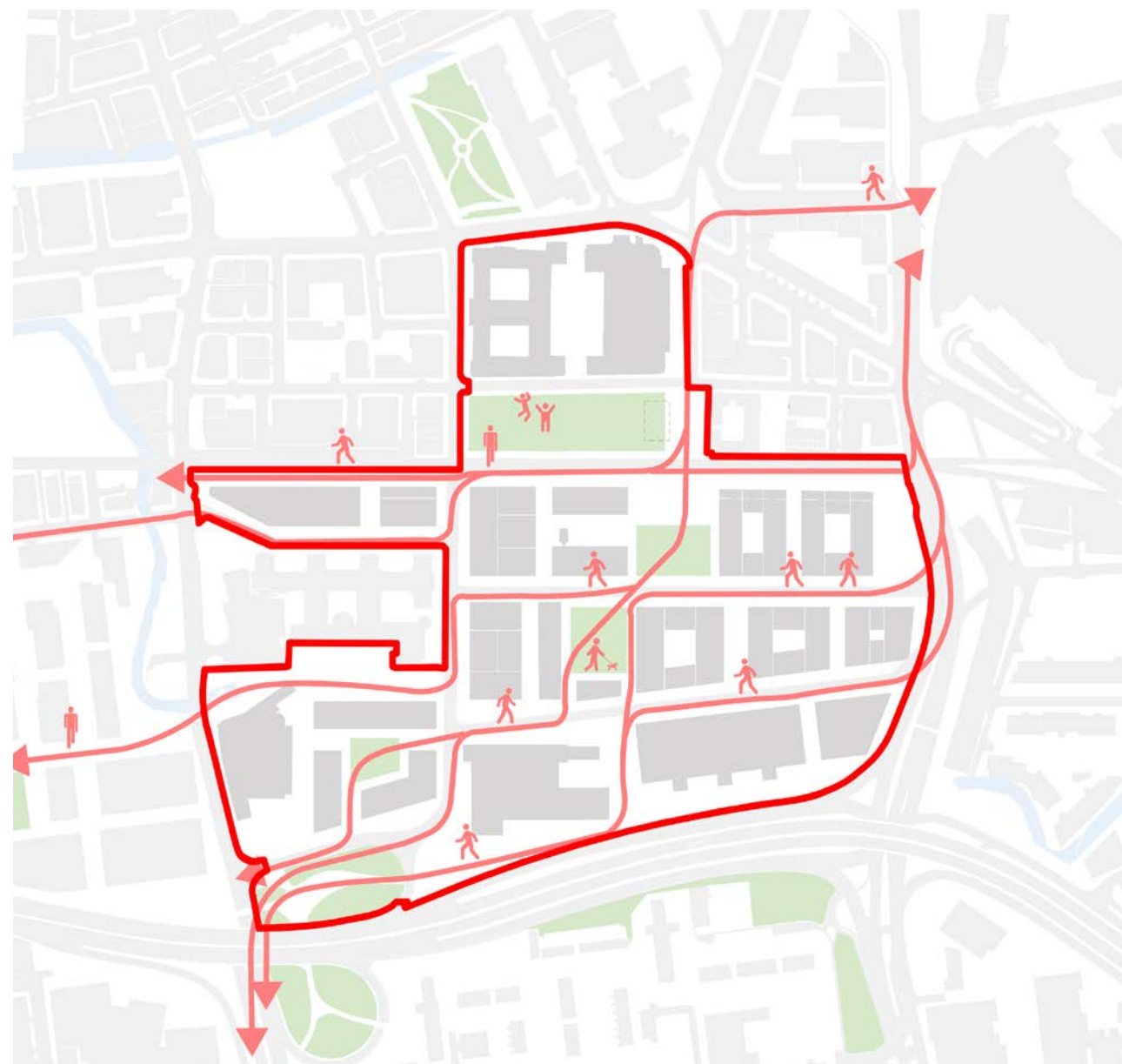
—Building heights

Manchester city centre is generally high density, and it has been identified that there is potential to increase massing and density on North Campus. There will be a variety of proposed building heights, and this relates to sun path routes as well as location against busy roads such as London Road. Taller buildings will be located along London Road and Sackville Street. The central zones in the site will be lower, allowing the pocket parks to capture as much daylight and sunlight as possible.



