

An aerial architectural rendering of the Manchester Piccadilly regeneration framework. The image shows a dense urban grid with a central focus on a large, multi-story building complex. The building has a prominent yellow and orange facade and is surrounded by a network of streets and green spaces. The surrounding area is filled with smaller buildings and greenery, illustrating the overall urban context and the proposed regeneration plan.

# Manchester Piccadilly

Strategic Regeneration Framework

March 2018

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<b>Company</b>	Bennetts Associates Architects
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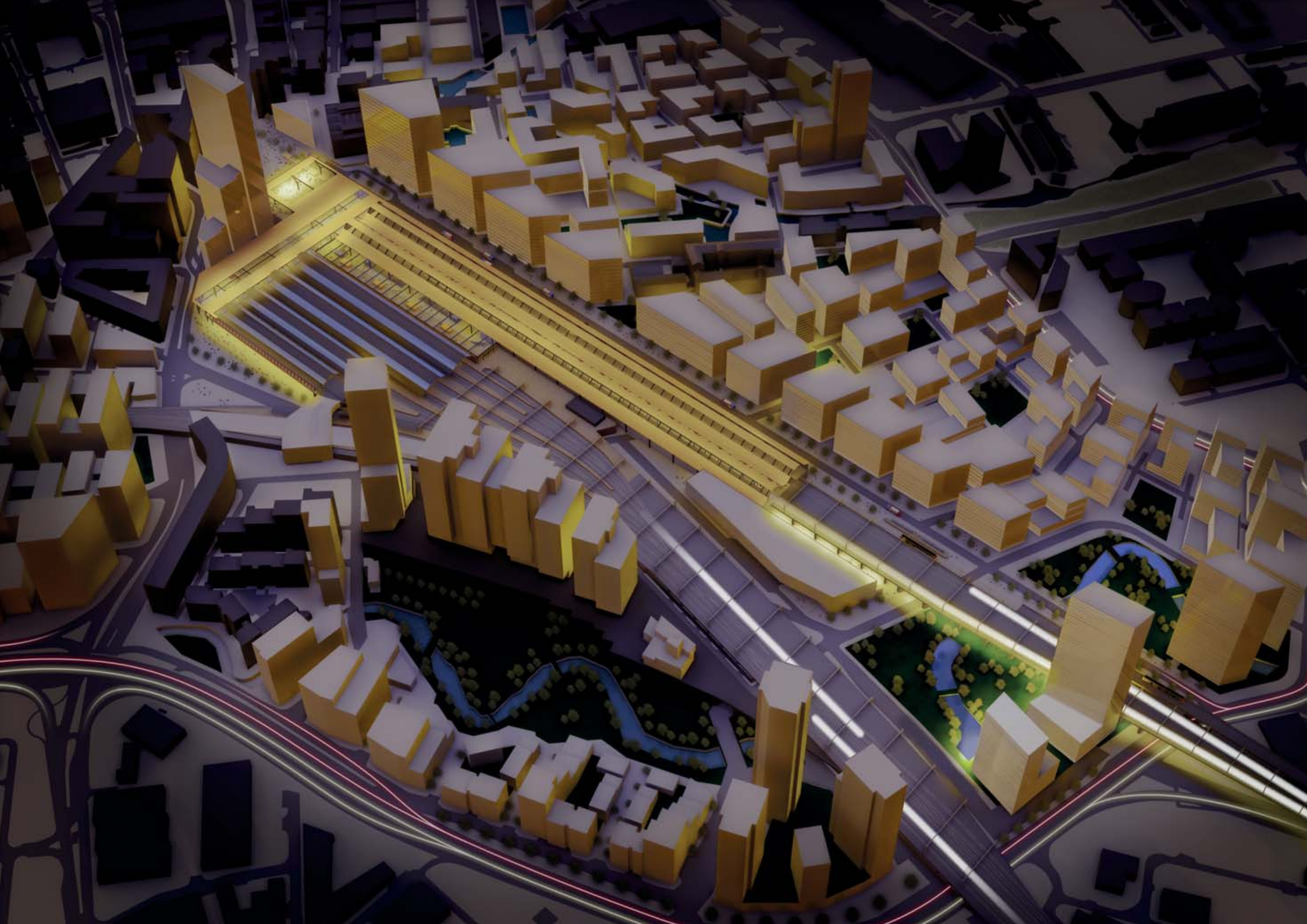
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## The Vision

# *A major new district for Manchester with a world class transport hub at its heart*

The arrival of HS2 and Northern Powerhouse Rail (NPR) into Manchester will be the catalyst for a 'once-in-a-century' opportunity to transform and regenerate the eastern side of the city centre.

It is essential that full advantage is taken of this opportunity to maximise growth benefits for the Piccadilly area, wider city and UK as a whole. Fundamental to this, is that the station is appropriately designed such that it forms a gateway to the city, seamlessly connects into the surrounding townscape, and fully integrates all transport modes.

The Strategic Regeneration Framework (SRF) proposals described offer a structured approach to capturing these regeneration and growth benefits. This 2018 SRF builds on the 2014 SRF, but incorporates key changes such as the realignment of HS2 and the advent of NPR, as well as strengthening the sense of place and adding detail.





# Executive Summary

This 2018 update of the Manchester Piccadilly SRF builds on the principles established in 2014, but incorporates some significant changes and refinements.

The proposals establish the vision and guiding principles, but these will continue to evolve over the 30 year lifespan of this regeneration initiative, in response to inevitable changes in the market and other factors.

## Outcomes of 2018 Manchester Piccadilly SRF

### A 'One Station' Solution

has been developed in further detail to show how the major elements of HS2, NPR and Metrolink can be integrated with each other, and with Classic Rail, buses, taxis, cycles and pedestrians to provide a 'One Station' solution. The images set the ambition for intermodal connectivity, scale and design quality of the station and have been produced for MCC and TfGM to inform ongoing negotiations with DfT, HS2 and Transport for the North (NPR).

### Station connection to the city

Entrance proposals have been developed further to demonstrate how fundamental it is to get this key connection right, and what the right solution might look like, with a grand main entrance and civic space. This has been used in discussions with DfT and HS2 to encourage the correct solution to be adopted.

### Station integration with surrounding development

The station seamlessly integrates with surrounding development, its multiple entrances, exits and through-routes improving connectivity throughout the SRF area.

### The Boulevard

This major new east-west 'umbilical', established in 2014, has been updated and refined to further enhance its role, not only in creating a clear channel of movement between the city centre and the Piccadilly area, but as a piece of urban realm in its own right and as a prime commercial address.

### HS2 viaduct alignment

Changed by HS2 in October 2016, the new alignment created a wedge of land between the HS2 and existing viaducts. Whilst at first challenging, this alignment has since been successfully incorporated into the revised SRF, with a major new park extending between the viaducts, thus drawing the Medlock valley into the city centre and better connecting Piccadilly Central with Mayfield.

### Northern Powerhouse Rail

Not envisaged in the 2014 SRF, provision has now been made. From the many options studied, the optimal solution for a fully integrated station is to provide NPR requirements beneath the HS2 station underground. This provides the best rail service pattern, an opportunity to support additional growth in capacity with through train services, affords passengers quick transfer between modes of transport through a shared concourse and prevents excessive development area loss from within the Piccadilly Central area.

### Metrolink

Designs have been further developed for the proposed relocation of Metrolink to under the HS2 platforms. This allows the increased capacity required on the Metrolink, provides efficient national/local travel mode transfer and allows the magnificent Classic Rail station undercroft to be brought into public use.

### Piccadilly Central

Designs have been evolved to provide a high quality place to live, work and spend time, that is distinctively Mancunian in spirit. The quantum of development have increased by approximately 10% from the 2014 SRF to meet the demand generated by HS2 and NPR, but are carefully considered to provide a vibrant, mixed-use development. This consists of approximately 8m ft<sup>2</sup> of space including 267,700m<sup>2</sup> of commercial office space, 5,000 new homes, 25,375m<sup>2</sup> of retail/leisure space, 250 new hotel rooms and the associated social amenity to provide for this quantum.

### Public Spaces

The sequence of public spaces envisaged in the 2014 SRF have been developed to provide a variety of scales and characters, and key connections to Mayfield. They include a new station forecourt on London Road, a major new park at the eastern end (to complement Mayfield Park) and a sequence of pocket parks within the Piccadilly area. The Boulevard is also envisaged as a linear green space.

### Connectivity

All opportunities have been captured to connect Piccadilly Central to other areas such that it is fully woven in to the urban fabric, and the regenerative effect is felt by areas/communities outside of the Inner Ring Road.

### Delivery

The scheme for Piccadilly Central has developed to rationalise delivery within existing plots and ownership boundaries where possible. However some of the major proposals (e.g. the Boulevard and the public spaces) will require a degree of boundary/plot rationalisation.





Key

- 01. Existing Piccadilly Station
- 02. HS2
- 03. Manchester Piccadilly SRF
- 04. Piccadilly Central
- 05. Portugal Street East SRF
- 06. Mayfield SRF
- 07. North Campus SRF
- 08. Aytoun Street SRF / Kampus
- 09. Piccadilly Basin SRF
- 10. Piccadilly North Neighbourhood
- 11. East Village Neighbourhood



# 1.0 Introduction

The framework described within this report has been set out to maximise the regeneration potential of this ‘Once-in-a-Century’ opportunity, outlined in ‘The Vision’.

## 2018 SRF:

### Purpose of this document

is to update the 2014 SRF with changes to the major transport infrastructure schemes at its heart and other factors, including market position, that have evolved in the intervening four years.

### 2014 SRF

Following the original government announcement on Phase 2 of HS2 in 2013, Manchester City Council (MCC) and Transport for Greater Manchester (TfGM) commissioned Bennetts Associates to carry out a Strategic Regeneration Framework for the area around Piccadilly. The study had a particular focus on the area to the north of the station as well as integrating the Mayfield SRF and creating a world class transport node at the heart. This SRF was endorsed by MCC in 2014.

### HS2/NPR

Following the 2016 HS2 route realignment and the emergence of NPR, work has been carried out to inform Greater Manchester’s growth strategy. This work forms the basis of the 2018 SRF.

### Status

This document is to be presented to the Executive of MCC for approval to move forward to public consultation. Once updated with any comments and if endorsed thereafter, it will form the guiding principles by which the Piccadilly area evolves and within which planning applications will be considered.

## Changes Since 2014:

There have been a number of key changes since the 2014 SRF (see appendices for summary of 2014 SRF) which have been factored into this 2018 SRF:

### Northern Powerhouse Rail

Not envisaged in 2014 but now factored into the station and masterplan.

### HS2 route alignment

Revised with a straight alignment coming into the station creating a wedge of land between existing and proposed viaducts.

### Manchester context

has changed markedly since 2014 with increasing development density and ambition of schemes. The updated masterplan reflects this.

### Metrolink

Explored in detail to support the case for the major relocation at Piccadilly station, together with future proofing routes to the East.

### Station design

More is understood about requirements of each transport mode and station designs have evolved to reflect this.

### Mayfield SRF & Other SRFs

This has evolved following the appointment of development partner U+I and revised proposals are now reflected. In addition, other SRFs within the boundary have moved forward including North Campus, Piccadilly Basin and Aytoun Street/Kampus.

## Context, Content & Key Parties:

### Context

This 2018 SRF focusses on Piccadilly Central, the area most impacted by HS2/NPR and with the greatest opportunity to regenerate as a result. Other areas within the original wider SRF study boundary have moved on a great deal since 2014, with significant development interest coming forward. As a result, many now have their own SRFs (as listed on the preceding page) which supersede the 2014 SRF and with which this document has been coordinated in order to bind the wider Piccadilly SRF area together into a cohesive whole. The proposals for East Village neighbourhood and for the area of Piccadilly North not covered by the Piccadilly Basin SRF remain largely unchanged since 2014 with details covered in this report.

### Content

This document first outlines the fundamental requirements of the SRF and its key guiding design principles, before providing further detail on its different elements and areas, and GM’s requirement and proposals for a world class transport hub. The document then provides a brief outline of other SRFs within the Manchester Piccadilly SRF.

### Key Parties

This study has been commissioned by MCC in close partnership with TfGM. Mott MacDonald (infrastructure engineers) have provided key input, as have Buro Happold with developing the approach to sustainability.

A prominent, new main entrance served by a generous civic space, that proudly announces arrival into Manchester, is a fundamental requirement that the redevelopment of Piccadilly Station needs to provide.





## 2.0 Key Priority

The importance of creating the very best transport hub at Piccadilly is paramount to both the success of this SRF and the growth of the city. This study and the preceding 2014 SRF highlight a number of “must haves” that all transport infrastructure providers and other stakeholders need to work together to achieve.

MCC and TfGM have commissioned a set of design proposals to demonstrate with total clarity how the key elements below can come together into an optimal solution at Piccadilly. Premised on principles established in the 2014 SRF and now further developed in this 2018 SRF, these proposals are intended as a contribution to discussions with DfT, HS2, Transport for the North, Network Rail and others as they work up related proposals. In this way, MCC and TfGM intend that a fully integrated solution for Piccadilly can be achieved.

**Key elements for the evolution of Piccadilly Station are:**

### Gateway

The station must form a ‘gateway’ to Manchester to accommodate the planned increase in the number of station users, celebrate arrival and connect into the heart of the City Centre via welcoming and legible walking routes.

### World Class

The station must be of world class quality in terms of transport integration, urban design and architecture. Piccadilly station must be a ‘world class facility for a world class city’.

### One-Station-Solution

This must be achieved with seamless integration between national, regional and local transport modes. Optimal schemes for HS2, NPR and the relocation of Metrolink are fundamental to achieving this, as is ensuring a carefully coordinated delivery strategy to minimise construction blight.

### Destination

The station must become a destination that serves not only the travelling public but also the local/wider environs. It must contain a good mix of retail and leisure offers, with all street frontages animated.

### Removal of Constraints

Constraints that currently fetter the main entrance to Piccadilly Station must be removed to create a new public space that properly announces arrival into the city, serves all transport modes (existing and new), accommodates vastly increased pedestrian flows and resolves level challenges. This also opens up access to the Piccadilly Central area.

### Well designed new Infrastructure

Viaducts, bridges and other infrastructure must be designed to balance urban design factors with engineering imperatives. Every effort must be made to minimise disruption to the townscape and create solutions that are a catalyst for regeneration.

### Opening Up Piccadilly Central

Access to the lands to the north of the station must be transformed with a dramatic new boulevard that opens up the 62 acre footprint as a prime location for regeneration. In doing so, it links east-west, creates a fundamentally new sense of place, establishes major new commercial addresses, forms a threshold to the station and links a series of new public spaces.

### Wider Connectivity

The station must also create strong connections with neighbouring areas such as Mayfield, North Campus, Piccadilly Central and other communities outside the inner ring road. Connections north-south between Piccadilly Central and Mayfield through existing and new railway infrastructure must be enhanced and maximised respectively.

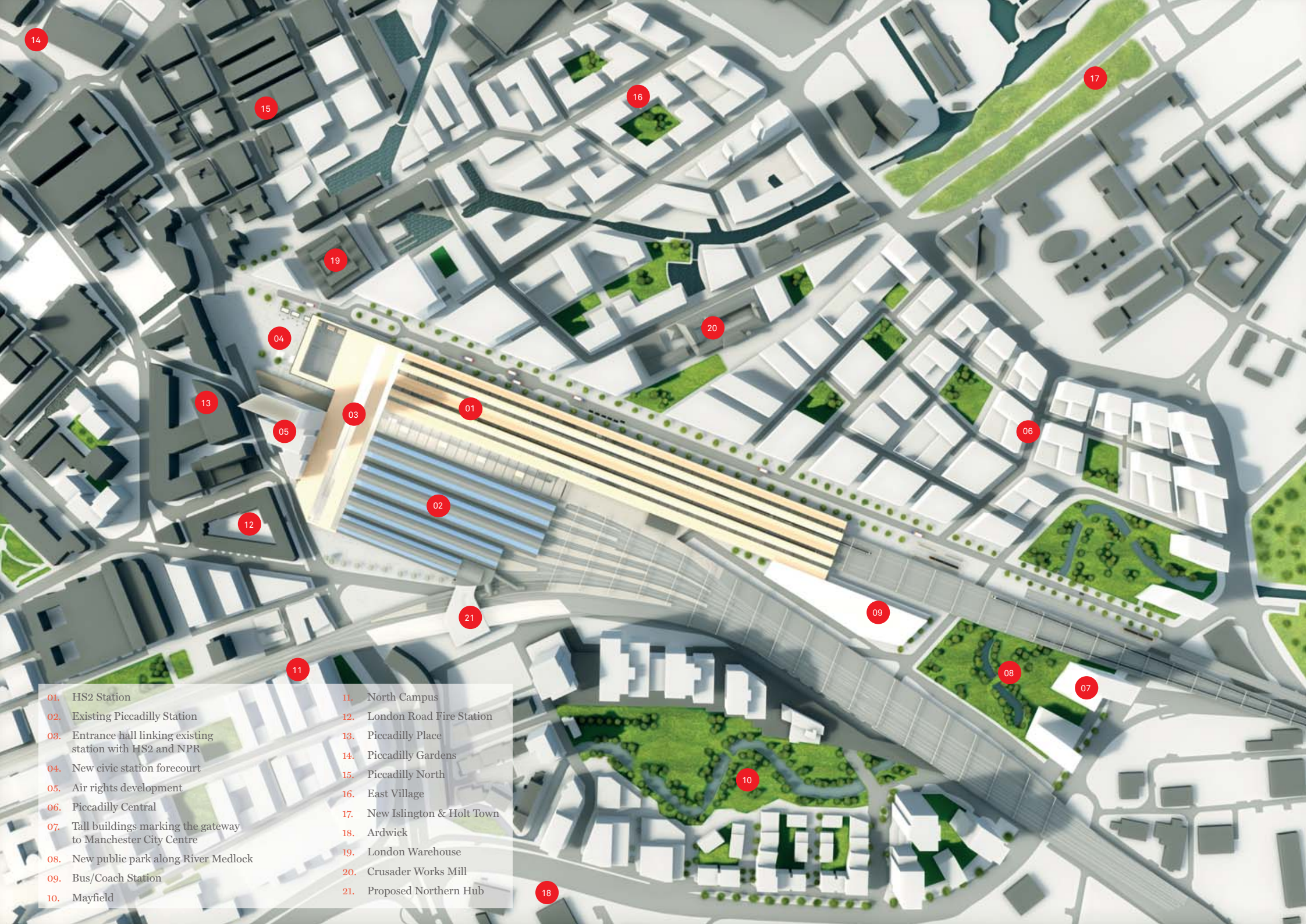
### Heritage assets

These must be celebrated by bringing the existing station arches into public use and improving the setting of the Crusader Works and London Road Fire Station.

### Car parking

Efforts should be made in collaboration with HS2 to minimise the car parking requirement in recognition of public transport connectivity provided in this area.





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- 20. Crusader Works Mill
- 21. Proposed Northern Hub



## 3.0 Principles

The proposals that follow have been developed within the context of spatial, policy and economic policies. A number of key themes have informed their evolution; these remain unchanged since the 2014 SRF.

### Maximising the Opportunity

Using the catalyst of HS2 and NPR's arrival as a 'once-in-a-century' opportunity to fundamentally change Manchester by creating a new gateway and extending the city centre eastwards to the inner ring road and beyond.

### Place Making

Creating a new district focussed around the Station and Boulevard with public spaces, streets and buildings where people want to live, work and spend time, that generate activity, foster belonging and promote civic pride.

### Townscape Integration

Imagining an area that has its own character, but also feels like a seamless extension of the city centre, and facilitates new routes, connections and possibilities.

### Neighbourhoods of Choice

Envisaging a diversity of neighbourhoods that attract people to live, work and socialise by offering them inspiration, opportunity, connectivity, identity and wellbeing.

### Transport Connectivity

Creating proposals that capture the potential for Piccadilly Station to be one of the world's great transport environments and capitalise on the area's unique location on the doorstep of one of Europe's largest multimodal transport interchanges.

### Market Viability

Defining proposals that offer a clear vision to investors and that are able to adapt to changes in demand.

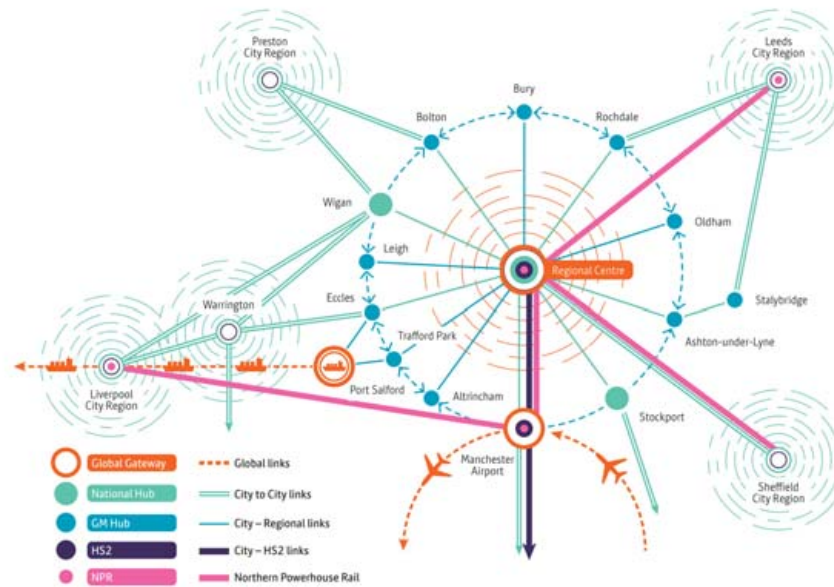
Refer to appendices for the summary of the 2014 HS2 Manchester Piccadilly SRF

# 3.1 Transport Modes Context

The arrival of HS2 at Manchester Piccadilly provides huge opportunity for national connections linking Manchester with London and other major cities in England.

However, HS2 is one of a number of modes to connect at Piccadilly station and therefore proposals need to be considered and integrated with regional transport (NPR and existing rail) and local transport (Metrolink) in addition to pedestrian, cycling, bus and taxis to provide an integrated 'one station solution'.

It is essential to plan these modes together at Piccadilly in order to realise the benefits for each mode, otherwise the opportunity will be lost.



— Greater Manchester's local, national and international connectivity

## HS2

A new high speed railway that will link London Euston with other major cities in England. Phase 1, due in 2026, will bring high speed services from London to Birmingham (with many then continuing from the West Midlands to provide journey time savings to other cities across the North). Phase 2, to follow a few years later, will expand the high speed network to reach Manchester and Leeds in 2033, completing a full Y-shaped network.

HS2 is vital to increasing the capacity and connectivity of Britain's rail network. Not only will it provide new high speed services on the HS2 network, but will free up capacity on the existing rail network.

## NPR

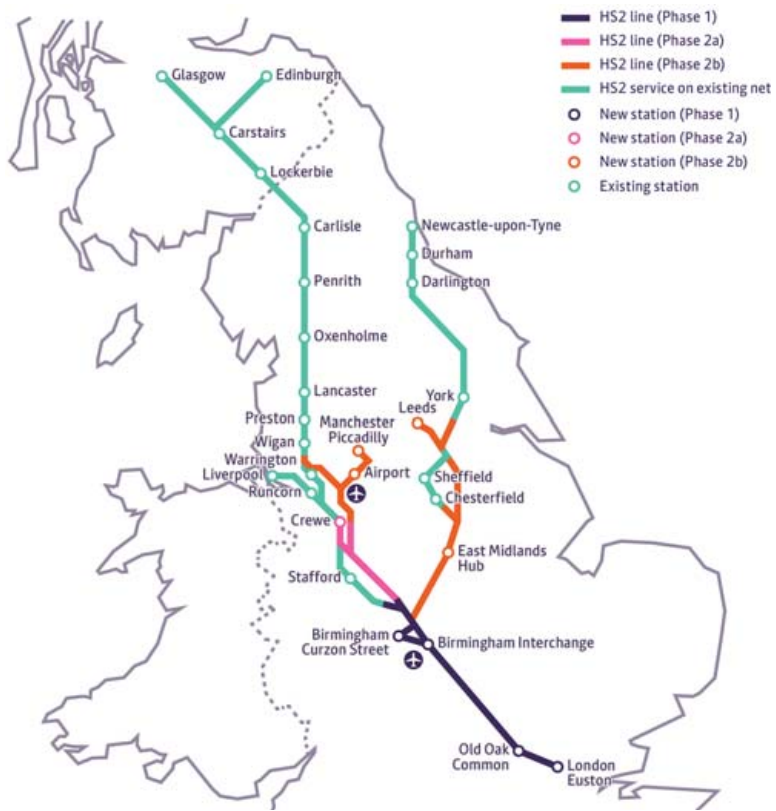
Sometimes referred to as 'HS3' or 'Crossrail for the North' - an ambitious plan to deliver upgraded railway lines between major northern cities designed to radically improve capacity, journey times and service frequencies. This will enable the region to function as a single economy to support a step change in the North's economic growth. This investment will build on and extend the connectivity and productivity benefits of HS2 to more of the North's towns and cities, radically increasing employment opportunities by improving business to business connectivity and significantly improving people's access to jobs across the North.

## Metrolink

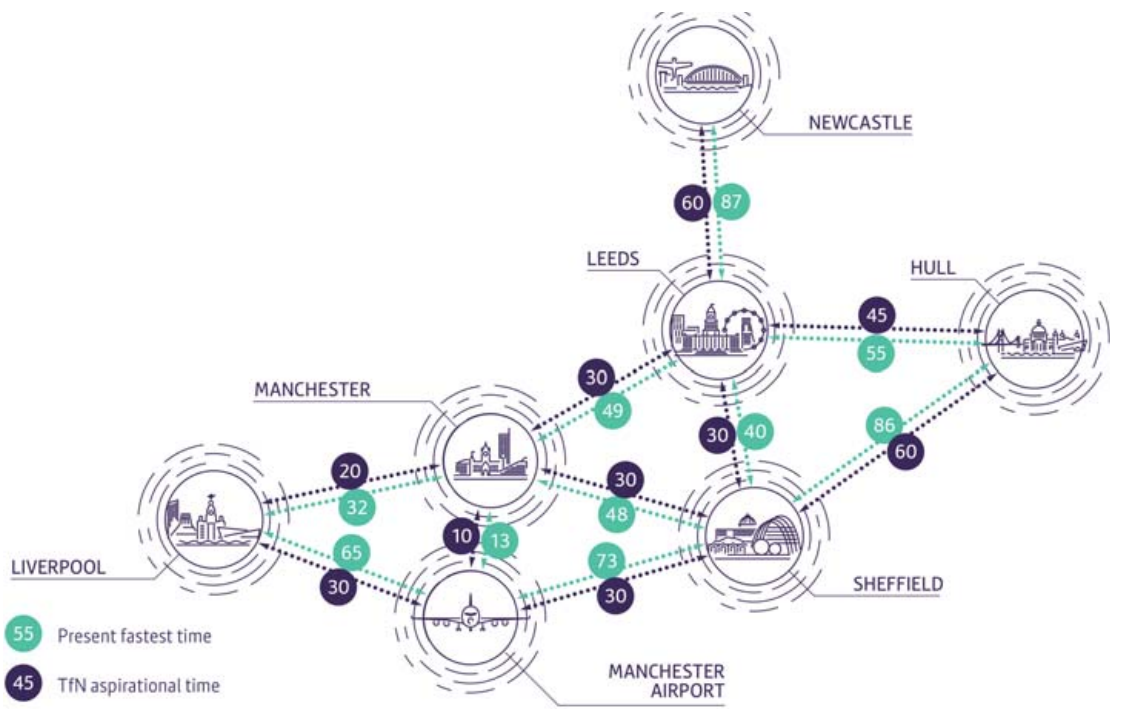
Owned by Transport for Greater Manchester, Metrolink is the largest light rail system in the UK, connecting the wider Greater Manchester to the city centre. Due to major funding through the Greater Manchester Travel Fund, devolved from central government, the network has recently seen more than £3 billion investment, allowing the network to double in size.

In the short to medium term, investment will focus upon increasing the capacity and frequency of existing Metrolink services. In the longer term, following the arrival of high speed services, there are plans to further increase the capacity of the network, with several options including tram-train and potentially a tunnelled metro-style system being explored. All options are subject to further feasibility assessment.





—HS2 Route Map



55 Present fastest time  
 45 TfN aspirational time

—Northern Powerhouse Rail Network

## 3.2 Manchester Context

Manchester Piccadilly represents one of the biggest development opportunities in the UK, with the potential to make a significant impact on the both the city's and nation's economy. The introduction of HS2 and NPR, combined with the right investment, could make Manchester Piccadilly one of the best connected and productive locations in the north of England. With such opportunity for growth, it is important to ensure the emerging proposals respond to the historic context of Manchester and build on successful aspects of the city highlighted below.

Manchester has been built upon pioneering infrastructure. Canals and railways have shaped the face of the city. Manchester should continue to use and shape these interventions to maximise growth.

Manchester has a wealth of industrial heritage. It should be revealed and celebrated within new developments.

Manchester is vibrant and sociable...  
... with mixed and diverse communities. New buildings and public spaces should allow for social activity and public gathering.

Manchester is thriving.  
The wider city centre continues to grow economically and demographically, and is now home to 50,000 residents. New development needs to provide spaces that allow for increased city centre numbers and the appropriate facilities to support these communities and ensure long term success.

Manchester is compact and walkable.  
Its tight urban grain should be embraced with high quality, high density development and a network of accessible streets that promote walking and cycling.

Manchester embraces and develops new technology.  
The new developments should make the most of technological advances to ensure the best possible facilities to live, work and play.

Manchester aspires to the highest quality of sustainability.  
The area within Piccadilly SRF provides an opportunity to turn this aspiration into reality.



