

**HS2 SRF Update: Portugal Street East Strategic
Regeneration Framework**

November 2017

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1 Executive Summary

Introduction

- 1.1 In January 2014, Manchester City Council adopted the 'HS2 Manchester Piccadilly Strategic Regeneration Framework (2014)' (HS2 SRF) following the UK Government's commitment to Phase 2 of High Speed 2.
- 1.2 The HS2 SRF was a high level document covering a significant land area. It was intended to offer a structuring framework within which more detailed sub-area guidance, such as that covered within this update, could come forward.
- 1.3 The site is centrally located relative to the HS2 masterplan area as a whole and is adjacent to the proposed new (HS2) station entrance. It is bound to the west by the Metrolink line running to the Etihad Campus and beyond that to Ashton. This line effectively links the Station area to key regeneration opportunities beyond the Inner Ring Road to the East including Lower Medlock Valley, Ashton Canal Corridor, Etihad Campus and Holt Town.
- 1.4 In its current form, the area mostly supports privately owned, light industrial uses, set within an environment that has seen little investment in recent years with the exception of the Aeroworks building which has recently been refurbished as commercial space.

The area does not currently contribute to a positive arrival experience for travellers entering the city or fulfil its potential to expand city centre quality uses eastwards. There is an opportunity, and need to deliver a form of development that will act as a catalyst for further regeneration, and create a new, distinctive neighbourhood of choice for the city.

- 1.5 The production of the Portugal Street East SRF has been led by Olympian Homes Ltd. a key stakeholder in the area and a developer with an established track record of new development, with recent support from AECOM Capital. In Manchester, this includes the recently completed 330 bedroom Motel One hotel situated at Piccadilly.
- 1.6 In addition, the final version of this SRF update has been prepared following consultation with the City Council and their retained masterplanning advisors for the wider HS2 area, Bennett's Associates) as well as other affected landowners and developers as well as members of the local community.

Consultation

- 1.7 A draft version of this document was endorsed by Manchester City Council's Executive Committee on 8th March 2017, as a basis for

public and key stakeholder consultation. The formal public consultation period ran from 21st April to 2nd June 2017.

1.8 This further version of the document has been updated in response to the comments that have been received and following further and ongoing consultation between landowners and stakeholders.

1.9 The status of this document, following full endorsement by Manchester City Council, is as a material planning consideration, to be considered by the Local Planning Authority in the determination of future planning applications. In addition, the principles set out within this document have further weight given that they have been drafted to be consistent with national planning policy and the local Development Plan.

Vision

1.10 The vision 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.

1.11 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.

1.12 In order to support the proposed density of development, it is essential that there is a 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.

Economic and Market Context

1.13 Manchester's increasingly buoyant economy continues to benefit from growth in financial and professional services and is being further strengthened and diversified by high added value growth in key sectors such as Creative and Digital, Science and Innovation, Culture, Sport and Tourism.

1.14 Manchester has a population of 500,000 which is growing and lies at the heart of a conurbation extending to 3 million. Population growth in recent years has been particularly evident in a younger 20-35 years demographic attracted to the Manchester's lifestyle and increasing employment opportunities, and this in turn is driving further economic growth and enhanced productivity.

1.15 Economic growth has also been supported by Manchester's expanding international connections, centres of excellence in research and higher education, and investment in transport infrastructure which has deepened labour markets.

1.16 Prospects for economic growth are closely tied to the ability to attract and retain the most talented individuals. It is therefore critical to

focus efforts on improving the City Region's attractiveness as a location to live, study, work, invest and do business. In this regard, a key priority is the delivery of high quality residential accommodation, consistent with the requirements of Manchester's Residential Quality Guidance, and located within neighbourhoods of choice.

1.17 In addition, the rapidly diversifying economy is driving the need for a diverse workplace offer, including the retention and refurbishment of existing good quality commercial buildings alongside the provision of a diverse range of new commercial spaces that accommodate a range of workspace typologies.

1.18 Finally, the One Manchester Strategy identifies a clear vision for Manchester's future, where all residents can access and benefit from the opportunities created by economic growth.

Planning and Regeneration

1.19 The principles set out within this SRF have been developed in close collaboration with Manchester City Council and Bennetts Associates. They have been designed to complement and add additional detail to the broader key principles established through the HS2 SRF.

1.20 The overarching objectives of the HS2 masterplan are:

- Improving the attractiveness of investment in neighbouring areas;
- Radically improving physical connections and permeability; and,
- Providing destinations for social and cultural activity.

1.21 In addition, a number of the key strategic principles identified in the existing HS2 SRF have been considered in developing the updated guidance provided in this document. These are as follows:

- A commercially focused mix of uses was presented in the HS2 SRF as a basis for appraising economic viability. It was made clear however that uses other than those shown in the document can come forward in a controlled fashion.
- Active frontages are advocated and public access to the ground floor of buildings are to be provided where possible and appropriate, particularly along major corridors of movement through the framework area.
- More detailed plans should take into account the presence and character of the listed buildings and their significance in helping to define a unique sense of place in the future.
- A recognition that streets are principal public spaces within the city; however, in addition, a network of public spaces will support the higher density of development essential for the city centre to foster sustainable growth, and should offer a range of public outdoor amenity space.
- In respect of density, the SRF envisages an area of dense, urban blocks set around a series of public spaces.
- Ensuring permeability through the proposals and designing animated and legible connections with neighbouring areas, stitches the proposals into the city's fabric and helps amplify the direct benefits of HS2 through to the surrounding areas.
- A road network on a grid that is sympathetic to the scale of Manchester's historic grain and stitched into existing networks to ensure access and permeability.

PSE SRF: Development and Urban Design Principles

1.22 Section 6 develops the HS2 SRF strategic development principles and proposes a developer led, deliverable solution for this sub area.

1.23 In the main, the overarching strategic principles of the HS2 masterplan have been retained. The following aspects have been developed and adjusted following further detailed discussion and site analysis.

- A shift in emphasis from employment to residential led development within this part of the HS2, reflecting market demand and need for high quality neighbourhoods and homes within the city to support economic objectives, including the delivery of major new employment space within the wider HS2 area including along the main boulevard, as well as broader community and quality of life objectives. This is clearly evidenced through the economic and policy analysis presented within this document.
- Identification of appropriate locations for height and creation of landmarks.
- More rational street alignments taking into account existing land ownerships and other constraints.
- Review of streets widths and the configuration of public spaces, in order to improve the public realm and enhance residential amenity.
- Removal of the proposed Multi-Storey Car Park in favour of parking provision being carefully integrated within individual development plots.

1.24 It follows, that the key development principles set out in section 6 of this document, can be summarised as follows:

- **Regeneration and Place-making** - The quality of uses, built environment and place-making should collectively create a new high quality neighbourhood of choice with a distinctive sense of place and also act as a catalyst to the wider regeneration outcomes.
- **Uses** - The SRF will deliver a mix of uses and density of development that is commensurate with the unique strategic opportunity for the HS2 SRF area and the city centre. This will

include a range of types of high quality accommodation for a new residential and business community, as well as potentially hotel provision and supporting retail and leisure, providing primary active frontages along key routes to secure the area's vitality during weekdays, weekends and evenings.

- **Density and Landmarks** - Consistent with the adopted HS2 SRF, there is a recognition that the area should support the higher density development essential for the city centre to foster sustainable growth; however, in order to create a successful place, the SRF area should provide a network of successful streets, high quality public spaces and private amenity space (the latter consistent with the guidance provided within the Manchester Residential Quality Guidance).
- As part of a higher density approach, supported by public and private amenity space, the SRF can support height in identified key gateway and landmark locations. Elsewhere, plots heights should mediate scale and create a dynamic and varied skyline. The design response of new development within the SRF area should consider the relationship to Crusader Works, a Grade II Listed Building located immediately to the northwest of the SRF area.
- **Connections** - New development should facilitate the full and successful integration of the growth areas to its south and east with the expanding city core to its west. This will support and encourage the city centre's expansion and has a pivotal role to play in encouraging the city's future growth and the introduction of the HS2 rail connection.
- **Parking** - Car parking to serve the area will be provided initially through an upgrade to the existing surface car park in the south western corner of the site, prior to a permanent redevelopment solution as part of the wider HS2 masterplan proposal. The SRF will thereafter deliver parking on a plot by plot basis. It will be necessary, therefore, for the design of each block to provide parking which: is incorporated into the design of buildings and plots; does not detrimentally impact the quality of streets and public spaces;

promotes more sustainable forms of transport in the context of the highly accessible location; and, does not undermine deliverability of plots.

- **Active Frontages** - Active frontages will be required along primary streets, in the form of commercial, retail or residential entrances and windows. Secondary routes may include some commercial or retail frontage where appropriate, but these routes should primarily be activated by the sensitive design of adjoining residential or commercial uses.
- **Heritage Assets** - Whilst there are no listed buildings within the SRF Area, there are a number of heritage assets nearby; the setting of which must be considered in the location and design of future development. As outlined previously, with the exception of Aeroworks, the current light industrial buildings in the area have seen very little investment, and detract from the quality of the local environment. As a result, the existing buildings are generally not considered to be of sufficient quality, such that they would add to the character of the area by being retained. The Aeroworks building is of reasonable quality and will be retained for the short-term as detailed later in this document. However, it also has the potential for future redevelopment in the longer term, on the basis of a building that is of a high quality of design and at a density that is complementary to the wider HS2 Manchester Piccadilly SRF.
- **Public Spaces** - The SRF will deliver a substantial public square adjacent to Plot A reflecting that identified within the HS2 SRF, as part of a wider high quality public realm strategy focused on delivering generous and successful streets. In addition, a second public space will be delivered within the northern part of the SRF area. As a point of principle, new public spaces will need to be well designed and well managed. They will need to be spaces that bring the area's community together; enclosed by well-designed buildings which properly address the space in their ground floor uses. Any new development in this area will need to consider its effect on microclimate with particular regard to all public routes and the new public spaces.