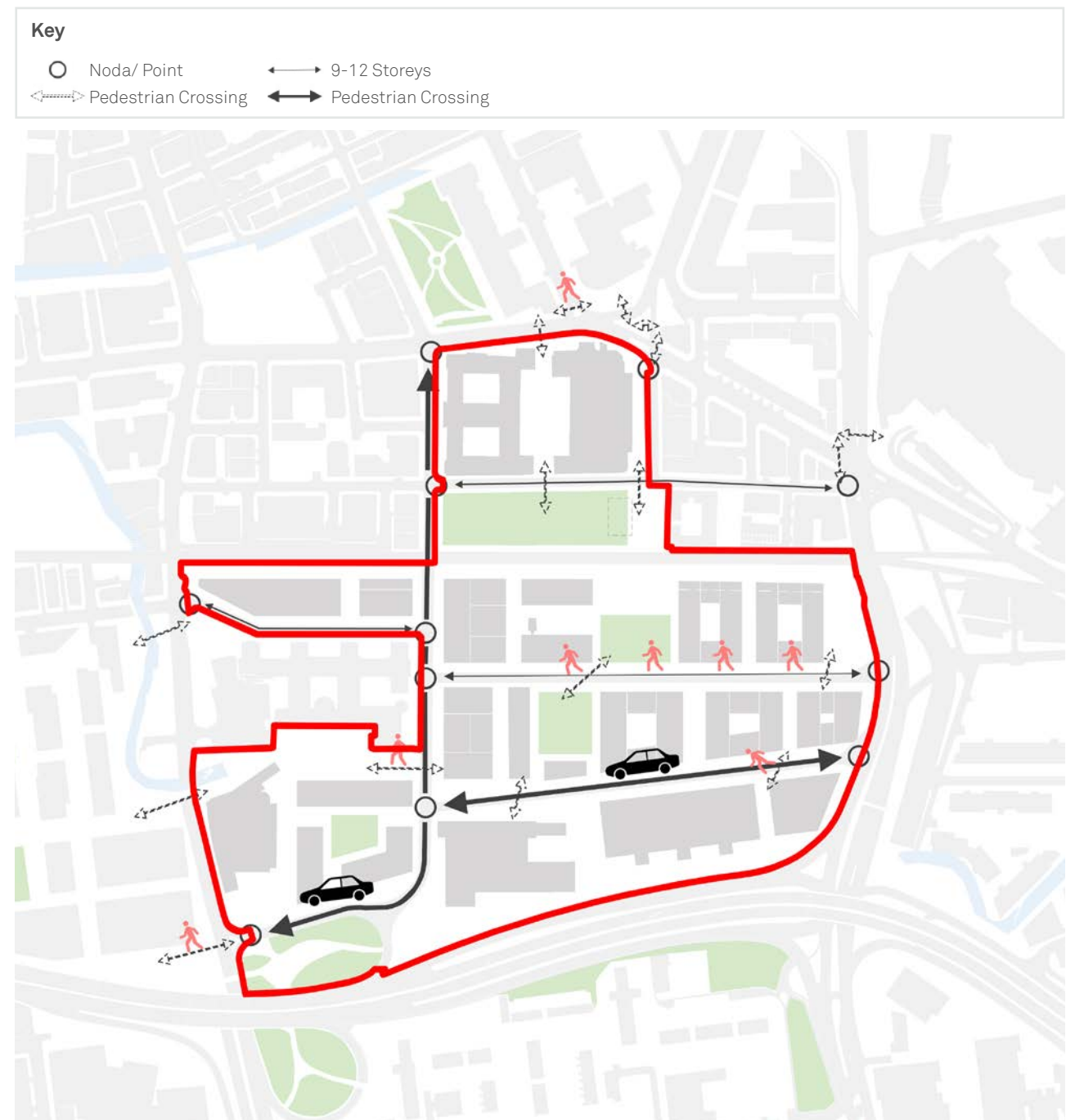
—Environment

Analysis of the site's microclimate is important to ensure maximum daylight is provided to both the external public spaces and the new buildings that are being proposed. North Campus has areas that are very noisy and busy such as London Road, however the further west you travel into the site, it is much quieter – which is ideal for residential buildings. Wind analysis is also important to ensure that any new tall buildings that are proposed do not have a detrimental effect on the site due to increased wind speeds.



—Pedestrian routes

The movement of people through streets and spaces is the lifeblood of a city. Numerous pedestrian routes are proposed throughout the North Campus and these routes link to key destinations such as Piccadilly train station and the city centre, as well as through the Sackville Building. The aim is to create a vibrant pedestrian route along the historic Altrincham Railway viaduct where the arches are used for cafes, bars and community amenity spaces. The intention is to also give greater access to the University campus to the south-west.