—Tight, compact urban grain



—Summertime events for all in the heart of the city



—Rising residential properties



—Waterways carve their way through the city



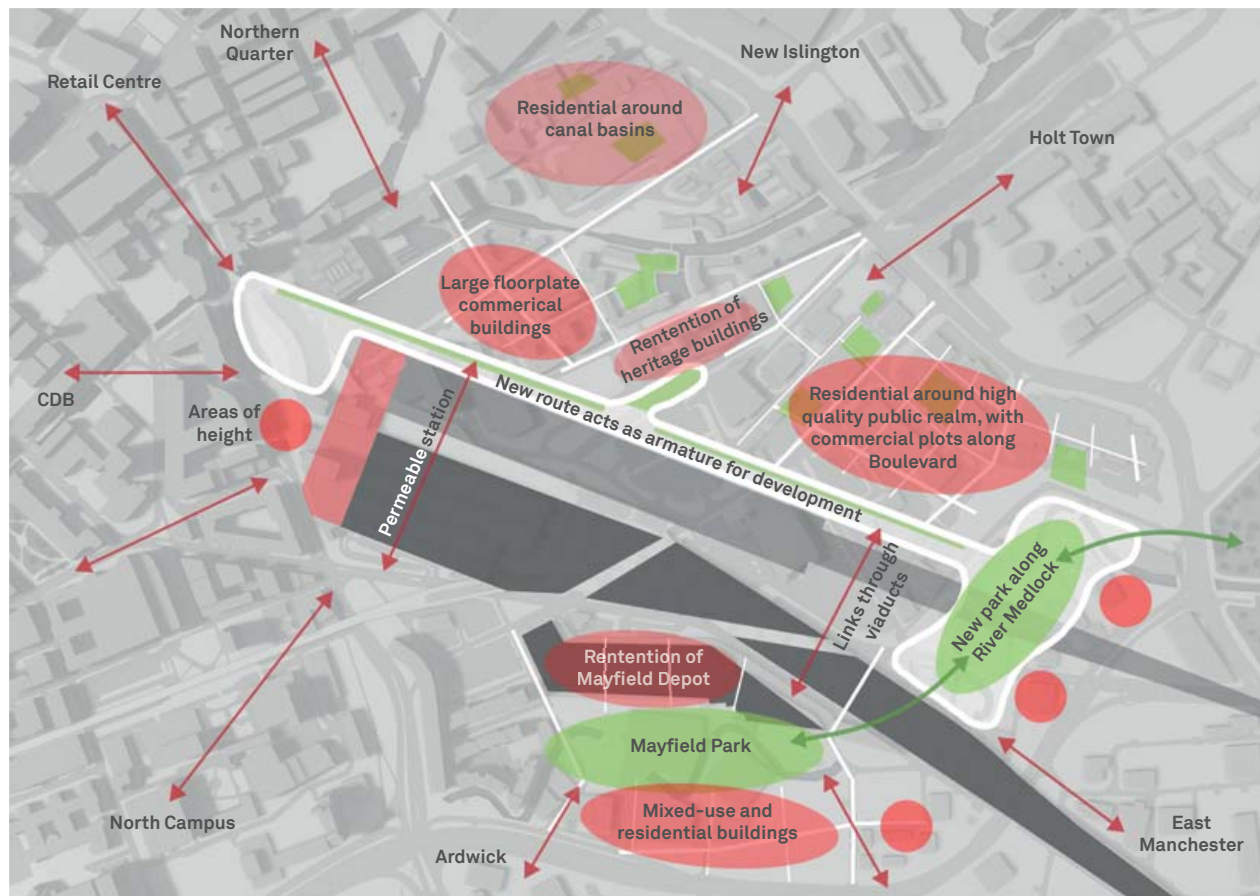
—At the forefront; National Graphene Institute



—Heritage assets brought back into public life



## 3.3 Strategic Principles



Whilst this document focuses on Piccadilly Central, the area most impacted by HS2/NPR, it is paramount to the success of the SRF that its constituent areas bind into a cohesive whole.

A set of high level, overarching, strategic principles (illustrated left) have been established to direct this coordination:

- Station into city- the station must form a gateway to Manchester that connects into the heart of the city centre via welcoming and legible walking routes.
- Station integration with surrounding areas - the station must facilitate strong connections into and between its neighbouring areas, by providing connecting routes through its concourse and viaducts.
- The Boulevard- A piece of urban realm running alongside the station will provide a key east-west connection from the Piccadilly area and the city centre and establish a major new commercial address.
- Wider connectivity- the Piccadilly area must connect into other communities outside the inner ring road, ensuring the benefits of the arrival HS2 and NPR are wide spread.
- Heritage Assets- the numerous heritage assets sat within the SRF area must be celebrated and, where appropriate, brought back into public use.
- Scale and Height of Development- Designs have been evolved to provide a high quality place to live, work and spend time. The result will be high density, mixed-use development orientated around a sequence of public spaces, including a new park along the River Medlock. A careful balance has been struck between the scale of development and surrounding public spaces, with high-rise buildings placed at strategic locations.

## 3.4 Urban Design Principles

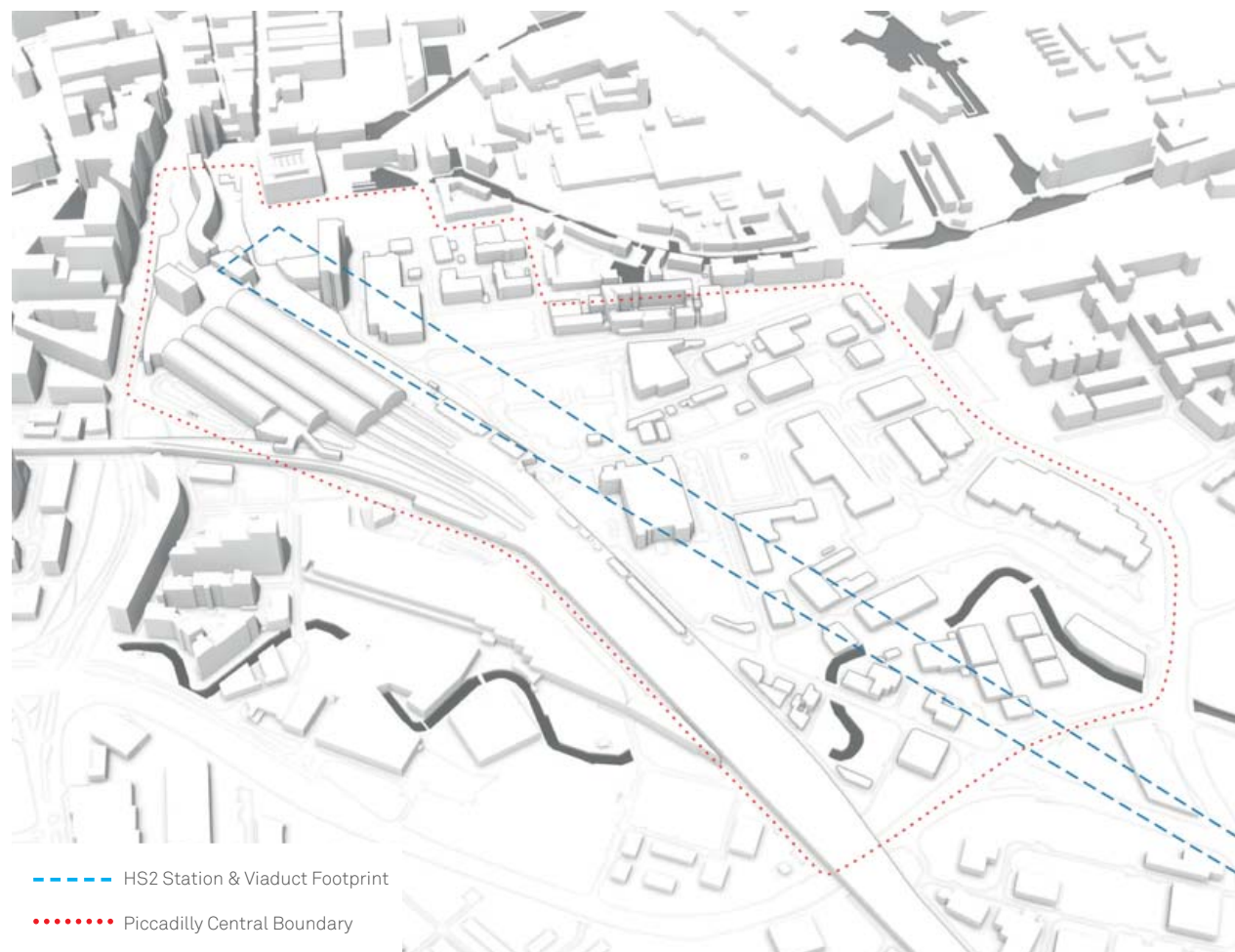
The following pages outline the fundamental design principles of Piccadilly Central.





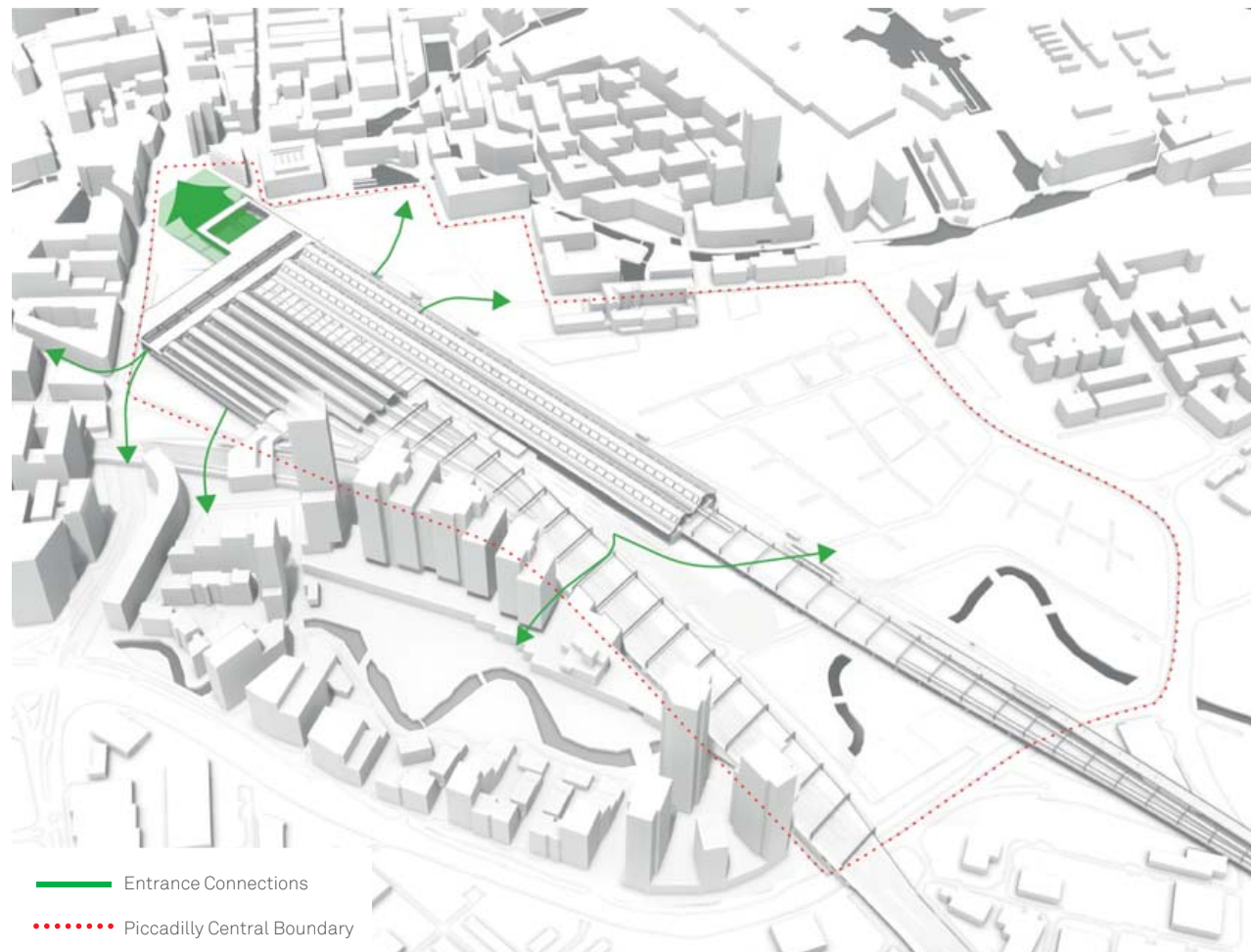
## *HS2 and NPR provide the catalyst to completely transform Piccadilly Central.*

The advent of HS2 and Northern Powerhouse Rail will be the catalyst for the major redevelopment of the eastern part of the city centre. This includes not only the transformation of Piccadilly Station into a world class transport hub, but the creation of a new, highly connected, mixed-use city centre district adjacent to the station, Piccadilly Central, upon previously under-developed industrial land.



*A new main entrance connects into the heart of the city and a number of other entrances serve surrounding areas.*

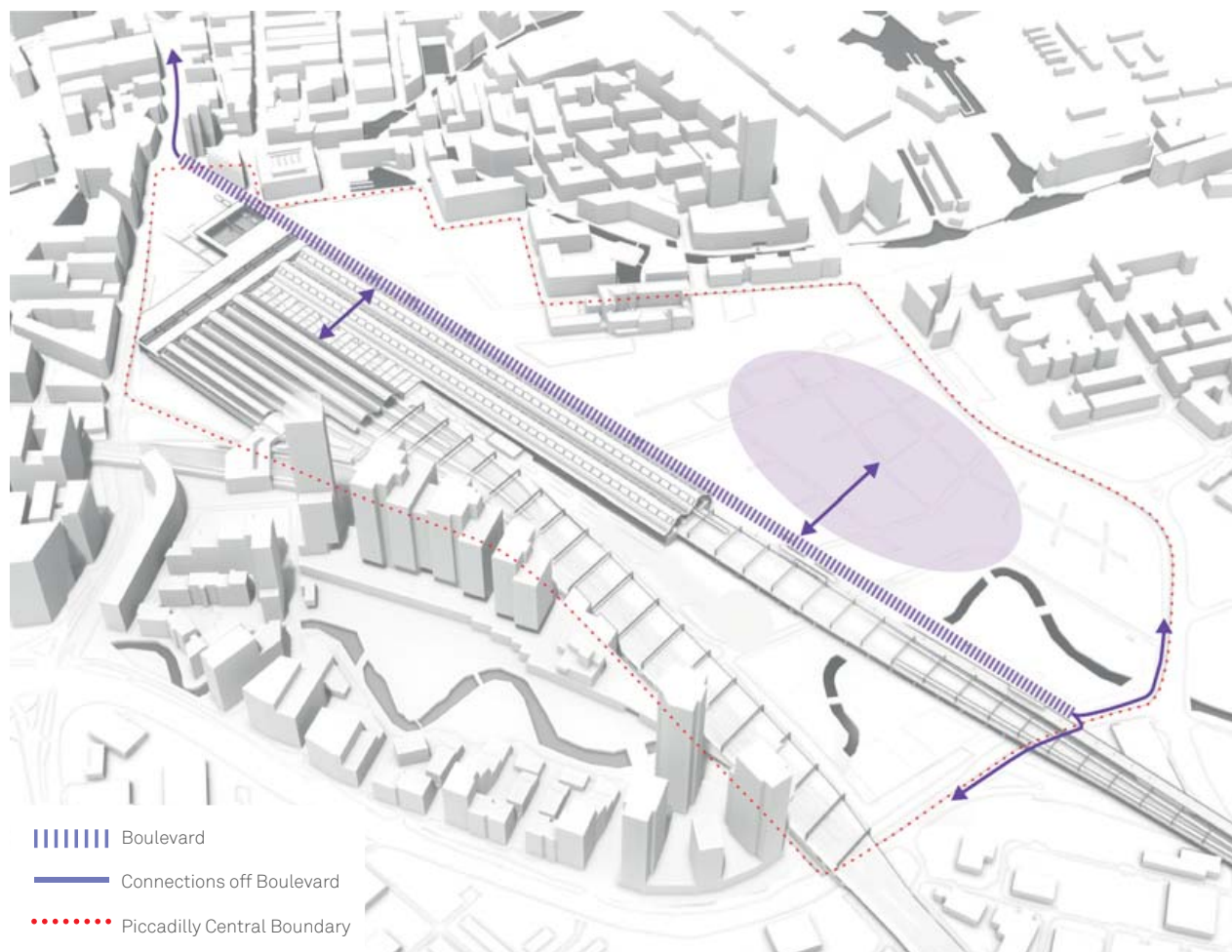
The station integrates seamlessly into its context by connecting out in all directions. A new civic forecourt anchors the station into the city centre and generates an impressive sense of arrival for visitors.





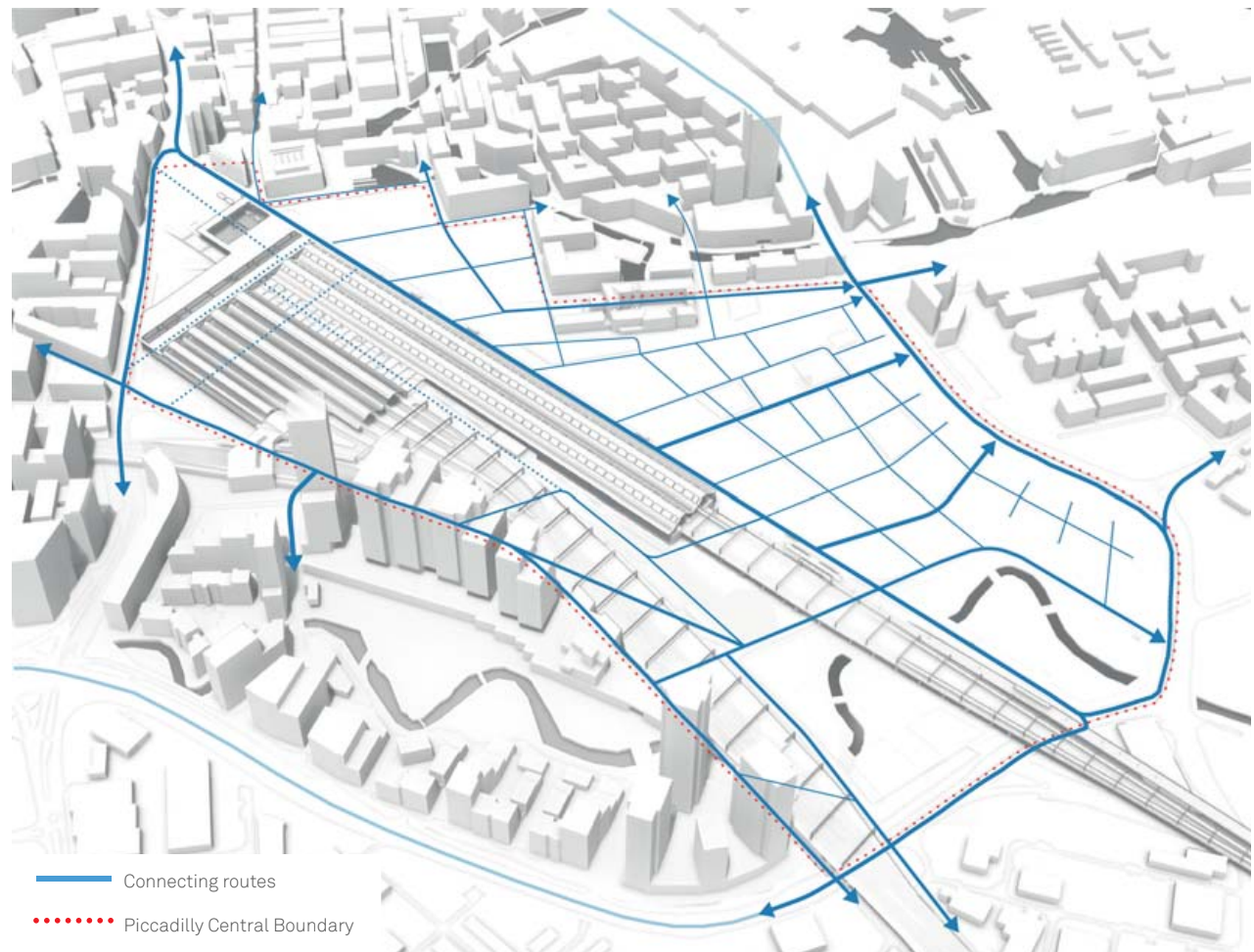
*A new boulevard connects the station and Piccadilly Central into the city centre, as well as providing linkages to the east.*

The new east-west Boulevard is the vital artery between Piccadilly Central and the rest of the city centre and station. This major new thoroughfare not only provides a clear channel for movement but is a bustling piece of high quality urban realm in its own right. It is a catalyst for commercial development, creating a new, prime business address.



## *Manchester city centre's grain is extended through Piccadilly Central.*

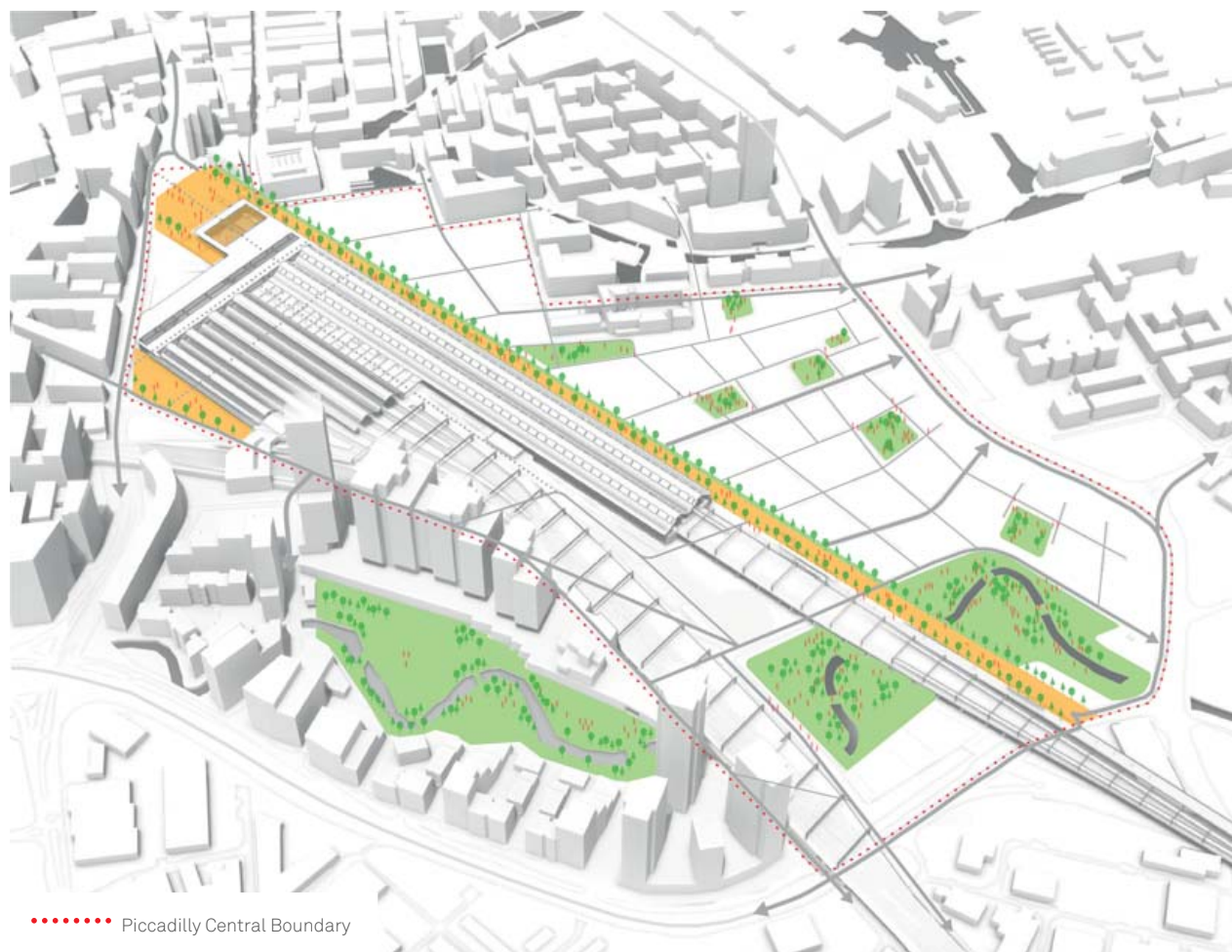
A new network of spaces, streets and urban blocks, that are sympathetic to the scale of Manchester's historic grain, create a permeable addition to the city which is easy to navigate. Refer to section 4.2 and 4.3 for more detail.





*A variety of public spaces green the city centre and extend the Medlock Valley, creating a healthy and welcoming environment.*

A series of new public spaces are interspersed along connecting routes: a generous 6 acre river-side park, several pocket parks, and the aforementioned Boulevard and forecourt. Each is vital to ensure the area establishes a balance between a suitable quantum of development and the highest quality of urban realm for existing and future communities.



# 8 million ft<sup>2</sup> of high quality mixed use development is created within Piccadilly Central itself as part of wider regeneration exceeding the 2014 SRF.

The site can accommodate a high density of development, but principles have been established to ensure a high quality environment for users. Massing builds up towards the ring road at the perimeter, and steps down around public spaces to maximise views and natural light to residential plots and public realm. The new Medlock Park provides an opportunity to push up building heights around the viaducts to form a gateway to the city, but without detracting from the attractiveness of the park. Similar height is achieved at the front of the station to mark the main concourse entrance. Refer to section 4.7 where the comparison between the 2014 and 2018 quantum of development is explained.



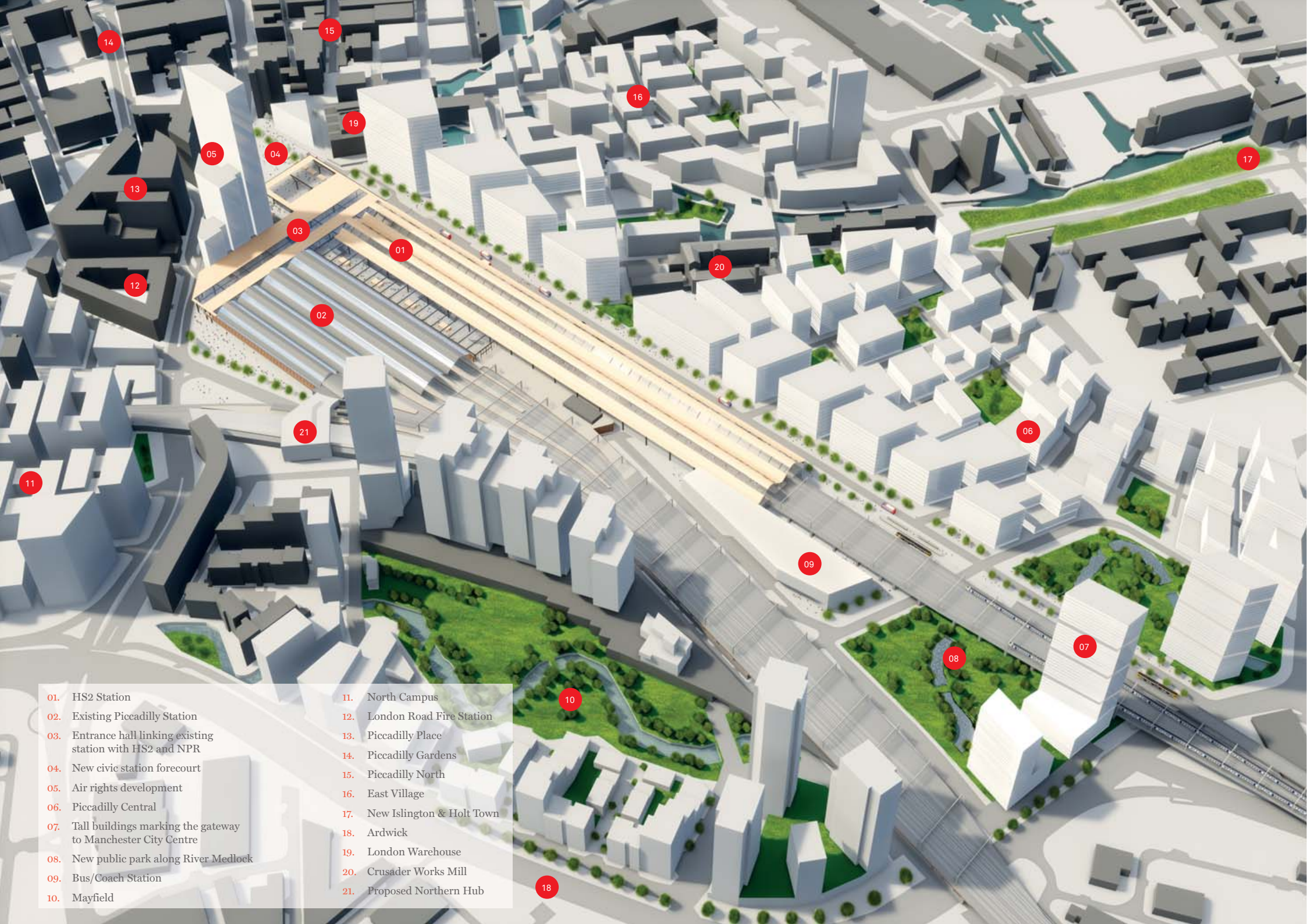


# *A diverse mix of uses creates a 24/7/365 city district for everyone.*

Piccadilly Central will be a commercially-led development, but will feature a mix of uses to promote diverse urban life and ensure economic sustainability. Active frontages along circulations routes will further help to animate the street level. In addition to differing uses, different types of residential properties will help to foster a balanced community.







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# 4.0 Proposals

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## 4.1 Identity (Neighbourhoods of Choice)

**New 'Neighbourhoods of Choice', with strong individual identities, will be developed around the station, expanding the city centre to the east.**

The proposals aim to maximise the regenerative and growth potential of the internationally significant multimodal transport interchange that Piccadilly Station will become. The diagram opposite shows the configuration of these new neighbourhoods. More detail of their individual identities and any current proposals/additional SRFs within them are described at later points in this report. In outline:

### Piccadilly North

Historic street pattern reinstated.

### East Village

Mixed used development with residential focus around canal basins.

### Piccadilly Central

Piccadilly Central will be an area characterised by dense mixed use development focused around a series of high quality public spaces.

### Mayfield

A new mixed use city quarter on the banks of the remediated River Medlock.

### North Campus

A mixture of technology, learning and research facilities, residential neighbourhoods and office campuses.

### Piccadilly Place

This area has already undergone extensive change with the creation of new hotels and commercial floor space. Recently, plans have been developed for the Aytoun Street SRF/ Kampus and London Road Fire Station. Proposals within this will support this important redevelopment.



— Defining and consolidating neighbourhoods

## 4.2 Urban Grain

### Existing

The historic urban grain of the city central is tight and compact, with streets running predominantly diagonally. Due to its low density industrial nature, the area of Piccadilly Central has no discernible grain.