- **Residential Quality** - New residential development within the SRF area must demonstrate that the scheme will deliver a finished project of the very highest quality that aligns with Manchester's Residential Design Quality Guidance.
- **Boundary Interfaces** - appropriate pedestrian crossings should be considered at key desire lines around the site's main interfaces in order to promote connectivity with the wider area. This takes into account site's boundary conditions relative to the Inner Ring Road and Metrolink line for example.
- **Sustainability** - The HS2 SRF aims to achieve exemplary standards with regards to sustainability.

Delivery and Phasing Strategy

- 1.25 The SRF principles are the result of an extensive and ongoing period of discussion between the Council and their retained masterplanners for the wider Manchester Piccadilly HS2 SRF area, Bennetts Associates, as well as the Joint Venture Partners and other landowners and developers looking to bring forward sites as part of an inclusive and collaborative plan for the area. This careful coordination has been undertaken to ensure that the proposed SRF is aligned to the wider HS2 SRF and regeneration priorities, taking into account the fact that they will continue to evolve to some extent over time.
- 1.26 All landowners will seek to deliver regeneration that aligns with the development principles established within the SRF.
- 1.27 A key requirement in terms of the release of land within public ownership (both MCC and TfGM) within the SRF area, will be a commitment to the total and timely development of the site, and maximise the regeneration outcomes that piecemeal development would not otherwise achieve.

1.28 Commercial arrangements between public sector and private sector partners will reflect these requirements and the importance of ensuring that value capital from individual phases can be deployed where appropriate to support the overall development.

1.29 Manchester City Council and TfGM have land ownership in the area. Both parties have agreed to promote their respective interests in land for development in order to contribute to a comprehensive redevelopment of the site.

1.30 The land agreements will be enshrined within the commercial arrangements outlined above. This will ensure that the maximum control over the comprehensive development is retained by the public sector, with its strategic land interests only released in line with the demonstration of the total and timely development of the site.

1.31 It has been agreed by the landowners of Plots A, B, C, D, E and F that future developments will contribute on a fair and proportionate basis to the total costs of delivering the public realm infrastructure for the SRF area as a whole. This is in line with the key priority and vision for the area to create a comprehensive, safe, visually attractive, accessible, vibrant and distinctive residential led sustainable neighbourhood where people want to live.

1.32 The formula for calculating the contribution of each landowner is covered in section 7 of this report.

1.33 In relation to phasing of development and sequencing of construction activity, there is a commitment to ongoing consultation between all parties. All plots within the masterplan have the ability to come forward either as separate phases or concurrently. This is on the

basis that they are in accordance with the principles of the SRF and contribute proportionally to the total costs of the public realm infrastructure requirements.

1.34 As a point of principle, there are a small number of existing businesses located in the SRF area, the majority of which are owner occupiers. Where existing businesses occupy land identified for potential future development, that development will only be permitted where the acquiring party takes responsibility for the relocation of the existing businesses.

2 Introduction

Portugal Street East SRF Opportunity

- 2.1 In January 2014, Manchester City Council adopted the 'HS2 Manchester Piccadilly Strategic Regeneration Framework (2014)' (HS2 SRF). This followed the UK Government's announcement, in January 2013, of their commitment to Phase 2 of High Speed 2 (HS2) – a project that will provide a massive economic boost to the cities of the north of England as a whole.
- 2.2 A key purpose of the 2014 SRF was to identify and strategically plan for the fact that HS2's arrival into Manchester will be the catalyst for a 'once in a century' opportunity to transform and regenerate the eastern side of the city.
- 2.3 The HS2 SRF as a whole relates to the area edged red identified in Figure 2.1. It provides high level strategic principles, and estimates the potential scale of the development that could be achieved. As a high level strategic document, the HS2 SRF was not intended to address the detail of individual streets and development sites. Instead, it was intended to offer a high level structuring framework within which there is scope for sub-area updates, such as that contained within this document, to come forward.
- 2.4 The area covered in this document, and indicated on the plot plan (Appendix 1), focuses on Portugal Street East and is hereafter referenced as 'the Plot Plan'. In its current form, the area mostly

supports privately owned, light industrial uses, set within an environment that has seen little investment with the exception of Aeroworks. The area does not currently provide a high quality arrival experience for travellers entering the city via the new terminal building. In addition, it does not fulfil its potential as a highly accessible, well designed, well connected and vibrant city centre neighbourhood with a strong sense of place.

- 2.5 The purpose of this document is therefore to guide the future development of the Portugal Street East SRF Area, to realise the opportunities created by HS2 and the potential of this area as a high quality neighbourhood that can act as a further catalyst to regeneration of the wider HS2 masterplan and support Manchester's wider regeneration objectives across its eastern gateway.

Project Partners and Key Contributors

- 2.6 The production of the Portugal Street East SRF has been led by Olympian Homes Ltd, a key stakeholder in the area and a developer with an established track record of new development, with recent support from AECOM Capital. In Manchester, this includes the recently completed 330 bedroom Motel One hotel situated at Piccadilly.
- 2.7 In addition, the final version of this SRF update has been prepared following consultation with the City Council and their retained

masterplanning advisors for the wider HS2 area, Bennett's Associates) as well as other affected landowners and developers as well as members of the local community.

2.8 To secure the coordinated and timely delivery of this regeneration opportunity, MCC will expect landowners to undertake a collaborative approach during the preparation and delivery of development proposals as well as the necessary public realm and other infrastructure required to deliver a successful neighbourhood.

SRF Structure

2.9 The remainder of this document is organised as follows:

- Section 3: Economic and Market Context;
- Section 4: Planning and Regeneration Context;
- Section 5: HS2 Masterplan (2014) – Overarching Strategic Principles;
- Section 6: PSE SRF: Development and Urban Design Principles; and
- Section 7: Phasing and Delivery Strategy.

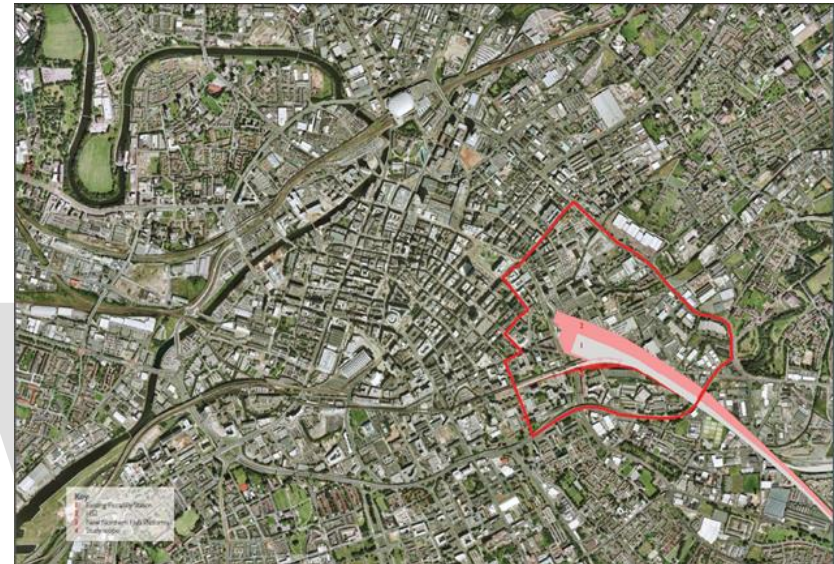


Figure 1.1. HS2 Masterplan

Consultation and Planning Status

- 2.10 The draft version of this SRF update was endorsed by Manchester City Council's Executive Committee on 8th March 2017 for public consultation. The formal public consultation period ran from 21st April to 2nd June 2017 and this has been extended to allow further meetings and correspondence with landowners.
- 2.11 Consultation has sought to actively engage those with an interest in the SRF in order to review the content and rationale of the first draft and to discuss how it might evolve. Central to discussions was agreement in the need to maintain the regeneration priorities of the SRF, whilst also ensuring it provides an appropriate delivery framework for securing those objectives.
- 2.12 All comments received have been carefully considered and addressed. The outcome of the consultation process and the key issues addressed have been reported back to the Council prior to being presented to the Executive Committee.
- 2.13 The status of this document, following full endorsement by Manchester City Council, is as a material planning consideration, to be considered by the Local Planning Authority in the determination of future planning applications. In addition, the principles set out within this document have further weight given that they have been drafted to be consistent with national planning policy and the local Development Plan.

3 The Vision

- 3.1 The vision for the Portugal Street East SRF area 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.
- 3.2 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.
- 3.3 In order to support the proposed density of development, it is essential that there is a 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.

- 3.4 The remainder of this section sets out the key ingredients supporting this vision.