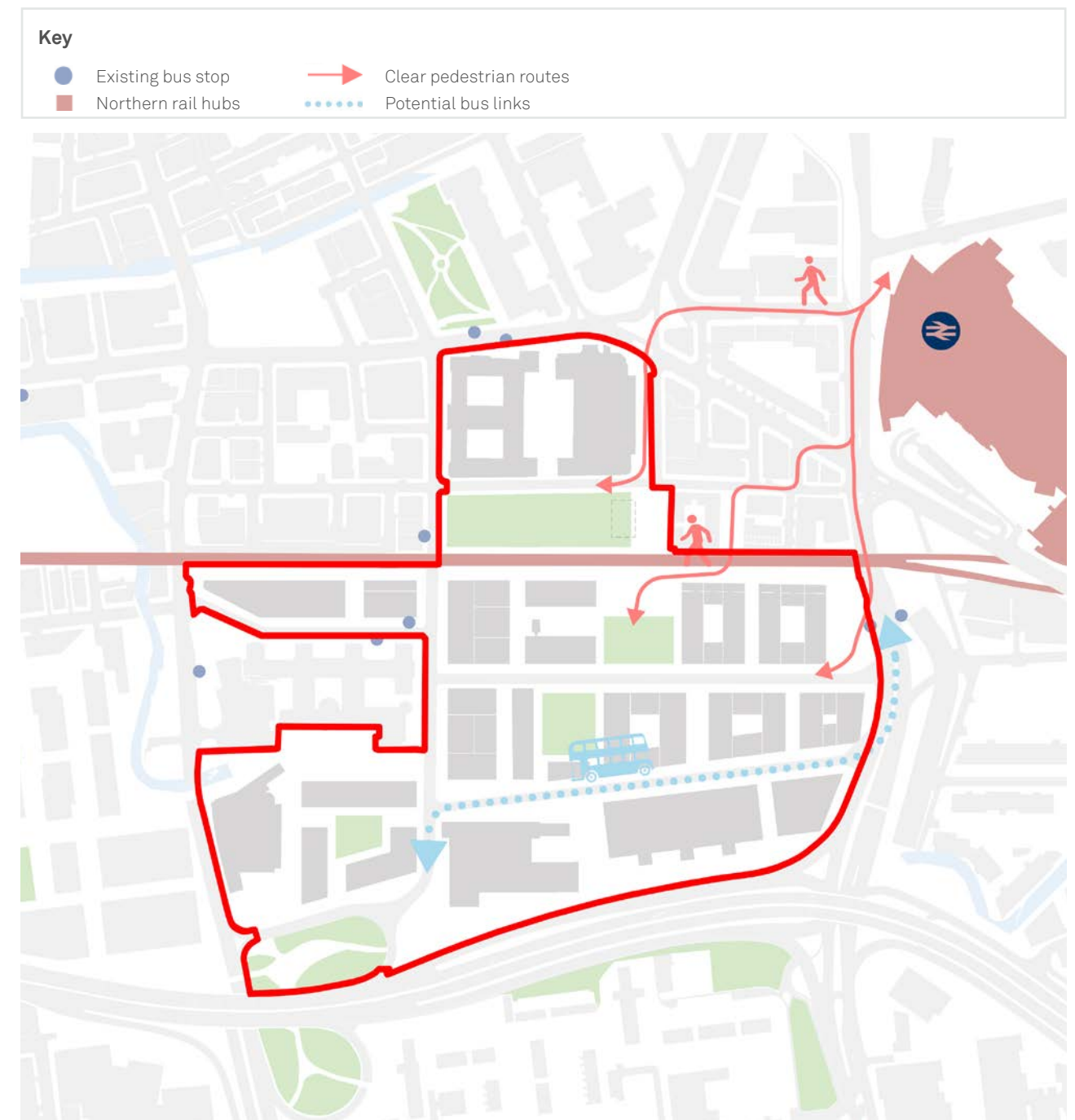
—Road network

The routes proposed revamp the existing road network on the site and create new roads, which span the full width of the site to ensure continuous access. From London Road to Sackville Street, pedestrians and vehicles will have direct access via Jackson Street and the new proposed road, Renold Street. Note: a detailed traffic study would need to be undertaken in light of the proposals, prior to further development, to test assumptions and optimise the eventual solution.



—Servicing and access

The provision of simple, accessible servicing routes to all buildings within the site has been considered. The proposed routes are predominantly along Jackson Street, as well as within the side streets that feed off from the new Renold Street.