— Currently, the street grain of the city centre does not extend over into the Piccadilly area





## Proposed

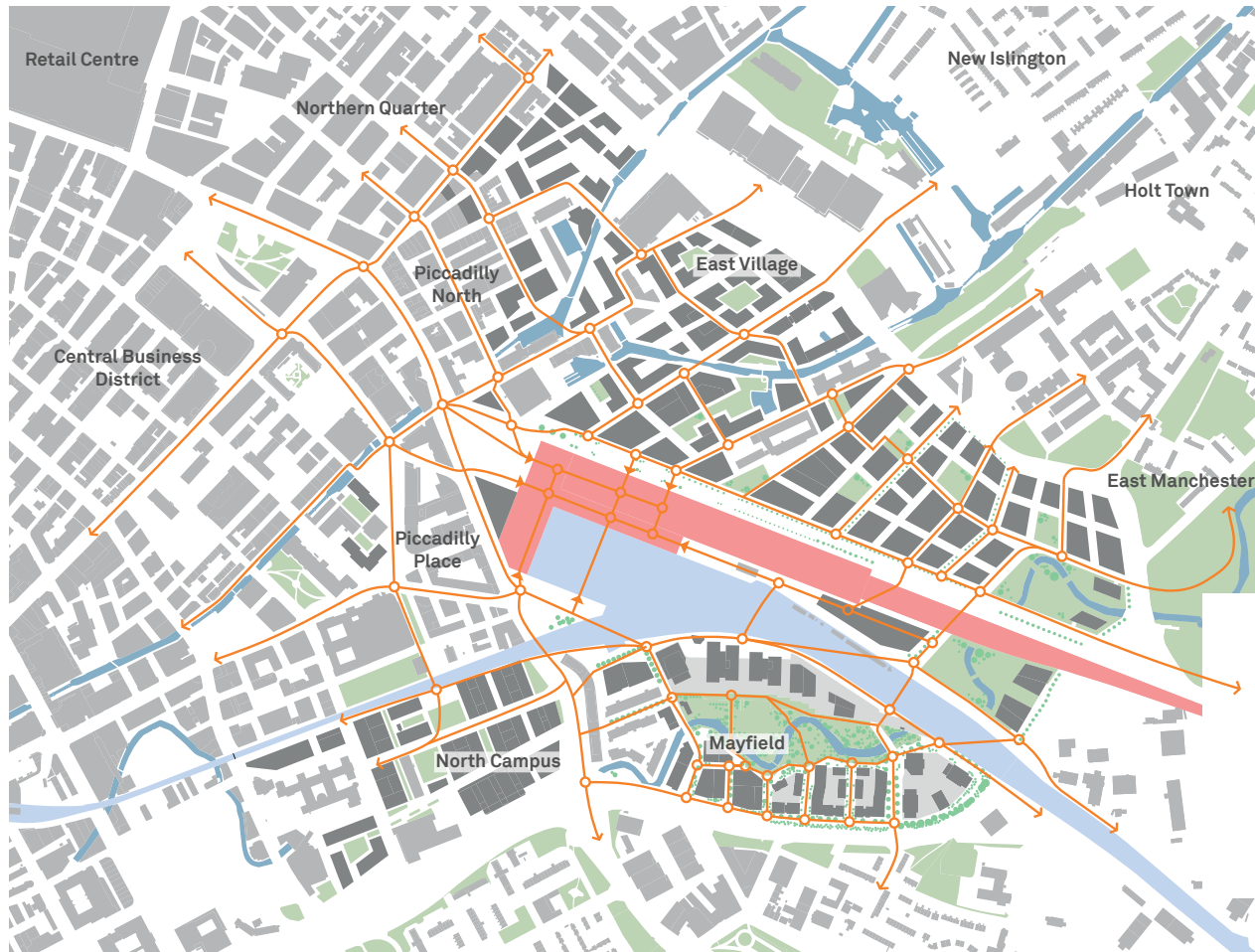
The Piccadilly area will build upon and stitch into the urban grain from the city centre, in order to feel like a genuine extension to the city. Plot sizing will be sympathetic to the scale of those within the rest of the city, with the new streets aligning with the direction of the city's existing grain.



- The SRF proposals will extend the city centre grain over into the Piccadilly area.





# 4.3 Connectivity

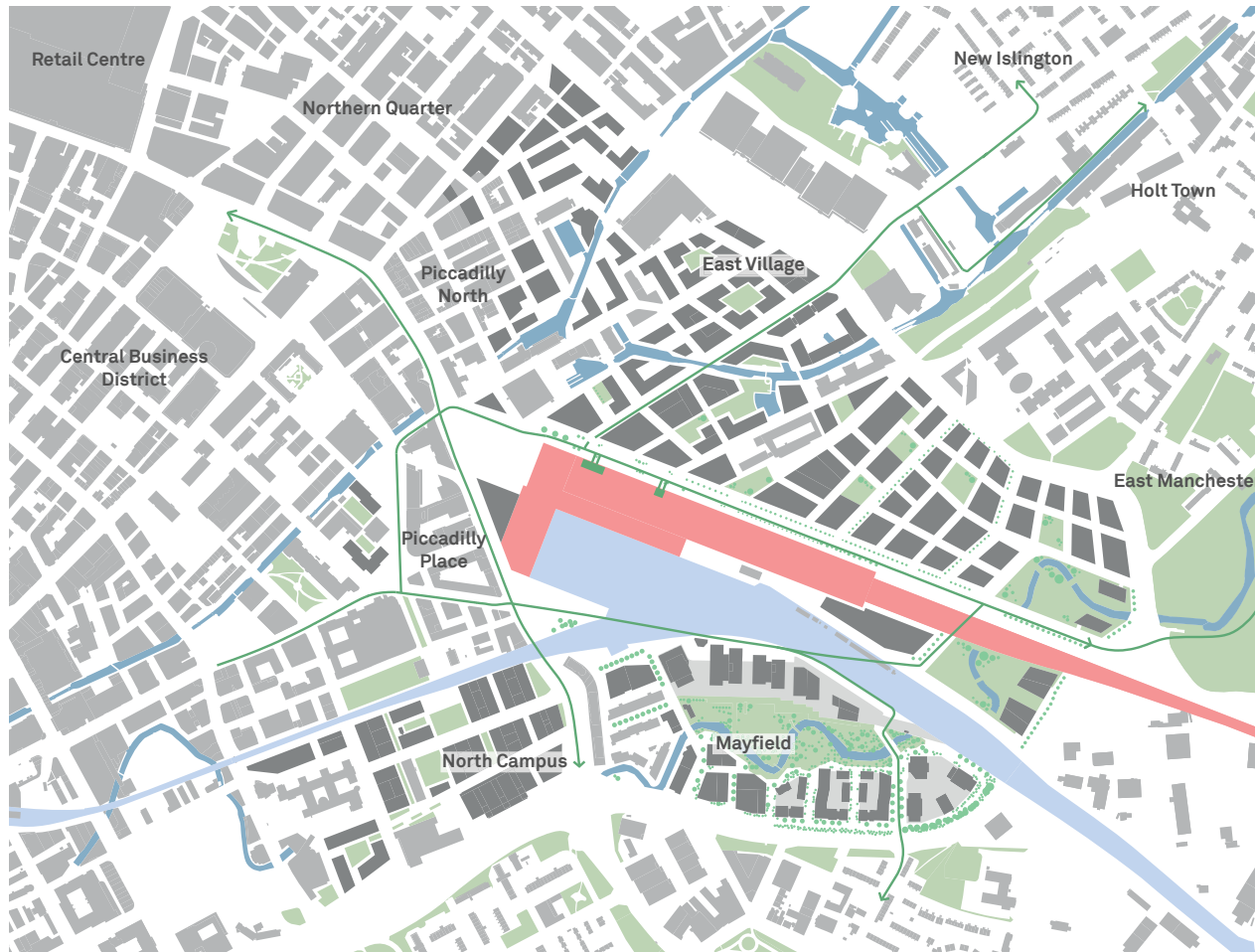


## Pedestrian Connections

Permeability of the proposals ensures the movement of people through the streets and spaces and maintains the vital flows that will give life to the city. Legible connections with neighbouring areas stitch Piccadilly Central into the city fabric and help to pass on the benefits brought about from HS2 and NPR to these surrounding areas. Further pedestrian connectivity links Piccadilly Central with Mayfield, enabling routes through the park and to new public transport hubs to the east (Metrolink and bus station)









-  Existing Buildings
-  Proposed Buildings
-  HS2 Station and Railway
-  Existing Piccadilly Station and Railway
-  Key Historic Buildings
-  River Medlock & Canals
-  Public Spaces
-  Main Pedestrian Routes
-  Station Entrances

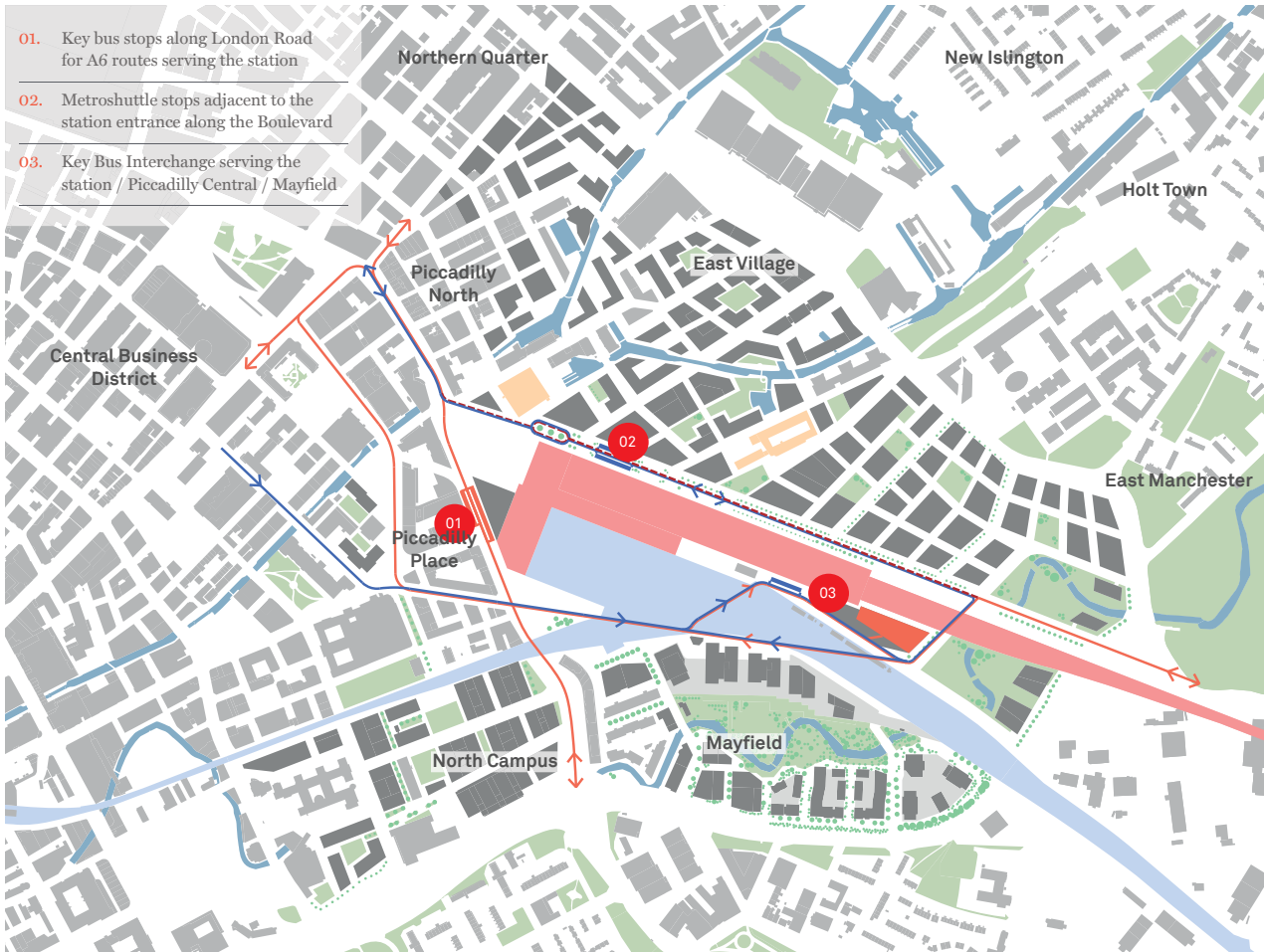




### Cycle Routes

Provision of key cycle routes into and out of the City Centre further help to integrate the new neighbourhood of Piccadilly Central into the city and promote this mode choice. Cycle hubs at the new station add to the intermodal connectivity of the station and the Boulevard functions as an arterial cycle route linking areas east of the city to the City Centre.

-  Existing Buildings
-  Proposed Buildings
-  HS2 Station and Railway
-  Existing Piccadilly Station and Railway
-  Key Historic Buildings
-  River Medlock & Canals
-  Public Spaces
-  Cycle Hub
-  Cycle Routes
-  Station Entrances



- 01. Key bus stops along London Road for A6 routes serving the station
- 02. Metroshuttle stops adjacent to the station entrance along the Boulevard
- 03. Key Bus Interchange serving the station / Piccadilly Central / Mayfield

### Bus Routes

Principal bus stops are located on London Road, and a new bus and/or coach interchange is proposed to be located at the new east entrance to the station between the two viaducts. The interchange accommodates nine stops and four lay-over bays.

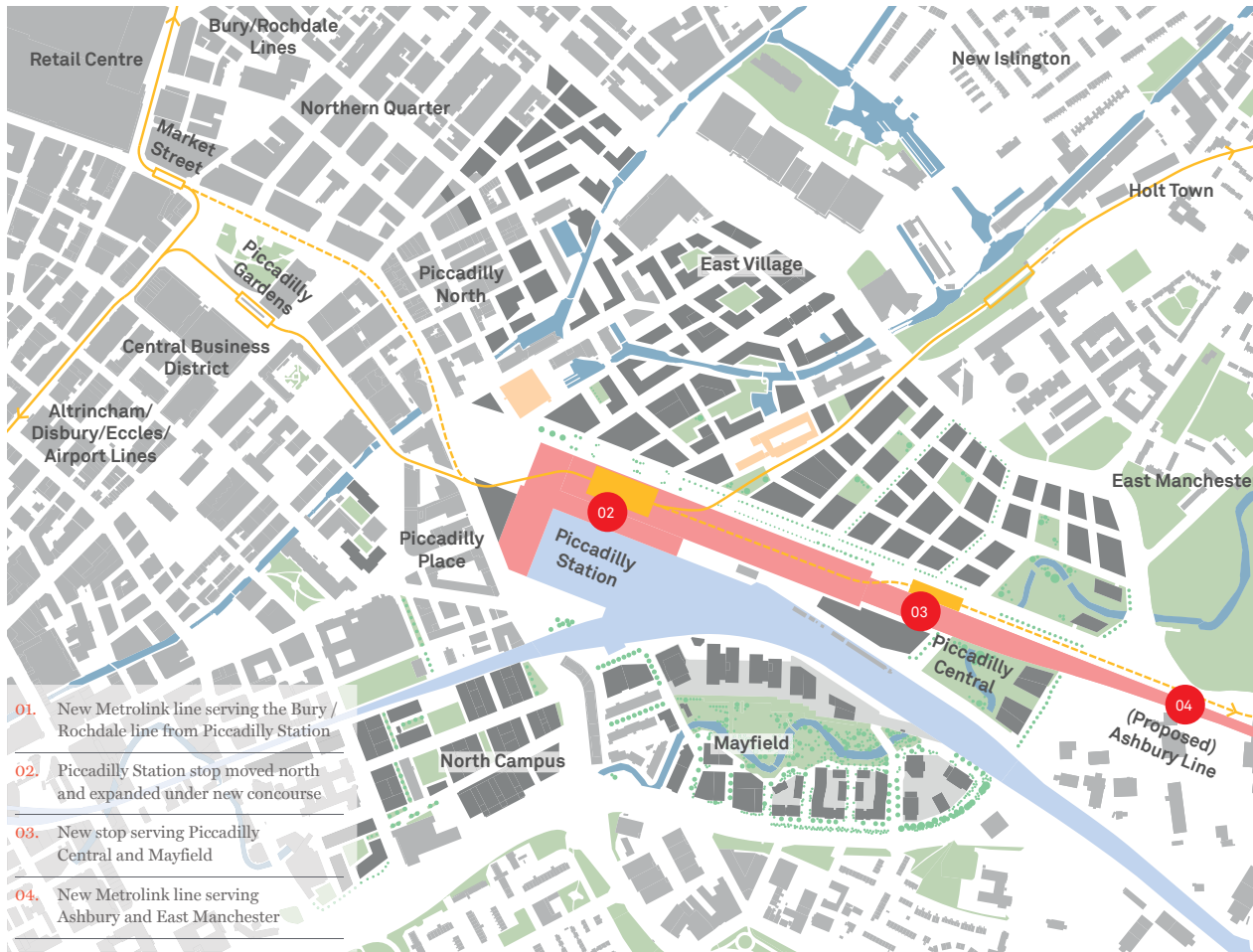
Bus routes using the A6 route may be routed along the Boulevard having called at the new interchange. Accordingly, bus stops have not been provided along the Boulevard. New bus stops have been provided on London Road for A6 services that would continue directly into the city centre.

### Shuttle Bus Services

Shuttle bus services from Piccadilly Station serving the various areas of the City Centre operate with key stops being added at the station entrance on the Boulevard and bus interchange. The anticipated route utilises a loop around Fairfield Street and the Boulevard with the option to have services turn-back on the Boulevard.

- Existing Buildings
- Proposed Buildings
- HS2 Station and Railway
- Existing Piccadilly Station and Railway
- Key Historic Buildings
- River Medlock & Canals
- Public Spaces
- Bus Interchange & Stops
- Bus Routes
- A6 Bus Routes without Stops
- Metroshuttle Bus Stops
- Metroshuttle Bus Routes





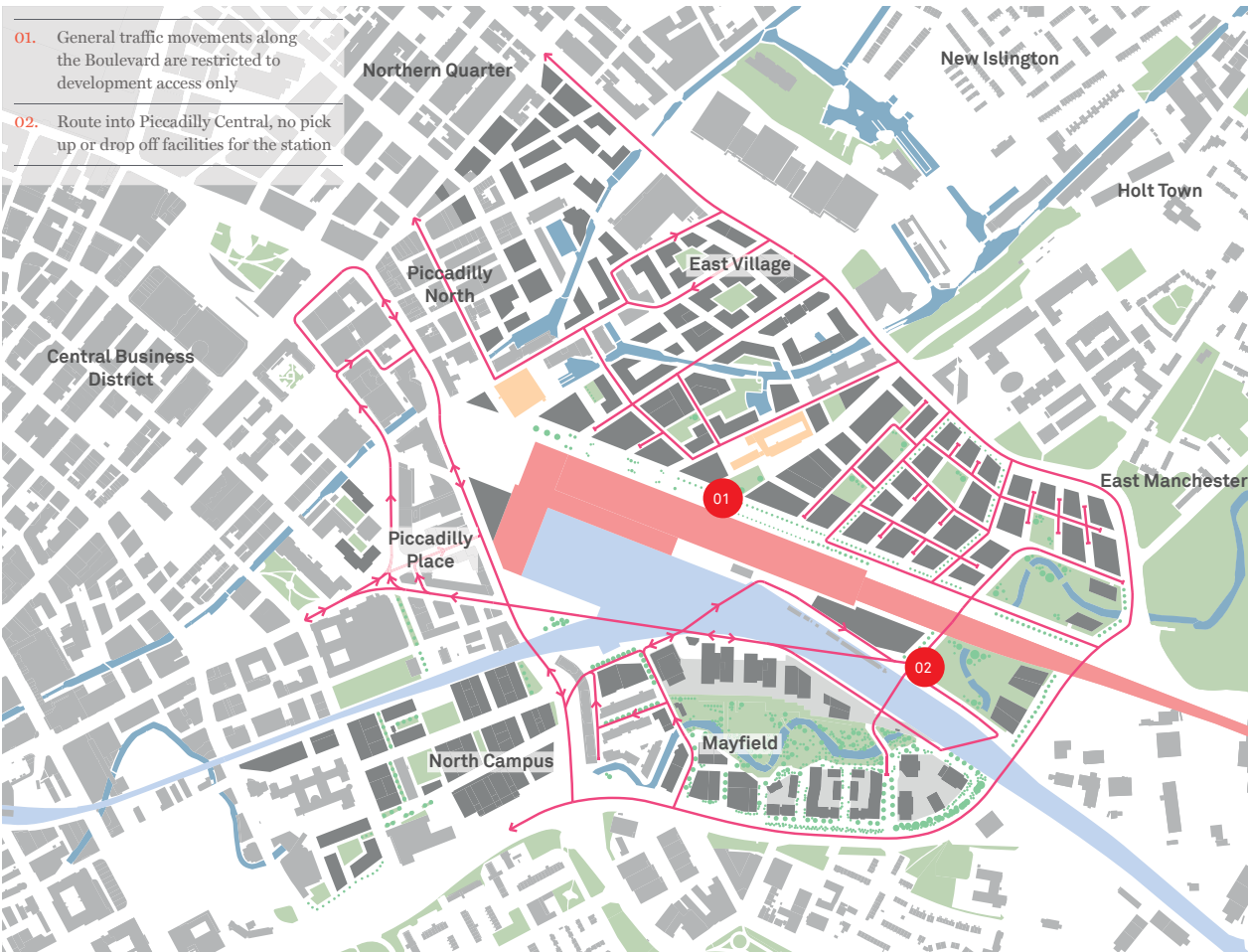
### Metrolink Network

The Piccadilly Station Metrolink stop is proposed to be relocated and expanded beneath the new station concourse to accommodate four platforms. These are accessed off the shared concourse beneath the HS2 platforms. This allows increased capacity across the Metrolink network and the new platforms address current issues with the existing station and platform configuration. Refer to station section for proposed platform layout.

The Piccadilly Central station on the proposed Ashbury line would serve both Piccadilly Central and Mayfield, promoting connectivity between the two areas and increasing footfall with the Medlock Park.

Potential future expansion of the Metrolink network is accommodated by the proposals for both a new line between Market Street and Piccadilly Station (which would alleviate capacity constraints at Piccadilly Gardens) as well as east towards Ashbury as part of wider Tram-Train proposals.

- Existing Buildings
- Proposed Buildings
- HS2 Station and Railway
- Existing Piccadilly Station and Railway
- Key Historic Buildings
- River Medlock & Canals
- Public Spaces
- Existing Metrolink Stations
- Existing Metrolink Lines
- Proposed Metrolink Stations
- Proposed Metrolink Lines



### The Boulevard

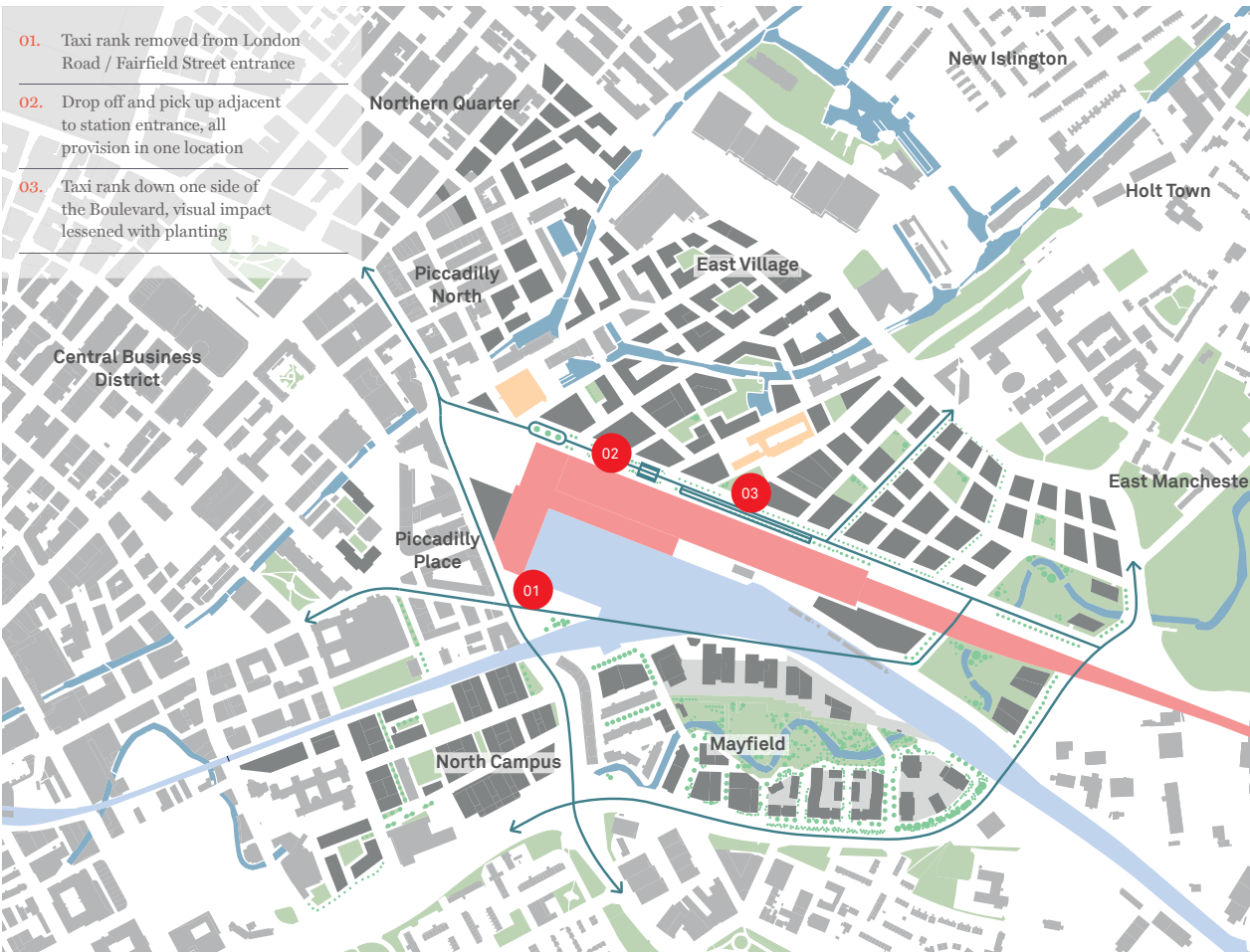
A primary design principle of the proposals is the Boulevard which links East Manchester into Piccadilly and the City Centre. This is a critical component of the SRF, retained from the 2014 SRF, and is aligned to fit the new HS2 track and station position. As a means of connecting Piccadilly Central into the city, the Boulevard is intended to serve pedestrians, cyclists and public transport, with general traffic movements along this route restricted to access only.

The Boulevard accommodates bus stops and taxi stands next to the new station entrance with a new Metrolink stop positioned adjacent to the new viaduct to the east.

### Road Network

The proposals continue the historic grain of Manchester's city centre across the Piccadilly Central area, while aligning to key existing routes north-south. The shift of the HS2 station and track alignment north has severed Travis Street for vehicular traffic. The scheme follows the principle of the hub and spoke approach which redirects traffic to the ring road to alleviate traffic congestion.





- 01. Taxi rank removed from London Road / Fairfield Street entrance
- 02. Drop off and pick up adjacent to station entrance, all provision in one location
- 03. Taxi rank down one side of the Boulevard, visual impact lessened with planting

### Taxi Routes

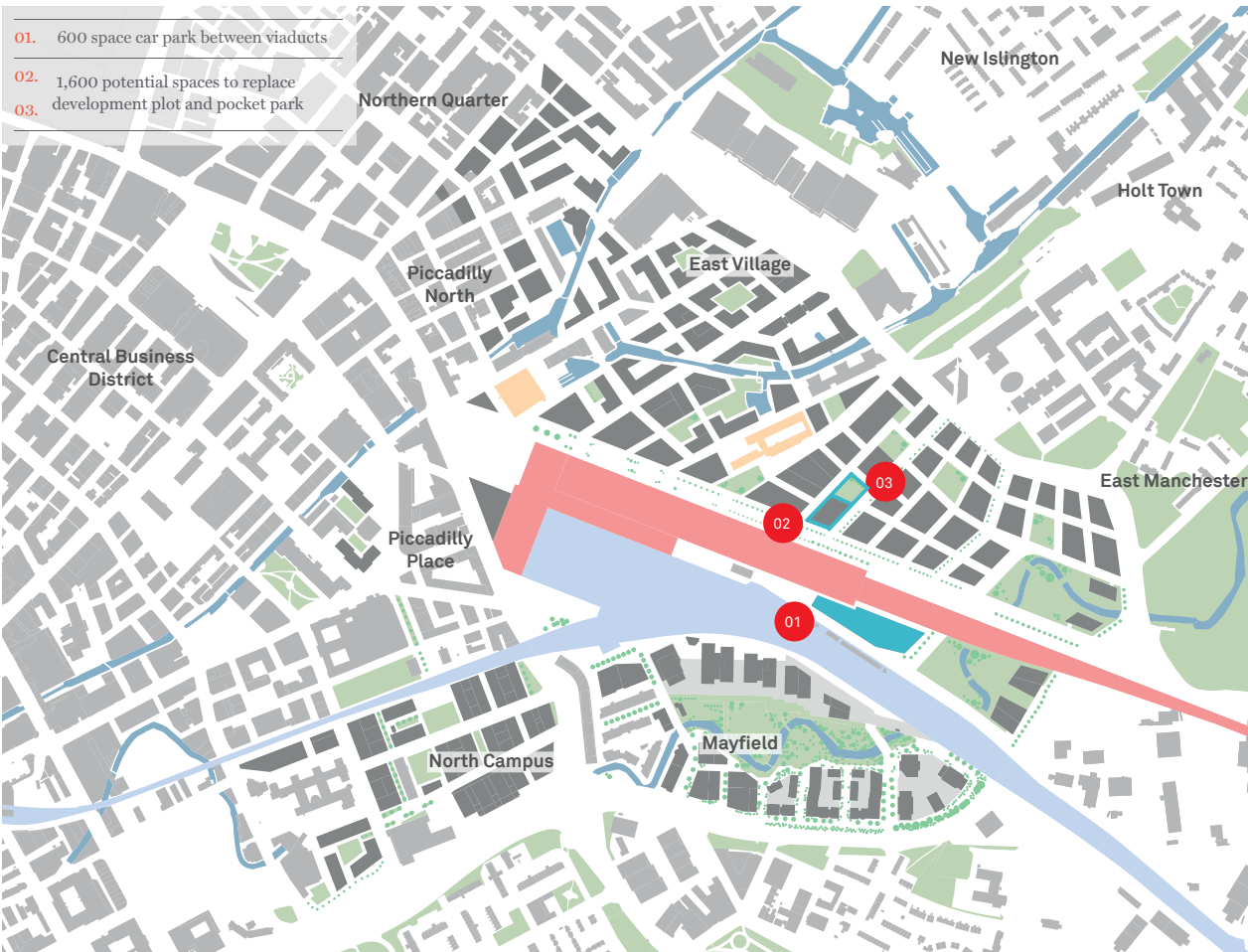
Taxi ranks are provided along the Boulevard next to the new station entrance. The existing taxi rank has been relocated here to consolidate provision in one location to aid way finding for passengers and queuing for taxis.

Drop-off points are located on both sides of the Boulevard and a pick-up point and queuing rank is situated on the station side. Routes are readily accessible for the taxis to travel into the City Centre or return out to the ring road for destinations further afield. The impact of the taxi queue on the Boulevard will be minimised by sensibly managed holding system, for example by holding the majority of taxis further east on the Boulevard, allowing a restricted number to pull forward up to the station. Impact can also be minimised through screening by green buffers and planting.

The routes illustrated form the long term proposals for taxi provision at Piccadilly; for further information on medium term solutions, see the Mayfield SRF.

