

First Street Medlock Sites, Manchester

Development Framework Addendum

July 2020

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1 Introduction and Background

Purpose of this Document

- 1.1 The document comprises an addendum to the adopted 2018 First Street Development Framework. It updates and expands on the development principles for the sites located along the western side of Medlock Street, within First Street Central. These sites were incorporated into the Framework area and a detailed analysis has now been prepared.
- 1.2 This addendum also updates the development principles across the Framework area to reflect the Council's Green and Blue Infrastructure Strategy (2015) and target to be net zero carbon by 2038.
- 1.3 This document should be read alongside the 2018 First Street Development Framework, and does not change the existing principles set out within that document
- 1.4 This framework addendum outlines the ambition and opportunities for successful development in the area. Subject to agreement by Manchester City Council's Executive and following open, inclusive and robust consultation, the document will be as a material consideration in the determination of all planning applications which relate to the sites included.
- 1.5 In addition, development proposals within the Development Framework area will still be required to go through further detailed consultation and design process prior to planning applications coming forward. Planning applications must be consistent with the Development Plan and all other material considerations; including the First Street Development Framework.

Background to the Addendum

- 1.6 The original First Street Development Framework was endorsed in 2005 and a substantive update took place in 2012 as the UK began to emerge from the global economic downturn and local economic

conditions began to improve. Further updates were adopted in 2015 and, most recently, in November 2018 in response to changing market conditions and ongoing success of First Street, and the emerging development context.

- 1.7 The 2018 update focused on Plots 9 and 10 of the masterplan, where it was determined through detailed design analysis that the masterplan could deliver greater scale and density of office accommodation to meet the level of demand in the area and maximise its contribution to the City's economic growth. The opportunity to deliver a hotel, to complement the existing Melia Inside, was also identified.
- 1.8 Since the 2018 iteration, No.8 First Street has been completed delivering 170,000 sq ft of Grade A, large floorplate office accommodation over six floors, which is now almost fully let to Gazprom, Odeon, WSP and Willis Towers Watson.
- 1.9 Planning permission was granted for a 17-storey office and hotel building on Plot 9a in December 2018. Revised proposals for a larger footprint 11-storey office building was submitted across Plots 9a and 9b in December 2019. These revised proposals are driven by a substantive pre-let and will deliver a further 37,000 sq m Grade A office space with large c.3,000 sq m floorplates.
- 1.10 This latest proposal is further evidence of the ongoing success of First Street as an established commercial location within the city.
- 1.11 Alternative uses are also evolving in the area. Planning Permission has been granted at First Street South for residential-led development comprising 624-apartments. In light of the new ownership, alternative residential-led proposals for the site are currently being considered.

- 1.12 The progress made within the heart of the First Street site has created the conditions for detailed proposals for the sites on Medlock Street to be considered in more detail.