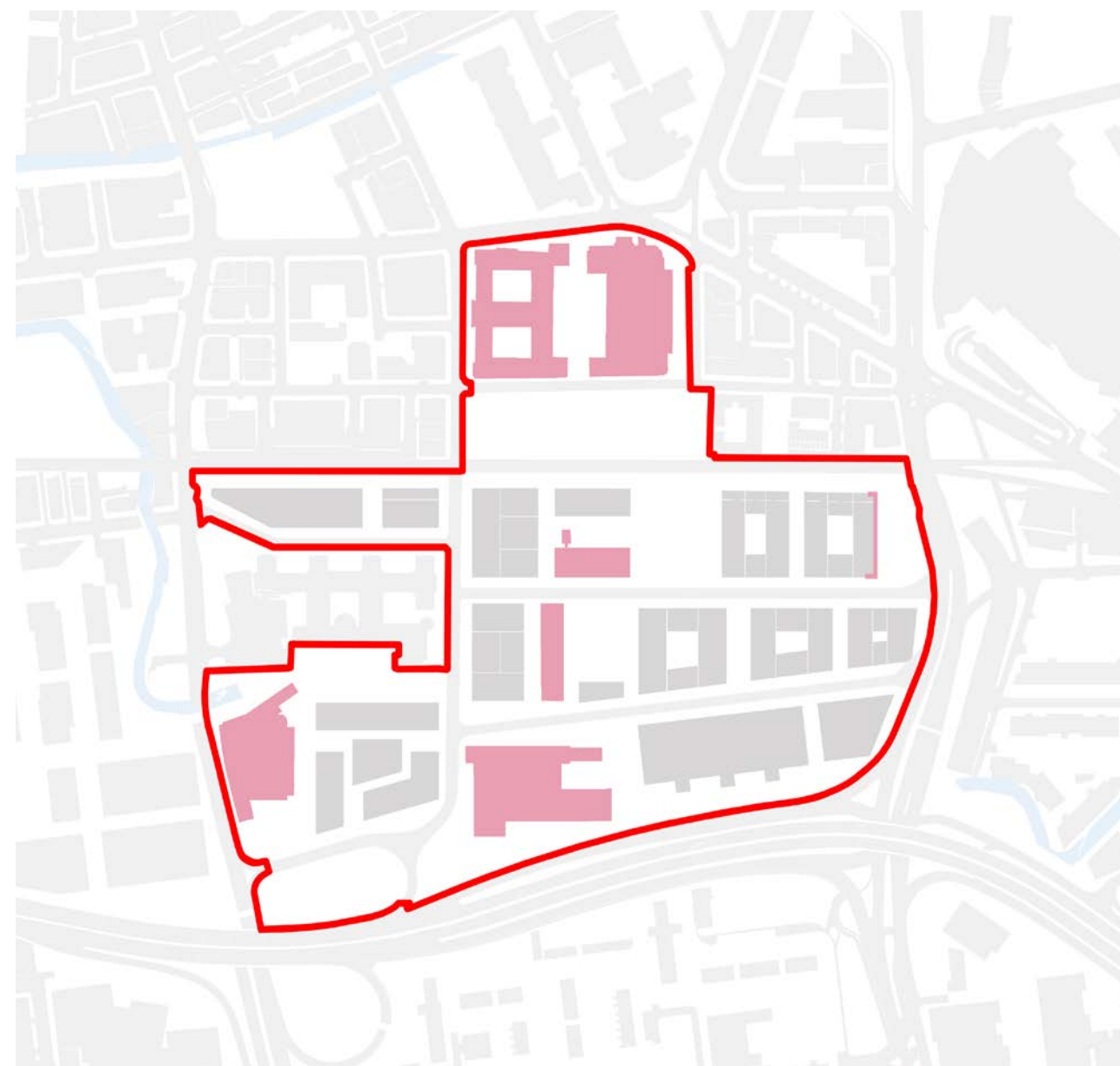
—Public transport

The site is well connected to key public transport. Piccadilly station is close by, and there are numerous existing bus stops – with the opportunity to provide new bus routes through the North campus site. There is also the tramline situated to the north of the site.



—Parking

The North Campus area is deemed highly accessible. There is an existing car park on site, which is recognised as being important to meet the demand around Whitworth Street. The new North Campus masterplan proposes to rebuild the car park at a new location and ensure no car parking spaces are reduced in the new scheme.



—Possible retention of UMIST buildings and features

In addition to the listed buildings the SRF has considered the possible retention of various features of the existing site. These include the Renold building and Pariser building - that could possibly be converted into residential homes or commercial plots but subject to further more detailed analysis at the next stage.

4.8 Sustainability

The North Campus SRF should aim for exemplary standards in regards to sustainability. This will be beneficial to Manchester and a major contribution to the city's goal to become one of the UK's leading sustainable conurbations.

Manchester is the birthplace of the modern city and 19th Century industrialisation, so it is fitting that the city should play a leading role in addressing the climate effects of the global economic transformation that followed.

The City Council's 'Climate Change Call to Action' adopted in 2009 describes a new way of thinking about sustainability, which fits in the context of Manchester's Community Strategy and describes how taking early action on climate change can deliver an even better city in which to live and work.

The Call to Action focuses to a large extent on the urgent task of reducing the City's impact on the climate by establishing 'low carbon living' to reduce emissions by at least a third (equivalent to 1.3 million tonnes) by 2020. It is also a plan to capitalise on the opportunities that this will provide for improved quality of life, prosperity, regeneration benefit and social sustainability.

It has not been possible to explore sustainability in detail at this stage but future development of the North Campus should look to define targets for environmental performance and potential commitment to site-wide energy strategies along the lines of that indicated opposite.



Land and Ecology

- Planting of open spaces will improve local ecological value
- Green roofs will provide additional habitats
- Possible link to green corridor infrastructure



Health and wellbeing

- Open space will promote wellbeing



Materials

- Local sourcing
- Re-use demolished materials
- Use of recycled materials



Global, Local and Internal Environments

- CO2 emissions reductions on site wide scale
- Local air pollution minimised (e.g.NOx)
- Local flood risk addressed



Waste

- Design out waste
- Reduce construction waste to landfill
- Recycling facilities



Energy

- Low carbon design
- Energy efficiency



Housing and Amenities

- Inclusion of high-quality residential and hotel uses
- Provision of student housing
- A "Neighbour of Choice"



Land, Water and Air

- Suitable air quality emissions



Transport and Mobility

- Pedestrian priority
- Secure bicycle storage
- Good access to local transport network



Community and Inclusion

- Community space
- Open development



Culture, Heritage and Built Form

- Retain existing building of significance
- Sympathetic design to local architecture
- Leisure facilities will improve local cultural offerings



Education and Employment

- Increase local jobs
- Potential for apprenticeships/ internships

Further Detail: Creating new city-centre neighbourhoods

5.1	The Neighbourhoods
5.2	Wood Street Development
5.3	Renold Court
5.4	Jackson Court
5.5	Jackson Street South
5.6	Charles Street Development
5.7	Sackville Court

5.1 The Neighbourhoods



Sackville Court

Charles Street Development

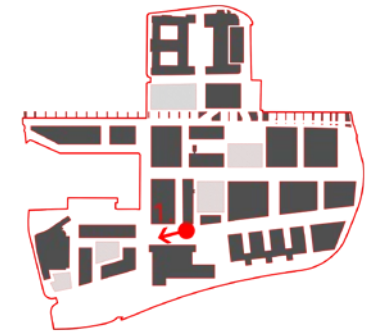
Renold Court

Jackson Court

Wood Street Development

Jackson Street South Development

5.2 Wood Street Development



Located at the south-west corner of the North Campus, near the busy Brook Street Corner intersection, the new development at Wood Street has the potential to be the gateway into the site from Manchester's university campus and new Manchester Engineering Campus Development (MECD) (which opens in 2020) – both of which, are located just south of the Mancunian Way.

The new buildings at Wood Street could be well served as facilities for the university. With the University of Manchester's biochemistry building located next to the site; the new Graphene Engineering Innovation Centre (GEIC) building across the street and Oxford Road only a block away, Wood Street has the potential be a city centre neighbourhood for university students or uses.