The arrangements for taxis will be under review as part of wider work looking at overall transport provision at Piccadilly Station, including looking at how the impact of taxis on the Boulevard can be managed.

- Existing Buildings
- Taxi Pick Up / Drop Off
- Proposed Buildings
- Taxi Routes
- HS2 Station and Railway
- Existing Piccadilly and Railway
- Key Historic Buildings
- River Medlock & Canals
- Public Spaces



- Existing Buildings
- HS2 Station and Railway
- Key Historic Buildings
- Public Spaces
- Proposed Buildings
- Existing Piccadilly Station and Railway
- River Medlock & Canals
- Proposed Parking Plots

- 01. 600 space car park between viaducts
- 02. 1,600 potential spaces to replace development plot and pocket park
- 03. 1,600 potential spaces to replace development plot and pocket park

### Parking

As the public transport network continues to improve, reliance on the car will diminish. However, it is important to acknowledge that many people will still rely on the car for access to the city centre, Piccadilly station and the wider transport network. These are the two types of car use we have considered.

### Piccadilly Central

To maximise development plots, no solely car parking blocks have been shown within Piccadilly Central specifically for residents. The intention is for any parking and drop-off facilities to be provided on a plot-by-plot basis within basement parking facilities, and drop-off facilities incorporated into the highways design.

### HS2

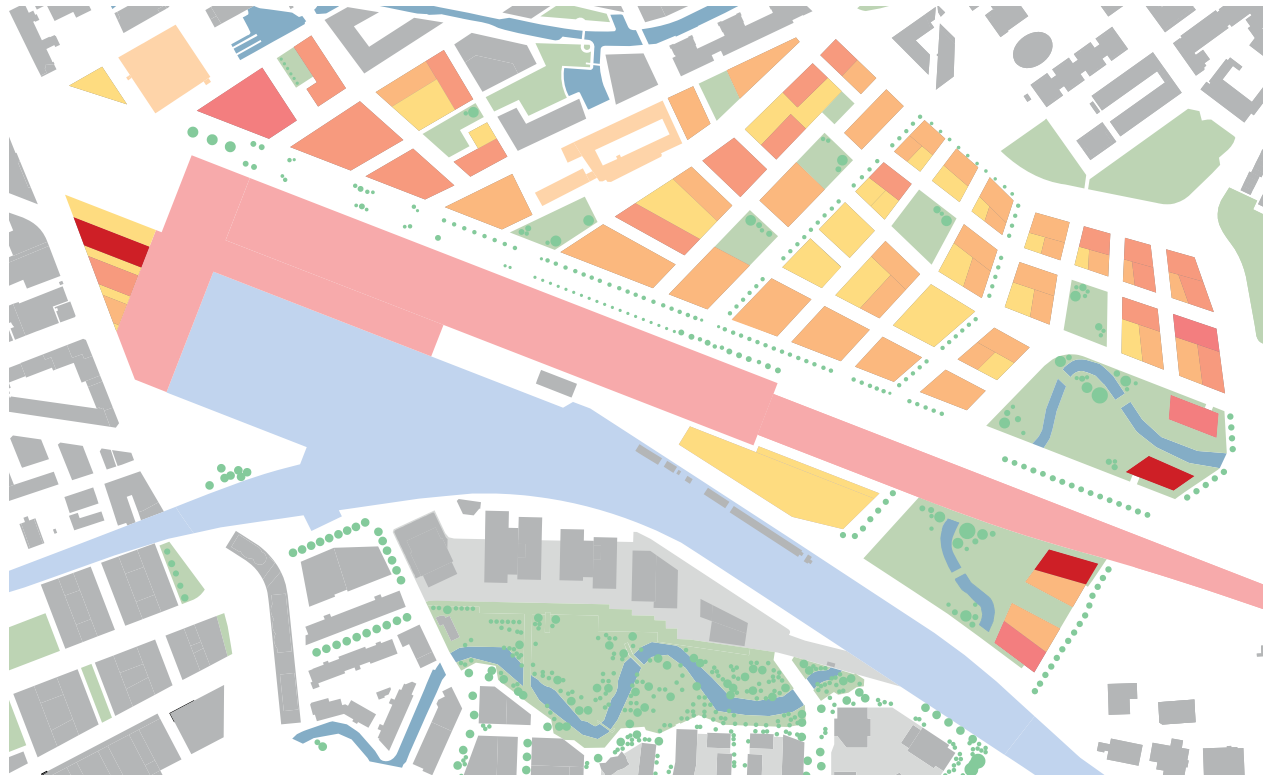
HS2 brings with it a requirement for large capacity parking, with current proposals for approximately 2,200 spaces to cover both the new spaces required and re-provide the parking that currently exists. This number will be kept under review to ensure there is a balanced approach to car parking. Work will continue with HS2 to assess car parking need, in light of initiatives such as the MCC's Transport Strategy on improving market share of public transport

The diagram shows a flexible approach. Plot 01 provides approximately 600 spaces and is well located close to the main station and would not disrupt wider city development plans. If further spaces are required beyond the initial 600, plots 02 and 03 could potentially be utilised to provide a further 1,600 spaces. However this would compromise the ability to deliver a commercial plot fronting onto the Boulevard and a pocket park. Therefore, parking should be located away from the Boulevard as far as possible.

If plot 02 and plot 03 are to be utilised for parking, the parking plot should have a wrap around of the ground level active frontage. The plot should be accessed from the ring road only, rather than the Boulevard, in order to preserve Boulevard's quality.



## 4.4 Heights and Massing



- Existing Buildings
- HS2 Station and Railway
- Existing Piccadilly Station and Railway
- Key Historic Buildings
- River Medlock & Canals
- Public Spaces
- Up to 7 Storeys
- 8 - 12 Storeys
- 13 - 20 Storeys
- Over 20 Storeys

### Building Heights

An ambitious level of development is considered for the wider area around the new station. Landmark commercial buildings bookend the new axis of the Boulevard and train line to the east and west, forming markers in the city and creating a gateway in the city's skyline. Residential proposals range from medium rise to high rise, promoting variety and a mixed offer of housing types.

Massing is built up around the perimeter of the scheme bordering the main roadways of Great Ancoats Street and the Mancunian Way. Levels are then stepped down around public spaces and the park, maximising views and natural light to residential plots.

### Density

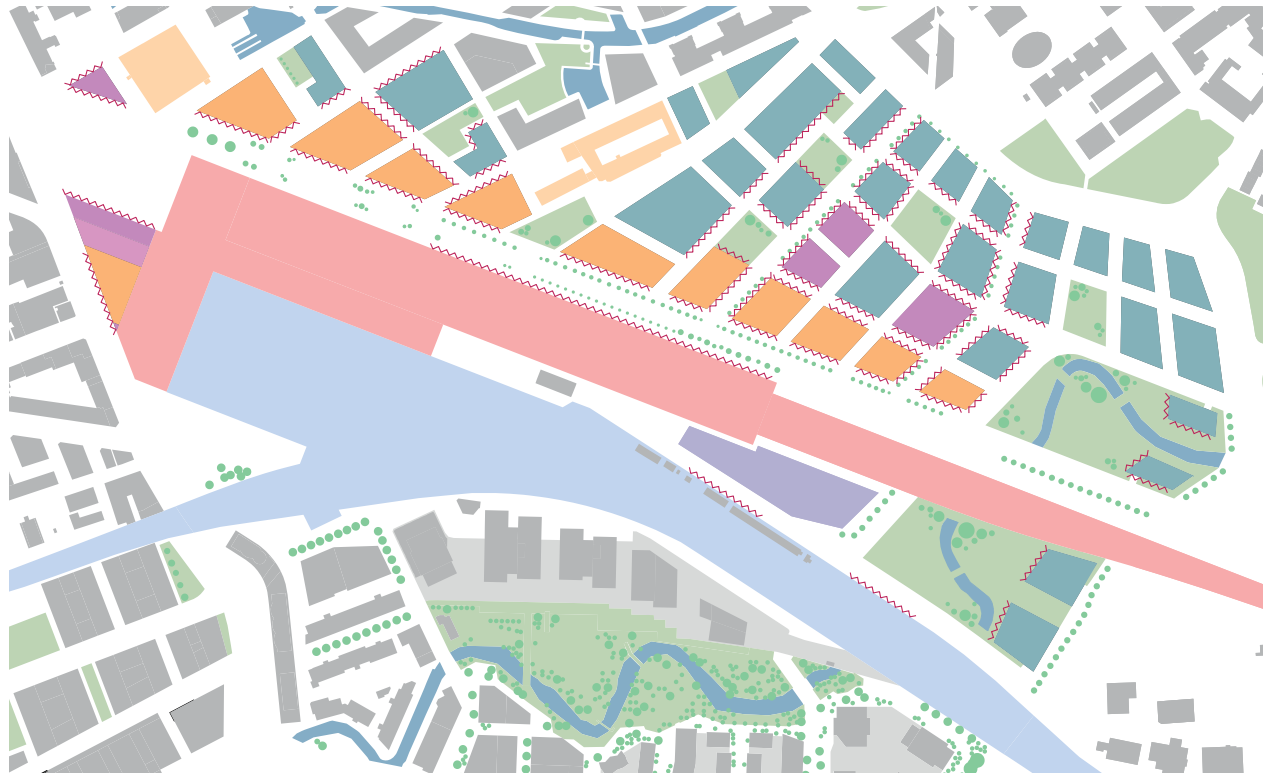
The overall density of the proposed development presents a Floor Space Index (FSI)\* figure of 4.0:1, which compares well with other developments in Manchester and elsewhere, with the right balance between the developments and the public space. The FSI area covers essential open spaces including the new park that allow other areas to be more dense. Considerations should be made to ensure a suitable balance is maintained as each phase of development is brought forward.

The following chart compares the proposals to similar developments in Manchester and the UK:

Development	FSI*
Piccadilly Central	4.0:1
Circle Square, Manchester	4.6:1
Spinningfields, Manchester	4.5:1
St Johns, Manchester	2.7:1
Kings Cross, London	2.7:1

\* Floor Space Index is the ratio of the buildings' total floor area to the area of land upon which they are built.

## 4.5 Uses

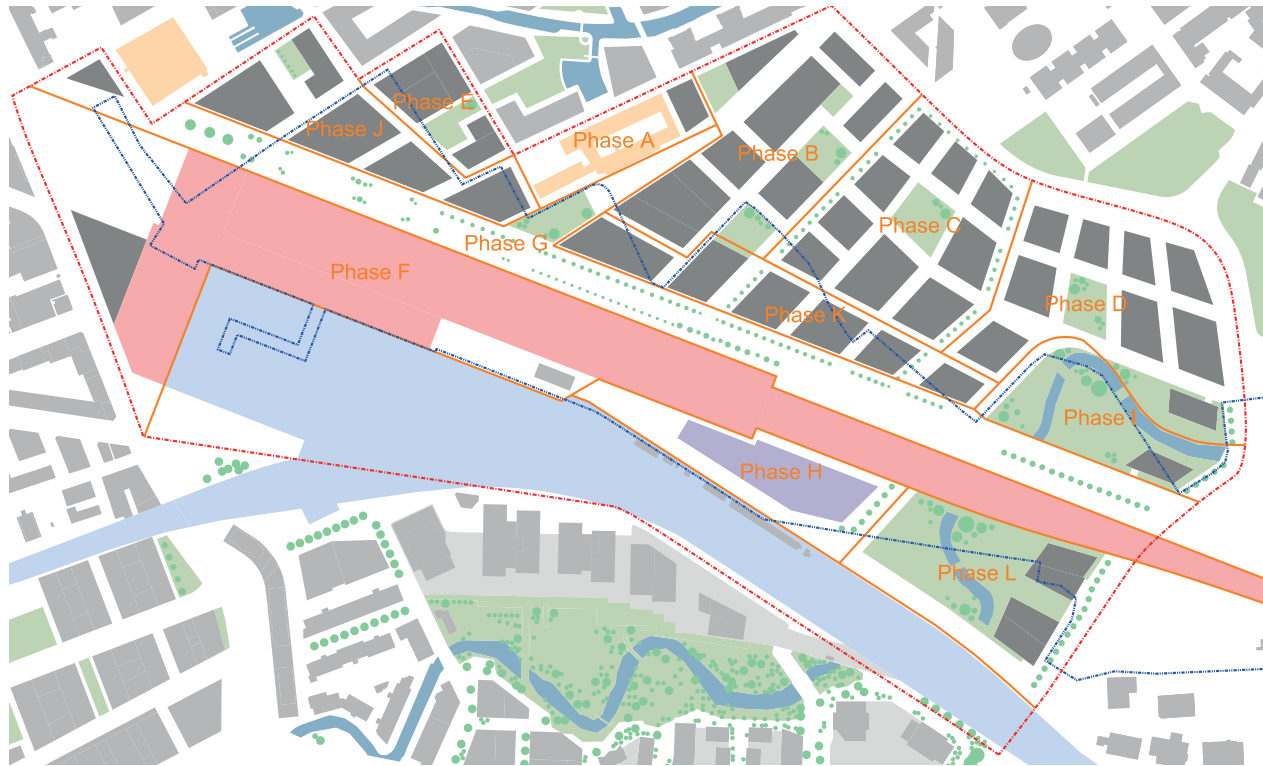


A mix of uses promotes diverse urban life whilst ensuring viability and economic sustainability. Avoiding large areas of single use, the proposals for Piccadilly Central feature a diverse range of uses that foster a sense of place and help promote community and neighbourhood. Active frontages help animate the ground plane along key circulation routes and public spaces.

- Existing Buildings
- HS2 Station and Tracks
- Existing Piccadilly Station
- Key Historic Buildings
- River Medlock & Canals
- Public Spaces
- Commercial
- Hotel
- Transportation
- Residential
- Community / Social
- Active Frontages



## 4.6 Land Ownership and Phasing



- - - - Station Masterplan Boundary
- - - - HS2 Safeguarding Boundary
- — — — Phasing Boundaries

### Land Ownership Alignment

Plot boundaries of the proposed SRF scheme have been carefully developed to coordinate with existing ownership boundaries as far as possible. However changes to several land ownership boundaries are necessary to allow the scheme to be delivered as it is currently proposed in this report.

Creation of a major new route like the Boulevard will inevitably require rationalisation of land ownerships but in this instance most of this is accommodated by the land footprint proposed for the HS2 work site. The existing HS2 safeguarding boundary (which identifies land expected to be affected by construction) has also been included for reference.

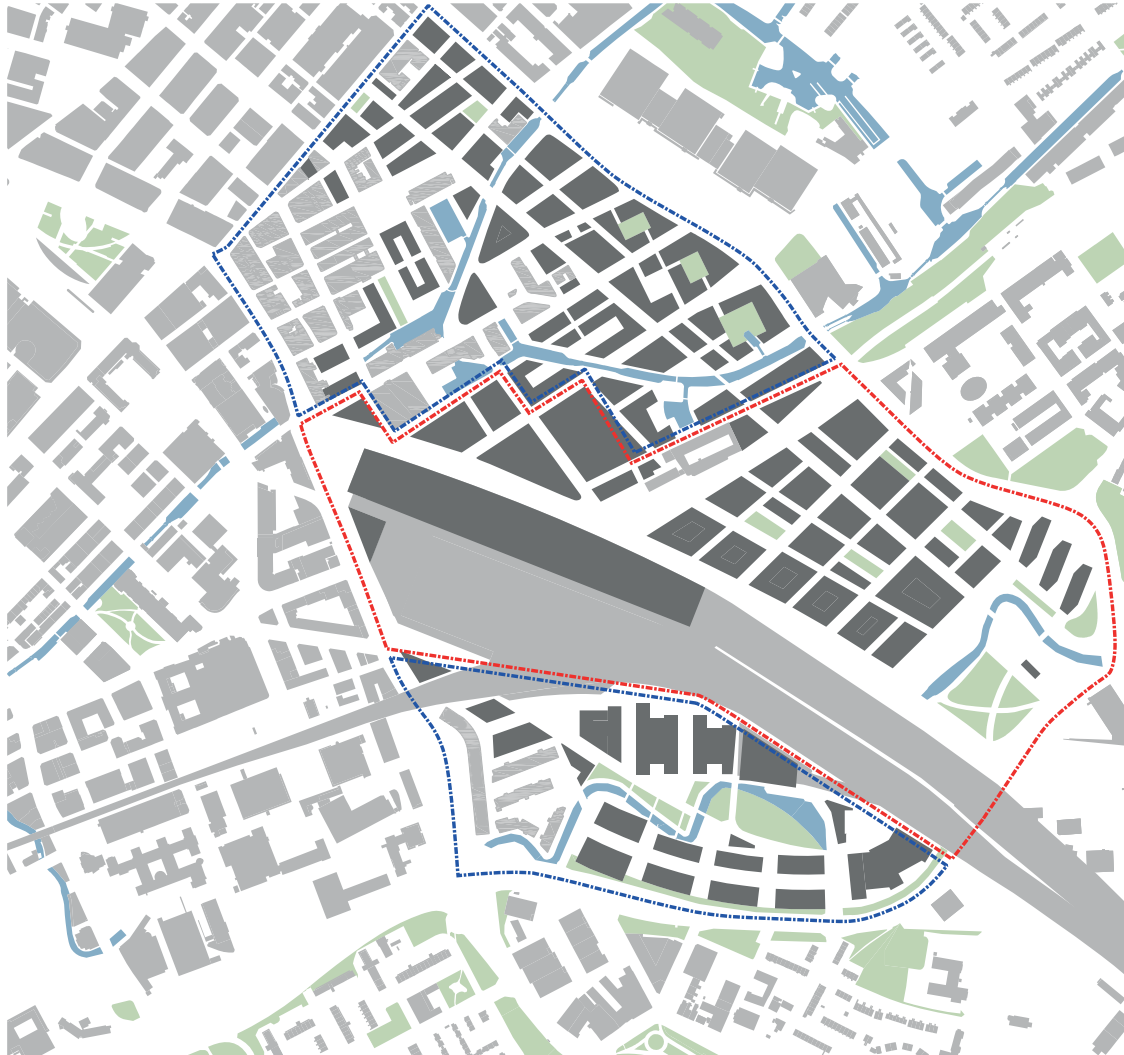
### Phasing Strategy

There is potential for HS2 to cause significant blight within the city for an extended period of time. It is important to keep the HS2 safeguarding zone and construction compound to a minimum. Phasing of the station and surrounding area needs to be carefully reviewed to minimise impact and promote the possibility of bringing significant amounts of development forward in advance of HS2.

The plan shows an indicative phasing strategy for the site, which anticipates certain developments can be brought forward before and independently from HS2. Other developments are tied into the actual construction so need to be delivered alongside and some developments must follow after HS2 is delivered. The phasing plan will need to be developed as more detail is available on the phasing of HS2 construction.

Pre-HS2 construction	A - Crusader Works Mill Redevelopment
	B - Portugal Street East SRF
	C - Piccadilly Central Residential West
	D - Piccadilly Central Residential East
During HS2 construction	E - Store Street
	F - Piccadilly Station Renovation & HS2 / NPR Extension
	G - The Boulevard
	H - Bus Interchange
Post- HS2 construction	I - Piccadilly Boulevard Commercial Plots West
	J - Piccadilly Boulevard Commercial Plots East
	K - Piccadilly Central Park South

## 4.7 Indicative Area Schedule and Comparisons



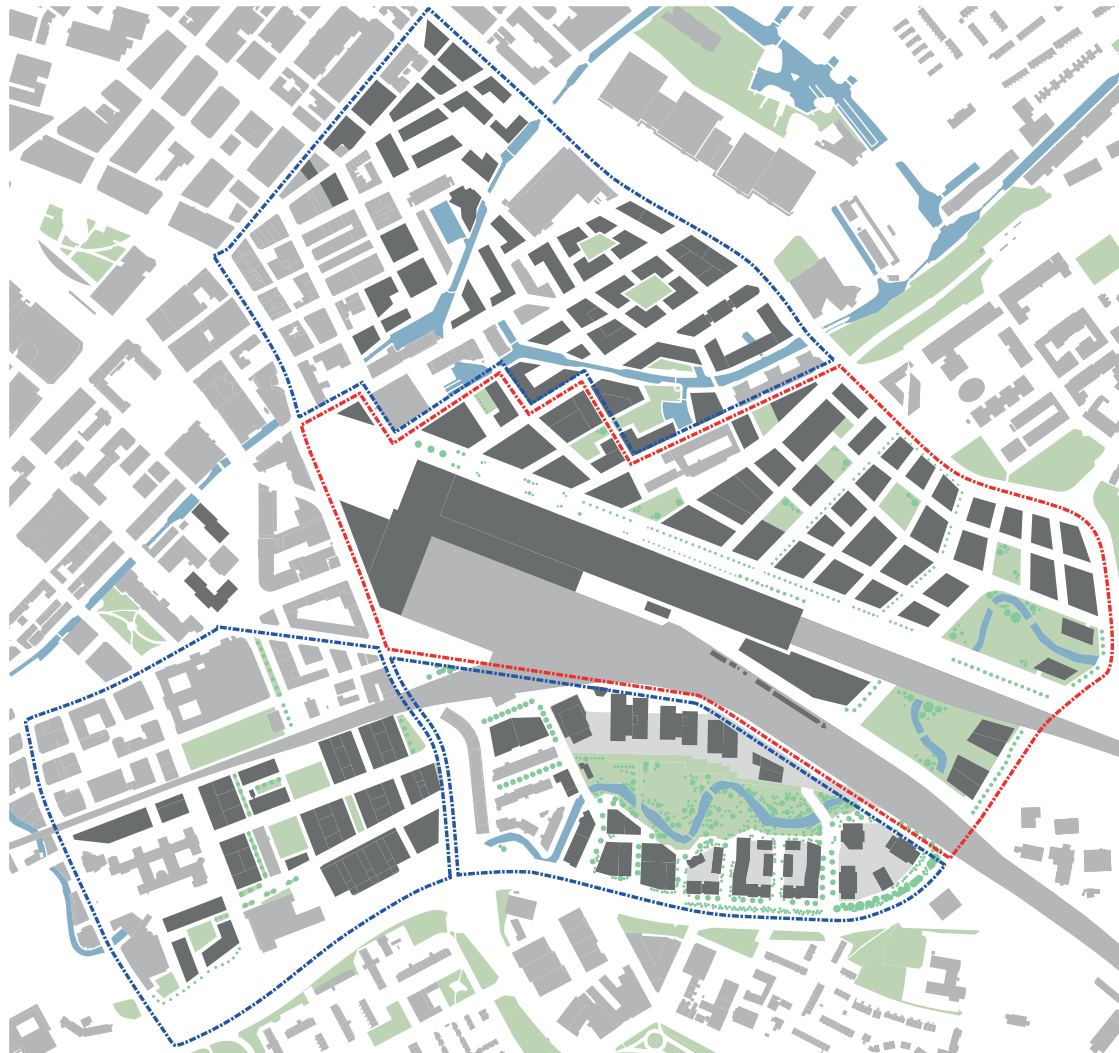
### 2014 SRF Indicative Area Schedule- Piccadilly Central

(Category 1A, 1B & 2B in the 2014 SRF)

Commercial GEA (m <sup>2</sup> )	379,620
Residential GEA (m <sup>2</sup> )	114,100
Retail/Leisure GEA (m <sup>2</sup> )	57,710
Hotel GEA (m <sup>2</sup> )	59,100
Parking GEA (m <sup>2</sup> )	90,400
Social Infrastructure GEA (m <sup>2</sup> )	20,238
<b>Total (m<sup>2</sup>)</b>	<b>721,168</b>
<b>(ft<sup>2</sup>)</b>	<b>7,762,588</b>

The table above shows indicative areas that were proposed for Piccadilly Central within the 2014 SRF in a way that can be easily compared with areas in this 2018 SRF, as shown on the following page.





### 2018 SRF Indicative Area Schedule- Piccadilly Central

Commercial GEA (m <sup>2</sup> )	267,700
Residential GEA (m <sup>2</sup> )	425,225
Retail/Leisure GEA (m <sup>2</sup> )	25,375
Hotel GEA (m <sup>2</sup> )	20,000
Parking GEA (m <sup>2</sup> )	23,000
Social Infrastructure GEA (m <sup>2</sup> )	25,200
<b>Total (m<sup>2</sup>)</b>	<b>786,500</b>
<b>(ft<sup>2</sup>)</b>	<b>8,465,816</b>
<b>FSI*</b>	<b>4.0</b>

The table above shows indicative areas for Piccadilly Central. The quantum of development has increased by approximately 10% from the 2014 SRF to meet the demand generated by HS2 and NPR. The increase has been carefully incorporated into the framework to create a vibrant, mixed-use development with associated amenity space which will provide a high quality place to live, work and spend time.

The FSI of the proposed Piccadilly Central scheme compares well with other developments in Manchester, sitting as it does in mid range between 4.6:1 and 2.7:1 (refer to section 3.2).

\* Floor Space Index is the ratio of the buildings' total floor area to the area of land upon which they are built.

# 4.8 Station Forecourt

It is critical to have a new and appropriate entrance sequence to allow the station to properly connect into the city centre and accommodate the significant increase in passengers and users expected. Over 57 million passengers per year are estimated by 2043, increasing to 80 million when including people using the station for its retail and leisure facilities.

### Key Design Requirements

The SRF sets out the design principles that should be achieved in order for the HS2 station to successfully connect with the city and maximise the user experience and growth opportunity. The principles are:

#### Station visibility.

The new station should be highly visible, aiding way finding and making a connection directly into the city centre.

#### Passenger flow.

The station entrance width should be generous allowing the additional anticipated passengers to flow into and through the station easily.

#### Piccadilly Central connection.

New proposals should connect Piccadilly Central through to London Road and the city centre, overcoming current problems with level changes and street patterns.

#### Public forecourt.

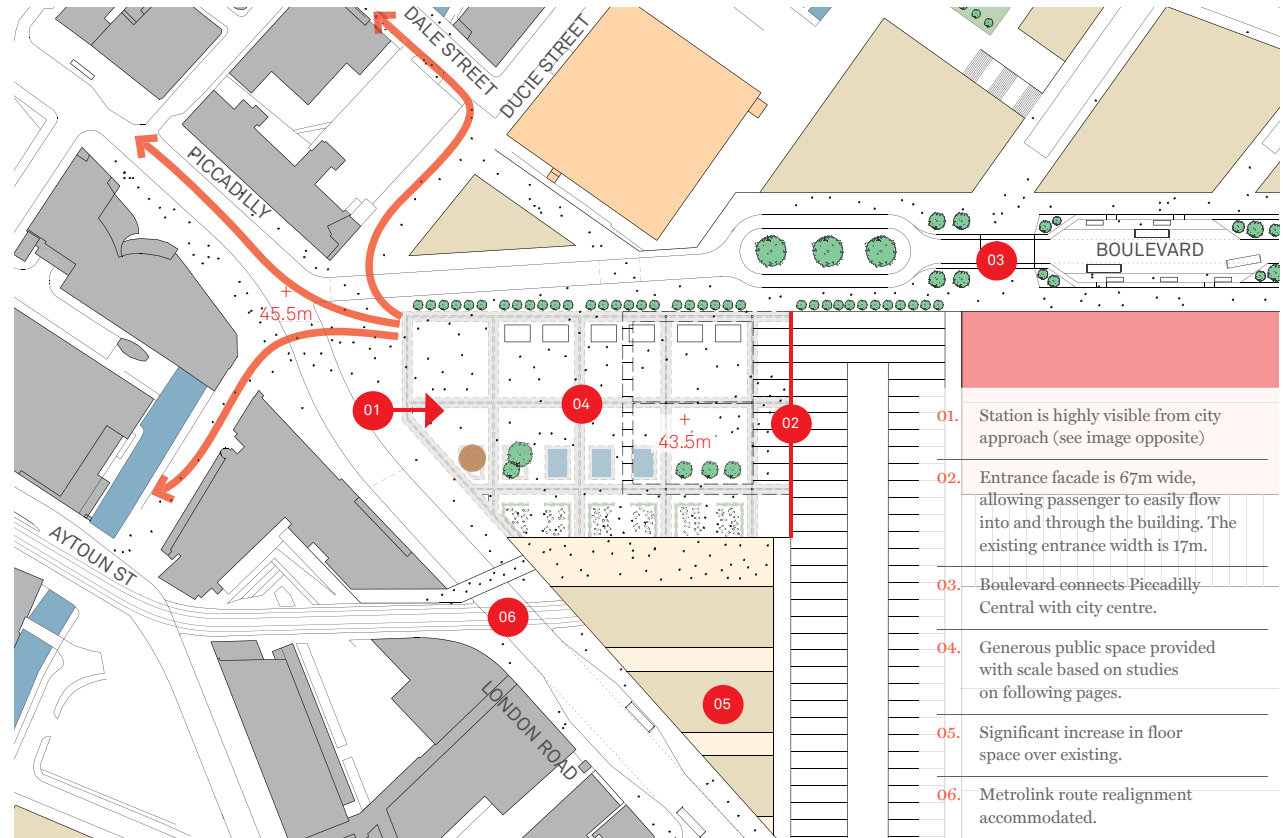
A generous public space should be created for the city, providing an excellent first impression of Manchester.

#### Maximise commercial opportunity.

Piccadilly will be one of the most connected places in the country and therefore a location where commercial opportunity should be optimised.

#### Metrolink relocation.

Proposals should allow Metrolink to be relocated below HS2 to meet growing passenger demand and improve access.



- 01. Station is highly visible from city approach (see image opposite)
- 02. Entrance facade is 67m wide, allowing passenger to easily flow into and through the building. The existing entrance width is 17m.
- 03. Boulevard connects Piccadilly Central with city centre.
- 04. Generous public space provided with scale based on studies on following pages.
- 05. Significant increase in floor space over existing.
- 06. Metrolink route realignment accommodated.

Levels are indicative only

—Over-Station Development - Preferred Option Plan  
The plan above shows the base scheme as developed for this report



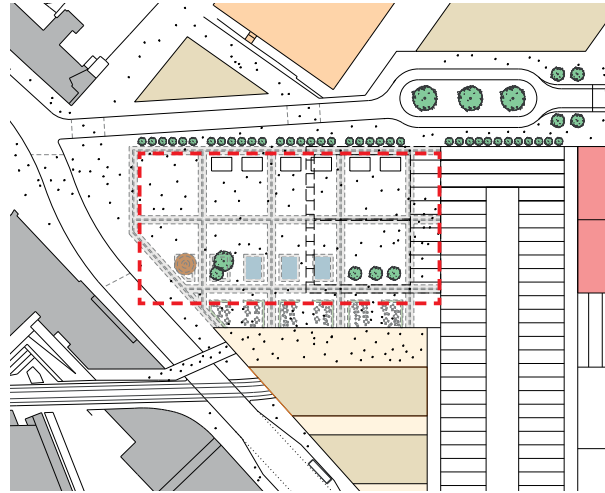
Greater Manchester's vision for how through a new civic forecourt, the station entrance can successfully connect with the city.