Creating a sense of place

- 3.5 The Portugal Street East area is not currently a lively or vibrant destination and detracts from the arrival experience into Manchester by train to Piccadilly. The area lacks the diversity and vitality that is essential to grow and fulfil the area's true potential.
- 3.6 A key objective of the regeneration plan is therefore to ensure that the Portugal Street East area develops a "sense of place" through intelligent place-making and design. The guiding development principles will ensure that the forthcoming proposals are bold and distinctive and help transform the area's profile, legibility and function as an extension to the Manchester's existing core city centre, creating a neighbourhood of choice. The Portugal Street East SRF has evolved in recognition of the need to integrate and bind together of a number of major development initiatives for lands south and east of Piccadilly Station.
- 3.7 The future proposals should create a high quality, landmark development that will be complemented by contemporary urban buildings and the creation of new high quality public spaces.

3.8 It is crucial that new development within the area capitalises on the inherent urban qualities and character of the existing urban grain and improves accessibility to public transport links whilst establishing its geographical prominence as the eastern entrance to the city centre for rail travellers. It should be safe, well managed and maintained, and encourage outside play, walking, cycling and the use of public transport.

3.9 Proposed development schemes within the Portugal Street East SRF should therefore contribute to the development of this identity, enabling the regeneration of the eastern side of Piccadilly Station and the introduction of new life and vibrancy that in turn ensures the area assumes an individual character of its own within its connected environment.

Building a Community

3.10 The overarching aspiration is to provide the framework from which a strong, diverse and vibrant community will grow. To create a neighbourhood of choice it will be necessary to ensure the development appropriately meets the needs of future residents and occupiers, and has the ability to evolve in response to changing demands.

3.11 It will, therefore, be necessary to deliver a residential unit mix across the SRF area that increases the choice of tenure within the city. Whilst the location adjacent to the station is expected to result in high demand for smaller units, it is recognised that it may be beneficial to provide some larger units to accommodate families. Providing accommodation for a range of residential occupiers, as well as providing a mix of complementary non-residential uses, will assist in building a diverse community, which will have associated benefits

relating to vitality, safety, custodianship of public spaces and a sustainable local economy.

3.12 These attributes combined ensure the Portugal Street East area will offer residents a city centre lifestyle, with ready access to employment, culture, leisure and public transport.

Achieving a sustainable mix of uses

3.13 Manchester is currently experiencing significant growth from its rapidly expanding and diversifying business base, its international transport links, world class institutions, as well as its diverse retail, leisure and cultural provision.

3.14 This growth will not only require new commercial development, but will also increase demand for short term hotel or serviced apartment accommodation to support business trips and tourism. Portugal Street East is well placed to provide this accommodation, as an alternative to residential development, with its proximity to the train station and easy walk into the city centre or the future Mayfield estate.

3.15 To support the new neighbourhood and create a new destination within the city centre, new retail spaces should be provided at ground level, which will serve to activate key street frontages and create vibrancy.

3.16 It is clear that Portugal Street East is well placed to accommodate the expanding needs of the city, both in respect of its location, the diverse range of uses that can be accommodated and substantial provision of new public realm. As such, to ensure the development serves as a highly successful and integral part of the city centre, it

must be carefully planned to ensure the use of available land is optimised, whilst the detailed design process aligns with best-practice place-making principles.

Enhancing the skyline

- 3.17 Manchester's skyline experienced a number of positive and inspirational changes before the recession. In response to the more recent economic upturn, new landmark developments are now planned to be delivered with a focus around gateway areas.
- 3.18 Portugal Street East presents an important link between the established city core and the emerging large scale development to the east and south. The area is adjacent to the region's most important transport hubs and, with the benefit of excellent connectivity, is well positioned for taller buildings to establish a high density form of development. Any taller building should positively contribute to the skyline and allow significant, high quality public realm to be achieved as part of the area's place-making proposals and broader strategy for ensuring the delivery of a high quality, sustainable neighbourhood.
- 3.19 The HS2 and Mayfield masterplan proposals continue the higher density of development seen in the urban core to ensure these regeneration areas become truly integrated and fulfil their economic and regenerative potential. The option for higher density has been provided to readdress the connection between the city, the emerging Mayfield regeneration and New Islington to the east. This integration informs a more easily navigable cityscape.

4 Strategic Context

Manchester: A Growing City

4.1 Over a thirty year programme of transformation, Manchester has become recognised as one of Europe's most exciting and dynamic cities. With a diverse population now easily more than half a million people, the City of Manchester is located at the heart of Greater Manchester, the largest conurbation outside of London. The Greater Manchester sub-region, which has a resident population of over 2.73 million and a combined GVA of £59 billion, accounts for two fifths of the North West's economic output. In 2015, over one third of the £59 billion of GVA generated in Greater Manchester was produced in the City of Manchester.

4.2 Manchester is one of the fastest growing cities in Europe. By 2025, in excess of 600,000 people are expected to live in the city, up 7.6% on the 2015 level. Employment growth of 11% is forecast in Manchester between 2014 and 2024 (and 16.1% in the period 2014 to 2034), exceeding both Greater Manchester and national forecasts. This growth rate is forecast to add 42,600 jobs to the Manchester economy, taking the total employment level towards 430,000. In addition, a significant proportion of forecast employment growth is expected to occur in sectors with higher than average GVA. GVA is expected to increase by 36% to 2024 with a 73% change forecast from 2014 to 2034.

4.3 Manchester's enhanced economic performance has been underpinned by a move from its traditional manufacturing and industrial role towards a service-based, high growth economy. Importantly, it is this sector of the economy that provides a large proportion of the high skilled and high productivity jobs in the national economy. Manchester's economy is continuing to strengthen and diversify with strong high added value growth forecast in Science and Innovation, Creative and Digital, Advanced Manufacturing as well as Culture, Tourism, Sports and Leisure sectors.

4.4 Manchester's current and future competitive position is underpinned by a number of key economic assets as set out below.

4.5 **Thriving regional centre and national destination** – Over the last 20 years Manchester City Council has driven the physical and economic renewal of the regional centre through the development and implementation of strategic frameworks for sustained regeneration, investment and service improvement to ensure that Manchester maintains its position as the nation's leading regional centre and that it can successfully compete as an international investment location and visitor destination.

4.6 Given Manchester's economic growth, its universities and buoyant leisure and cultural sector, it is perhaps not surprising that the largest population increases are being witnessed within the age

bands that are typically considered to fuel economic growth i.e. those at university leaving age and above. Across Greater Manchester, the 2011 Census identified that the 20-24 age band experienced the greatest level of growth. The 25-29 age band also witnessed a significant increase of just fewer than 30,000 over the same period. Growth in this sector of the population has resulted in demand for new lifestyle choices that offer access to city centre employment, amenities and transport networks together with well-managed accommodation built for that purpose.

4.7 **Dynamic private sector** – With a thriving private sector, the city is a leading business location and has been recognised as the best British city to locate a business after London in the recently published European Cities Monitor report.¹ Sixty-five of the FTSE 100 companies now have a presence in the Manchester City Region, and approximately 40% of the North West’s Top 500 companies are based here.

4.8 **Accessibility** - Manchester has continued to invest significantly in its transport infrastructure delivering major improvements in terms of accessibility to the regional centre. This effectively stretches and increases the capacity of its travel to work area, and therefore pool of labour, and enhances connectivity between businesses. It also makes the city centre easier to get around and a better place in which to live.

4.9 The HS2 area as a whole is one of the most accessible locations in the City principally due to its proximity to the multi-modal Manchester Piccadilly

4.10 In the future, Manchester Piccadilly may be significantly extended through the development of new integrated station to accommodate High Speed 2 (HS2) and Northern Powerhouse Rail (NPR).

4.11 **Manchester International Airport** – Manchester’s Airport is the UK’s third largest and the primary gateway for the north of England, serving over 200 destinations worldwide. Direct flights serve all of Europe’s major cities and the airport provides long haul routes to North America, the Middle East, Asia and Australasia. At present the airport serves about 26 million passengers a year, forecast to rise to 40 million by 2040.

4.12 **Mobile and skilled workforce** – The Manchester City Region offers a high quality and growing workforce of some 6.4 million within an hour’s drive of the city. There is access to a pool of skilled people across a wide range of industries, and 100,000 students in five Higher Education Institutions across Greater Manchester.

4.13 **Employment and workspace** - The rapidly diversifying Manchester economy is driving the need for a diverse workplace offer. This creates opportunities for workplace provision to be integrated into mixed-use neighbourhoods across a range of scales and types. Good neighbour uses, which complement a residential offer, are already being encouraged across the city.

4.14 **A significant and growing culture, leisure and tourism sector** – The importance of culture, leisure and tourism to the Manchester economy is increasing, underlining the significance of the city’s existing and growing asset base.

¹ Cushman & Wakefield 2010 European Cities Monitor

4.15 Manchester's cultural, tourism and leisure sector continues to grow significantly, a feature of a serviced based high growth economy. In recent years, this has been boosted by significant investment in new world class facilities and events, such as the Whitworth Art Gallery and the Manchester International Festival to name but a few, which have been recognised globally. Such investments have sustained and opened new domestic and overseas markets giving Manchester its status as the third most visited city in the UK by international visitors, behind London and Edinburgh, with the city experiencing a 21% rise in the number of international visits since 2005. This growth in the visitor economy has been underpinned by, and acted as a catalyst for, a significant increase the supply of visitor accommodation within the city centre over the last decade.

4.16 **Manchester: A Sport City** – Manchester's pre-eminence in football is represented by the presence of two of the leading teams in England, Europe and the world. Other major sports such as rugby league, rugby union and cricket have a significant presence across the conurbation. The Eastlands Strategic Regeneration Framework area which adjoins the HS2 masterplan includes the Etihad Campus, and is home of Manchester City Football Club as well as a range of nationally significant facilities the National Cycling Centre, the National Squash centre, and facilities which accommodate the GB Water Polo Team and the GB Taekwondo team. The recently opened Manchester Institute of Health and Performance (MIHP) in Beswick is the home of the English Institute of Sport and the facilities within that complex are world leading.