Wood Street Development will be a safe and secure neighbourhood for future users, and offer North Campus a positive regeneration impact.



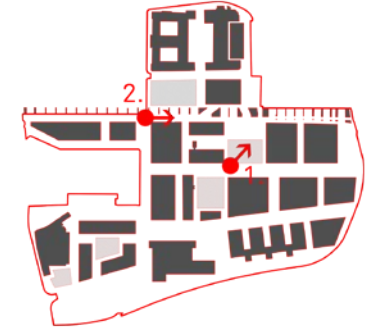
— St Anthony's College, Oxford
(Bennetts Associates)



— St Anthony's College, Oxford
(Bennetts Associates)

— 1. View looking west along Jackson Street to new accommodation

5.3 Renold Court



Renold Court will be a new dynamic quarter located in the heart of the North Campus site that has the potential to preserve a number of heritage assets.

There is an opportunity at Renold Court to create a central hub for investment in new technology and innovation to attract businesses in the knowledge economy / research and development sector that builds on the recent GEIC initiative – this will pick up one of the key principles set out earlier in this document. There is also flexibility to consider new housing – all subject to review as more detailed analysis is undertaken.

New high quality public realm will be created where the public will be encouraged to visit and pass through at all times of the day.

Situated a fair distance from busy Oxford Road and London Road, the homes at Renold Court will not experience high levels of noise pollution, yet will be within walking distance of major city thoroughfares.

The Altrincham Railway viaduct arches could be transformed into animated public spaces – bars, restaurants, shops, cafes, workshops – and Altrincham Street will be a full pedestrianized road connecting people through the site from Oxford Road to London Road.



—Maltby Street Market, London



—Paradise Row Bethnal Green, London

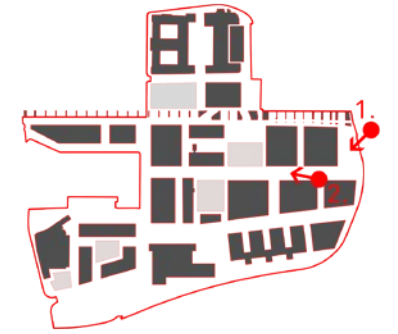


—1. Central green pocket park at Renold Court



— 2. Evening visual showing pedestrianised Altrincham Street

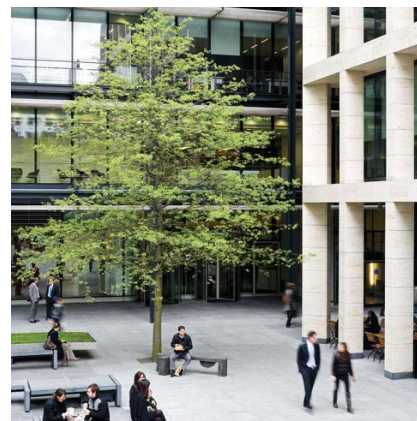
5.4 Jackson Court



Situated next to Renold Court will be the newly proposed commercial quarter, Jackson Court. Access to this neighbourhood will be via the new road, Renold Street, which will connect east-west from London Road to Sackville Street.

People accessing the site from Piccadilly train station and the Mayfield site may pass by the grade II listed Holloway Wall – potentially incorporated into the base of one of the new office buildings – which will become a key historic gateway symbol into the site from London Road.