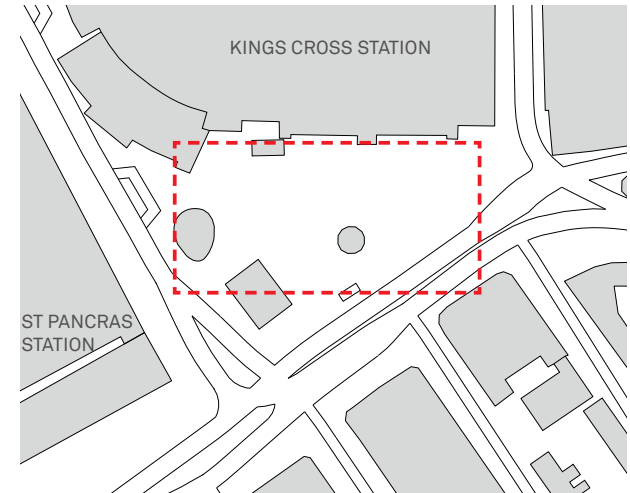
## Forecourt Scale

Anchoring the SRF proposals into the city, the forecourt announces passengers' arrival into the City of Manchester with a grand civic plaza that can receive the many thousands of daily users. This space takes precedent from many successful station forecourts and public spaces in the UK and Europe and provides ample opportunity to enliven this area of the city.

The forecourt acts as the first in a series of key public spaces that link the rest of City Centre to Piccadilly Central. As a navigational device, the forecourt ties together multiple routes into the city.



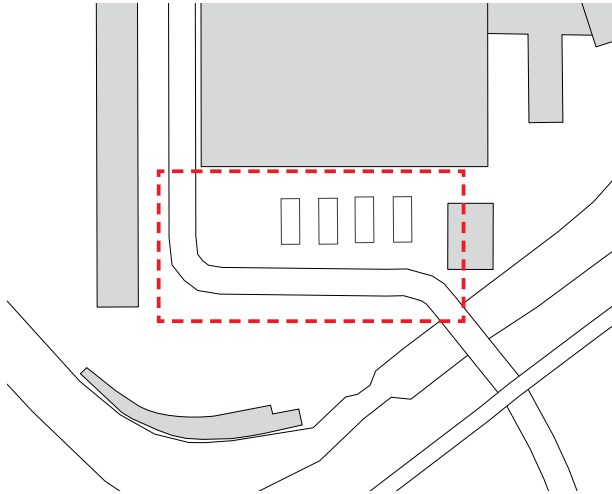
—Piccadilly Station Forecourt Proposal  
The indicated area outlined by the red dashed line matches the outline marked on the plans of the precedent studies.



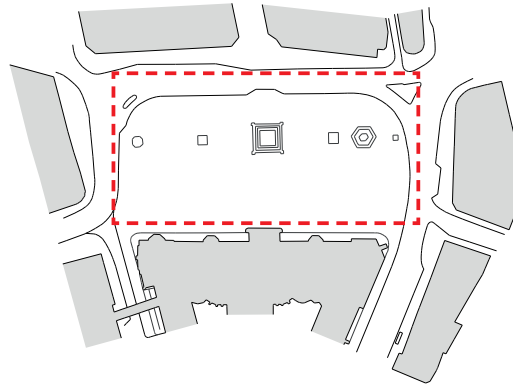
—Kings Cross St Pancras, London  
The forecourt outside Kings Cross station has a similar balance of space and facilities to the proposed Piccadilly forecourt.



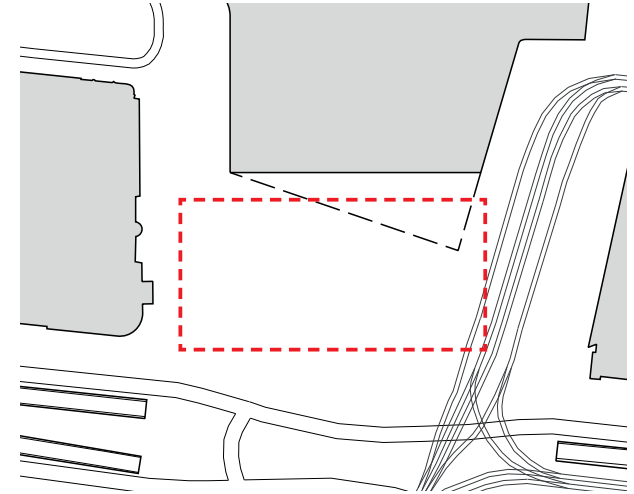




—Granary Square, Kings Cross, London  
Granary Square is a vibrant civic space as part of the Kings Cross redevelopment and features a wide array of uses.



—Albert Square, Manchester  
With a similar sense of scale and proportion, Albert Square demonstrates a well used public space in the City of Manchester.



—Rotterdam Centraal Station, Netherlands  
Rotterdam Centraal Station features an expansive, yet highly successful public space addressing the station entrance.







A major new urban thoroughfare that transforms the character and connectivity of the area





—Chapultepec, Mexico



—Avenue des Champs-Élysées, Paris



—Boulevard, Kiev



—Avenue General de Gaulle, Paris



## 4.9 Piccadilly Boulevard

A new route follows the edge of the HS2 viaduct connecting East Manchester directly to London Road. This single device radically improves connectivity and overcomes the present division between the City Centre and areas to the east. If not developed appropriately the new rail infrastructure could add to the present division caused by the existing rail viaduct: creating a barrier to connections. Instead, the new route aims to turn this on its head by making the rail infrastructure a positive contribution to the urban design of the area. At street level, tucked beneath the tracks, should be retail and business space, bus stops, a bus/coach station and taxi stands – all the animation associated with a bustling city street. Similar in nature to a continental boulevard the route provides a clear channel for movement through the city and acts as an armature to neighbouring, more dense development.

The boulevard connects two important public spaces: the station forecourt at the front of Piccadilly Station and the new park formed on the banks of the River Medlock. At its midpoint a new public square is created. The square is positioned to take advantage of a retained mill building (Crusader Works) and is animated by Metrolink as it leaves the station en route for the Etihad Campus. A lower station concourse at the midpoint of the HS2 platforms connects directly to the boulevard and the square.





—New Street Square, London



—Lewis Cubbit Square, Kings Cross, London



—Bishops Square, Spitalfields, London

## 4.10 Piccadilly Central

**A dense, mixed use district focused around high quality public space; together with the regenerated Mayfield area, Piccadilly Central will represent a significant easterly expansion of the city centre.**

Piccadilly Central will capitalise on the unrivalled connectivity that HS2 and NPR will deliver. Large commercial plots line the Boulevard with leisure and retail at the ground level, both creating a new commercial address adjacent to the station and adding to the bustling street life of the newly created boulevard.

Behind these plots sits a dense residential-led neighbourhood, orientated around a series of pocket parks along connecting routes. As with the plots along the boulevard, these residential blocks will have a mix of uses at their lower levels; their active frontages contributing to a lively and stimulating atmosphere at ground level.

In addition, the provision of social infrastructure within the area, including for example community and leisure centres, GP practices and schools will help foster a sustainable, people-led neighbourhood.

The precedents above demonstrate the qualities to be aspired towards for Piccadilly Central's public spaces. Sat among high rise buildings, these high quality spaces are lively, intensively used and form the heart of their respective developments.



— Piccadilly Central will be an area characterised by dense commercial development focused around a series of high quality public spaces





—Boarkes Avenue, Sydney



—Exhibition Road, London



—Avenida 9 de Julio, Buenos Aires



—New Road, Brighton

### Street-life studies

Within Piccadilly Central, there are broadly three different types of street.

#### — Primary Streets

Primary Streets are the main throughflow through the site between the ring road and the Boulevard, catering to all modes of transport. These have been minimised to maximise the local environment, given the proximity of public transport and the prioritisation of walking and cycling routes.

#### — Secondary Streets

Secondary Streets are a shared surface between light traffic, and pedestrians and cyclists, providing channels of movement between primary streets and around the neighbourhood.

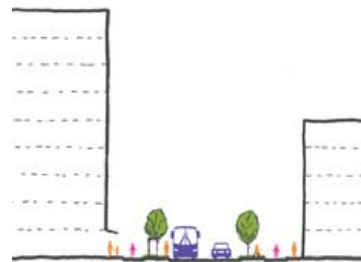
#### — Tertiary Streets

Tertiary Streets are predominantly pedestrianised and give space for community, leisure and play activities. They help build the network of walking routes around the neighbourhood.

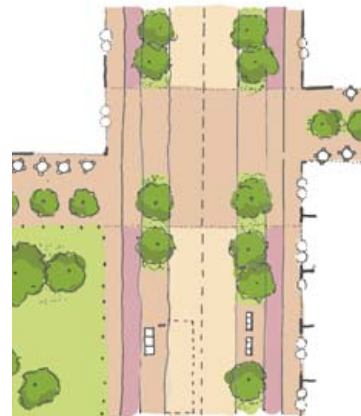
The precedents above demonstrate the qualities of the shared surfaces aspired for within Piccadilly Central, where connecting paths are safe for all and the streets contribute to the life of the area.



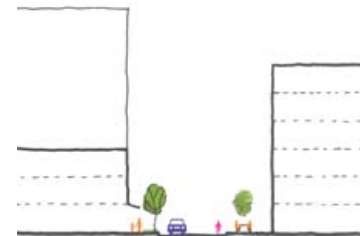
- ||||| Boulevard
- Primary Streets
- Secondary Streets
- Tertiary Streets



22m



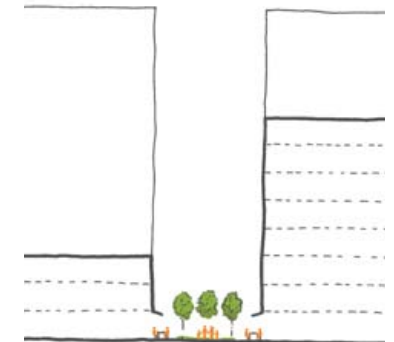
— Primary Streets



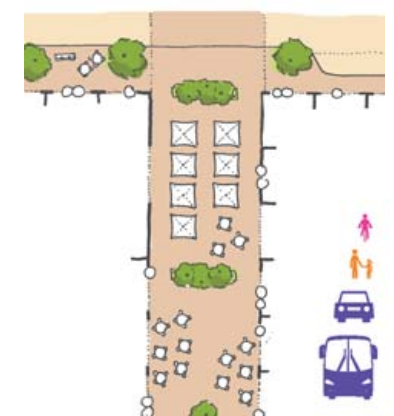
16m



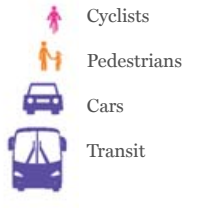
— Secondary Streets



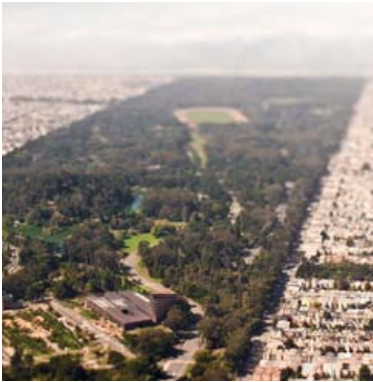
12m



— Tertiary Streets







—de Young Gallery, San Francisco



—Central Park, New York



—Parc de la Villette, Paris



—Buffalo Bayou Promenade, Houston

## 4.11 Medlock Park

**At the eastern end of the Boulevard, a major new 6 acre public park extends between the viaducts, with the River Medlock flowing through its heart.**

Surrounded by residential developments, the park forms a focus for leisure and recreation in the Piccadilly area. Straddling the Medlock River, the park draws the Medlock Valley into the city centre and connects a sequence of public spaces that tie Piccadilly Central, Mayfield and their surrounding areas together.

There is a long-standing history of leisure space in this location. The Helmet Street Recreation Ground, opened in 1880, straddled the river and provided leisure space for the surrounding mill workers. The recreation ground remained until the late 20th century, and the new Medlock Park will continue its legacy providing green space for the city.

The provision of a large park at the east end of the masterplan area gives the surrounding residential developments an essential amenity of outdoor space that balances the density of the buildings. The massing of the surrounding buildings has been developed to maximise daylight to the park and allow as many residences as possible to benefit from views of the park.

Additionally, the size of the park and its intended flexible nature would allow it to play host to festivals and events, providing a boost to the regeneration effects outside the masterplan area, extending the benefits to areas east of Piccadilly Central.

The city park precedents above exemplify the qualities of the Medlock Park; a green heart within a high-rise dense neighbourhood with enjoyable access to and along the water front.







—Bradfield Park, Sydney



—Zaanstad, Netherlands



—Deptford Market Yard, Deptford



—Maltby Street Market, London



### Relationship with viaducts

The Medlock Park sits astride the HS2 viaduct and is enclosed by the existing rail viaduct to the south, providing the opportunity to strengthen the presence of the railway arches and bring them into public life.

Transforming these heritage assets into animated public spaces such as bars, cafes, restaurants, shops, cafe and workshops will bring another realm of activity to the park, contributing to its overall character as the focus of leisure and recreation in Piccadilly Central.

The precedents above demonstrate ways in which both traditional and modern viaducts can be adapted to house vibrant public uses.



—The Shard, London



—100 East 53rd Street, New York



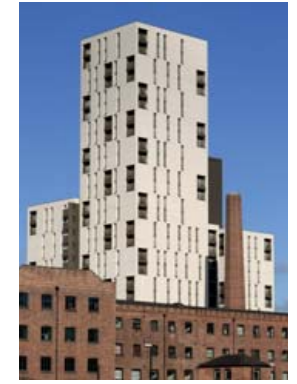
—Leadenhall Building, London



—Beetham Tower, Manchester



—Owen Street, Manchester



—Cambridge Street, Manchester



### A Gateway

The zone between the HS2 and existing viaducts requires as much animation as possible. Placing high rise residential adjacent to the park would provide a large throughflow of people within this zone, helping to generate a bustling atmosphere.

High rise residential towers within the Piccadilly area will allow the overall high density level to be achieved whilst allowing other types of lower scale housing plots and green amenity spaces in other parts of the development to be delivered. Tall buildings are appropriate in this particular location because, by straddling the HS2, they form a gateway into the city, and are set back far enough from the rest of Piccadilly Central in order to prevent overshadowing onto other plots.

The precedents above demonstrate the high quality aspirations for the towers.

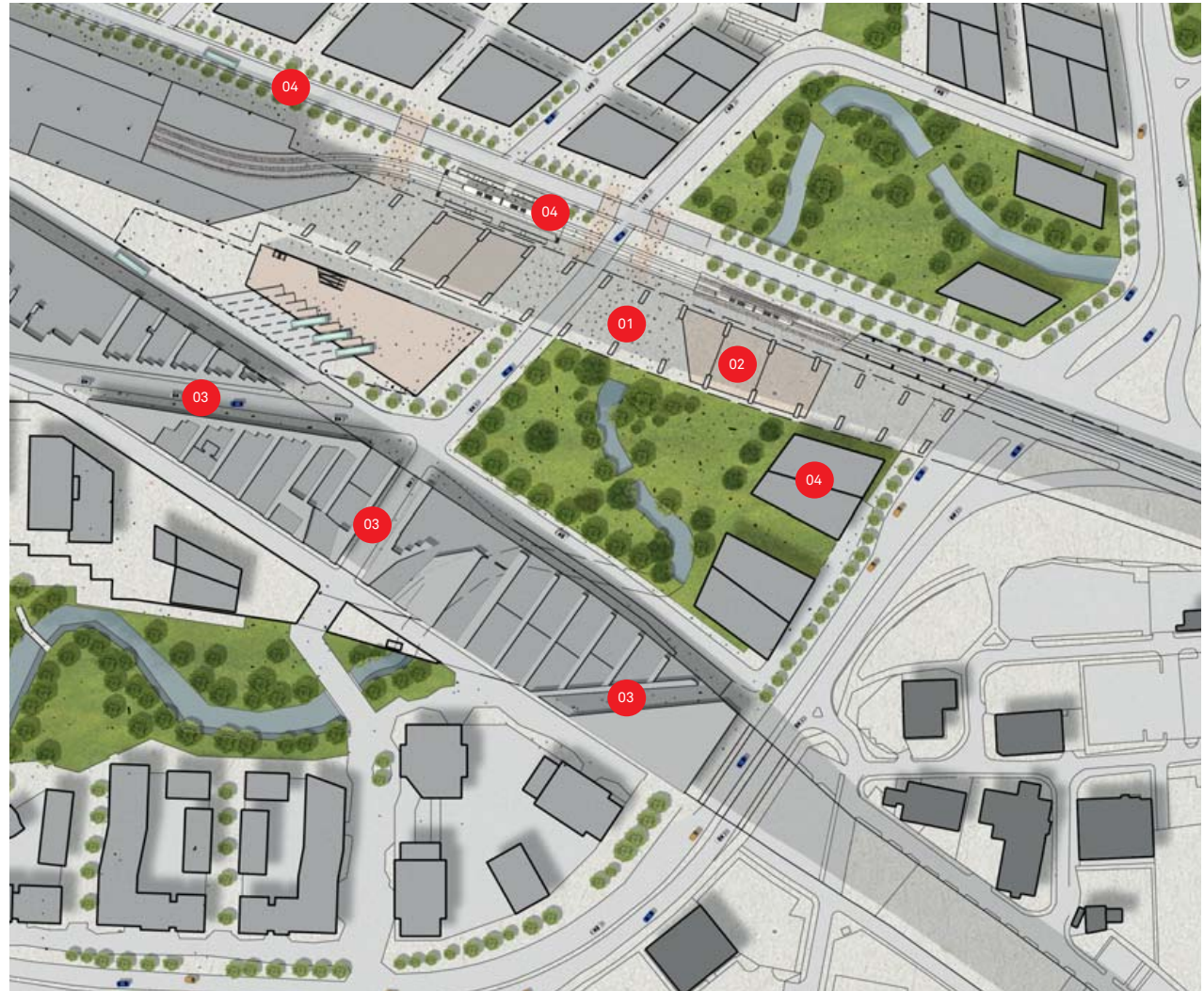


## Links through the Park

Key to the success of the new park is creating a network of pathways connecting it into adjacent green spaces, the wider surroundings and onto the city as a whole, ensuring major pieces of infrastructure do not present themselves as barriers into the area.

The park sits astride the HS2 viaduct and is bounded by the existing viaduct to the south. The following measures prevent the wedge of land between the viaducts becoming isolated, and allow the park to draw in its surroundings.

01. The new HS2 viaduct has an open long spanning structure, enabling clear wide connections underneath and sightlines through.
02. Pavilions for leisure and retail underneath the HS2 viaduct bring further activity to the park and animate the viaduct.
03. Retention of current pathways through existing viaducts creates links between the Medlock Park, Mayfield and Fairfield Street.
04. The Boulevard creates a strong link between the station forecourt, the city centre and the park, allowing the park to feasibly serve the wider city.
05. Tall buildings alongside the park and the Piccadilly Central Metrolink stop will both help to generate a considerable footfall within the park area.





### Medlock Park Scale Comparison

The following images illustrate the size of the Medlock Park in relation to other existing green spaces around Manchester.



—Medlock Park



—Hulme Park



—Ordsall Park



—Piccadilly Gardens



—Victoria Mill



—Angel Gardens



The regeneration of Piccadilly Central establishes a new gateway into the city of Manchester and extends the reach of the City Centre towards the east.







—The Lanes, Brighton



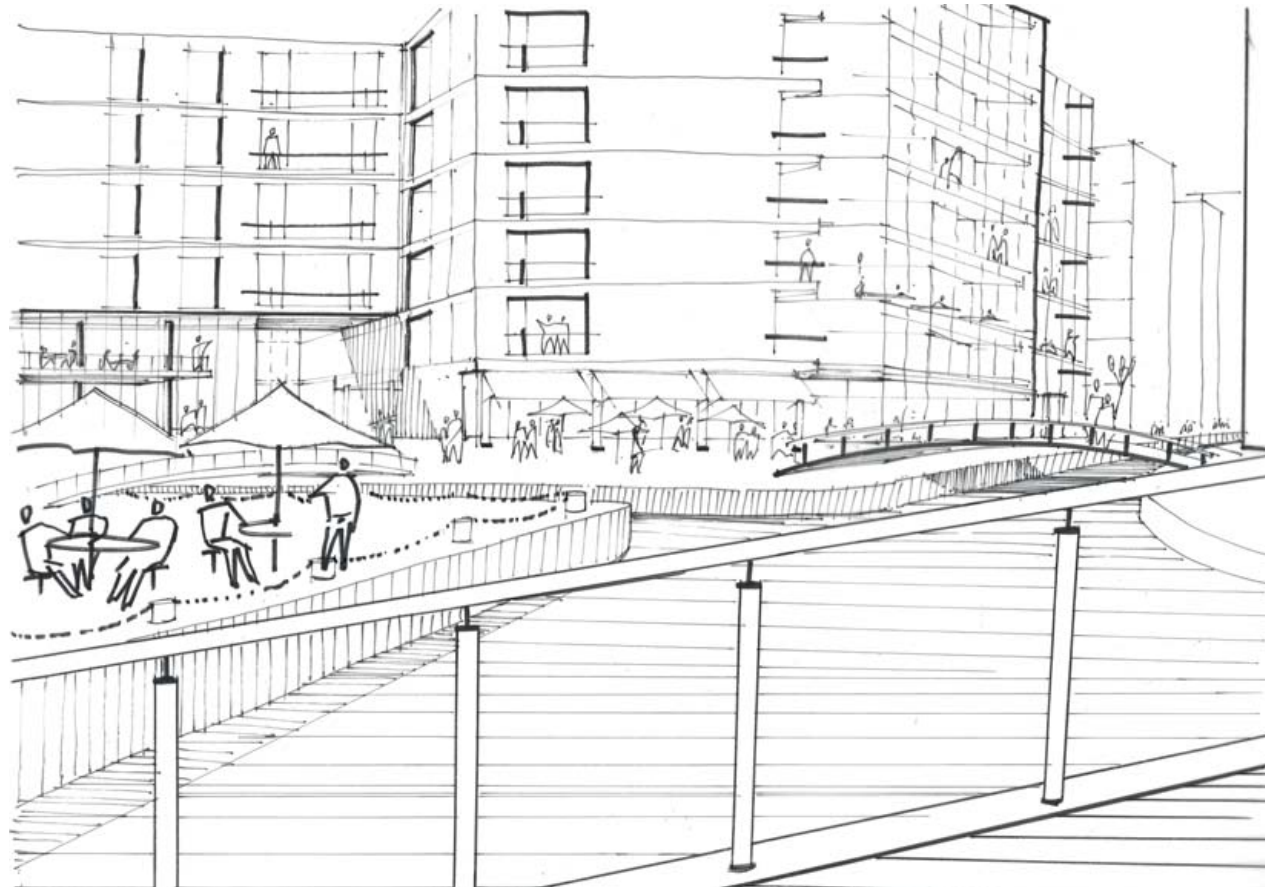
—Canal Street, Manchester



—Soho Square, London



—Nine Streets, Amsterdam



## 4.12 East Village

The proposals envisage the area identified as the East Village developing into a mixed use area. Apartments, townhouses, smaller office floor plates, retail, cafes and bars would be contained in a series of squares: some public, some private. The squares will be connected by bridges, lanes and portals and each would have an individual identity. The intensity and diversity generated by this kind of urban fabric makes areas such as The Lanes in Brighton, Canal Street in Manchester, Soho Square in London and the Nine Streets in Amsterdam so vibrant and attractive. The permeability of the area offers greatly improved connectivity between New Islington and the City Centre.



—East Village neighbourhood boundary





—Dale Warehouse, Dale Street, Grade II Listed



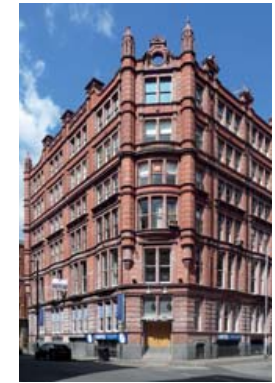
—Bradley House, Dale Street, Grade II Listed



—72-76 Newton Street, Grade II Listed



—Langley Buildings, Dale Street, Grade II Listed



—35 Dale Street, Grade II Listed



—Rochdale Canal



—Rochdale Canal Lock 84 / Dale Street Lock, Grade II Listed



—London Warehouse, Ducie Street, Grade II Listed



—Piccadilly North neighbourhood boundary

## 4.13 Piccadilly North

Piccadilly North was shown as a 'neighbourhood of choice within the 2014 SRF, and since then, the vision for part of the neighbourhood has been described in more detail through the Piccadilly Basin SRF. This section focuses on the remaining area of Piccadilly North as shown in the diagram below, to the north of Piccadilly between the area covered in Piccadilly Basin SRF and the Northern Quarter.

In this area, the historic grain of the city is far more discernible than anywhere else within the Manchester Piccadilly SRF. High density urban blocks and narrow streets include many fine listed buildings in the area are shown on this page such as London Warehouse. Built in 1865, it is the only surviving building from a former goods station complex built by the Manchester, Sheffield and Lincolnshire Railway. The multitude of heritage buildings in Piccadilly North gives the area a distinctive character, which should be celebrated and built upon.

New development within Piccadilly North will mainly focus on infilling existing spots and should reinforce the historic grain, acknowledging the scale of neighbouring city blocks and reinvigorating connections that existed in the past. The mix in this area should be governed by demand with suitability accessed on a plot by plot basis.

## 4.14 Sustainability

### This section of the SRF sets out the sustainability vision for the development within the SRF boundary.

This vision is built upon Manchester City Councils (MCC's) existing policies and initiatives, and sets out a series of aspirations for the area's development over the coming years. These aspirations look to establish the Manchester Piccadilly SRF as a pioneer in sustainability practice in Manchester, the UK and internationally.

Sustainability principles, and aspirational targets as identified within this document should be followed wherever possible by developers in line with the relevant MCC policy at the time of development.

In order to communicate the sustainability vision for the SRF, the following has been defined:

- Principles: a set of overarching objectives which cut across design strategies proposed at a plot and masterplan level
- Themes: identification of the key sustainability issues which should be addressed when planning development within the SRF boundary
- Design strategies: a series of aspirational design features that developers may explore within buildings and the public realm to support the vision principles
- Sustainability targets: a set of targets in relation to sustainability themes against which developments need to be assessed.

### Sustainability Principles

A set of sustainability principles have been established. These principles should be adopted by developers to inform decision making and design development in relation to their plot. The principles are built upon the requirements of MCC policy and wider initiatives, as indicated.

#### Natural Resources

Adopt a hierarchical approach to resource management so that opportunities for capturing and re-use of all services (e.g. energy, water, waste, ecology) are maximized and positive environmental behavior is promoted by the design [1,2,3,4,5].

Establish a strategy for integrated resource management which applies the principles of the circular economy to ensure the use of resources and provision of services are the result of nested systems [1,2,3,4,5].

#### Health & Wellbeing

Place end user experience at the heart of design decision making. Creation of high quality internal and external environments for individuals to live healthy lives, promote mental and physical health of all users and support them to flourish and thrive [1].

#### Communities

Creation of a place that embrace the community characteristics and promote community cohesion and collaboration [1].

Accessibility is a basic feature of the built environment. Communities should be provided with a range of accessible and quality services which enables them to connect with others and meaningfully participate in a range of activities irrespective of age, gender, ethnicity or ability [1,3].

#### Resilience

Design for future climate adaptation. Recognition that such long term thinking underpins the longevity, security and success of people, planet and profit [4,5].

Explore opportunities for step-change, typically through synergies between themes and using smart technologies, to achieve urban resilience [1,4,6].

[1] Manchester City Council. (2016). Our Manchester.

[2] Manchester City Council. (2012). Core strategy 2012 to 2027.

[3] Manchester City Council. (2007). Guide to development in Manchester SPD and Planning Guidance.

[4] Manchester Climate Change Agency. (2016). Manchester Climate Change Strategy 2017 – 2050.

[5] Manchester City Council. (2009). Manchester: a certain future.

[6] Manchester City Council. (2012). Digital Manchester.



## Sustainability Themes

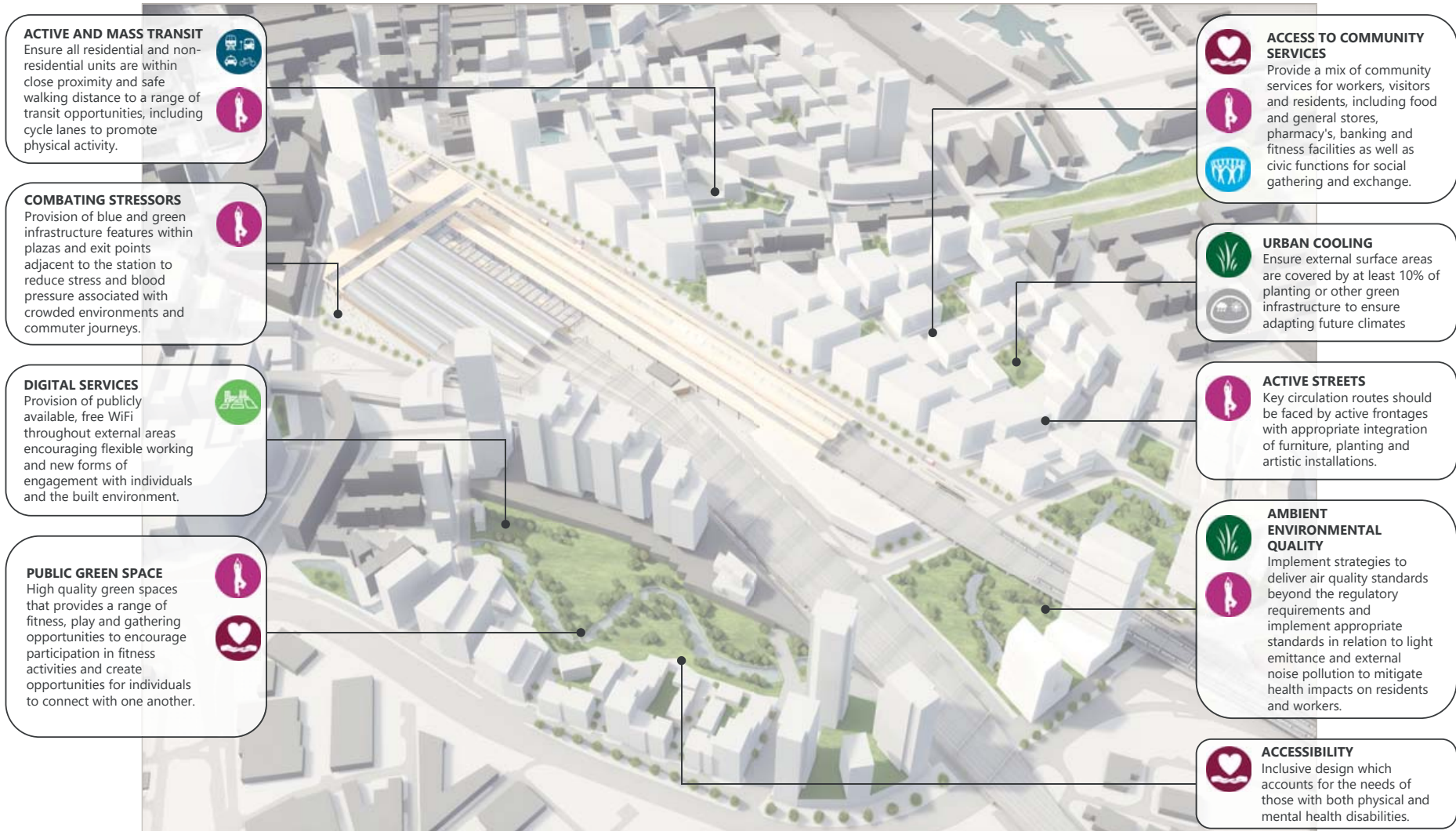
The sustainability themes are presented below. The sustainability themes are intended to identify the priority issues to be addressed in relation to the sustainability principles. As per the principles these support existing MCC policy and further promote leading practice on the subject of sustainability. Rather than focus on themes in isolation, developers are encouraged to explore integrated solutions which offer multiple benefits across themes.