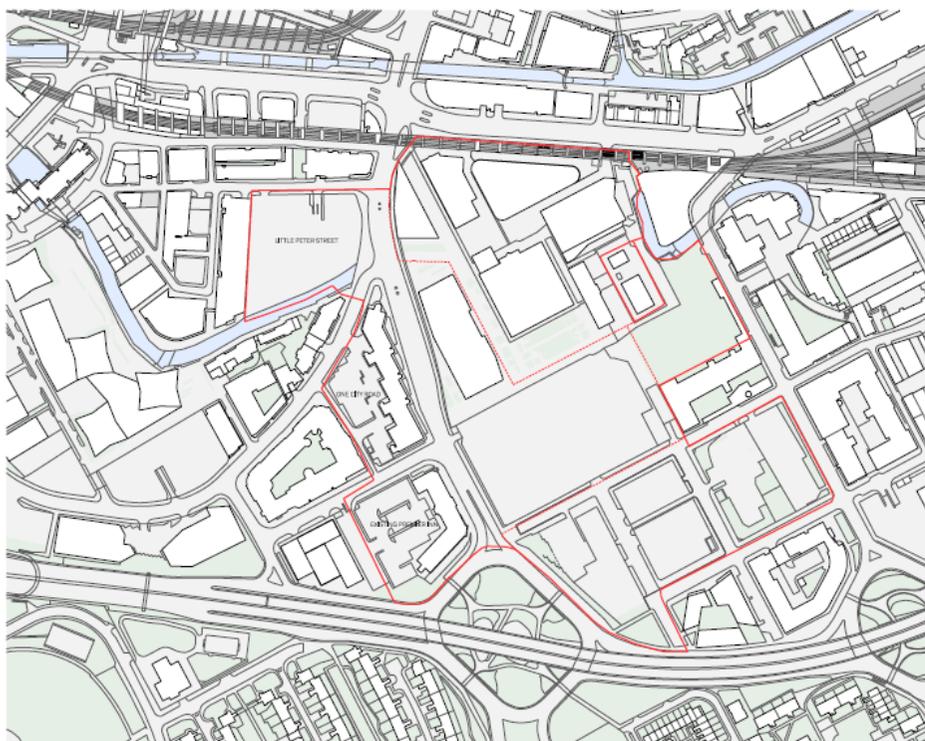


Figure 1: First Street Development Framework Masterplan Area

Development Framework – Medlock Street Vision

- 1.13 The 2018 Framework summarises the existing and emerging context at First Street, as re-produced below:

First Street is now an established office location, demonstrating the success of its unique locational attributes and distinctive offer of large, flexible floorplate Grade A office floorspace. Lettings secured to-date have created a critical mass of quality occupiers, fuelling further demand and setting the conditions for exponential growth in the area.

The popularity of First Street as a distinctive destination within the City Centre has increased in recent years. Established occupiers like

HOME, VITA, and Melia Ininside Hotel have attracted a critical mass of people to the area. This has been supplemented by the popularity of recent food and beverage and leisure operators at First Street. This includes Junkyard Golf, Indian Tiffin Room, Wood, Kettlebell Kitchens, and The Gas Works.

Development within and in the vicinity of the masterplan area – at Whitworth Street, River Street and within the Great Jackson Street Framework – have extended the City Centre core southwards, bringing First Street closer into the heart of the city.

There is a finite amount of land within the City Centre to deliver the floorspace needed to support Manchester’s growth agenda. In light of these conditions, there is a need to revisit the development parameters for First Street Central.

- 1.14 As the core of the First Street area has now reached a critical mass, the opportunity has arisen to focus on adjacent sites within the SRF area, including those sites to the west of Medlock Street, to ensure that the momentum gained in the area is maintained and leveraged to continue the regeneration of this part of the city and enhance linkages into the surrounding areas.
- 1.15 As was undertaken in 2018 for Plots 9 and 10, further design analysis has therefore been undertaken on the sites forming the western frontage of Medlock Street.
- 1.16 There is also the need to consider how the principles for the First Street framework can be updated to ensure that the site plays its full part in helping the city to meet its revised zero carbon targets.

2 Strategic Context

- 2.1 This section considers changes to the economic, planning policy and spatial context since adoption of the 2018 Framework, including the development of more robust environmental policies.

Economic Context

- 2.2 The economic context outlined within the 2018 Framework remains largely up-to-date. Since the Framework was adopted, economic growth has remained strong.

Office supply and demand

- 2.3 Manchester has one of the largest office centres outside of London with slightly in excess of 20 million sq. ft of total built floorspace. The Manchester office market continues to go grow, with 2.1 million sq. ft of office floorspace under construction in 2019, 19,000 sq ft more compared to 2018. Office development activity is currently taking place across 14 schemes.
- 2.4 This construction pipeline is driven by strong occupier demand from a diverse base of occupiers. The City Centre office market has benefitted from an additional c.435,000 sq. m of new Grade A space over the last two years; a further c.480,000 sq. m is under construction or planned.
- 2.5 The pipeline is strong for the next two years; however, the number of new starts during 2019 have halved to five. No new space is therefore set to be delivered from 2022 onwards based on the schemes currently under construction.
- 2.6 Businesses are attracted to the City due to the agglomeration benefits, a growing population and a readily available talent pool from the three higher education institutions, as well as the excellent national and international connectivity. In 2018 there was a record number of take-ups, representing a 44% year on year increase and the fifth consecutive year that the City Centre take up was in excess

of 1.2million sq. ft. The amount of pre-let space is up 40%, comprising 865,500 sq ft under construction in 2019.

- 2.7 Major deals included HPE at Circle Square, Booking.inc at St John's, HMRC at New Bailey and WeWork. There have also been notable deals within 2019, including Amazon taking space at NOMA, The Hut Group at Manchester Airport, and WPP at St. John's.
- 2.8 There is an identified shortage of Grade A office floorspace in the City Centre, with the amount Grade A supply at the lowest since 2005 and it is expected that a majority of the Grade A floorspace currently in the pipeline will be let prior to practical completion. The shortage of premium office floorspace has put upward pressure on headline rents and on prime yields.