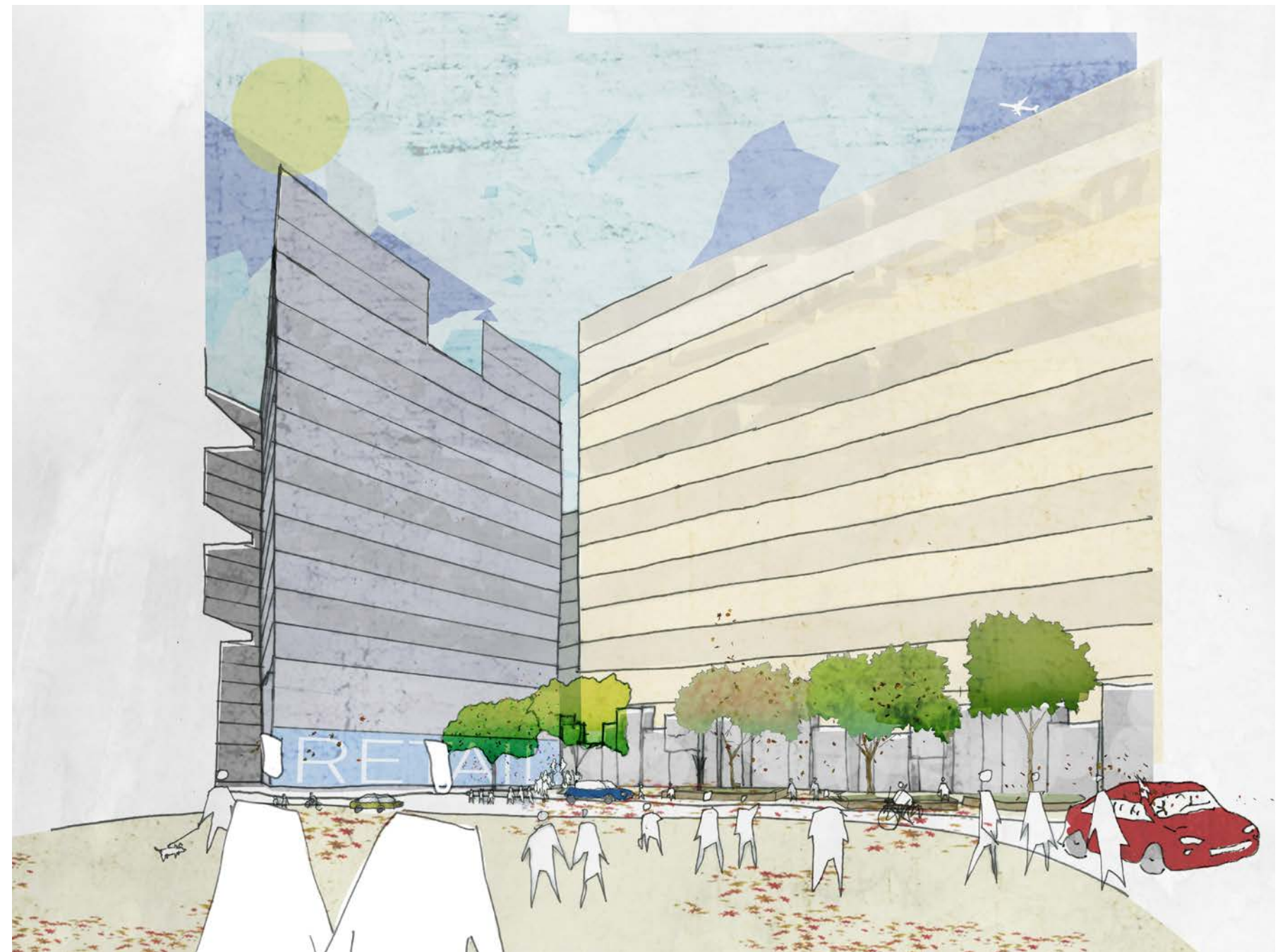
As the area will be predominantly commercial office space, and due to its location at the east of the North Campus near a busy main road, it is intended that the density of the buildings in this area is increased and many of the North Campus' tall buildings will be located in the Jackson Court neighbourhood. The ground floor of many buildings in this neighbourhood will offer retail units to provide important active frontages to the area.



—Offices at New Street Square, London (Bennetts Associates)



—Landscaping at Angel Building, London (J&L Gibbons)

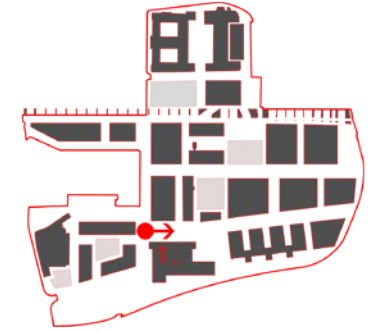


—1. Key entrance into North Campus from London Road
Visual shows proposal for Holloway Wall to be incorporated into new build



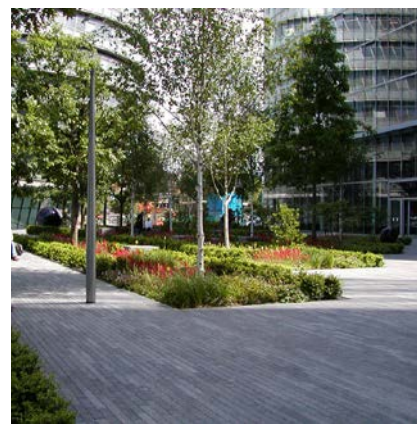
—2. View along Renold Street

5.5 Jackson Street South



The neighbourhood to the south of North Campus will be known as Jackson Street South and be the site's research and development district. The GEIC building is already in construction and due for completion in 2017, and there is expectation that this new home for graphene will create global interest from other research companies wanting to set up a home base close by. Also, with the extensive university campus within walking distance, a dedicated research and development district will offer University of Manchester students the opportunity to stay on and work in the city after graduation.

To reduce vehicular access through Renold Street, it is assumed that Jackson Street will become a main vehicular thoroughfare through North Campus.



— Landscape at Move London
(Townshend Landscape
Architecture)

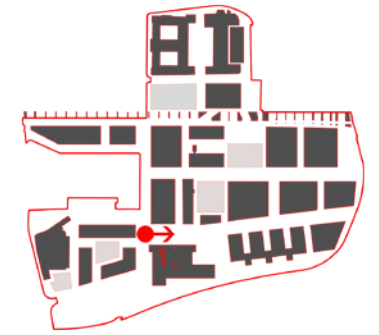


— Imperial College, London
(PLP Architects)



— 1. View east along Jackson Street towards London Road

5.6 Charles Street Development



The new buildings at the Charles Street Development could be a combination of car parking facilities and residential homes.

A new residential tower is proposed to the east of the Charles Street Development along Sackville Street. This tower will be of excellent design quality; offer north/south views of the city skyline, and become a key significant tall building on the North Campus site.

Located close to Oxford Road and Princess Street, there will be easy vehicular access into the site and the car park – with no proposed loss of existing car parking provision that currently serves Whitworth Street.

There is potential for the viaduct arches to the north of the site to become inhabited, which will allow the extension of the proposed pedestrianised route along Altrincham Street in the Renold Court neighbourhood.