## Sustainability Design Strategies

The diagrams on the following pages illustrate design strategies which may be adopted to deliver the sustainability objectives. Some design features have been embedded within the SRF, for example the massing of the site, whilst others are aspirational features that developers may explore on a plot-by-plot basis; active and healthy workplaces is such an example. Developers are not required to implement all of the suggested design features; the listed potential interventions are intended to support developers in creating a design that will be fully aligned to the sustainability principles. The design features presented are not exhaustive and proposals for alternative solutions are encouraged.

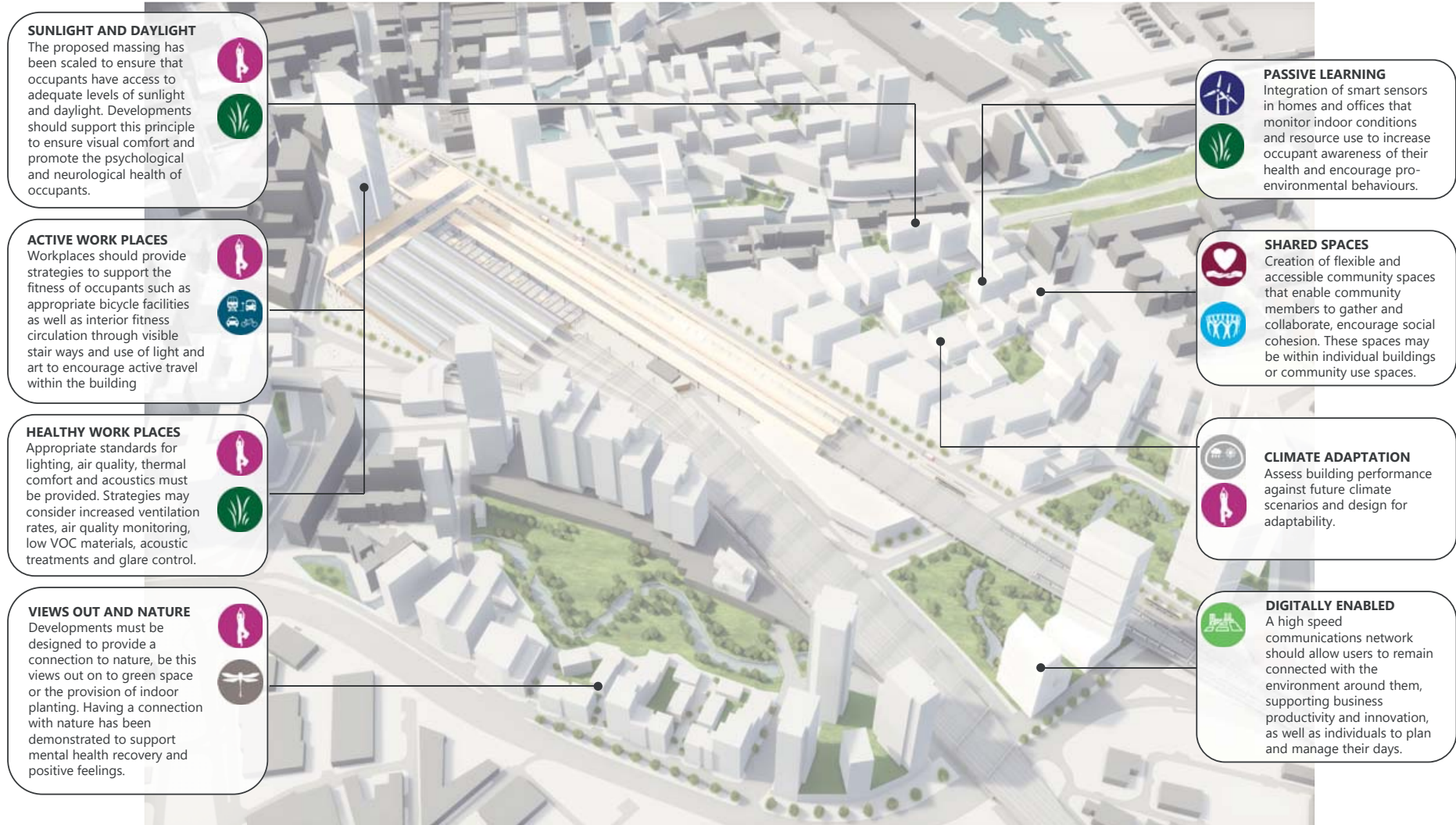


## External Experience

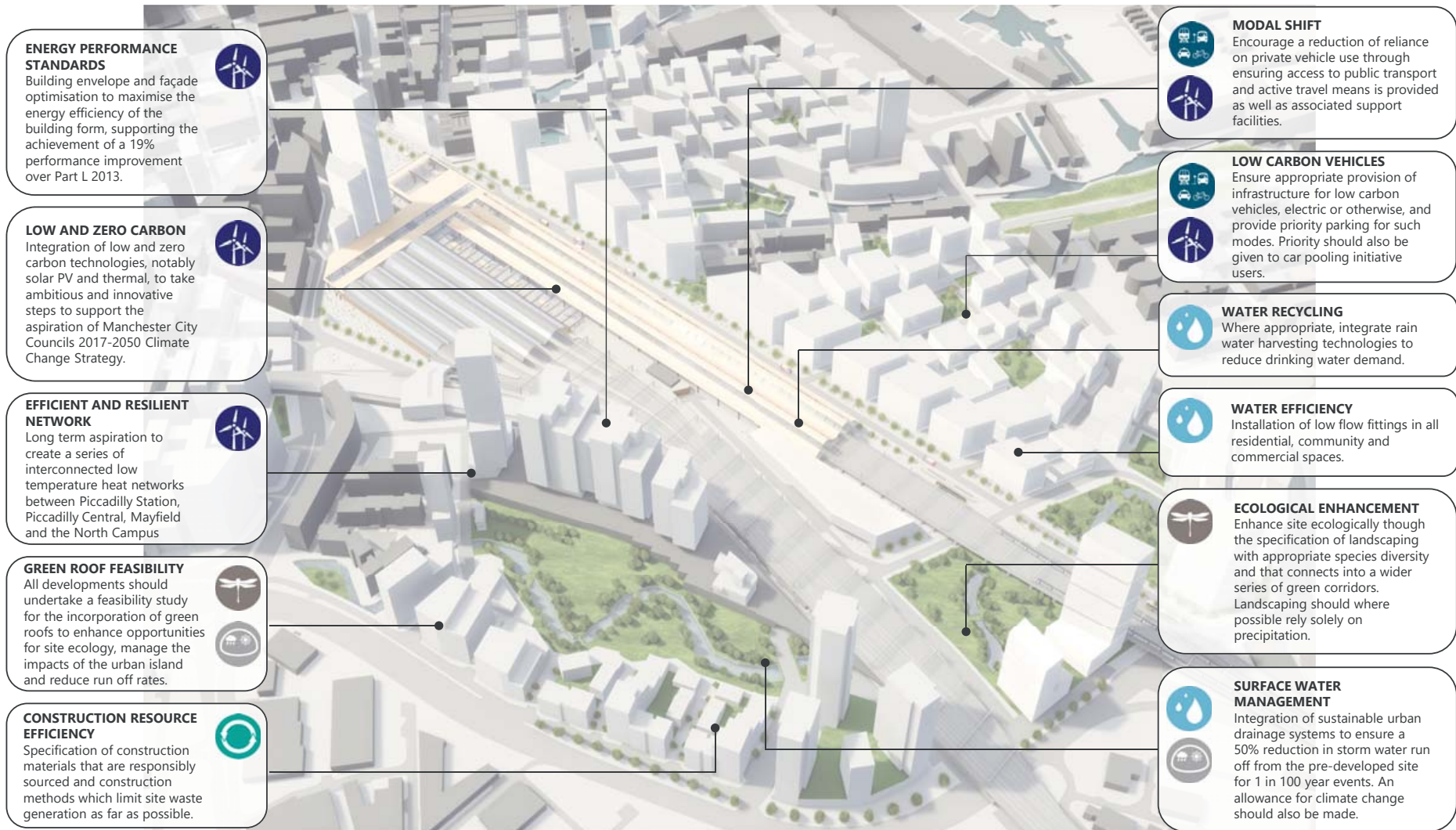




## Internal Experience



## Natural Resources





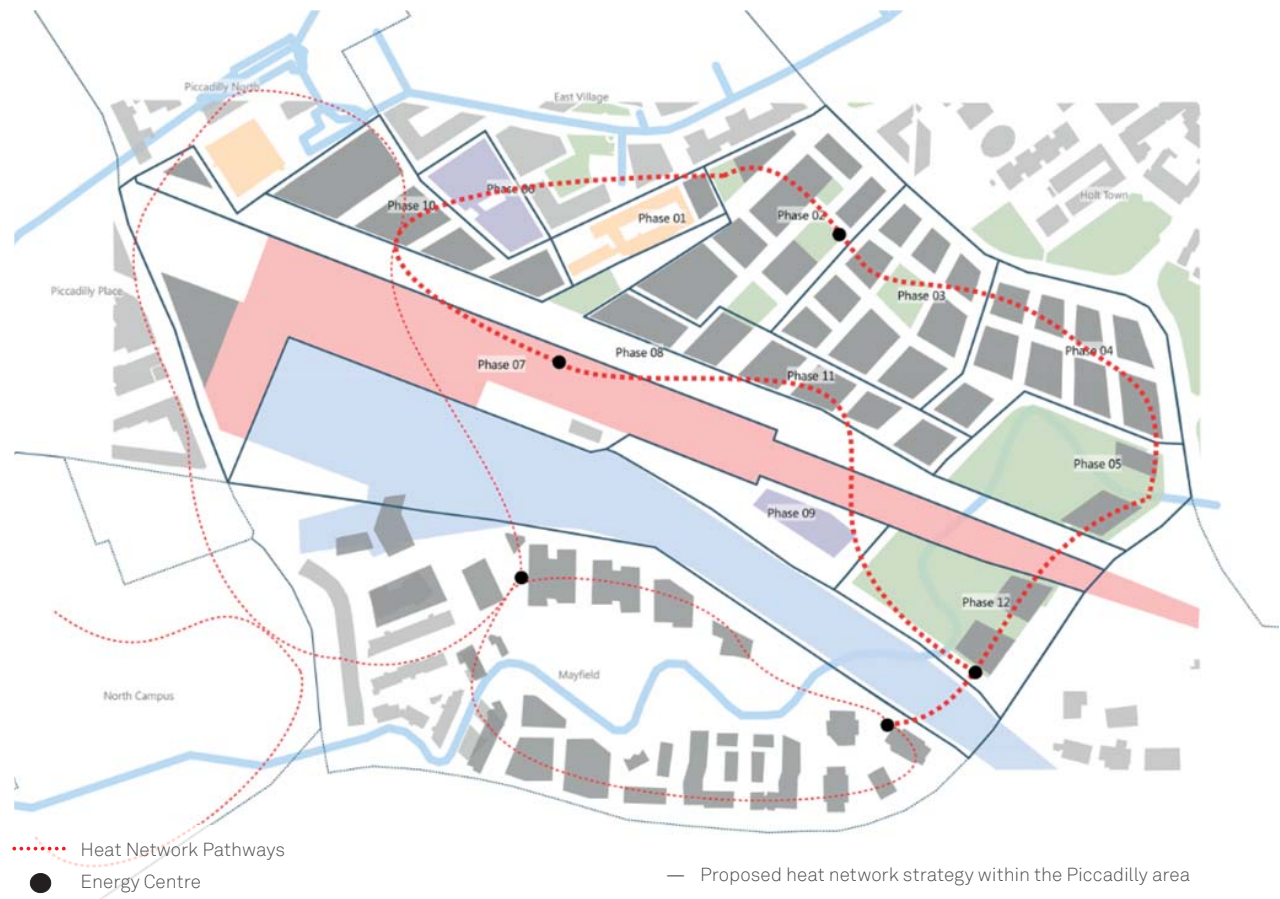
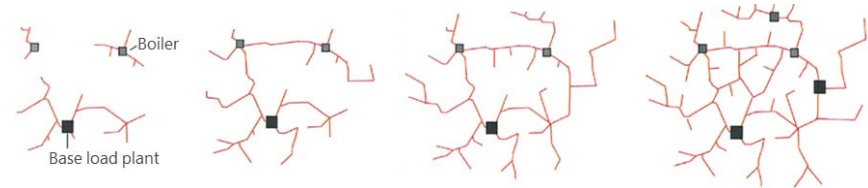
## Energy Strategy

District heating centralises the generation of heat to a point remote from the supply to a building. It connects multiple buildings to one or multiple energy centres, which have the potential to utilise a range of heat sources. Generating and distributing heat at a district scale allows alternative and more efficient forms of heat generation technologies to be used which would often not be viable at a building scale.

The SRF development sits within the Greater Manchester Combined Authority's (GMCA's) targeted low carbon heat network area, and presents a series of opportunities for low and zero carbon energy strategies. A main focus is the implementation of district heat networks, working on the principle of building a resilient heat supply infrastructure, interconnected with adjacent potential networks around the Mayfield development, existing Piccadilly Station, and North Campus.

Existing proposals for a district heat network around Piccadilly Station are currently undergoing detailed feasibility studies through GMCA. If taken forward, this is likely to be the first phase of heat network infrastructure installed in the area. This network, if implemented, is initially expected to serve the Station itself along, with a number of nearby stakeholders, and would have the potential to expand further to other planned developments in future phases.

The organic growth of a heat network could potentially support the development programme proposed for the SRF area, and also facilitate the transition to zero carbon technologies when viable.



## Sustainability Targets

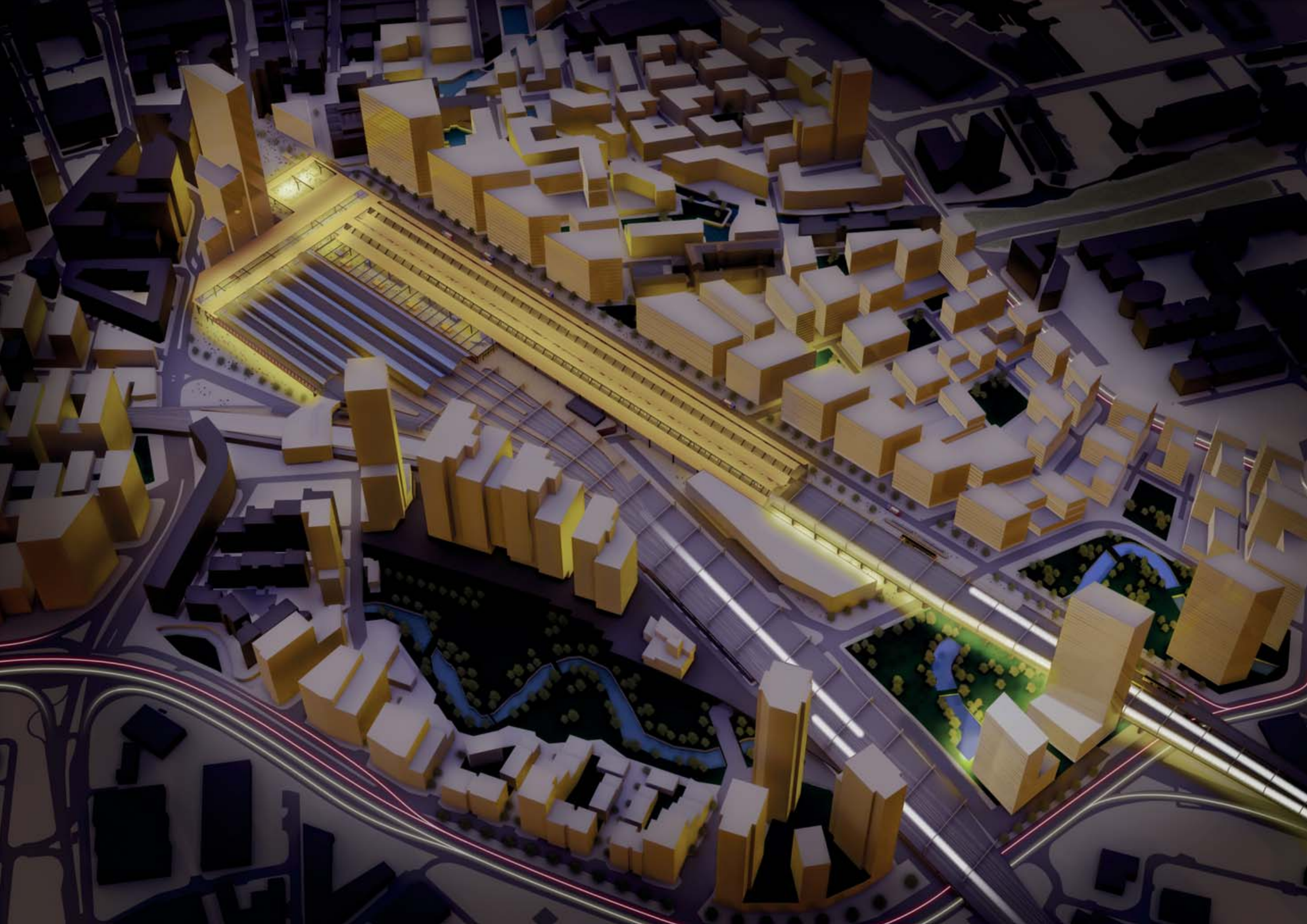
MCC's policy framework sets out a series of targets against which development proposals are assessed. These targets form a set of meaningful, aspirational but achievable performance standards for developments. Given the development programme of the Manchester Piccadilly SRF, it must be ensured that benchmarking against possible future sustainability standards is undertaken. Development proposals should be assessed against the most relevant MCC policy at the time. In light of the above a series of aspirational targets have been identified to support delivery of the SRF sustainability principles and encourage developers to demonstrate sustainability leadership.

Sustainability theme	Current policy at time of writing	Suggested future target
Green Building Certification	Non-residential developments achieve BREEAM Very Good with an aspiration for Excellent	Non-domestic developments aspire to achieve BREEAM Outstanding. Where Outstanding is not achievable, a feasibility report is required to demonstrate why this is the case. In such instances developments must achieve Excellent as a minimum. Developers are encouraged to adopt other alternative benchmarking method to BREEAM to demonstrate their sustainability leading practice.
	Residential schemes achieve the requirements of Code for Sustainable Homes Level 3	Developers are encouraged to adopt the Home Quality Mark standards. Where this is not practical developers must provide a summary report demonstrating how the principles of HQM have been adopted. As a minimum, the following energy standard must be achieved in all developments.
Energy and Carbon	Domestic and Non-domestic developments achieve a 15% improvement on Part L 2010	Domestic and non-domestic developments deliver a 19% improvement over Part L 2013 and allow for future connection to a district heat network. This target should be reviewed every five years to ensure appropriateness. Where a 19% improvement is not achievable, a feasibility report is required to demonstrate why this is the case.
	Facilitate the development of a CHP/ district heating network anchor or allow for connection within network development areas	Facilitate the development of a district heating network anchor or allow for connection within network development areas.
	At least 20% of final site energy demand to be met by on-site renewable energy technologies	N/A (as superseded by the requirement for a 19% improvement over Part L 2013)
Health and Wellbeing	Manchester City Council. (2007). Guide to development in Manchester SPD and Planning Guidance. Design for health.	Ensure all residential areas are within 300m of public use green space that provides a range of fitness, play and gathering opportunities (Source: adapted from The WELL Communities Standard)
		All residential units are within 400 m access to key community resources such as food retail (e.g. supermarket), community retail (e.g. corner shop, pharmacy), services (e.g. bank, gym), civic and community facilities (e.g. childcare, parks, post office, library) (Source: adapted from The WELL Communities Standard) Developments should either seek certification under either The WELL Building Standard or FitWel, where certification is not feasible it should be clearly evident that how the principles of such standards have influenced design.
Climate Resilience & Adaption	All new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure.	Where feasible, ensure the new design results in a 50% reduction in storm water run-off compared to the pre-development site based on a 1 in 100 year occurrence (Conurbation Core Critical Drainage Area).
	Reduction in urban heat island effect through the use of Green Infrastructure such as green roofs, green walls, increased tree cover and waterways	10% of vegetation cover on surface area to keep surface temperature down in high density town centres (Source: research findings from University of Manchester's ASCCUE project)
Smart Infrastructure	Ultrafast broadband connections to all businesses - 'last mile' connections and subsidies to support SME's to have world class connectivity at affordable prices	Developments should explore the opportunity of achieving WiredScore certification. Development should aspire to achieve Gold standard, where this is not achievable, a feasibility report is required to demonstrate why this is the case.
	'Free' public Wi-Fi	Support the creation of a free of charge network of Wi-Fi hotspots within the public realm (Source: adapted from The WELL Communities Standard)











## 5.0 Station

Integration of the HS2, NPR and the existing Piccadilly Station could create a world class intermodal transport facility and architectural statement befitting of Manchester.

This part of the study looks to create an optimal station design which meets the needs of the city and Greater Manchester's partners. The information and designs contained in this section are the City's aspiration for a world class, integrated station based on outline analysis undertaken by Bennetts Associates and Mott Macdonald, utilising early stage Transport for the North work on station options.

The proposals described here are based on:

- The 2014 HS2 Piccadilly SRF
- Site analysis and Bennetts Associates' existing knowledge of the area from the Mayfield scheme.
- Basic understanding of the requirements for HS2 from information available in the public domain and other sources
- Research into the modern transport hub (refer to 'Station Precedents' on following pages)
- The Team's knowledge of the rail transport hubs.

# Station Precedents



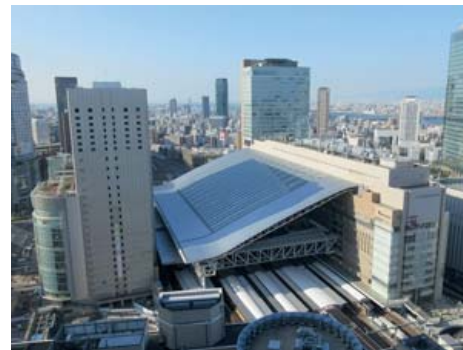
—Centraal Station, Rotterdam



—Liege Station, Belgium



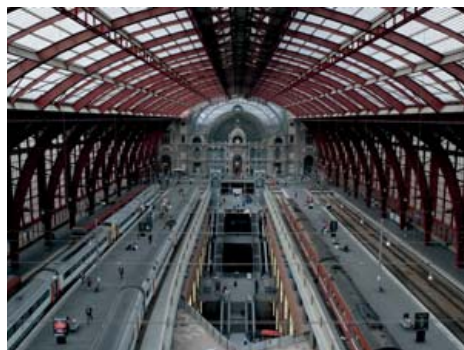
—St Pancras Station, London



—Osaka Station, Japan



—Central Station, Antwerp



—Union Station, Denver







## World Class Transport Hubs

The precedents shown on the preceding page have been chosen not just for their architectural merit but, more importantly, because they demonstrate excellence across all aspects of design, operation and integration.

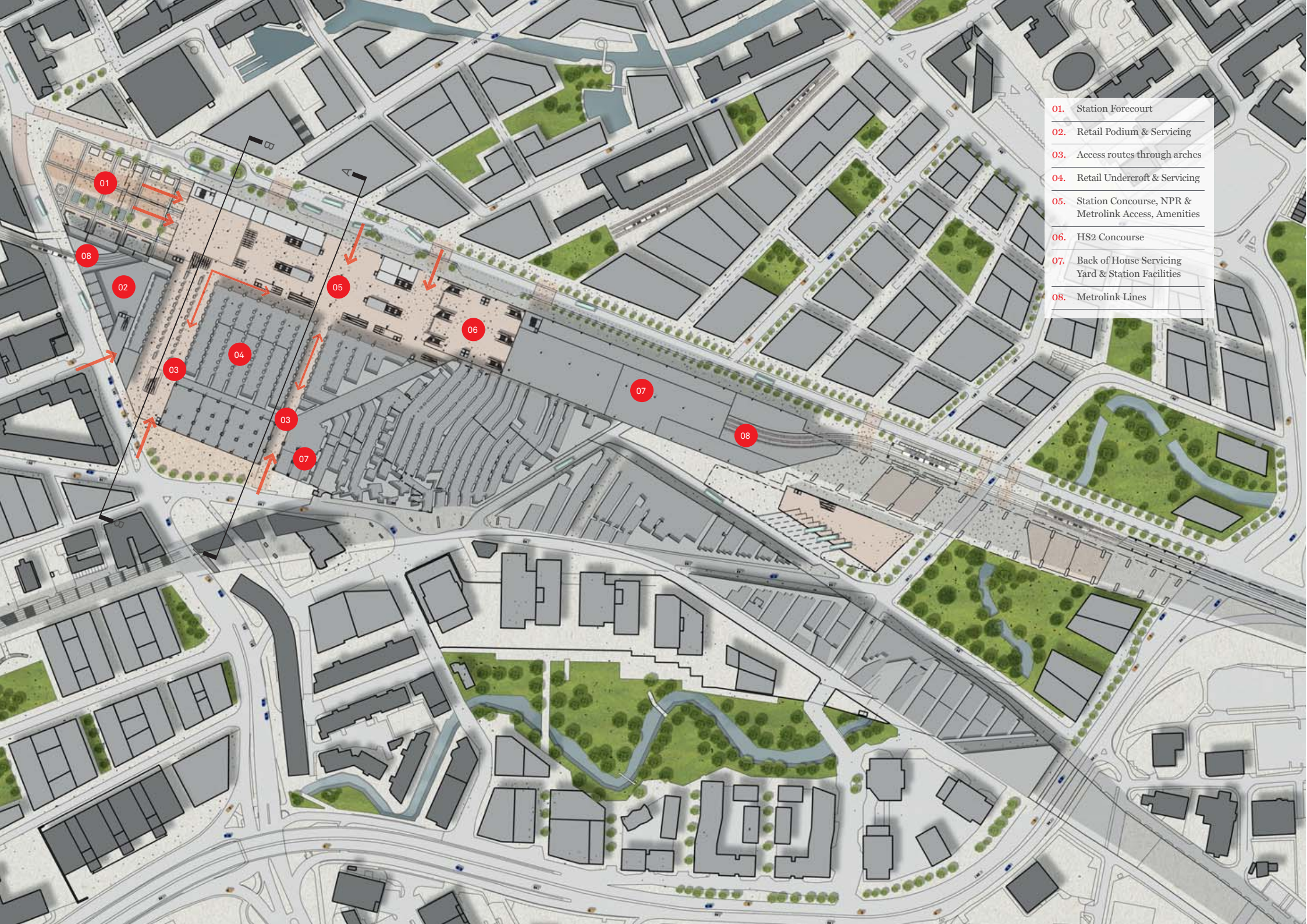
Whilst their specifics may vary, all world class transport hubs share the same core characteristics:

- World Class Architecture
- Distinctive sense of place
- Optimal intermodal transport provision and integration
- Well connected into the locations they serve
- Created through a collaborative processes
- Venues for urban life to be played out
- Mixed-use
- Integration of new and historic buildings

—Rotterdam Centraal Station, Netherlands

Rotterdam Centraal Station features an expansive, yet highly successful public space addressing the station entrance. The area surrounding the station has been transformed into a thriving city gateway, acting as a link between the city and the residential area beyond, rather than a barrier.





- 01. Station Forecourt
- 02. Retail Podium & Servicing
- 03. Access routes through arches
- 04. Retail Undercroft & Servicing
- 05. Station Concourse, NPR & Metrolink Access, Amenities
- 06. HS2 Concourse
- 07. Back of House Servicing Yard & Station Facilities
- 08. Metrolink Lines



# Station Concept Design

## Integration of HS2, NPR and existing Piccadilly Station should create a world class intermodal transport facility and architectural statement befitting of Manchester.

The key aim is to provide a 'One Station Solution' that integrates multiple modes of transport and seamlessly integrates national, regional and local transport into a new gateway facility. This section of the report shows the preferred station design concept that best meets this goal and is a further refinement of the proposals developed during Phase 1.

The design of the HS2 and NPR station maintains the distinctive character of the 2014 SRF. It provides a real sense of arrival, celebrates travel, proudly announces arrival into Manchester and speaks of the unique characteristics of the city. Conceptually, the station has been conceived through a number of principal elements:

### Station Entrance

Multiple entry points are proposed allowing access into the station linking into the city in all directions reducing bottle necking of pedestrian movements. Connections are made to allow the station to better serve areas east and south of the existing station including Piccadilly Central and Mayfield.

### Entrance Hall

A new main entrance hall provides a scale to the station that matches its importance, allowing passengers to orientate themselves as they enter the station. This grand volume unifies the HS2 and existing station, giving them a flat hierarchy which treats them equally. It provides a greatly improved concourse to the existing rail station and offers a good opportunity for ticketing provision.

### Shared Concourse

The new shared concourse facilitates quick and easy transitions between modes allowing generous space for people to circulate in a straight forward layout. This is shared between all services, assisting way finding and accommodates station amenities such as cycle hubs, toilets, retail, information points and emergency exits.

### Internal Street

As proposed in the 2014 SRF, space between the new and the existing station is filled with an internal street. This offers a space for waiting, sitting and meeting people. It provides a top-lit connection that joins the new station structure with the renovated undercroft that can open out its retail frontages towards the shared concourse to entice passengers.