Residential supply and demand

- 2.9 Manchester's on-going economic and population growth will continue to drive the need for new high quality residential accommodation across a range of values and tenures. In turn, Manchester's residential offer is an important component of what makes Manchester attractive, as a location of choice for occupiers and the talent they wish to attract.
- 2.10 The number of new units under construction decreased in 2019, with 12,357 units on site (down from 14,480 units on site in 2018, but up from 3,345 in 2017).
- 2.11 The historic undersupply means that there remains a significant shortfall against the Manchester Residential Growth Strategy (2016) target to provide 25,000 new homes in a ten-year period between 2016 and 2025. More permissions were granted in both 2017 and 2018 compared to 2019, of which 51% have since been converted into development schemes. Of the 5,391 units approved in 2019, it is anticipated that between 2,500 and 2,750 will commence

- construction over the next two years, with new and refreshed planning permissions adding to this pipeline during 2020.
- 2.12 In December 2018, a report to the Economy Scrutiny Committee and the Executive set out policy proposals in relation to the delivery of the City Council’s Affordable Housing Strategy. This included a revised Residential Growth Strategy target of 32,000 homes (including 6,400 i.e. a 3,000 increase, in affordable homes) for the ten-year period ending in 2025.
- 2.13 Further work is being undertaken to assess the challenges and external factors that pose a risk to the Council’s ability to deliver against its residential growth ambitions, and to identify the actions and opportunities that will ensure that the City delivers the aligned objectives of sustained economic and residential growth including the provision of affordable housing.
- 2.14 In this regard, the Residential Growth Strategy will continue to ensure:
- that the right mix of new housing is delivered in the areas that can accommodate growth and that new homes are connected to new and existing employment opportunities;
 - new housing supports the retention and attraction of a highly skilled and economically active population;
 - the growing demand for high quality new housing in the City is met, which meets the needs of existing and future residents;
 - new residential growth opportunities support the delivery of sustainable neighbourhoods with excellent pedestrian and transport connections including the use of low carbon construction methods and technologies; and,
 - that the master-planning of new neighbourhoods and residential developments will include infrastructure and traffic and transport planning ensuring that various modes of transport (car, bus, rail, Metrolink, cycle, and walk) are provided for.
- 2.15 As outlined above, the growing strength of the residential market is underpinned by the City’s resilient economic growth, investment in infrastructure and employment sector diversification. Retail, leisure and world class cultural institutions support the lifestyle aspirations and focused growth on City Centre living.

- 2.16 Manchester Place point to the strength of continued demand, including pent up demand from years of no activity, and how there is still much to be done if the City is to seize its growth and regeneration opportunities fully within the current economic cycle and deliver on its residential growth objectives.
- 2.17 Demand is a mixture of first time buyers and professionals moving into the City, as well as an influx of people relocating, purchasing second homes or down-sizing. There is an increasing call for more family accommodation in the City Centre, with much larger edge of City Centre initiatives such as Northern Gateway, Eastlands, Great Ducie Street, Ancoats and New Islington well placed to provide that offer.
- 2.18 Demand for rented accommodation has soared in recent years, especially in the City Centre. This has seen a rise in a professionalised rental accommodation – institutionally owned and managed as asset in the longer term – Built to Rent. This has a positive role to play and is raising the standards of management and customer experience; however, a mix of tenures is required across the City as a whole to ensure there continues to be some balance in the supply. Ensuring the City is delivering a balanced and high quality residential supply is a key objective, to meet demand, retain talent in the City and support economic growth.

Regeneration Context

- 2.19 The regeneration context of First Street has continued to evolve since the 2018 Framework was adopted.
- 2.20 No.8 First Street has completed and is almost fully let following the announcement of the latest letting in January 2020, to Willis Tower Watson. Food and beverage concessions have started to populate the ground floor, beginning the process of animating the public realm along Medlock Street.
- 2.21 Ask Real Estate has submitted revised plans for Plot 9 of, which will deliver around 37,000 sq. m Grade A office floorspace across 11-storeys providing c.3,000 sq. m floorplates. The development is pre-let driven and construction is expected to commence in summer 2020. A condition of consent is that a new pedestrian crossing will be provided across Medlock Street.