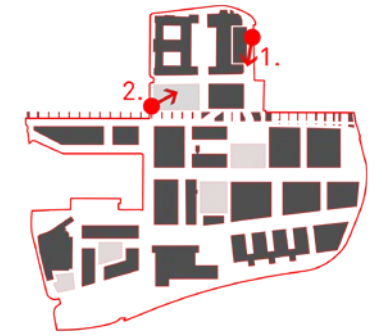
— Charles Street Carpark,
Sheffield (Allies & Morrison)



— Taller Building, 5 St Pancras
Square, London (Bennetts
Associates)

— 1. View looking north up Sackville Street to new residential tower

5.7 Sackville Court



Sackville Court will be the main northern gateway linking North Campus to the city centre. The North Campus masterplan proposes to open up Sackville Building at ground floor through the centre of the building to allow greater permeability through its central courtyard north-south.

There are also proposals for a new extension to Sackville Building along its east wing nearby Cobourg Street to give the building some much need active frontage in front of the existing trees and green landscaping.

Vimto Park is maintained and in addition the arches should accommodate active frontage uses which face onto the public space. There is also potential for a cafe/pavilion building to the East of Vimto Park. The intention is to enhance the quality of this important green space which has a historic backdrop in the form of the Sackville Building and Granby Row running next to it.



— Active frontage, New Street Square, (Bennetts Associates)



— Courtyard Space at Off Piotrkowska Lodz, Poland



— 1. Proposal for new extension to Sackville Building along Cobourg Street



6.0

Development Concept and Next Steps

6.1 Illustrative Development Concept and Indicative
Development Schedule

6.2 Next Steps

6.1 Illustrative Development Concept and Indicative Development Schedule

This section presents an illustrative development concept and an indicative development schedule which draws upon the analysis which has been presented in the earlier chapters of this SRF.

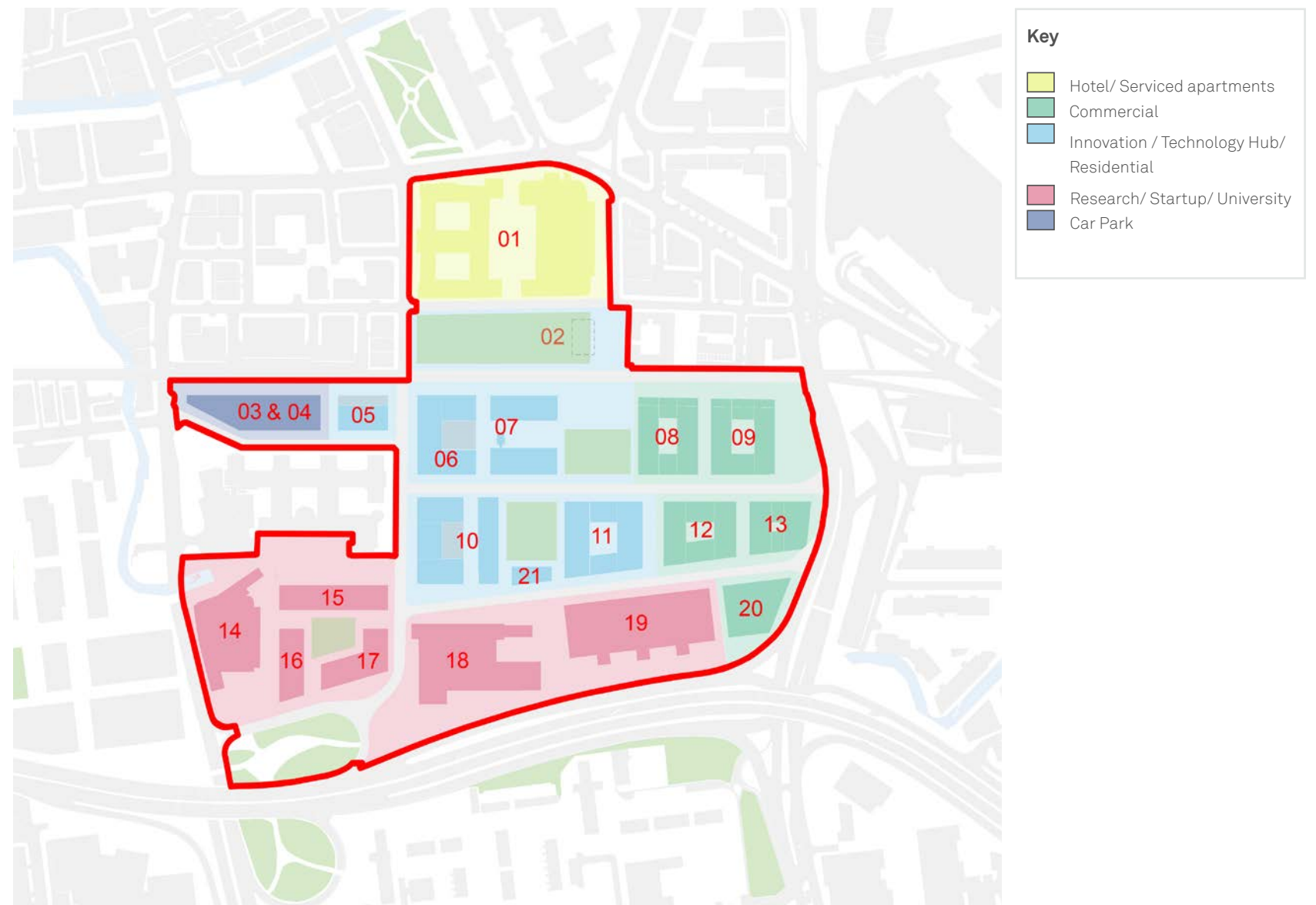
The plan and schedule show the level of floorspace by building and use that could be provided on the North Campus site.