### Retail

A generous retail provision is made, occupying the brick undercroft structure and bringing it into public use for the first time. It meets the forecast demand for retail and servicing space and is located where the most significant footfall is most likely to occur, capturing the greatest retail potential. It offers a range of retail opportunities including a potential superstore to serve the surrounding developments. (More information provided later in document)

### Structure

Branching Y-columns run the length of the station and give a strong identity to the station. Their scale is grand to reflect the importance of the station, yet are proportioned to provide an elegant and balanced aesthetic. They echo the hierarchy and logic of the existing steel platform canopy structure in a contemporary form. These elements are also incorporated into the proposed GM designs at the Manchester Airport HS2 station, giving the two Manchester stations a similar language.

### Platforms

The roof plane is folded to lift the volume of space above the HS2 platforms maintaining the spatial quality of the existing train shed. The rhythm, volume and light of the platforms retains the qualities associated with Piccadilly Station.

### Levels

Level changes have been minimised throughout the station to ease access and transitions between transport modes, and maximise the passenger experience. The concourse levels are located between the services which offers easy navigation and visual links have been incorporated as far as possible to assist in way finding.

## Station Concept Diagrams

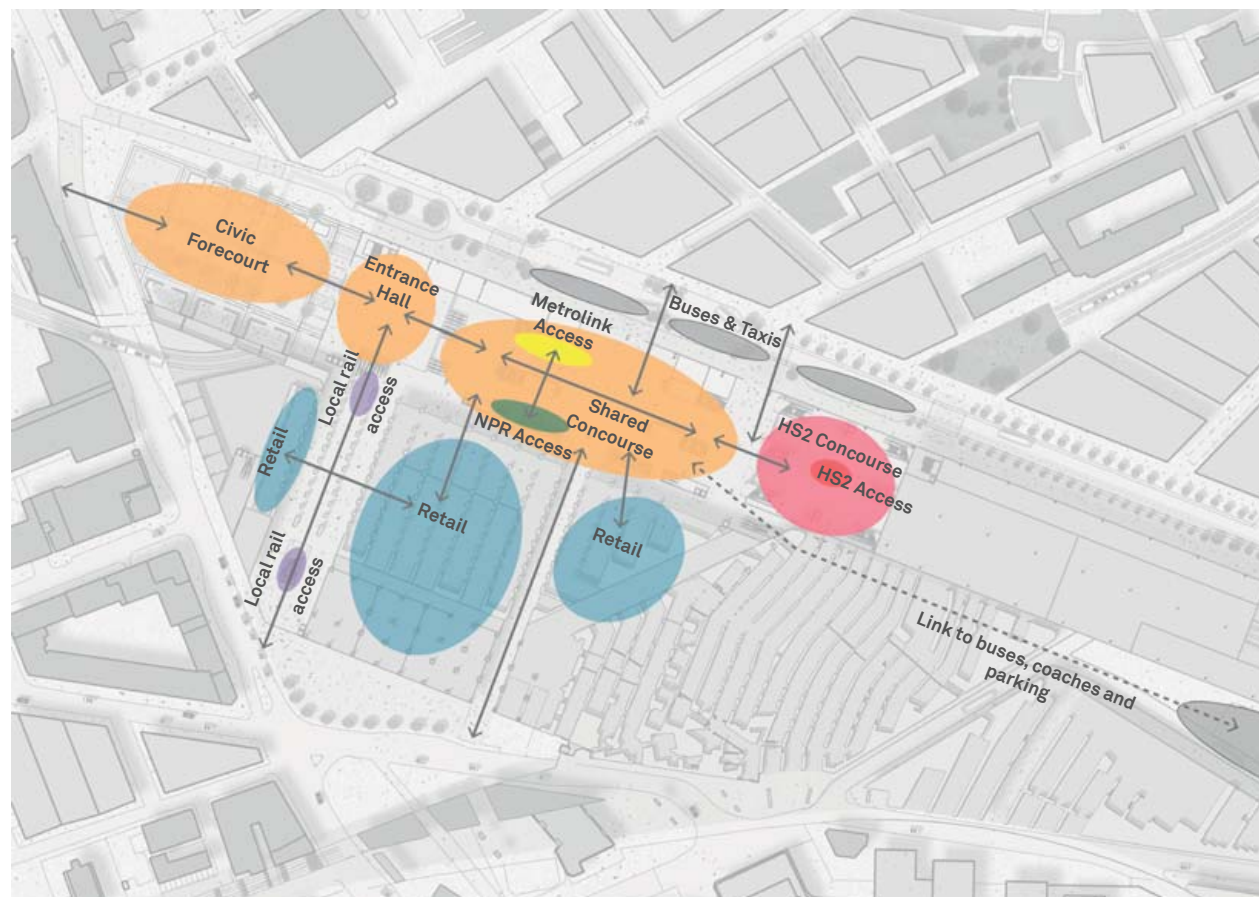
The following diagrams illustrate the connectivity between modes of transport within the station, their respective concourses and the other provisions within the station.

### Concourse Connectivity

Changing between the various local, regional and national services is fundamental in delivering a fully integrated station solution. An access strategy has been developed for the station that breaks the building down into two primary axes allowing passengers and visitors to easily navigate between the different services.

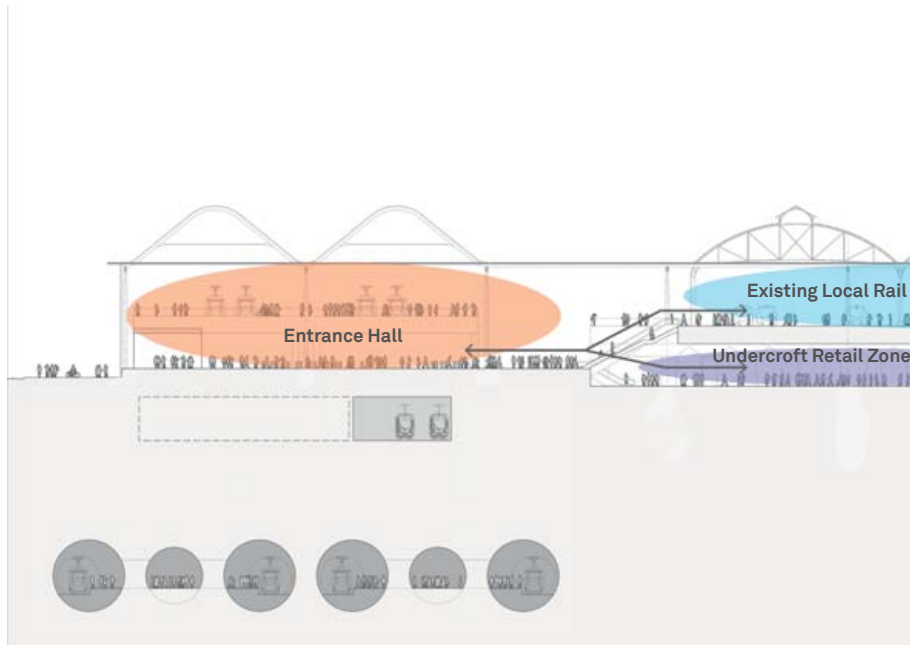
The first axis runs along the entrance hall, perpendicular to the platforms and tracks. Entering from either the forecourt or from Fairfield Street, the entrance hall connects the Classic Rail concourse with the lower circulation routes and new concourse under HS2. Both primary entrance locations are full height spaces providing strong visual links and giving people lots of space and time to see where they need to be going.

The second axis runs down the centre of the new concourse under the HS2 platforms and feeds access to the HS2, NPR and Metrolink concourses and platforms. It opens out onto the retail undercroft and the internal street that visually ties the new station together with the old.



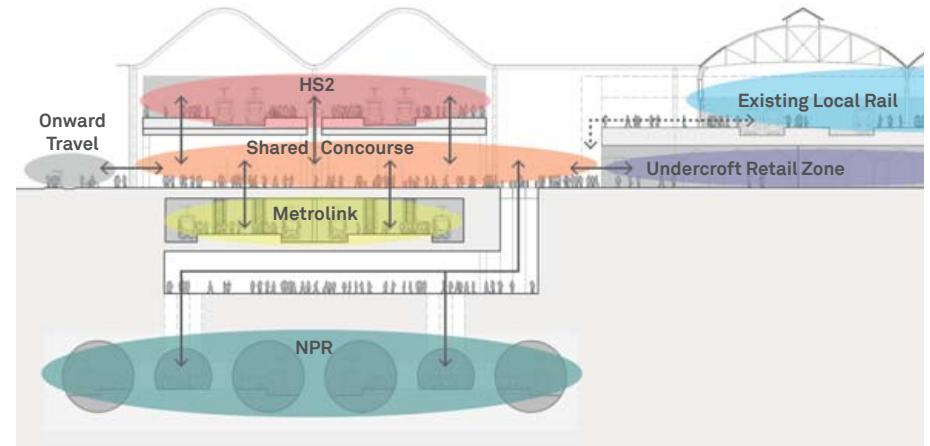
—Concourse Connectivity





### Connections from Entrance Hall

Vertical circulation between the new and classic concourses occurs in the entrance hall. This open entrance volumes allow visual links to be made between the different levels serving these different rail networks, and also to nearby retail provision. Its grand scale gives ample room to allow people to enter, pause and get the information they need before moving on to the necessary concourse and service.

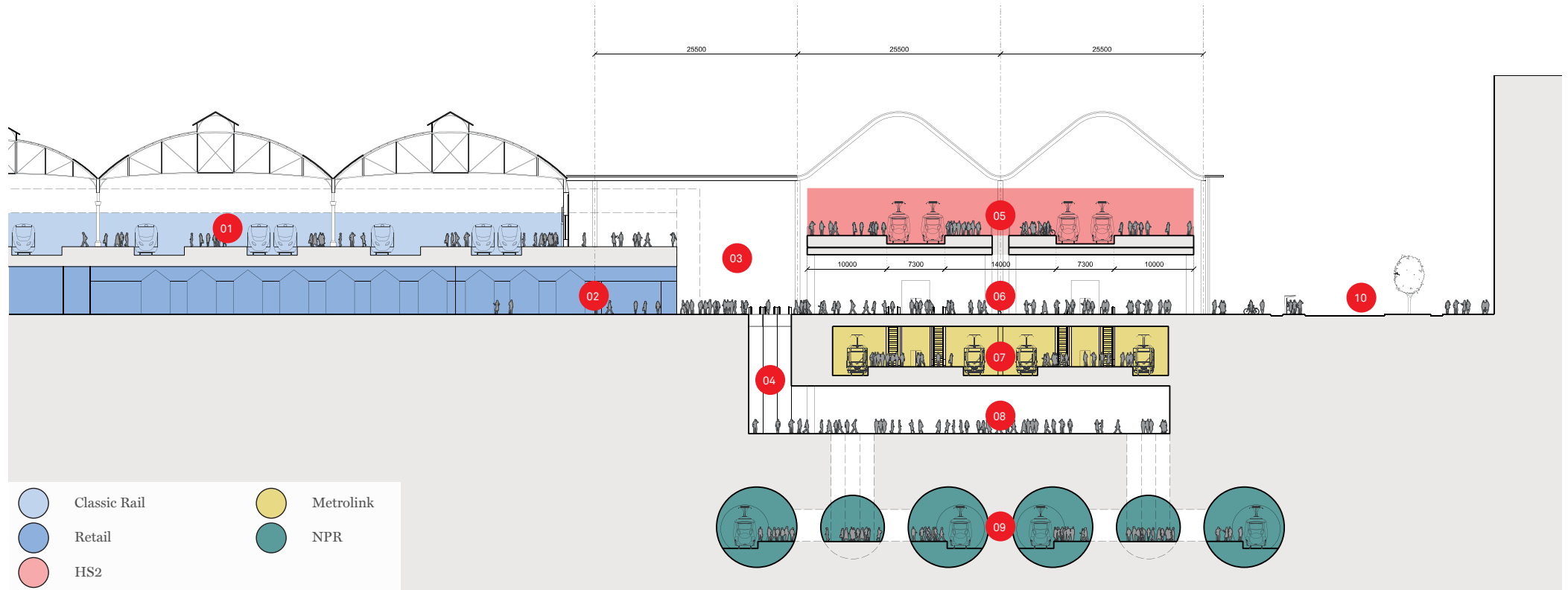


### Connections between transit modes

The new shared concourse behind the entrance hall facilitates quick and easy transitions between different modes, allowing generous space for people to circulate in a straight forward layout. This is shared between all services to assist way finding and accommodates station amenities such as cycle hubs, toilets, retail and information points. The concourse opens out onto the undercroft retail zone, allowing passengers to quickly visit shops for example when connecting between modes of travel.

# Station Cross Section A

- 01. Classic Rail Shed
- 02. Undercroft Retail Zone
- 03. Internal Street
- 04. Vertical circulation route to NPR
- 05. HS2 Platforms
- 06. New shared Concourse
- 07. Metrolink Platforms
- 08. NPR Lower Concourse
- 09. NPR Tunnelled Platforms
- 10. Boulevard





# Entrance Hall Cross Section B

- 01. Boulevard

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- 02. Station Entrance Hall

---

- 03. HS2 Platforms

---

- 04. Internal Street

---

- 05. Undercroft Retail and Access

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- 06. Classic Rail Concourse and Platforms

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- 07. Fairfield Street Entrance

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- 08. Metrolink/NPR Service Space

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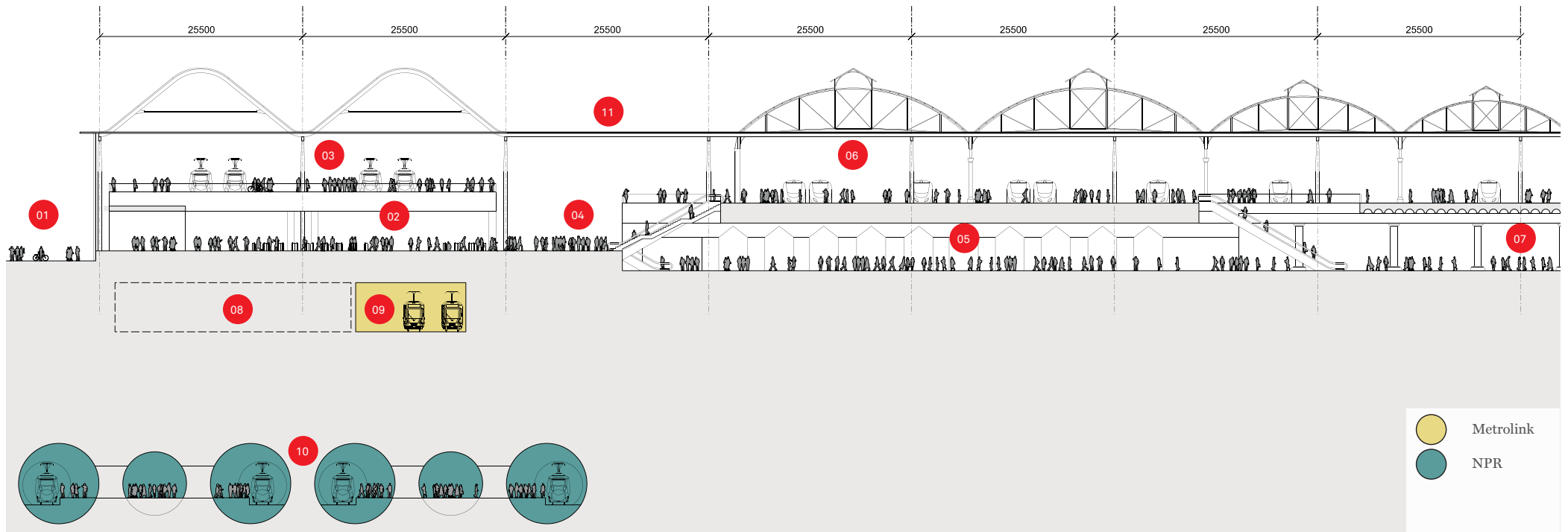
- 09. Metrolink Track Approach

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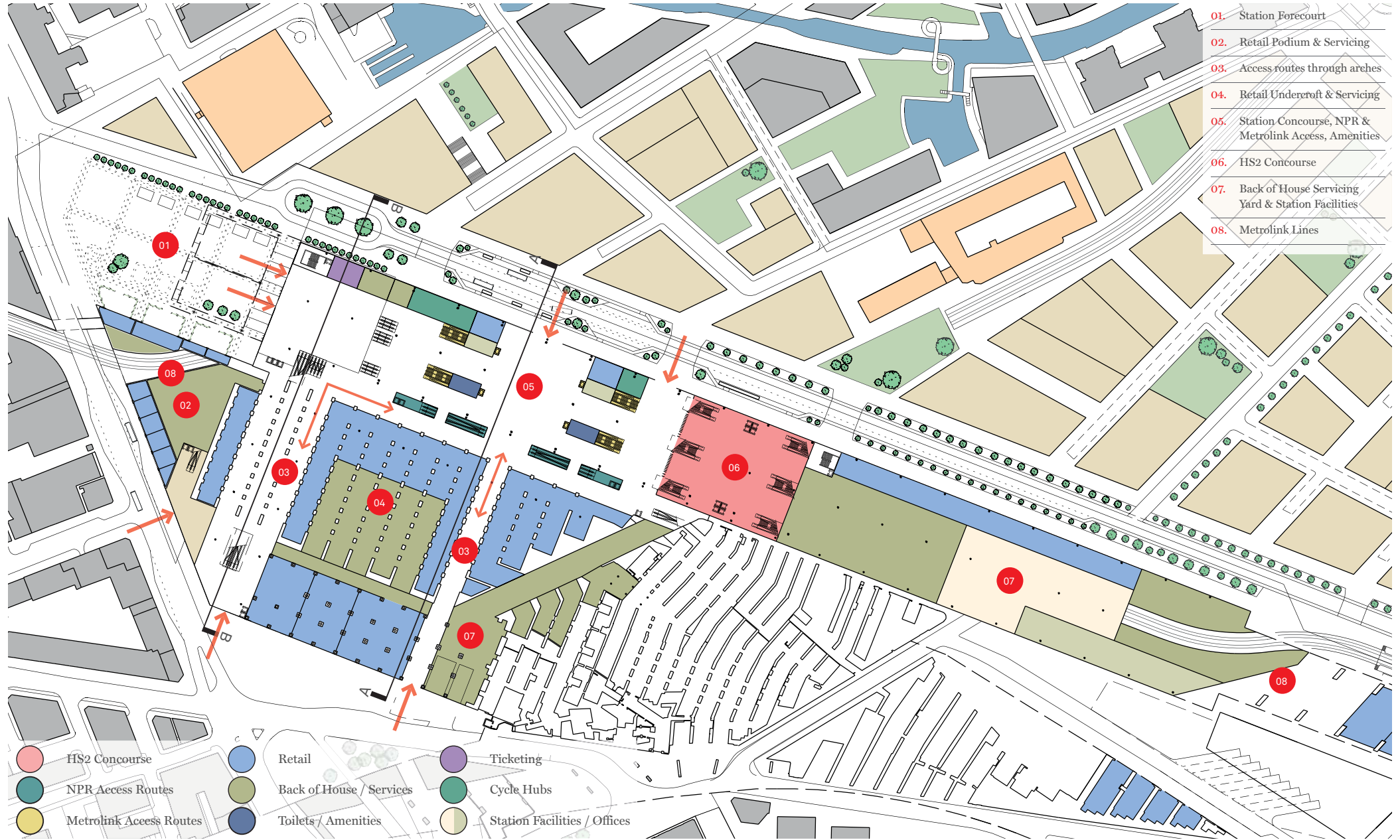
- 10. NPR Station Platforms

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- 11. New roof defines cross concourse linking existing and new transport modes



# Ground / Concourse Level Plan

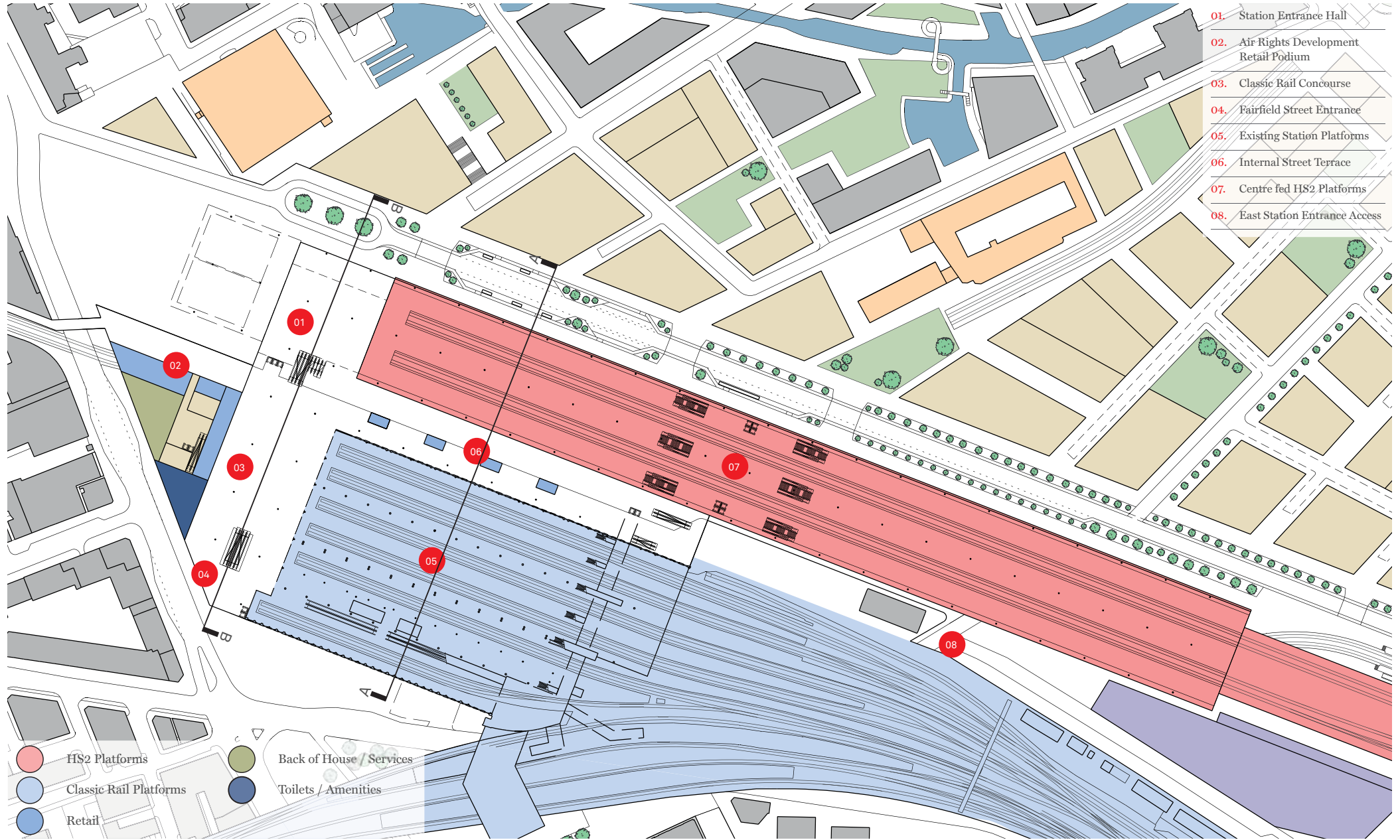


- 01 Station Forecourt
- 02 Retail Podium & Servicing
- 03 Access routes through arches
- 04 Retail Undercroft & Servicing
- 05 Station Concourse, NPR & Metrolink Access, Amenities
- 06 HS2 Concourse
- 07 Back of House Servicing Yard & Station Facilities
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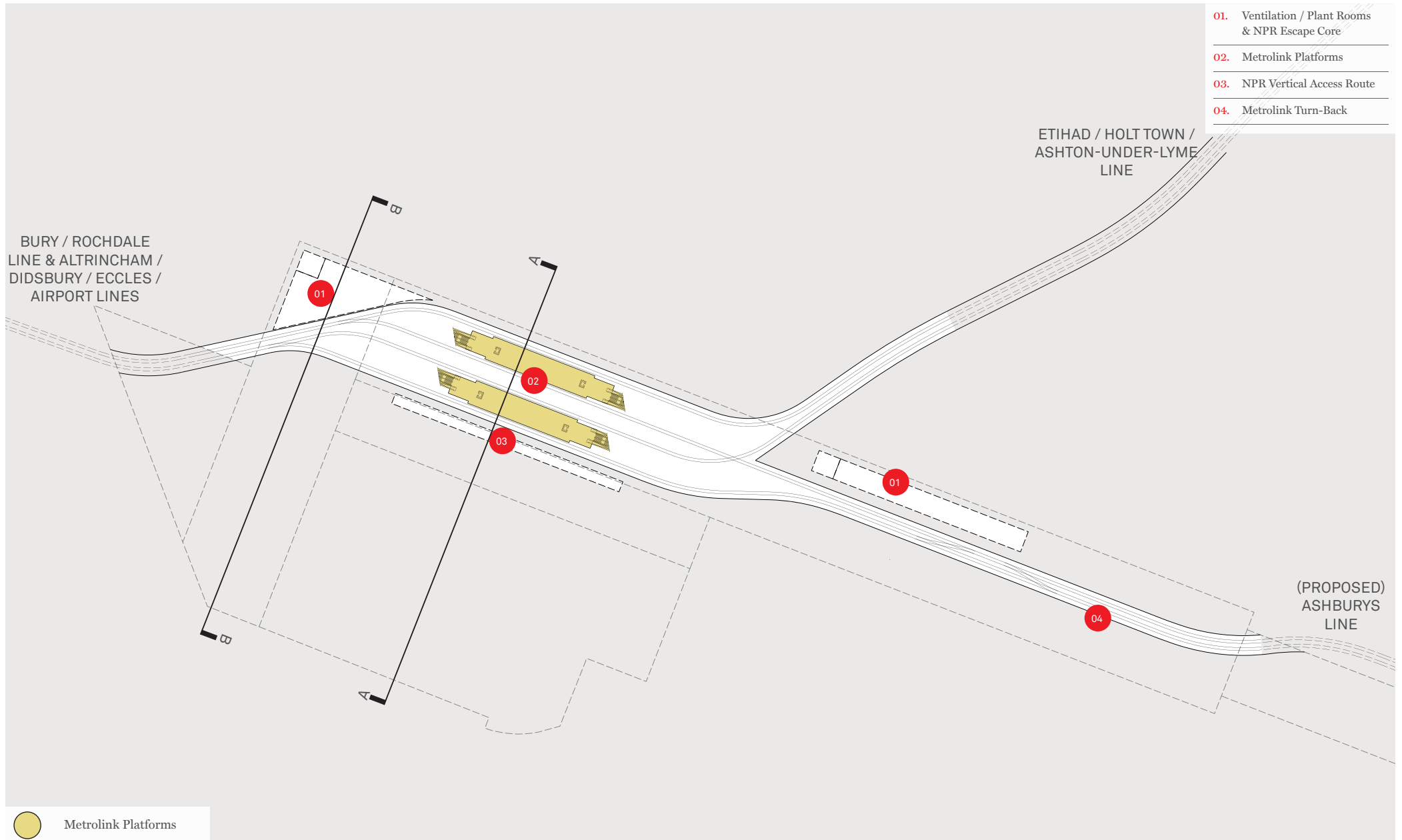
- HS2 Concourse
- NPR Access Routes
- Metrolink Access Routes
- Retail
- Back of House / Services
- Toilets / Amenities
- Ticketing
- Cycle Hubs
- Station Facilities / Offices



# Platform Level Plan (+1)

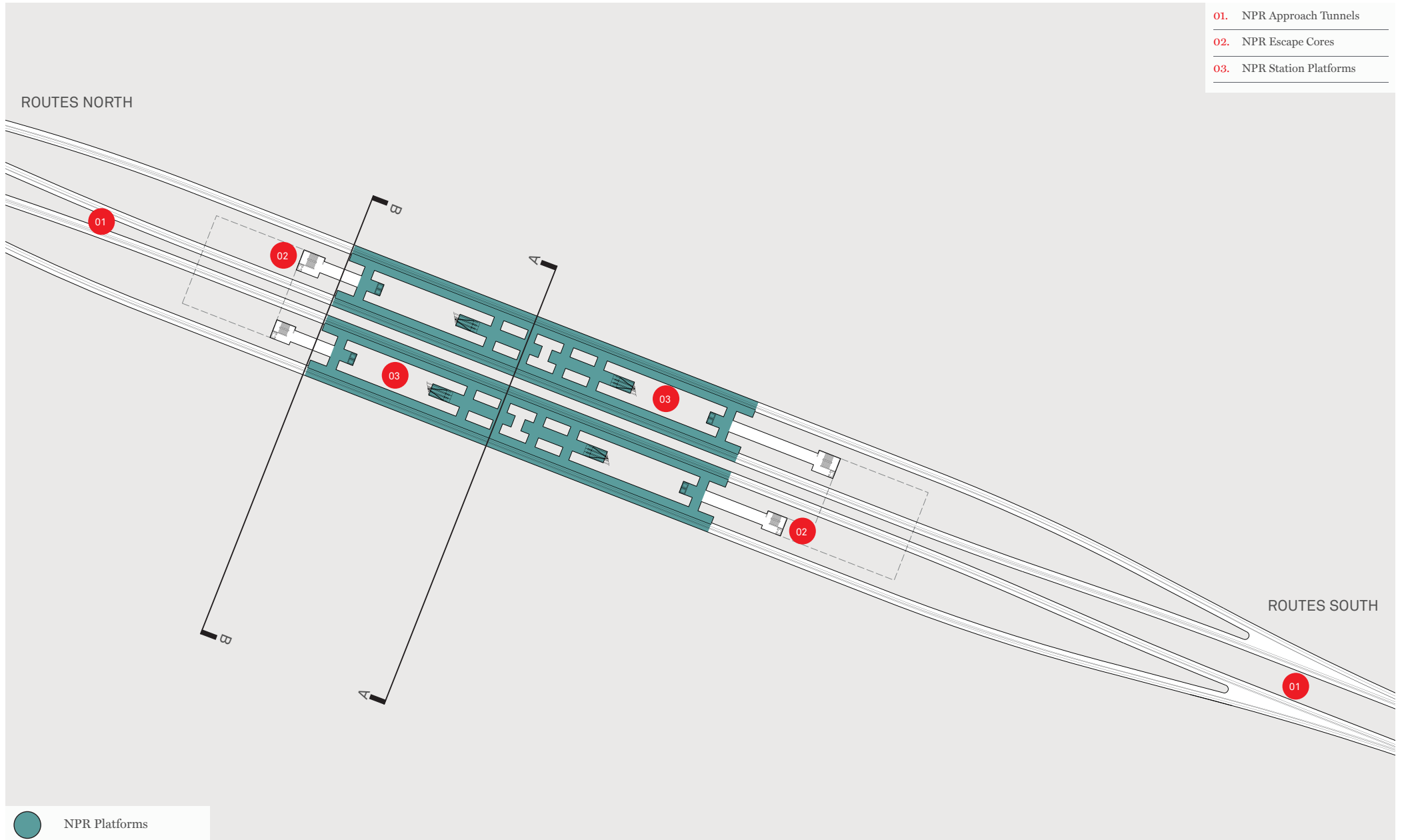


# Metrolink Platform Level Plan (-1)





# NPR Platform Level Plan (-3)



The Main Entrance Hall encloses the station with a grand circulation space that gives room and time for passengers to navigate to their destination.