Regeneration Context

4.17 Manchester's Eastern Gateway and the subsequent HS2 masterplan area has been a long-standing regeneration priority for the City

Council. This is reflected within the current HS2 SRF (detailed within the next section of this document) and draft City Centre Strategic Plan.

4.18 Manchester's City Centre Strategic Plan states that the Piccadilly / Eastern Gateway area, within which the Masterplan is located, *"represents a unique opportunity to transform and regenerate the eastern gateway to the city centre, defining a new sense of place and providing important connectivity and opportunities to major regeneration areas in the east of the City."*

4.19 It also acknowledges the importance of links through the area, in the context of the city centre's connections across the Inner Ring Road and states: *"Development within the Piccadilly area will improve linkages and connections with the residential neighbourhoods of Ancoats and New Islington."*

The National, Sub-Regional and Local Planning Policy Context

4.20 This section summarises important policy documents and key policies that have been considered and relate directly to the correct interpretation of this guidance.

National Planning Policy Framework

4.21 The National Planning Policy Framework (NPPF) is a material consideration in the determination of planning applications and

articulates the priorities of The Plan for Growth² within planning policy. The NPPF introduces a 'presumption' in favour of sustainable development and supports proposals that are in accordance with policies in an up-to-date Development Plan. Sustainable development is about positive growth which supports economic, environmental and social progress for existing and future generations.

The Greater Manchester Strategy

4.22 The Greater Manchester Strategy sets out a very clear vision for the city-region. It states that:

"By 2040 Greater Manchester will be one of the world's leading city regions, reaping the benefits of sustainable and inclusive growth across a thriving Northern economy. It will be ever more self-reliant, connected, dynamic, inclusive, digitally-driven, productive, innovative and creative. A destination of choice to live, work, invest and visit, Greater Manchester will be known for the high levels of happiness and quality of life our people enjoy. No one will be held back, and no one will be left behind: all will be able to contribute to and benefit fully from the continued success of Greater Manchester. "

4.23 The priorities set out within the Greater Manchester (GM) Strategy have been developed around the twin themes of 'Strong People in GM' and 'GM: A Strong Place'. The asset-based approach set out within the strategy underpins each of these themes. GM partners will drive growth and productivity by focusing on the things that GM is good at, and has the potential to be even better at: GM will invest in the conurbation's key growth sectors and specialisms, highlight global market opportunities to promote those strengths, and GM will build on the diverse assets across the city-region to ensure that

places become attractive environments in which to live, work and invest. The people of GM are the biggest asset and the strategy recognises and builds on the strengths of residents, families and communities, providing high quality, integrated and effective public services to ensure that everyone can meet their full potential. The GM Strategy is currently being refreshed.

4.24 The GM Strategy provides the high level framework for action based on a robust evidence base and the results of public consultation. More detailed plans as identified below, have been developed and led by city-region-wide partnerships, and set out the specific actions, interventions and investment required to deliver the GM strategic priorities and achieve the GM vision.

4.25 **Greater Manchester Spatial Framework (GMSF)**, which will enable an informed, integrated approach to be taken to strategic development planning across the city region. The purpose of the GMSF is to enable GM to manage land supply across the city region in the most effective way to achieve the vision set out in the GM Strategy based on a clear understanding of the role of places and the connections between them. Built on a robust analysis of projected employment growth, including a sectoral analysis of our key growth sectors, and an assessment of demographic change and the housing requirements arising from such change, the GMSF will provide a clear perspective of land requirements, along with the critical infrastructure – transport, digital, energy, water and waste – required to support development. Work is expected to begin shortly to review and refresh Manchester City Council's Local Plan, in light of the strategic approach set by the GMSF.

² HM Treasury/ Department for Business, Innovation and Skills, March 2011

- 4.26 **Transport 2040** which sets out a vision for “World class connections that support long-term, sustainable economic growth and access to opportunity for all” and seeks to address the four critical transport challenges of supporting sustainable economic growth, improving quality of life, protecting the environment and developing an innovative city region. Organised by spatial themes and supported by a five-year delivery plan, the strategy takes a long-term view of transport requirements across GM and the wider North and highlights the priority interventions needed to meet those requirements.
- 4.27 The **Greater Manchester Investment Strategy**, which supports the implementation of the GM Strategy through investment that supports business expansion and job creation primarily through loans that can be recycled to multiply and maximise the impact of investment.
- 4.28 The establishment of a second **GM Transport Fund** to underpin an integrated whole-system approach to the management of the GM transport network and the delivery of our transport priorities.
- 4.29 The establishment of a new programme to support investment in the **cultural offer of Greater Manchester**, to support the promotion of GM locally, nationally and internationally, to contribute to improving the skills and employability of GM residents and to support the development of strong and inclusive communities and improved quality of life and wellbeing for GM residents.
- 4.30 The **Climate Change and Low Emissions Implementation Plan**, which sets out the steps we will take to become energy-efficient, and investing in our natural environment to respond to climate change and to improve quality of life.
- 4.31 The **GM Internationalisation Strategy**, setting out how GM will elevate our international trade and investment performance, attract and retain the international talent our economy needs, and make sure that GM maximises its international potential as a gateway to the North and supports the whole of the UK in achieving its post-Brexit ambitions;
- 4.32 The **Greater Manchester Work and Skills Strategy**, setting out the GM approach to delivering a work and skills system that meets the needs of GM employers and residents; and
- 4.33 The **Northern Powerhouse Strategy**, which identifies skills, science and innovation and the development of a collaborative approach to promoting the Northern Powerhouse to foreign investors as priorities for further work by Northern Cities and Government.
- Manchester Core Strategy (2012)
- 4.34 Manchester’s adopted Core Strategy (2012) sets out the City Council’s vision for Manchester to 2026, along with the planning policies that provide the framework for delivering that vision. The review of the Local Plan will be an opportunity to consider the most appropriate planning policy for the city, including the HS2 masterplan area.
- 4.35 Policy SP1 (Spatial Principles) establishes key locations for growth. The Regional Centre is the focus for economic and commercial development, as well as retail, leisure and cultural activity, alongside high quality city living.
- 4.36 Development should make full use of transport infrastructure, and the Ashton tram line is highlighted as a key corridor for new

development. Importance is placed on the creation of neighbourhoods of choice, with the majority of new residential development in Manchester's Inner Areas.

4.37 Policy EC1 (Employment and Economic Growth) supports development in sectors that make significant contributions to economic growth and productivity including health, education, retailing, cultural and tourism facilities. The city centre is identified as key areas for employment, and the policy recognises that employment can be provided through a range of activity, including education, retailing, culture and tourism.

4.38 Policy EC3 (covering the Regional Centre) promotes employment generating uses within the Regional Centre, and opportunities to provide accessible employment to Manchester residents. Office development is supported across the Regional Centre, providing it is complementary to the role of the city centre.

4.39 New housing to complement the development of mixed use employment areas, such as the wider HS2 masterplan, will also be supported.

Residential Growth Strategy (2016)

4.40 Recognising the critical relationship between housing and economic growth, Manchester City Council has approved a Residential Growth Strategy which seeks to deliver a minimum of 25,000 new homes in a ten-year period between 2016 and 2025. This policy framework aims to ensure that there is the right quality, mix and type of housing in the right locations to meet demand and changing demographics, develop neighbourhoods of choice and improve equality amongst the

city's residents in terms of housing choice, quality and affordability in order to develop strong communities.

Housing Affordability Policy Framework (2016)

4.41 The Residential Growth Strategy has been strengthened and refined by the development of the Housing Affordability Policy Framework which seeks to explicitly link household income to the provision of new homes across the city. This is to ensure that residents who are on or below the average household income for Manchester have access to decent and secure homes. The policy recommends that the City Council aims to deliver between 1,000 and 2,000 new affordable homes in Manchester each year.

Manchester Residential Quality Guidance (2016)

4.42 The Manchester Residential Quality Guidance document endorsed in 2016 aims to ensure that high quality, sustainable housing that meets the city's and its communities' need will be built.

4.43 Prospective developers and their design teams bringing forward sites for residential development within the HS2 SRF area must demonstrate that the scheme will deliver accommodation of the very highest quality that complies with the guidance. Proposals that do not comply with this guidance must provide a compelling justification, based on evidence and options analysis, in order to avoid refusal. This approach underpins the Council's aspiration to encourage the delivery of the highest quality range of residential development, which will contribute to sustainable growth and help establish Manchester as a world class city

5 HS2 Masterplan Strategic Principles

5.1 In order to respond to the opportunities presented by HS2 and the Northern Hub, a Strategic Framework for the area surrounding Piccadilly Station (HS2 SRF) was approved by Manchester City Council in 2014. The HS2 SRF aims to maximise the once-in-a-Century opportunity provided by HS2 and the Northern Hub to create a world class transport hub and arrival point into the City.

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

5.3 As referenced in the introduction to this document, the SRF principles have been developed in close collaboration with Manchester City Council and their retained masterplanners for the HS2 area - Bennetts Associates, as well as landowners and members of the public. They have been designed to complement and add additional detail to the broader key principles established through the HS2 SRF. Those HS2 SRF principles are summarised within this section of the

document, although reference should be made to the original document for more details.