An artist's impression of the concept illustrates a range of potential building heights which show the possible scale and massing of development that could take place on the site in the future. This is all subject to further analysis as more detailed work is undertaken.

The illustrative plans and schedule highlight the following:

- The opportunity for c. 420,000 sq. m. of new development including the refurbished Sackville Building which has potential as a future hotel and/or serviced apartment building.
- The opportunity for a commercial area in the eastern part of the site which has the potential to accommodate approximately a third of the indicative level of floorspace shown in the schedule, subject to further market analysis;
- A central Innovation / Technology Hub which has the potential to attract businesses in the knowledge economy. We recognise that the University could have an important role within this sector, particularly in incubating small companies and attracting leading global blue chip companies that will assist in attracting further compatible businesses and highly specialised supporting activities to the area. The central sector also has the possibility of providing new housing development. The indicative development schedule shows approximately 100,000 sq. m. in this area which represents approximately a quarter of the total floorspace;
- A research / start up zone is shown along the southern edge of the site. This includes the GIEC building. Graphene is relevant to a range of sectors, including biomedical, energy and electronics and the provision of flexible floorspace for R&D companies will contribute towards the vision for Manchester as the Graphene City®. The indicative development schedule shows the potential for approximately 58,000 sq. m. of floorspace in this area which represents about 14% of the total area;
- An area of multi – storey car parking is also indicated in the north western part of the site. The strategy for car parking is subject to further more detailed analysis and this allocation is therefore indicative at this stage.

Manchester North Campus: Illustrative Building Concept Plan

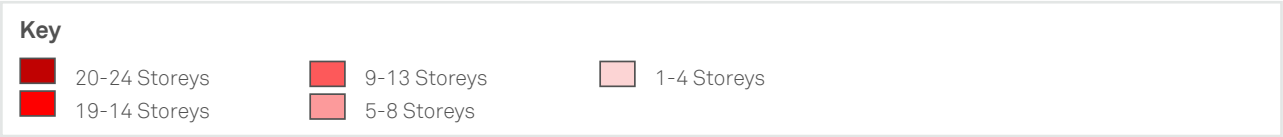


Manchester North Campus: Indicative Development Schedule

Use	Plot no.	No. storeys	Footprint (sq m)	Area (sq m)
Commercial	8	12, 14	1,900	29,600
			Retail GF	1,900
			UF	27,700
	9	17, 19	2,000	37,000
			Retail GF	540
			UF	36,460
	12	13, 15	1,350	20,150
			Retail GF	1,161
			UF	17,639
	13	17, 19	1,184	22,390
			Retail GF	588
			UF	19,092
	20	24	1,500	36,000
Total		7,934	132,391	
Innovation / Technology Hub & Residential	2	2	200	400
	5	21	820	13,220
			Retail GF	200
			UF	13,020
	6	9, 11, 17	1,400	18,200
			Retail GF	1,022
			UF	17,178
	7	8, 9	2,000	17,000
			Retail GF	2,000
			UF	15,000
	10	8, 12, 15	2,350	24,850
			Retail GF	1,950
			UF	22,900
	11	7, 9, 11	2,250	22,650
			Retail GF	1,913
			UF	20,737
	21	7	350	2,450
			Retail GF	350
			UF	2,100
Total			10,190	99,895
Research/Star t up	14	7	2,800	19,600
	15	11	1,250	13,750
	16	8	800	6,400
	17	9	1,200	10,800
			Retail GF	1,200
			UF	9,600
	18	4	3,500	14,000
	19	8	3,100	24,800
Total		12,650	88,150	
Serviced apartments	1	-	2,500	23,588
			Retail GF	100
			UF	23,488
			Total	
Hotel	1	-	5,000	47,176
Car parking	3 & 4	8	2,000	16,000
Retail	Numerous	GF	-	12,924
		Total	40,274	420,024

Summary		
Total	Area	%
Overall total	420,024	
Commercial	132,391	32%
Residential	99,895	24%
Research / Start up	88,150	21%
Serviced Apartments	23,488	6%
Hotel	47,176	11%
Car Parking	16,000	4%
Retail	12,924	3%

Manchester North Campus: Illustrative Building Height Concept



6.2 Next Steps

At this stage, we understand that the University plans to vacate North Campus by approximately 2021 allowing for completion of the MECD building and relocation to new site. We have denoted on the concept plan those buildings which the University will retain.

The order in which buildings will be vacated is not known at this time but will be worked up as part of the Options Appraisals for the Site.

As indicated earlier in the report, this SRF presents a high level indicative concept plan which is subject to change as more detailed work is undertaken. In this regard, there is considerable flexibility in terms of the proposed future uses and activities that can be accommodated on the site.

This report does, however, set out the required high standard of urban design and public realm together with key planning, design and development principles that provide the basis for the more detailed analysis that will follow at the next stage.

The site measures 11.8 hectares and is one of the best redevelopment opportunities in Manchester. The site is likely to be brought forward in stages in line with market demand. At this stage, it is not appropriate to indicate how various land areas within the site may be brought forward for development and a flexible approach is again recommended.

Further, more detailed analysis is also required to assess the options of bringing individual land parcels to the market, including the opportunities to involve a number developer/ investor partners and examine a range of alternative potential partnering arrangements.