- 2.22 Downing Developments are intending to bring forward revised residential-led proposals for First Street South. The proposals will include a significant area of public realm, which will enhance linkages between the city centre and Hulme, as well as providing an attractive interface along Medlock Street.
- 2.23 Planning permission was granted in December 2018 for the redevelopment of the Hotspur Press, comprising a 28-storey residential tower, retention of the original 19th Century façade and iconic Hotspur Press signage and restoration of part of the mill.
- 2.24 To the north, Axis is nearing completion, delivering 123 apartments within a 27-storey tower for open market sale adjacent to Deansgate/Castlefield Metrolink station and Deansgate Locks.
- 2.25 Beyond, the Great Northern, Manchester Central and Castlefield Quay Strategic Regeneration Framework was updated in 2019 to set out the intention for the warehouse to become primarily office use, together with entrance space and additional office space at ground and first floor levels. This would replace the previously consented residential use within the building.
- 2.26 The Knott Mill Masterplan, covering the area to the north and west of the Little Peter Street car park, was published for public consultation in August 2019 and endorsed as a material consultation by Manchester City Council's Executive in October 2019. The document identifies key routes and linkages through the site, design guidance and development plots, including the potential for roof top extensions to the existing buildings up to 11-storeys in height along the bend in the River Medlock, and new development between 10-15 storeys in height beyond that along the River Medlock
- 2.27 Immediately west of the Premier Inn site, 807 student bedspaces are under construction on River Street, with occupation expected for the 2020 academic year.
- 2.28 Further west, the first phases of the Great Jackson Street SRF are being delivered. Two of the residential towers in the Deansgate Square development are now occupied, whilst the final two are nearing completion, for occupation later in 2020. The tallest tower is the tallest building in the UK outside of London and the tallest residential tower anywhere in the UK and has redefined the Manchester skyline.
- 2.29 South of Deansgate Square, the Crown Street Phase 1 development is also under construction and will deliver 21-storey and 51-storey towers. The development is due for occupation in around 2021.
- 2.30 To the east, significant development has continued within the Oxford Road Corridor.
- 2.31 In March 2018, Manchester City Council endorsed a new Strategic Spatial Framework. This accompanies the Corridor Strategic Vision to 2025 and identifies the spatial principles that should support the strategic themes and objectives set out in that document. Additional Guidance was published in September 2019, which provided specific guidance on key sites within the Corridor, including the Salvation Army site on Willmott Street within First Street. The Guidance notes that:
- "It is essential that the finite resources of developable land available within the Oxford Road Corridor are fully utilised in order to properly leverage the important economic advantages and agglomeration opportunities associated with the Oxford Road Corridor. This includes achieving an appropriate hierarchy of land uses and increased density of development whilst ensuring that the urban environment remains attractive and sustainable".*
- 2.32 Over the next ten years, committed and planned investment in the Oxford Road Corridor will further reinforce its status as one of the most distinctive and remarkable innovation districts in Europe. Between 2015 and 2025, committed and planned investment of the major institutions alone is estimated at £2.6 billion.
- 2.33 The first three buildings at Circle Square are now occupied, with a further five under construction. Together these will deliver almost 700 apartments and over 300,000 sq ft commercial office floorspace to the site. The site developer, Bruntwood, submitted proposals for a further 350,000 sq ft NIA office building on the site which were approved in February 2020.
- 2.34 Beyond Circle Square, the University has launched a competitive process to select their development partner for the £2bn regeneration of the former UMIST Campus, branded as ID Manchester; and the Mayfield Partnership has put forward proposals for the first phase of the Mayfield Development, including two Grade

A office buildings, an MSCP and a new city park. These were approved by Manchester City Council in February 2020.

- 2.35 In summary, the spatial context of First Street has continued to evolve since adoption of the 2018 Framework. Regeneration objectives around this part of the city are being realised and the emerging urban form is now visible. It is also now clear how First Street is starting to knit into the wider city, including Great Jackson Street and Hulme. There remains evidence of continued strong demand and development activity, emphasizing the need to maximize the contribution that sites across First Street make to the continued economic growth of the city.