The new concourse provides spacious avenues down the axis of the new structure allowing trouble-free passage to HS2, NPR and Metrolink.







Echoing the proud structure of the existing train shed, the new HS2 platforms feature a pair of vaulted roofs atop an expressive contemporary steel structure.



Entering from Fairfield Street, passengers enter into the existing undercroft structure, fully restored and celebrated like never before.



# Retail Provision

The proposal to reroute the Metrolink tracks would allow the arched undercroft of the existing station concourse to be opened up and brought back into the public realm as retail space. Much like precedents such as St Pancras Station, Piccadilly Station will become an integral retail destination for the emerging neighbourhoods around the station including Piccadilly Central and Mayfield.

Retail frontages face out on the internal street and other routes through the station, allowing visitors to conveniently access them as they pass between transport modes and through the station. Other units face out into the various public spaces surrounding the station, bringing further animation to these locations.

The retail space within the undercroft structure alone is a significant opportunity, providing approximately 19,000m<sup>2</sup> of retail and back house space. Further retail space can be accommodated underneath the HS2 platforms towards the east end of the station but is seen as contributing to the overall retail provision serving the wider area masterplan.





The internal street brings together the bold heritage structure of the undercroft and the open space of the new concourse promoting a dialogue between the two structures.







Key

- 01. Existing Piccadilly Station
- 02. HS2
- 03. Manchester Piccadilly SRF
- 04. Piccadilly Central
- 05. Portugal Street East SRF
- 06. Mayfield SRF
- 07. North Campus SRF
- 08. Aytoun Street SRF / Kampus
- 09. Piccadilly Basin SRF
- 10. Piccadilly North Neighbourhood
- 11. East Village Neighbourhood



## 6.0 SRFs within Manchester Piccadilly SRF

This SRF focuses in detail upon Piccadilly Central. The following pages provide a brief overview of other SRFs within the study scope. Further information can be found within their respective SRF documents.

- North Campus SRF
- Mayfield SRF
- Piccadilly Basin SRF
- Aytoun Street SRF/ 'Kampus'
- Portugal Street East Draft SRF

(At the time this draft Manchester Piccadilly SRF was due to go out to consultation, the final Portugal Street East SRF was still to be reconsidered by the Executive.)



—Central green pocket at Renold Court



—Evening visual showing pedestrianised Altrincham Street



—North Campus



—North Campus Proposal

### North Campus

The North Campus SRF has been prepared as a guide for the future redevelopment of a University of Manchester owned site, 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.

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. The use mix proposed is complementary to those envisaged within the Manchester Piccadilly and Mayfield SRFs.

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, providing a further link with Mayfield.

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.





—Repurposed viaduct arches adjacent to Mayfield



—The upgraded Piccadilly taxi rank



—Walking, jogging and cycling routes wind through the new park



—Mayfield with a major new park and rejuvenated Medlock River at its heart

## Mayfield

The 2018 Mayfield SRF provides a further refined update to the design principles outlined in the previous 2010 and 2014 SRFs. In December 2016, U+I were appointed to bring forward the regeneration of the site.

Located immediately south of Piccadilly station, the site will be transformed into a commercially led neighbourhood, anchored around the creation of a new public park and the proposed retention of the Mayfield Depot.

The proposed Mayfield Park is a new city centre green space of considerable size at 6.5 acres. The River Medlock will wind through the park, and a sequence of leisure and play spaces will lie along its bank. In addition to the park, the retained Mayfield Depot will form an integral part of the public realm; pedestrians will be able to flow through the once monolithic building and enjoy its retail and leisure facilities.

Although commercially led, Mayfield will layer a range of other uses, creating a mixed use neighbourhood, which will extend in to the Park. The Mayfield Framework Area is split in to five distinct areas. The Mayfield Depot and Baring Street Campus areas will deliver the majority of office accommodation. Hoyle Street East and West will be residential led mixed use neighbourhoods. Wyre Street will provide additional mixed use development to complement the existing offer.





—Jacksons Warehouse: renovated into residential units



—Brownsfield Mill, recently restored



—BDP architects northern headquarters



—Rendered Visualisation of Burlington House in Piccadilly Basin (SimpsonHaugh and Partners). Planning granted September 2014.

### Piccadilly Basin SRF

The Piccadilly Basin SRF relates to a 5.9ha site situated at the north eastern part of Manchester City Centre, within a short walking distance of Piccadilly Station, the vibrant Northern Quarter, Ancoats, the Central Retail District and the Central Business District. It presents an opportunity to create an extremely well-connected neighbourhood community with a mix of office, residential, retail and leisure. The area has the potential to become a place with a strong identity due to the presence of the Rochdale Canal and a number of heritage assets.

Significant progress has already been made in terms of delivering the regeneration of the Piccadilly Basin SRF area:

- Refurbishment of the Grade II\* Listed Jackson's Warehouse and construction of Vantage Quay for residential development, as well as the formation of the Marina which connects these sites;
- Office development in the southern part of the SRF area, closest to Piccadilly Station, in the form of the refurbishment of Carver's Warehouse and new build offices for BDP;
- Construction of the Urban Exchange Retail Park, adjacent to Great Ancoats Street at the north east of the site;
- A 232 space multi-storey car park on Tariff Street;
- Investment in public realm including the Canal, in addition to the formation of the Marina.
- Planning Permission for 91 residential units on Tariff Street. (image opposite).





—Existing Aytoun Street Site



—Proposed Aerial View



—Little David Street



—Chorlton Street



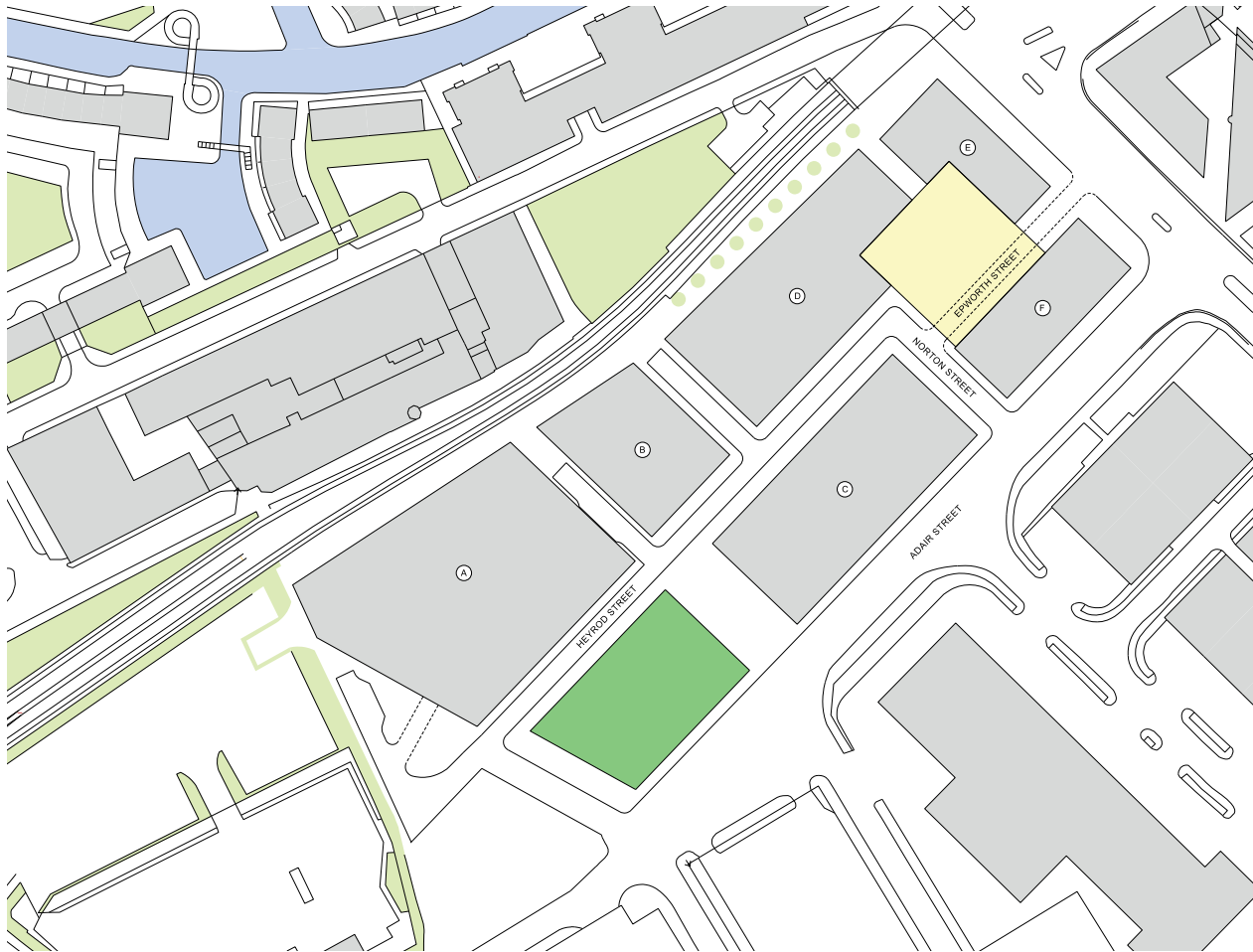
### Aytoun Street SRF / 'Kampus'

The SRF was prepared to guide the redevelopment of Manchester Metropolitan University's Aytoun Street Campus. The site was identified as a potential new neighbourhood at Piccadilly Gateway. Progress has already been made in delivering the 'Kampus' site under Capital + Centric.

The proposals will create a new hip, vibrant and creative mixed use residential led neighbourhood, transforming the appearance of this important gateway with buildings of distinct architectural quality, as well as through provision of new public streets, squares and active commercial and leisure uses at ground floor level.

New housing will help to meet needs of those looking for homes in close proximity to Manchester city centre, delivering a new city centre neighbourhood to live in that will help support the creation and retention of talent to the city, particularly the graduate market.

The site contains a number of listed buildings, which when combined with new buildings, will add a layer of complexity to the site and enabling the proposals to extend Manchester's rich urban grain. The Minto & Turner building and Minshull House will be sensitively converted into bars and restaurants, trading from 19th century listed warehouses, spilling out onto Little David Street.



### Portugal Street East SRF

A draft Portugal Street East SRF has been through a public consultation period which closed in June 2017, but is not yet formally endorsed by Manchester City Council's Executive Committee, due to negotiations with landowners on the delivery mechanism for the scheme. At the time this draft Manchester Piccadilly SRF was due to go out to consultation, the final Portugal Street East SRF was still to be reconsidered by the Executive.

The vision, set out in the report, for the Portugal Street East SRF is to shape and realise the city's ambitions to regenerate and transform the neighbourhood surrounding the Piccadilly train station and create a sense of place for the area.

The successful delivery of the SRF will create a new vibrant mixed-use, pedestrian community, which complements the arrival of HS2 and strengthens Manchester's Eastern Gateway.

The quality of the buildings within the framework area will be of the highest possible standard with designs that are immediately deliverable. The development will be of a high density, commensurate with the area's highly accessible location and the city's need to optimise strategic opportunity sites which can deliver much needed new homes and employment space.

In order to support the proposed density of development, it is essential that there is a landowner-led, vibrant place making strategy. Connected to this will be a range and quality of uses, high quality public and private amenity spaces and excellent pedestrian connections. At all times, the development will need to prioritise the quality of the built environment ensuring it is attractive to new residents and commercial occupiers. This is required in order to build a vibrant and connected new neighbourhood that contributes towards Manchester's economic growth potential and objectives in a sustainable way.











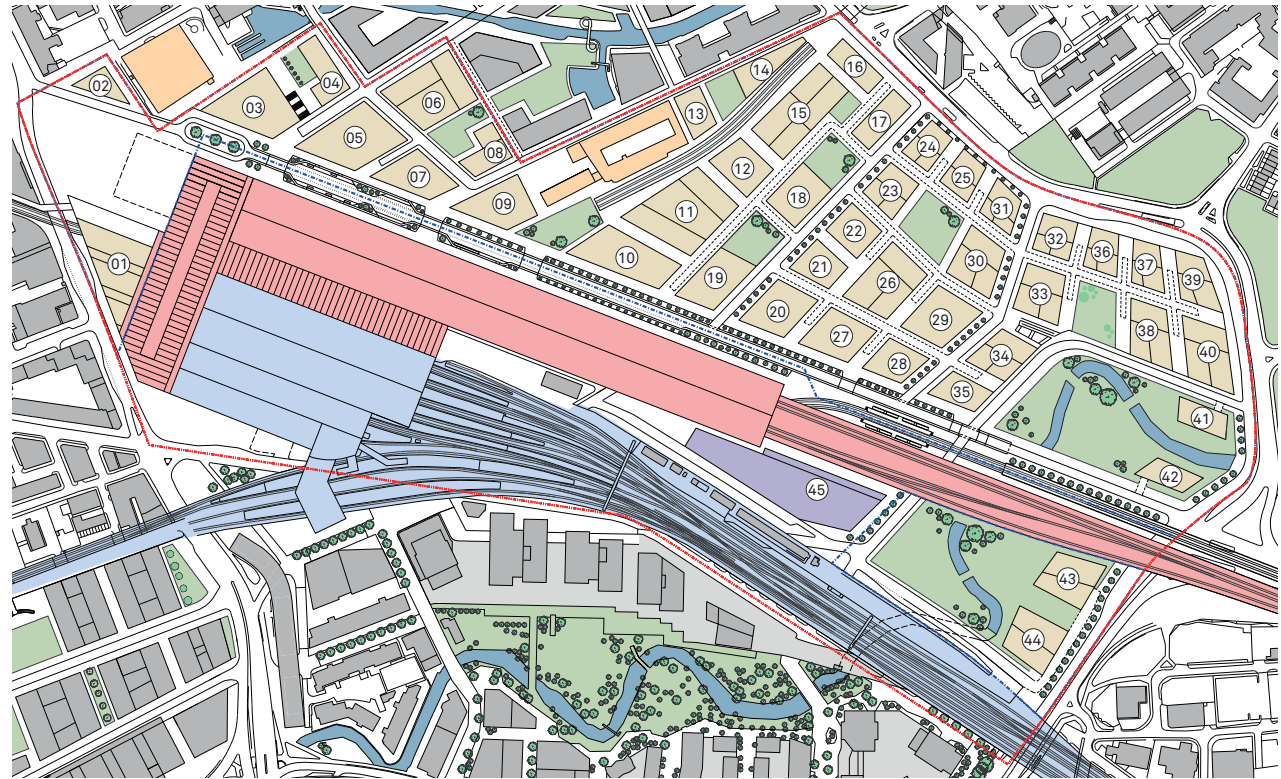
# A - Area Schedule

## Indicative Area Schedule

The indicative area schedule incorporates recommended development quantum from updated analysis. These figures have been examined in-line with the developed SRF proposal and meet the demand anticipated leading up to 2050. They represent an approximate increase of floor space by 10% in Piccadilly Central over the 2014 SRF.

Indicative Area Schedule by Use	Total m <sup>2</sup> GEA
Commercial	267,700
Residential	425,225
Retail / Leisure	25,375
Social Infrastructure	25,200
Hotel	20,000
Parking	23,000
<b>Total Development Floorspace</b>	<b>786,500</b>

Areas are indicative only



—Area Schedule Plan  
 Plot numbers correspond to the plots in the area schedule opposite.  
 The FSI calculation area is indicated by the blue boundary line.

--- Station Masterplan Boundary

--- FSI Calculation Area



**Piccadilly Central**

Block	Indicative Number of Storeys	Use	Ground Floor			Upper Floors			Total			Total No. of Parking Spaces	Total Residential Units	Total Hotel Rooms	
			Area m <sup>2</sup> (GEA)	Area m <sup>2</sup> (GIA)	Area m <sup>2</sup> (NIA)	Use	Total Upper Floor Area (GEA)	Total Upper Floor Area (GIA)	Total Upper Floor Area (NIA)	Total Area (GEA)	Total Area (GIA)				Total Area (NIA)
1	41	Retail / Leisure	3,500	3,413	2,730	Commercial	59,000	57,525	13,923	62,500	60,938	16,653			250
2	2	Retail / Leisure	575	561	420	Retail / Leisure	575	561	420	1,150	1,121	841			
3	21	Retail / Leisure	2,300	2,243	1,794	Commercial	46,000	44,850	30,498	48,300	47,093	32,292			
4	16	Retail / Leisure	1,000	975	731	Commercial	15,000	14,675	10,969	16,000	15,600	11,700		183	
5	16	Retail / Leisure	2,500	2,438	1,950	Commercial	37,500	36,563	24,863	40,000	39,000	26,813			
6	15	Retail / Leisure	2,600	2,535	2,028	Residential	20,050	19,549	14,662	22,650	22,084	16,690		244	
7	14	Retail / Leisure	1,400	1,365	1,092	Commercial	18,200	17,745	14,196	19,600	19,110	15,288			
8	15	Retail / Leisure	900	878	702	Residential	9,600	9,360	7,020	10,500	10,238	7,722			
9	12	Retail / Leisure	1,600	1,560	1,248	Commercial	17,600	17,160	13,728	19,200	18,720	14,976			
10	15	Retail / Leisure	2,200	2,145	1,716	Commercial	30,800	30,030	20,420	33,000	32,175	22,136			
11	14	Retail / Leisure	3,400	3,315	2,486	Residential	27,900	27,203	20,402	31,300	30,518	22,888		340	
12	12	Retail / Leisure	1,200	1,170	878	Residential	13,200	12,870	9,653	14,400	14,040	10,530		161	
13	8	Retail / Leisure	800	780	585	Residential	5,600	5,460	4,095	6,400	6,240	4,680		68	
14	8	Retail / Leisure	950	926	695	Residential	6,650	6,484	4,863	7,600	7,410	5,558		81	
15	16	Retail / Leisure	2,600	2,535	1,901	Residential	17,800	17,355	13,016	20,400	19,890	14,918		217	
16	18	Retail / Leisure	800	780	585	Residential	11,150	10,871	8,153	11,950	11,651	8,738		136	
17	14	Retail / Leisure	950	926	695	Residential	10,350	10,091	7,568	11,300	11,018	8,263		126	
18	9	Social Infrastructure	1,400	1,365	1,024	Residential	11,200	10,920	8,190	12,600	12,285	9,214		137	
19	10	Retail / Leisure	1,600	1,560	1,248	Commercial	14,400	14,040	11,232	16,000	15,600	12,480			
20	11	Retail / Leisure	1,500	1,463	1,170	Commercial	15,000	14,675	11,700	16,500	16,088	12,870			
21	5	Social Infrastructure	950	926	695	Social Infrastructure	3,800	3,705	2,779	4,750	4,631	3,472			
22	5	Social Infrastructure	1,000	975	731	Social Infrastructure	4,000	3,900	2,925	5,000	4,875	3,656			
23	9	Retail / Leisure	1,100	1,073	804	Residential	6,700	6,532	4,899	7,800	7,605	5,704		82	
24	13	Retail / Leisure	850	829	622	Residential	7,300	7,020	5,265	8,050	7,849	5,887		88	
25	13	Retail / Leisure	850	829	622	Residential	6,300	6,045	4,534	7,050	6,874	5,155		76	
26	9	Retail / Leisure	2,100	2,048	1,536	Residential	9,900	9,652	7,239	12,000	11,700	8,775		121	
27	10	Retail / Leisure	1,500	1,463	1,170	Commercial	15,300	14,918	11,934	16,800	16,380	13,104			
28	9	Retail / Leisure	1,000	975	780	Commercial	8,000	7,800	6,240	9,000	8,775	7,020			
29	6	Social Infrastructure	1,700	1,658	1,243	Social Infrastructure	8,500	8,288	6,216	10,200	9,945	7,459			
30	13	Retail / Leisure	1,500	1,463	1,097	Residential	11,400	11,115	8,336	12,900	12,578	9,432		139	
31	14	Retail / Leisure	850	829	622	Residential	8,600	8,385	6,289	9,450	9,214	6,910		105	
32	15	Retail / Leisure	900	878	658	Residential	9,400	9,165	6,874	10,300	10,043	7,532		115	
33	13	Social Infrastructure	1,400	1,365	1,024	Residential	10,700	10,433	7,824	12,100	11,798	8,848		130	
34	10	Retail / Leisure	1,200	1,170	878	Residential	8,000	7,800	5,850	9,200	8,970	6,728		98	
35	8	Retail / Leisure	900	878	702	Commercial	6,300	6,143	4,914	7,200	7,020	5,616			
36	17	Residential	850	829	622	Residential	10,600	10,335	7,751	11,450	11,164	8,372		140	
37	20	Residential	850	829	622	Residential	12,400	12,090	9,068	13,250	12,919	9,689		161	
38	15	Social Infrastructure	1,500	1,463	1,097	Residential	13,600	13,260	9,945	15,100	14,723	11,042		166	
39	22	Residential	1,100	1,073	804	Residential	17,500	17,063	12,797	18,600	18,135	13,601		227	
40	23	Residential	1,800	1,755	1,316	Residential	23,800	23,205	17,404	25,600	24,960	18,720		312	
41	24	Retail / Leisure	800	780	585	Residential	18,400	17,940	13,455	19,200	18,720	14,040		224	
42	36	Social Infrastructure	950	926	695	Residential	28,300	27,593	20,694	29,250	28,519	21,389		345	
43	44	Retail / Leisure	1,500	1,463	1,097	Residential	40,000	39,000	29,250	41,500	40,463	30,347		488	
44	24	Retail / Leisure	1,600	1,560	1,170	Residential	24,800	24,180	18,135	26,400	25,740	19,305		302	
45	5	Bus Station	4,600	4,485	3,364	Parking	18,400	17,940	13,455	22,000	22,425	16,819		613	
<b>TOTAL</b>			<b>67,125</b>	<b>65,447</b>	<b>50,231</b>		<b>719,375</b>	<b>701,391</b>	<b>493,643</b>	<b>786,500</b>	<b>766,838</b>	<b>543,874</b>	<b>613</b>	<b>5,009</b>	<b>250</b>

*The areas should be treated as indicative only.  
Areas relate to likely areas of the buildings at current state of design, and are subject to site survey and statutory considerations.  
Predictions as to project viability, pre-letting lease agreements or the like, should include due allowances for increase and decrease inherent in the design development and building process.  
Areas must be checked by a QS prior to being used for any bidding costing or viability purpose.*

**By Type (Piccadilly Central)**

	Total GEA Area m <sup>2</sup>	Total GIA Area m <sup>2</sup>	Total NIA Area m <sup>2</sup>	% of overall mix
Commercial	267,700	251,258	156,043	34
Residential	425,225	400,725	300,544	54
Retail / Leisure*	25,375	48,360	37,416	3
Hotel	20,000	19,500	14,625	3
Parking	23,000	22,425	16,819	3
Social Infrastructure	25,200	24,570	18,428	3
<b>TOTAL</b>	<b>786,500</b>	<b>766,838</b>	<b>543,874</b>	<b>100</b>

**Floor Space Index Calculation**

Figures	SRF Footprint m <sup>2</sup>	Development Floorpace m <sup>2</sup>	FSI Ratio
BA	196,067	786,500	4.0

**SUMMARY**

\*Retail / Leisure is assumed to be 50% of the ground floor. The remaining 50% is balance / servicing space for the floors above

The areas and categorisation assumptions herein should be treated as indicative only. Areas should be checked and verified by a qualified surveyor before being used for valuation or feasibility purpose. Buildings with a footprint of above 1,000sqm have been rounded to the nearest 100sqm. Buildings with a footprint between 500 and 1,000sqm have been rounded to the nearest 50sqm. Buildings with a footprint less than 500sqm have been rounded to the nearest 25sqm. Buildings with a footprint above 2,000sqm with a deep floor plate have an atrium, calculated at 15% of the NIA. For the purposes of the calculations no basements have been assumed. The areas shown above are for guidance

GIA is 97.5% of GEA  
NIA is 75% of GIA for Retail / Leisure, Residential, Hotel and Community  
NIA is 80% of GIA for Commercial  
Parking spaces are calculated at one space for every 30m<sup>2</sup> of GEA  
New homes are calculated at one home for every 60m<sup>2</sup> of NIA  
Hotel rooms are calculated at one room for every 80m<sup>2</sup> of GEA



# B - 2014 SRF Summary

## Purpose of the Study

Following the government announcement about Phase 2 of HS2, Manchester City Council (MCC) and Transport for Greater Manchester (TfGM) commissioned Bennetts Associates to carry out an initial appraisal of the following:

- Regeneration potential for the area around Piccadilly, with a particular focus on the area to the north of the station
- Integration of the (then) current proposals for Mayfield (also created by Bennetts Associates)
- Urban design drivers for the station itself, plus aspirational ideas for the creation of a world-class transport node
- The SRF is a high level document to demonstrate the potential scale of development that could be achieved and is not intended at this stage to address the detail of individual streets and properties.

This appraisal resulted in the first HS2 Manchester Piccadilly SRF which was approved by MCC Executive in 2014 and formed the basis of Greater Manchester (GM)'s response to HS2 consultation. The framework established key design priorities that have been maintained in the revised 2018 SRF as well as stating the ambition Manchester has for the regeneration of the areas around Piccadilly Station.

## Regeneration Benefits

The delivery of HS2 will bring major regeneration benefits to the region, the city and the area around Manchester Piccadilly. In particular, the 2014 report anticipates the delivery of the following benefits:

- The connectivity associated with a best in class multi-modal transport hub
- 14.5M sqft of mixed use space
- 4,500 new homes
- 625,000 m<sup>2</sup> of commercial office space
- 100,000 m<sup>2</sup> of retail space
- 1,000 new hotel rooms
- The creation of numerous high quality public spaces
- A string of cultural and community use buildings

The spatial strategies that are the focus of this report have been developed with the aim of helping pass on further regeneration benefits to the wider city and sub-region by:

- Improving the attractiveness of investment in neighbouring areas
- Radically improving physical connections and permeability
- Reinforcing a distinctive sense of place and urban vitality

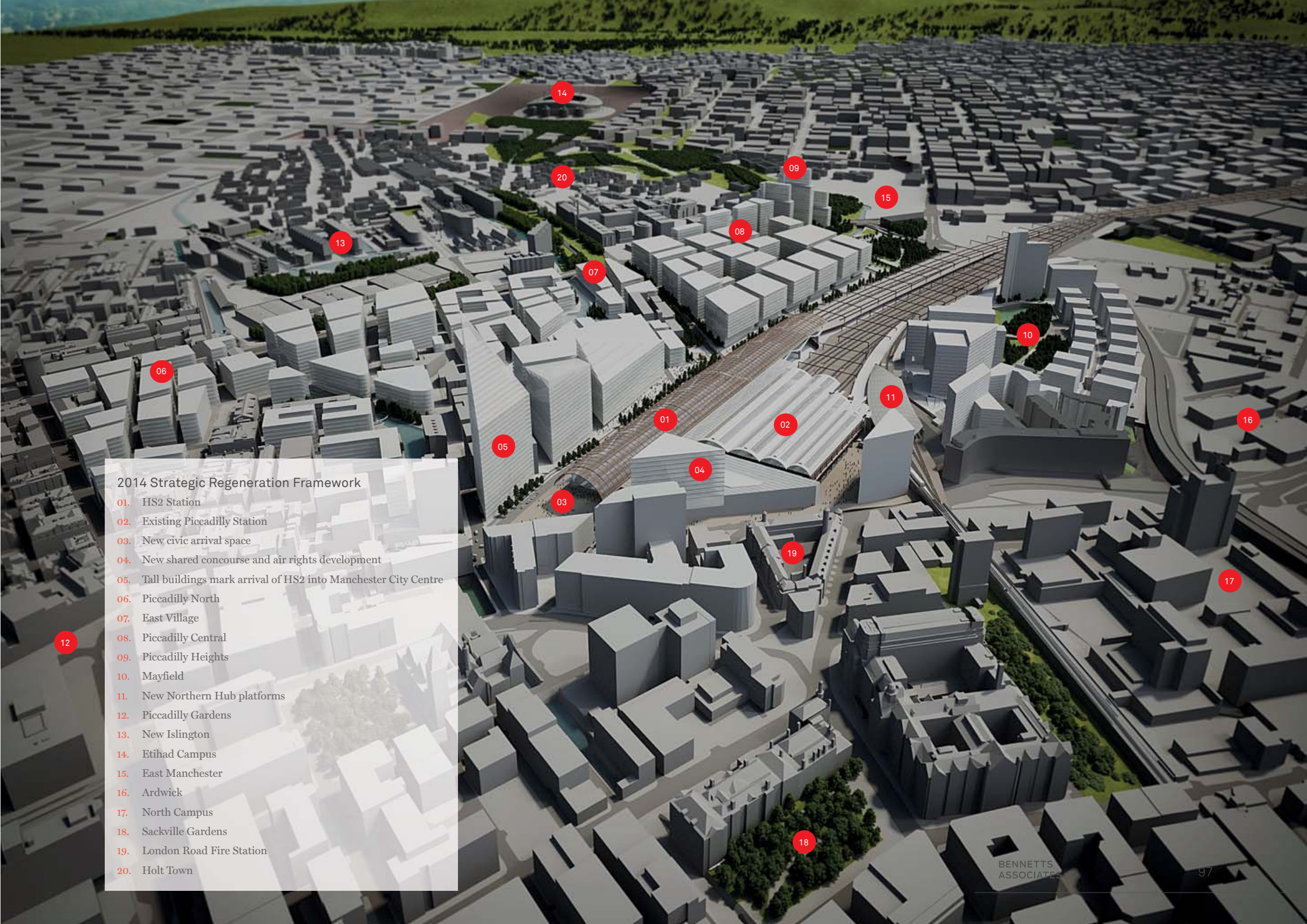


—Integrated Station Proposal  
The combined entrance from the plaza with HS2 platforms on the left and classic rail concourse up to the right



—Celebrating the arrival of High Speed Rail  
A new civic arrival plaza is formed outside the station at the junction of Piccadilly and the Boulevard





2014 Strategic Regeneration Framework

- 01. HS2 Station
- 02. Existing Piccadilly Station
- 03. New civic arrival space
- 04. New shared concourse and air rights development
- 05. Tall buildings mark arrival of HS2 into Manchester City Centre
- 06. Piccadilly North
- 07. East Village
- 08. Piccadilly Central
- 09. Piccadilly Heights
- 10. Mayfield
- 11. New Northern Hub platforms
- 12. Piccadilly Gardens
- 13. New Islington
- 14. Etihad Campus
- 15. East Manchester
- 16. Ardwick
- 17. North Campus
- 18. Sackville Gardens
- 19. London Road Fire Station
- 20. Holt Town