5.4 The overarching objectives of the HS2 masterplan are as follows:

- Improving the attractiveness of investment in neighbouring areas;
- Radically improving physical connections and permeability; and,
- Providing destinations for social and cultural activity.

5.5 Also of particular relevance to the area covered by this SRF update are the following important principles that should underpin proposals coming forward within the HS2 Masterplan:

- **Maximising the Opportunity** – Using the catalyst of HS2s arrival as a ‘once in a century’ opportunity to fundamentally change Manchester by creating a new gateway and extending the city centre northwards to the inner ring road and beyond.
- **Place Making** – Creating a new district focused around the Station and boulevard with public spaces, streets and buildings that empower people, 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 well-being.
- **Transport Connectivity** – creating proposals that capture the potential for Piccadilly Station to be one of the world’s great transport buildings and capitalise on the area’s unique location on the doorstep of one of Europe’s largest multi-modal transport interchanges.
- **Market Viability** – Defining proposals that offer a clear vision to investors and that are able to adapt to changes in demand.

Neighbourhood and Uses

- 5.6 The Masterplan Area forms a large part of the Piccadilly Central neighbourhood, which is identified as a key gateway site. This sub-area is considered to *be “low density / low value but capable of hosting large scale / valuable mixed use development. This land could feasibly be acquired and developed by the City and its partners.”*
- 5.7 The Masterplan describes the future development of Piccadilly Central area as:

“An entirely new area of large commercial buildings; Piccadilly Central will capitalise on the unrivalled connectivity that HS2 will deliver. Eschewing out of town development models and, instead, offering large office floorplates and large hotels in the City Centre.

Together with the regenerated Mayfield area; Piccadilly Central will represent a significant easterly expansion of Manchester’s central business district. A spire of development at the confluence of the redeveloped station entrance and the newly created boulevard is

supported by an area of dense, urban blocks set around a series of public spaces. The most prominent of which is served by the Metrolink and is located at the mid-platform entrance of the new HS2 concourse. This square is characterised by the retained mill building - the only built heritage remaining on the site – which would be redeveloped for community or arts use.”

- 5.8 A mix of uses is identified as being essential to ensure commercial viability and economic sustainability. The document notes that the emphasis of each neighbourhood and the spatial arrangement of uses within those neighbourhoods will change and adapt both before and after their redevelopment. However, the need for a mix of uses appropriate to a city centre location and the need for sufficient public amenity space will not change.
- 5.9 The HS2 SRF predominantly identifies Piccadilly Central for commercial uses and, together with the regenerated Mayfield area, will represent a significant easterly expansion of Manchester’s Central Business District. Notwithstanding the commercial focus envisaged by the SRF, it clarifies that the proposed mix of Uses shown serves as a guide to help appraise economic viability and that uses other than those shown in the document can come forward in a controlled fashion.



Figure 5.1: Extract from HS2 SRF (2014) showing neighbourhoods.

5.10 Specifically, the HS2 SRF proposes basement car parking and multi-storey car parks in order to deal with the car parking requirements of the area and future uses. This includes a site within the Masterplan area (indicate in purple on Figure 5.2).



Figure 5.2: Extract from HS2 SRF (2014) showing indicative location of Uses.

Active Frontages

5.11 Active frontages are advocated and public access to the ground floor of buildings are to be provided where possible and appropriate. Two major corridors of active frontage are identified as running through the Masterplan Area, as shown below.



Figure 5.3: Extract from HS2 SRF (2014) showing key routes for active frontage.

Heritage Assets

5.12 Some heritage assets are located adjacent to the HS2 Masterplan Area, which include:

- Piccadilly Station (Grade II)
- Crusader Works (Grade II)
- Store Street Aqueduct (Grade II*)
- London Road Fire Station (Grade II*)

5.13 Detailed plans for the area, as they develop, will fully take into account the setting and character of all relevant listed buildings and their significance to help to define a unique sense of place.

Public Spaces

5.14 The HS2 SRF identifies the potential to deliver a new generously sized public square, in addition to a network of public spaces ranging in scale and character. The quality of streets will be also integral to the Masterplan, recognising their principal importance as public space in the city.

5.15 The range and quality of public spaces will provide shared outdoor public amenities across the Masterplan Area for use by residents, employees and members of the public, which will help to support the high density development that is considered appropriate in this accessible city centre location.

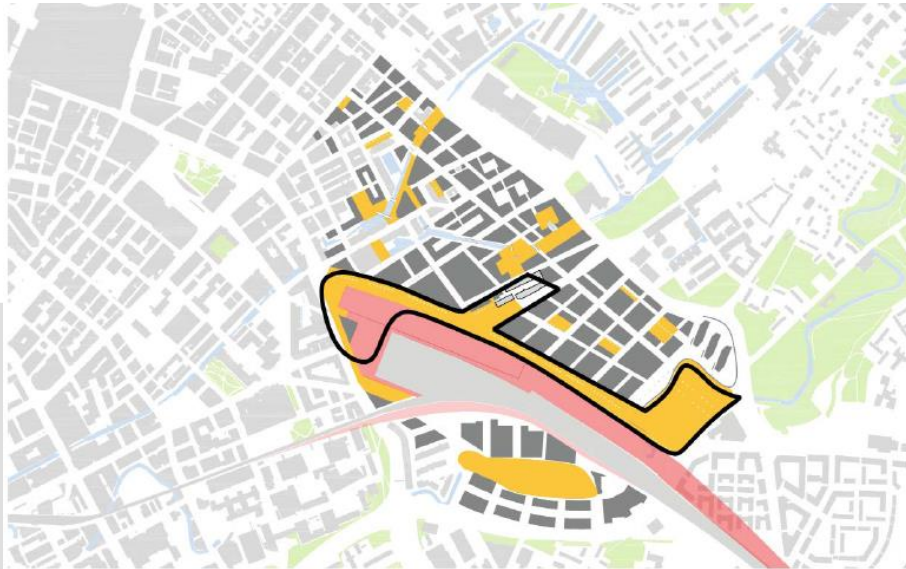


Figure 5.4: Extract from HS2 SRF (2014) showing indicative locations for public spaces (Portugal Street East masterplan public space circled in red)

Density

5.16 Increasing the density of development in cities is crucial to provide sustainable growth and long term economic competitiveness. In respect of density, the SRF envisages Piccadilly Central as follows:

"A spire of development at the confluence of the redeveloped station entrance and the newly created boulevard is supported by an area of dense, urban blocks set around a series of public spaces. The most prominent of which is served by the Metrolink and is located at the mid-platform entrance of the new HS2 concourse."

5.17 The HS2 SRF provides high level density scenarios based on Floor Space Index or FSI (sometimes referred to as Floor Area Ratio) for each neighbourhood. For Piccadilly Central, the total quantum of development envisaged is 502,968 sq. m, which translates as a FSI of 3.8:1. However, it is acknowledged that the appropriate density of urban development must balance economic viability, urban design strategy and policy objectives.

5.18 The Masterplan provides indicative heights, as shown below in Figure 5.4. Concerning tall buildings, the Masterplan allows for tall buildings in appropriate locations, whilst ensuring that the quality and humanity of urban spaces is protected.

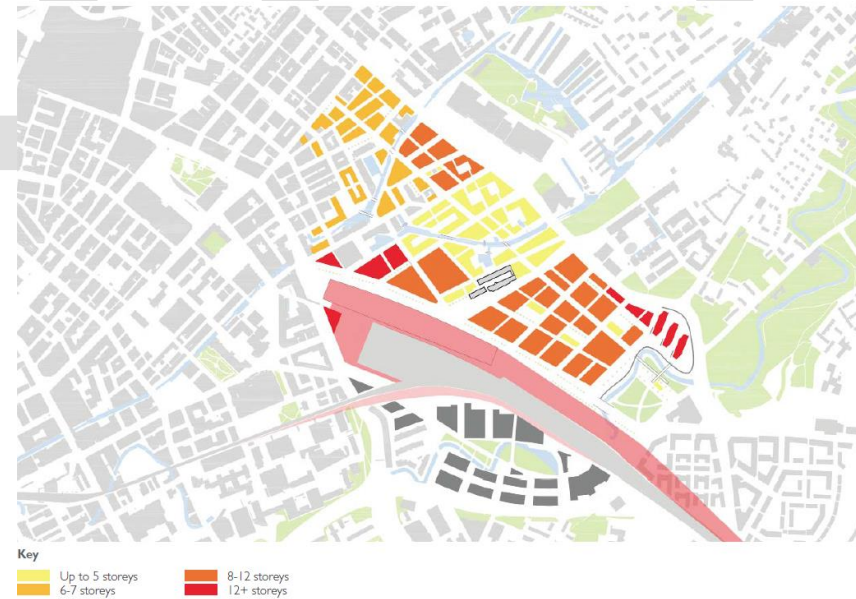


Figure 5.5: Extract from HS2 SRF (2014) showing indicative heights

Pedestrian Connections

- 5.19 Ensuring permeability through the proposals and designing animated and legible connections with neighbouring areas, stitches the proposals into the City's fabric and helps amplify the direct benefits of HS2 through to the surrounding areas. Potential pedestrian routes are identified as crossing the Masterplan Area in all directions.



Figure 5.6: Extract from HS2 SRF (2014) showing key pedestrian connections

Road Network

- 5.20 The HS2 SRF creates a revised road network on a grid that is sympathetic to the scale of Manchester's historic grain and stitched

into existing networks to ensure access and permeability. Central to the revised road network and the spine to the HS2 SRF area is the provision of a new boulevard connecting Piccadilly and East Manchester. The importance of the new boulevard is identified as follows:

"the new route ...[makes] 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 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."