Manchester's Great Outdoors: a Green and Blue Infrastructure Strategy for Manchester 2015-25

- 2.36 Manchester City Council recognises that green and blue infrastructure is an essential part of creating a successful, liveable city. Parks, river valleys, gardens, street trees, green roofs, canals and many other components all form part of a rich network that is integrated with the built environment in the world's most popular cities.
- 2.37 Manchester's green and blue infrastructure has been part of the City's success for a number of years. Five river valleys, three canals, over 160 parks, street trees, woodland, private gardens, and other areas of natural environment are familiar and well-used parts of the City's landscape. As the City continues to grow over the next decade, existing and new high quality green and blue infrastructure will need to continue to be an integrated part of this growth, particularly in the City Centre which has a distinct lack of publicly accessible green space compared with other cities of a similar size.
- 2.38 The vision for green and blue infrastructure in Manchester over the next ten years is that by 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The City's communities will be living healthy, fulfilled lives, enjoying access to parks and green spaces and safe green routes for walking, cycling and exercise throughout the City. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

- 2.39 Manchester's Green and Blue Infrastructure (G&BI) Strategy, together with its Stakeholder Implementation Plan, was approved in July 2015. The strategy is founded on the basis that attractive, multi-functional green and blue infrastructure is a key component of shaping and delivering the quality of life people expect and enhancing the City's global image as a place in which to live, work and invest. It also recognises the vital role it plays in terms of sustaining a healthy and biodiverse City which is flood and climate resilient, has good air quality and accessible opportunities for recreation and exercise.
- 2.40 As such, the strategy was adopted to ensure that the City as a whole, including the Council, residents, the private and volunteer sectors, developers and other stakeholders could maximise opportunities to enhance the City's green and blue assets and improve the quality of life.
- 2.41 The strategy and implementation plan are based around the following four objectives:
- Improving the quality and function of Green and Blue Infrastructure to maximise the benefits it delivers;
 - Using appropriate Green and Blue Infrastructure as a key component of new developments to help create successful neighbourhoods and support the City's growth;
 - Improving connectivity and accessibility to Green and Blue Infrastructure within the City and beyond; and
 - Improving and promoting a wider understanding and awareness of the benefits that Green and Blue Infrastructure provides to residents, the economy and the local environment.

Manchester Zero Carbon Framework

- 2.42 There is increasing evidence of global temperature rises and the prospect therefore of increasing incidences of extreme weather as well as risk of water and food shortages and flooding, all causing increasing insecurity. Whilst Manchester may not feel these effects as severely as other areas globally, there is an identified urgent need for all cities to consider what they need to do to play their full part in addressing climate change.
- 2.43 In November 2018, Manchester City Council made a series of commitments, informed by the Manchester Climate Change Agency's (MCCA) work with the world renowned Tyndall Centre for Climate Research based at University of Manchester.

2.44 The key commitments are as follows:

- To becoming zero carbon by 2038, significantly accelerated from the original target of 2050;
- To adopt a carbon budget and emit only a maximum of 15 million tonnes CO2 for the period 2018-2100. This has been transposed from a global carbon budget which has been calculated as “likely” to maintain global temperature change within 2°C as agreed in the Paris Agreement;
- To achieve a 13% year-on-year reduction in citywide CO2 emissions from 2018 to achieve this carbon budget.
- As well as addressing its own emissions, the Council’s role will be to take a significant leadership and influencing role across a number of thematic areas, promoting behavioural changes:
- Industry and Commercial: Supporting schools and businesses to reduce their emissions wherever possible, developing planning policy, influencing contractors through procurement and commissioning.
- Domestic: Partnership working with social housing providers across the City to improve social housing properties, working with the Greater Manchester Combined Authority (GMCA) to develop energy efficiency programmes to support private renters and owner occupiers.
- Transport: Partnership working with TfGM, continuing to promote modal shift from the private car to public transport, cycling and walking by investing in sustainable transport infrastructure, ensuring new developments are close to transport nodes.

2.45 A draft Manchester Zero Carbon Framework has been developed which sets out the City’s overarching approach to meeting its science-based climate change targets over the period 2020-38 and draft action plans for the period 2020-22 are being developed by the Council and other strategic organisations and sectors.

2.46 This Framework addendum has been drafted within this context and future development proposals across the Framework area will be expected to meet and encouraged to exceed adopted environmental policy standards.

Revised City Centre Transport Strategy

2.47 Manchester City Council is also in the process of reviewing their City Centre Transport Strategy (CCTS) 2010, which is expected to establish an ambitious target for 50% of all journeys in Greater Manchester to be made on foot, by bike or using public transport by 2040. This would equate to one million more sustainable journeys per day.

2.48 The central aim is to set an ambitious goal for 90% of all trips to the city centre to be made on foot, by cycle or using public transport by 2040 in the morning peak. For travel within the city centre, there is an aspiration that walking will become an even more important mode of travel.

2.49 To achieve this it will be necessary to consider City Centre streets, highways and transport networks in a new way to identify how to reduce the negative impacts of vehicles, how to make the environment a more pleasant place for pedestrians and cyclists, and consider how to best make use of highly valuable city centre space, whilst ensuring the City Centre continues to thrive as the hub for economic growth. At this early stage, MCC is proposing ten ambitions to shape the forthcoming revised CCTS, which are:

1. Public transport services underpin city centre growth.
2. Our city centre streets are more people friendly.
3. More people choose to walk and cycle.
4. Public transport is frequent, reliable and easy to use.
5. A cleaner, less congested city centre.
6. Smarter parking for all modes.
7. People feel safe and secure at all times of the day and night.
8. Neighbouring areas are better connected with the city centre.
9. Goods are moved and delivered sustainably and efficiently.
10. Innovation is embraced where it delivers community benefits.

2.50 The Council's Executive agreed in October 2019 to undertake an engagement and co-design exercise on the revised CCTS with key stakeholders, starting in November 2019. A further report will then be brought back to the Executive in the New Year on the outcome of the feedback from the engagement at which time a draft strategy for wider public consultation will be submitted to members for consideration.

Other Material Planning Considerations

Manchester Local Plan

2.51 Manchester City Council is currently reviewing its Local Plan. The Manchester Local Plan Issues Consultation document was published in February 2020 and marks the initial stage in the review. The Manchester Local Plan will set out how the city should meet the need for new development over the next 15-20 years, up to 2038. It will identify where new development should happen, which green spaces and other aspects of the environment should be protected or enhanced, and how transport and other infrastructure will be improved.

National Planning Policy Framework (2019)

2.52 The National Planning Policy Framework (NPPF) is a material consideration in the determination of planning applications and sets out the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so.

2.53 At the heart of the NPPF is a presumption in favour of sustainable development; the golden thread running through plan-making and decision taking. The NPPF notes that there are three dimensions to sustainable development:

- An economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- A social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect

current and future needs and support communities' health, social and cultural well-being; and,

- An environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

The Greater Manchester Spatial Framework (GMSF)

2.54 The GMSF was published for its first round of consultation in January 2019. This document sets out Greater Manchester's plan for homes, jobs and the environment for the whole of the city region. It will enable an informed, integrated approach to be taken to strategic development planning across the City Region.

2.55 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 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.

2.56 The document states that the Local Plan will need to address a number of strategic issues that will shape the spatial strategy development in the plan; one of these being to achieve a zero-carbon Manchester by 2038 at the latest.

3 First Street Central – West of Medlock Street

3.1 The 2018 Development Framework Update identifies four Development Areas: three well defined zones within the “core” First Street area – First Street North, Central and South – and a more loosely defined Creative Ribbon linking Oxford Road to the east and Little Peter Street to the west.

3.2 The Framework outlines the key role and function of these areas, appropriate development activity and a set of urban design criteria providing a framework for future proposals. Delivery milestones for each area are also identified.

3.3 This 2020 Development Framework Addendum is to be read alongside the 2018 Development Framework and updates the development principles relating to the three sites to the west of Medlock Street only.

3.4 First Street Central comprises the central east-west core of the First Street area, immediately south of First Street North and incorporating the sites on the western side of Medlock Street.

3.5 First Street Central is the commercial heart of First Street, focused around large-floorplate Grade A office buildings.

3.6 As part of the 2015 Framework Update, and following detailed consultations between the Council and key stakeholders, a number of development opportunity sites to the west of Medlock Street, comprising the Little Peter Street car park, the Premier Inn hotel and the City Road office development between these two sites, were incorporated into the First Street Framework.

3.7 These plots increased capacity for commercial floorspace in First Street by circa 112,380 sq. m; maximised development along a key street frontage and approach into Manchester City Centre from the south, including from the Airport; and sought to remove gap sites including the Little Peter Street car park. These plots remained within the 2018 Framework Update without change.