- 5.21 The HS2 SRF identifies shared surfaces and carriageways crossing through the Masterplan, which will provide permeability to vehicles, pedestrians and cyclists.



Figure 5.7 – Extract from HS2 SRF (2014) showing hierarchy of routes.

Sustainability

5.22 The HS2 SRF aims to achieve exemplary standards with regards to sustainability. Future development will be required to define targets for environmental performance and potential commitment to site-wide energy strategies along the lines of a series of indicators relating to:

- Global, Local and Internal Environment
- Community and inclusion
- Transport and Mobility
- Housing and Amenity
- Culture, Heritage and Built Form

6 Development and Urban Design Principles

Development of the SRF Update

- 6.1 The Manchester City Centre Strategic Plan sets out the following vision for the city centre:
- "Manchester is the original modern city. From the first Industrial Revolution to the new globalised economy, it has been at the leading-edge in innovation and creativity. The city centre will reflect Manchester's ambition to be in the front rank of cities in Europe and the world. It will build on the success and become a place defined by excellence in design, in quality, in diversity of offer. It will build on its success and be a place that inspires and excites.*
- Above all it will be a unique place - a place that captures the essence of Manchester and its values, a place that is both proud and welcoming to all who wish to come and make their contribution. Being Mancunian is a state of mind - a sense of belonging to our city."*
- 6.2 The success of the city centre's development to date has been largely achieved through forging strong, dynamic and fruitful partnerships between the public and private sectors, which recognise that the city centre does not stand still and that there is a need for it to be constantly refreshed, renewed and expanded.

- 6.3 Manchester City Centre drives the regional economy. The economic health, vitality and competitiveness of the city centre are crucial to the long term economic success of the region. To remain competitive, the city centre must constantly evolve its offer, expand its boundaries and provide the quantum and quality of new floorspace that is needed to underpin economic growth and expansion.

Expanding the City Core

- 6.4 The SRF update area represents a key opportunity to support and deliver a number of important strategic as identified in section 4 of this report.
- 6.5 In line with the city centre's strategic plan, there is an important opportunity to transform a key component of the eastern gateway to the city centre, defining a new sense of place and adding further momentum to the range of high quality, and well connected development and regeneration opportunities in the east of the city.
- 6.6 As part of a comprehensive approach to regeneration, there is a need to ensure that new development within the area delivers safe, well-lit and attractive connections between adjoining regeneration areas on either side of the Inner Ring Road. In this regard, the SRF update area has an important role to play as a crucial "stepping stone" which encourages the natural expansion of the city centre.

6.7 It is imperative that new developments are of the highest quality and create the critical mass of economic activity necessary to encourage the further investment and growth which will continue to regenerate this part of the city.

6.8 The co-ordinated delivery of large scale regeneration in the vicinity of Piccadilly Station, associated with the broader HS2 and Mayfield masterplans, follows a similar trajectory to the regeneration around Kings Cross Station, London. As an early piece of that large scale regeneration, development of the Portugal Street East Area will allow travellers arriving at Piccadilly to 'turn right' for business and leisure instead of the current pedestrian flow that only 'turns left'.

6.9 Within the context of existing guidance, the remainder of this section explains how the development and urban design principles for this area have been established as an extension of the HS2 SRF principles following consultation.

How the SRF has developed

A safe and dynamic mixed-use neighbourhood

6.10 The plot plan, indicated at Appendix 1 of this document, has been informed by the key principles of the HS2 masterplan, whilst also identifying plot size ratios that ensure they are more deliverable and have the flexibility to achieve the quality of residential led mixed use development that is required.

6.11 Residential development could come forward across a range of tenures and unit sizes including build to rent, private for sale, and family sized units. However, the range of tenures cannot be fixed at this stage and the principle of paramount importance is to ensure the design of all phases provides and maintains high quality safe and

dynamic neighbourhood on the basis set out within Manchester City Council's Residential Quality Guidance.

6.12 As the SRF will predominantly comprise residential-led mixed use development, it will be necessary for smaller complementary uses to be provided at ground floor that contribute towards the vitality of the neighbourhood, providing active frontages and activity at different times of the day. Such complementary uses are expected to be focused on leisure and neighbourhood retail.

An urban gateway

6.13 Extensive consultation has taken place with Bennetts Associates to ensure that the urban grain of the proposed framework safeguards the opportunities to connect properly with the wider HS2 framework masterplan as it evolves and develops over time.

6.14 The SRF Area is highly visible from key tram and rail routes into the city centre and therefore forms an important part of the arrival experience.

6.15 The SRF area is arguably one of the most important gateway locations into the city and a comprehensive and coherent regeneration of the area combined with strong development and design teams can turn this into a landmark area of which to be proud.

Connectivity

6.16 Portugal Street East sits amongst a rapidly expanding part of the city centre and it is essential that it provides the key north-south and east-west connections between the existing city centre, Piccadilly

Basin, the wider HS2 masterplan, and the key regeneration areas to the east including Ancoats and New Islington and Eastlands.

6.17 One of the primary objectives of the SRF is therefore to allow the full and successful integration of the growth areas to its south and east with the expanding city core to its west. This will support and encourage the city centre's expansion and has a pivotal role to play in encouraging the city's future growth and the introduction of the HS2 rail connection.

6.18 The area currently suffers more than most from the lack of pedestrian permeability and the over-dominance of the car as a result of lacking a strong sense of purpose and functionality. As a result it fails to integrate and connect effectively in a physical and economic sense with the rest of the city centre.

6.19 Pedestrian flows are limited and the highway environment presents difficulties with access. City centre users move quickly through the area by public transport or car without the need or desire to stop and linger.

6.20 The current lack of an identifiable public realm environment, combined with the difficult highway environment ensures there can be no visitor experience or connection with the area. This prevents the area from enjoying an important role of providing vital linkages between the city centre core and the expanding boundaries to the east.

6.21 New coherent regeneration will improve and correct the disconnection and isolation of the area (and outer fringes) from the urban core created by the physical barrier of the train station and the current lack of safe, well-lit pedestrian routes. Improvements are

required to increase the permeability and pedestrian accessibility and especially through and under Piccadilly Station.

6.22 The redevelopment of Mayfield combined with improvement works at Piccadilly Station will both play a fundamental part in unlocking the safe pedestrianisation of the area and will create new permeability throughout the locale.

Key routes and street frontages

6.23 The Piccadilly Station improvements and the creation of a new boulevard are important components of the effective regeneration of the Piccadilly area. In this respect, the location and mix of ground floor uses will also seek to enhance the streetscape and key routes that connect into these two important elements that interface with the area.

6.24 Active frontages will also be delivered along the important primary routes through this area. The primary routes in this case are Adair Street and the green pedestrian and cycle route adjoining the Metrolink line.

6.25 Other important, albeit secondary routes, are Heyrod Street which bisects the SRF area north-south and the east-west connection which forms a continuation of the 'The Avenue.'

6.26 The proposed Avenue alignment runs north-west / south-east and intersects the SRF Area between plots F and C, before it doglegs between plots D and B and then meets the tram line. This route has been adjusted from that which was originally envisaged by the HS2 SRF following collaboration with adjoining landowners. The adjusted

route is indicated on the plot plan which is provided at Appendix 1 to this document.

- 6.27 The adjusted route allows the existing Aeroworks building to be retained and works with existing road infrastructure, underlying services and ownership patterns to ensure more deliverable development plots. Fundamentally; however, this arrangement continues to provide a legible, clear connection through the area, which will also connect the wider HS2 masterplan to the west.
- 6.28 It is noted that the Avenue route has also been aligned to avoid the area currently used as car parking for Aeroworks. The realignment ensures that the Aeroworks site can be brought forward for redevelopment in its entirety, in accordance with the principles set out within the remainder of this SRF.
- 6.29 In addition to retaining the grid pattern of the streets, an important component of the development principles for the area is to further identify the proposed street hierarchy through the dimensions of primary streets at approximately 20 metres wide, and secondary streets at approximately 10 - 15 metres wide. The location and precise width of streets will be subject to technical site analysis, detailed design and amenity studies, as well as servicing strategies.
- 6.30 Further tertiary routes will be identified and provided in order to promote access, servicing, movement and permeability in line with best practice in terms of planning and urban design. These routes will be established within the structuring framework of primary and secondary routes as detailed planning application proposals are worked up.

Boundary Interfaces

- 6.31 The implementation of the SRF update proposals, as the first development in the Piccadilly Central area of the HS2 SRF, may require the consideration of temporary or long term boundary resolution to the immediately adjacent area.

Heritage assets

- 6.32 There are no listed buildings within the SRF update area and relatively few heritage assets nearby. The nearest heritage assets are Piccadilly Station (Grade II) and Crusader Works (Grade II). The setting of adjoining heritage assets must be fully considered as the detailed design of future development phases come forward.
- 6.33 Other heritage assets within relatively close proximity but unlikely to be affected in material way by the proposals are Store Street Aqueduct (Grade II*) and London Road Fire Station (Grade II*).

A network of high quality public spaces

- 6.34 The importance of the high quality, safe and accessible streets that cross through the area and beyond has been identified as a key ingredient to the successful regeneration of this area.
- 6.35 The SRF update maintains the main public square identified by the HS2 SRF. This area currently falls within the HS2 Safeguarding Zone.
- 6.36 In the event that the land is not required permanently for HS2, the majority of the public space will be delivered as soon as the land becomes available. It may be possible to exclude the Manchester Van Hire buildings from the public realm to enable the business and associated jobs to remain until such time as the wider HS2 masterplan to the south is resolved and comes forward. This option

would require an appropriate solution for the re-provision and, if possible, rationalisation of the parking area.

- 6.37 There is an important underlying principle across the SRF to deliver good quality public space, which combined with areas of private amenity space, will support high density development. The location, size, configuration and detailed design of additional public realm will be determined on the basis of further collaboration between landowners around the design and character of the area; however, there is an aspiration that all landowners will work together to deliver a secondary public space in the northern part of the masterplan area. There is a commitment from all landowners to further develop and deliver in collaboration an overarching public realm strategy for the SRF area as a whole.

Appropriate density and landmarks

- 6.38 Consistent with the adopted HS2 SRF, there is a recognition that the area should support the higher density development essential for the city centre to foster sustainable growth; however, in order to create a successful place, the SRF area should provide a network of successful streets, high quality public spaces and private amenity space (the latter consistent with the guidance provided within the Manchester Residential Quality Guidance).
- 6.39 As part of a higher density approach, this SRF update considers that the area can support additional height compared to the heights suggested within the adopted HS2 SRF. This is likely to relate to key nodal points such as route intersections, key vistas and public spaces as well as gateways within the SRF area; however, the precise location of taller buildings within the masterplan will be subject to further townscape and key views analysis as well as urban design

work. In addition, increase in height over and above the endorsed HS2 SRF will need to be supported by the delivery of enhanced public and private amenity space. In this respect, proposals should identify opportunities to provide residential amenity space where possible. Elsewhere, plots heights should mediate scale and create a dynamic and varied skyline.

- 6.40 The design response of new development within the SRF area should consider the relationship to Crusader Works, a Grade II Listed Building located immediately to the northwest of the SRF area.

Parking

- 6.41 Car parking to serve the area will be provided initially through an upgrade to the existing surface car park in the southwestern corner of the site.
- 6.42 The longer term parking strategy does not provide a standalone Multi-Storey Car Park for use by the wider Piccadilly area, as was originally conceived within the HS2 SRF. The SRF approach is to, therefore, incorporate parking within individual development plots. This will create a more sustainable integrated solution for the neighbourhood which should be handled carefully and sensitively in order to work well with the overarching place-making strategy for the area.

Development Principles

- 6.43 This section of the document identifies a series of core development and urban design principles that will be used to guide the comprehensive and cohesive redevelopment of the site.

Regeneration and Place-making

- 6.44 The quality of uses, built environment and place-making should collectively create a new high quality neighbourhood of choice and act as a catalyst to wider regeneration.
- 6.45 Future development will ensure that the Portugal Street East area develops a "sense of place" through intelligent place-making and design.
- 6.46 New proposals should be bold and distinctive and advance the area's destination status. They should further improve its overall reputation, profile and legibility, and, successfully expand the city's core.
- 6.47 In this regard, future development will create:
- world-class buildings to enhance Manchester's competitiveness on a global scale, attracting indigenous and inward investment and providing new employment opportunities for local communities;
 - create a vibrant mix of active contemporary urban buildings, new landmarks and public spaces; and,
 - create high quality buildings and public realm to ensure Manchester can unlock further potential for economic growth in the future.
- 6.48 New development within the area should capitalise on the inherent urban qualities and character of the existing urban grain, improve accessibility to public transport as well as promoting cycling and walking.
- 6.49 New development should properly consider and respond to the site's geographical prominence as the eastern entrance to the city centre for rail travellers.

- 6.50 MCC land will be used to support the total and timely regeneration of the whole site and maximise outcomes and this will be enshrined within the land agreements that are required for the landowners who require public land to deliver their schemes. Land required to deliver the public space within the southern part of the masterplan is identified within the HS2 safeguarding area and is currently expected to be acquired for the delivery of HS2. The City Council is expecting fair value to be secured for these landowners, from HS2 reflecting the importance of the proposed public space in the future place making and amenity value of the SRF area.

Uses

- 6.51 The area will deliver a mix of uses and quantum and density of development that is commensurate with the unique strategic opportunity for the HS2 SRF area and the city centre.
- 6.52 Future development will provide high quality accommodation for a new residential led community, which achieves a density that optimises the area's uniquely accessible location within the city centre. Such uses will include a range of market and private rented sector housing to lay the foundations from which a strong community will grow, as well as potentially hotel provision to accommodate Manchester's increased numbers of business and leisure visitors, particularly those arriving via Piccadilly Station.
- 6.53 The area will also deliver a range of non-residential uses, including commercial, retail and leisure, providing primary active frontages along key routes to secure the area's vitality during weekdays, weekends and evenings.

6.54 It should be noted that the mix, quantum and location of proposed retail and leisure uses will need to be informed by a further retail and leisure strategy, produced pursuant to this document, that will demonstrate how the provision of these uses will meet the needs of the new residential and commercial occupiers and how it will maximise opportunities arising from increased through-traffic, taking advantage of connections between Mayfield and the regenerated eastern parts of the city. The strategy will also need to demonstrate how retail and leisure provision is complementary to the existing provision in surrounding areas.

Density and Landmarks

6.55 As identified in the adopted HS2 SRF, increasing the density of development in cities is crucial to provide sustainable growth and long term economic competitiveness. In addition, the appropriate density of urban development should balance economic viability, urban design strategy and policy objectives.

6.56 High density development proposed within the SRF area will need to be underpinned by analysis that demonstrates that a higher density and inevitably taller form of development will support the quality of regeneration outcomes for the area as a whole, and, that the development principles established by the HS2 SRF, as updated within this document, have been achieved. This approach is intended to offer the opportunity to demonstrate high quality, sustainable design and place making solutions at higher density.

6.57 Again, key to this will be demonstrating that the quality and quantum of public and private amenity space is sufficient to support the density that is proposed, and will support the vision for this neighbourhood as set out in this document. In all cases, for all

densities of development, it will be a requirement that new public and private spaces are of the highest quality.

6.58 Where a tall building is proposed within the SRF update area, it will also be necessary to demonstrate that the proposals are able to robustly satisfy the firmly established criteria for assessing the merits of tall buildings within national and local planning policy guidance. In assessing tall buildings, this means that particular emphasis will be placed on:

- Understanding effects on the historic environment through a visual impact analysis and assessment of verified key views.
- Ensuring that microclimatic effects in terms of wind and sunlight / daylight, do not have an adverse effect on the safety, comfort or amenity of the area.
 - Proposals for tall buildings will need to be sustainable. In terms of energy use, the City Council's policy standards will be expected to be properly addressed and where possible surpassed.
 - Landmark buildings will need to be of the highest architectural quality and have a positive relationship to the city's skyline.
 - They should contribute to the legibility of the area, and the provision of public space and high quality public realm.
 - The design needs to be credible and therefore demonstrably deliverable.
 - Tall building proposals within key city centre regeneration areas such as the HS2 SRF should have clearly identified regeneration benefits. They should act as a catalyst to the positive regeneration outcomes.

6.59 High density residential development can also create challenges in terms of how the practical elements are most effectively accommodated. It will therefore be necessary for all practical elements, such as car parking, cycle parking, waste storage and collection, to be integrated into the development and to comprehensively address Manchester City Council's Residential Design Quality Guidance.

6.60 The design must appropriately mitigate identified environmental impacts on-site and in the immediate vicinity, including wind microclimate, surface water drainage and daylight and sunlight, to ensure that a high environmental quality for all future users and residents. Future proposals must also ensure climate change forecasts are considered and any identified need for future proofing is incorporated to avoid potential future environmental issues.

Connections

6.61 New development should facilitate the full and successful integration of the growth areas to its south and east with the expanding city core to its west. This will support and encourage the city centre's expansion and has a pivotal role to play in encouraging the city's future growth and the introduction of the HS2 rail connection.

6.62 New coherent regeneration will improve and correct the disconnection and isolation of the area (and outer fringes) from the urban core created by the physical barrier of the train station and the current lack of safe, well-lit pedestrian routes. Improvements are required to increase the permeability and pedestrian accessibility and especially through and under Piccadilly Station.

6.63 The SRF will facilitate the delivery of the main boulevard, identified as the primary pedestrian route for the HS2 SRF. The success of the boulevard is predicated on pedestrian accessibility to and from this spine route. In this respect, the SRF will provide a series of accessible connections serving as conduits from Mayfield, Piccadilly to the regenerated eastern part of the City.

6.64 The green pedestrian and cycle connection adjacent to the tramline is also identified as a key route, connecting New Islington, Holt Town and other important regeneration proposals to the north and east, down to Piccadilly Station. This green route runs along the boundary of the SRF update area and so it will be essential to deliver ground floor activity and a high quality boundary treatment to ensure it is a safe, accessible and activated route.

6.65 The SRF also includes a new route aligned with Heyrod Street, which has been retained in the configuration of the HS2 SRF. This is a central axis within the SRF and will thus serve to bring activity and vitality into the heart of the new neighbourhood. The east – west Avenue will cross-cut this route as a major thoroughfare that provides a legible, clear connection through the area.

6.66 The other secondary and tertiary connections proposed throughout the SRF Area, will serve as local connections. These will facilitate permeability, particularly providing safe and accessible access for residents and servicing.

Parking

6.67 Car parking to serve the area will be provided initially through an upgrade to the existing surface car park in the south western corner of the site.

6.68 The SRF will therefore deliver parking on a phase by phase basis. It will be necessary, therefore, for the design of each block to provide parking which:

- is incorporated into the design of buildings and plots;
- does not detrimentally impact the quality of streets and public spaces;
- promotes more sustainable forms of transport in the context of the highly accessible location; and,
- does not undermine deliverability of plots.

6.69 Options for incorporating parking into plots will need to be explored for each phase to ensure parking numbers satisfy these criteria, whilst demonstrating an appropriate provision for the number of residential units proposed.

Active Frontages

6.70 Active frontages will be required along primary streets, in the form of commercial, retail or residential entrances and windows.

6.71 Secondary routes may include some commercial or retail frontage where appropriate, but these routes should primarily be activated by the sensitive design of adjoining residential or commercial uses.

6.72 Service access should be located on secondary or tertiary routes and ground floor under-croft parking should be largely avoided on all ground floor elevations.

6.73 Main building entrances and active fronts will face onto either the two major routes identified within the HS2 SRF (The Boulevard and the Avenue) or onto primary routes or the public space.

6.74 Minor and private entrances (for example to individual town houses) will be prioritised on secondary routes, whilst servicing and vehicular entrances will be prioritised on tertiary routes.

Heritage Assets

6.75 With references to heritage assets, identified at paragraphs 6.32 and 6.33, where new development proposals have the potential to affect the setting of heritage assets, they will be required to undertake townscape and visual impact analysis to ascertain the degree of impact on key views. The location of key views will need to be agreed with the local authority on a site by site basis, in advance of a planning application being submitted.

6.76 If a development proposal is considered to result in detrimental impacts on the setting of a heritage asset, every effort should be taken to mitigate the impact through revisions to the design and configuration.

Public Spaces

6.77 The SRF will deliver a substantial public square adjacent to plot A reflecting that identified within the HS2 SRF. The public square will form part of a wider public realm network within the wider HS2 SRF area, connected by pedestrian and cycle friendly routes and an opportunity will be provided to deliver taller buildings that will act as a catalyst for the regeneration of this area. Key areas of public realm intended to be delivered through this SRF update are as follows:

- The green pedestrian and cycle route alongside the existing tram line will feature a mix of soft and hard landscaping.

- The Avenue will be a major thoroughfare with generous pavement widths and high quality hard landscaping. There is opportunity for the street to incorporate tree planting. Main building entrances will face onto this route. There is also potential for other uses such as retail or commercial units facing onto this route.
- The main public space will be a high quality amenity for the surrounding area. A mix of hard and soft landscaping will be used. The surrounding plots are to be of a high quality and to reinforce the edge of the public space through careful consideration of mass and scale.

6.78

A second area of public space will be delivered at the north-east end of the PSE masterplan in the area hatched red on the SRF plot plan. The exact physical boundaries and design of this space will be determined in the public realm strategy but the landowners will collaborate to ensure this space is delivered to a size and quality that benefits the PSE masterplan. The design and quality of that space will create the sense of place necessary to support the proposed high density form of development within the adjoining blocks. It is recognised that delivery of this space is likely to be sequenced in the event that development does not come forward concurrently across the three plots and that individual access should be maintained to each plot as construction and delivery comes forward. It is also noted that Plot D at the time of writing remains an operational business and therefore, whilst it has been confirmed by the business owner that there is a desire to relocate and redevelopment the site, access requirements and other operational aspects of the business must be taken into account whilst they remain in situ. Secondary routes which provide access to individual or secondary building entrances may be more intimate. They are envisioned to be of a high quality with a mix of soft and hard landscaping and could potentially be shared surface.

- Streets which provide access for servicing will be hard landscaped in hard wearing, practical but attractive materials.
- The importance of the quality of streets that cross through the SRF Area and beyond has been identified and therefore will be of paramount importance to the success of the SRF. In this respect, opportunities to create activity and dwelling spaces will be explored, so as to increase the ability to deliver safe and accessible streets.

6.79

As a point of principle, the new public spaces will need to be well designed and well managed. They will need to be spaces that bring the area's community together; enclosed by well-designed buildings which properly address the space in their ground floor uses. Any new development in this area will need to consider its effect on microclimate with particular regard to all public routes and the new public spaces. This will require detailed assessments in relation to wind, sunlight, daylight and overshadowing.

Residential Quality

6.80

New residential development within the SRF area must demonstrate that the scheme will deliver a finished project of the very highest quality that aligns with the thrust of what the Residential Design Quality Guidance seeks to achieve. Proposals that do not comply with this guidance and fail to provide compelling justification, based on evidence and options analysis, will be refused.

6.81

The proposed density of development in this area, demands the need to provide a sufficient quantum of private amenity space to support the local community and the creation of a neighbourhood of choice. The amount of private amenity space provided should at least meet the requirements of Manchester's Residential Quality Guidance.

Boundary Interfaces

6.82 The following boundary interfaces should be considered alongside the development of each plot:

- An appropriate pedestrian crossing point could be developed over the tram lines at the junction with the proposed Avenue route.
- An appropriate pedestrian crossing point could be developed over the tram lines at the junction with the road to the southwest of plot A.

6.83 The existing pedestrian crossing over Great Ancoats adjacent to the tram lines could be improved.

Sustainability

6.84 The HS2 SRF aims to achieve exemplary standards with regards to sustainability. In accordance with these principles, future development will be required to define targets for environmental performance and potential commitment to site-wide energy strategies along the lines of a series of indicators relating to:

- Global, Local and Internal Environment
- Community and inclusion
- Transport and Mobility
- Housing and Amenity
- Culture, Heritage and Built Form

7 Delivery and Phasing Strategy

Comprehensive Regeneration – Delivery Responsibility

- 7.1 The SRF has been prepared in order to support the comprehensive redevelopment of the Portugal Street East Area as a whole and to provide a framework of development principles that can form a basis for collaboration between landowners and developers.
- 7.2 The SRF principles are the result of an extensive and ongoing period of discussion between MCC and their retained masterplan advisors for the wider HS2 area, Bennetts Architects, as well as landowners and delivery partners with an interest in redeveloping the area.
- 7.3 A key requirement in terms of the release of land within public ownership within the SRF area, will be a demonstration that such development will facilitate the total and timely development of the whole site, and maximise the regeneration outcomes that piecemeal development would not otherwise achieve.
- 7.4 Commercial arrangements between public sector and private sector partners will reflect these requirements and the importance of ensuring that value capital from individual phases can be deployed where appropriate to support the overall development.
- 7.5 Manchester City Council and TfGM have land ownership in the area. Both parties have agreed to promote their respective interests in land for development in order to contribute to a comprehensive redevelopment of the site.
- 7.6 The land agreements will be enshrined within the commercial arrangements outlined above. This will ensure that the maximum control over the comprehensive development is retained by the public sector, with its strategic land interests only released in line with the demonstration of the total and timely development of the site.
- 7.7 Landowners of Plots A, B, C, D, E and F will contribute on a fair and proportionate basis to the total costs of delivering the public realm infrastructure for the SRF area as a whole. This is in line with the key priority and vision for the area to create a comprehensive, safe, visually attractive, accessible, vibrant and distinctive residential led sustainable neighbourhood where people want to live.
- 7.8 The formula for calculating the contribution of each landowner is based on the total cost of delivery, with an additional 10% contingency applied. This is divided by the Gross Internal Floorspace proposed by each development. To provide an indication of the likely extent of contribution required, the public realm strategy, based on a specification that has been quality benchmarked against appropriate precedent schemes, is to be agreed with landowners and the Council

prior to the implementation of any planning permissions within the SRF area.

- 7.9 As the flexible nature of the SRF principles will require the scale of individual proposals to be justified as part of the planning process, the current costs are indicative and it has therefore been agreed that equalisation or balancing payments will be made to rectify over or under payments as the GIA breakdown shifts potential shifts, or should the cost public realm as current envisaged prove to be over or underestimated at this stage,
- 7.10 In practise, each development will be making their share of a sufficient contribution to ensure that the funding is in place to deliver the public realm as a whole, including the public realm adjoining their site. This funding will be drawn on at the appropriate time, taking into account phasing and sequencing considerations.
- 7.11 In relation to phasing of development and sequencing of construction activity, there is a commitment to ongoing consultation between all parties. All plots within the masterplan have the ability to come forward either as separate phases or concurrently. This is on the basis that they are in accordance with the principles of the SRF and contribute proportionally to the total costs of the public realm infrastructure requirements.
- 7.12 The developer contributions will be paid to an escrow account which will be managed by an entity to be set up and instructed by the landowners and made up in the form of a full management company. It is proposed that working group meetings will take place to ensure coordination around public realm, phasing and ongoing masterplanning, as well as handling issues associated with future

management and maintenance of the estate and associated service charge levels

- 7.13 Olympian / AECOM's contractor, AECOM Tishman, has confirmed its capability and commitment to deliver the public realm associated with each phase in a coordinated and consistent manner in line with the required quality standards; however, this does not preclude alternative contractors being used should it be confirmed with the City Council and the landowner group that a consistent approach to quality control can be applied.
- 7.14 Finally, as a point of principle, there are a small number of existing businesses located in the SRF area, the majority of which are owner occupiers. Where existing businesses occupy land identified for potential future development, the acquiring party will be expected to support the relocation of the existing businesses where required.
- 7.15 A plan showing the site plots is attached as part of the supporting diagrams provided at Appendix 1.

Appendix 1: Plot Plan

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Deloitte.

Real Estate

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