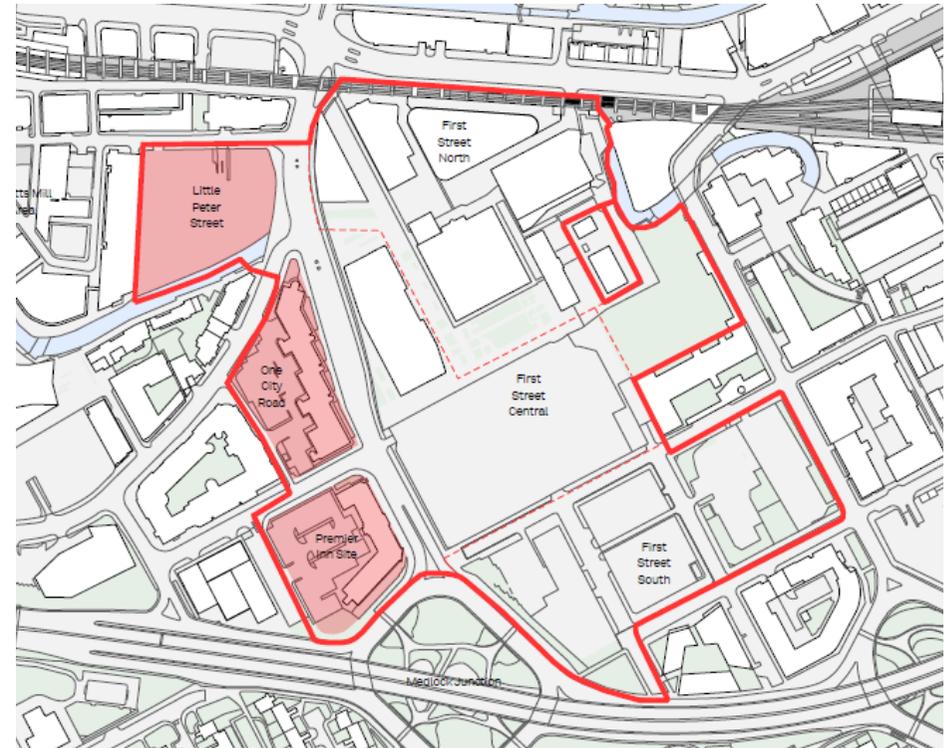


Figure 2 – West of Medlock Street site plan within the Development Framework area

Little Peter Street

3.8 The Little Peter Street site comprises a managed surface level tarmac car park of 0.67 ha. The edge of the car park is defined by walls on all sides and access is via a barrier controlled entrance from Little Peter Street. The River Medlock forms the site’s southern boundary.

3.9 Immediately bounding the site to the north, west and south are residential blocks, the latter being over the River Medlock from the

site. The blocks to the west are orientated westwards, away from the site, looking in inwards to the Knott Mill area.

3.10 There are no listed structures within the site boundary or vicinity. The site falls within Flood Zone 2 according to the Environment Agency Flood Map, which is identified as land within a medium probability of flooding. A Flood Risk Assessment will therefore be required to support any planning application for development at the site.

3.11 The following development principles will apply to the Little Peter Street site:

- A high quality, landmark development, which reinforces the site's key frontages.
- There is an opportunity to create a strong, active street frontage addressing Medlock Street and Tony Wilson Place beyond. Entrances and public spaces should contribute to the streetscape along Medlock Street making this a more pedestrian friendly environment.
- The site has an important role to play in enhancing connectivity between the City Centre, the River Medlock and wider First Street. The site will effectively become the integrating link between the First Street and Great Jackson Street regeneration areas, and the City Centre. For the site to be successful, visual links are also essential in providing openness to draw people to key areas. Public realm should be maximised to contribute to the city's updated environmental policies.
- The site's size, scale and surrounding uses mean that it is suitable for a mix of uses. The primary use of the site is anticipated to be for commercial office development, providing large floorplate office accommodation characteristic of First Street and in line with the Local Plan.
- In addition, the site could accommodate a smaller footprint tower development, potentially for residential or hotel use, which would allow sufficient space to create the linkages and public spaces critical to the site's successful regeneration. This could signify a shift towards the cluster of tall residential buildings emerging in the Great Jackson Street Framework, including those nearing completion at Deansgate Square.

- The site layout should maximise the opportunity to re-connect with the River Medlock, taking advantage of this natural asset on the Little Peter Street side to create amenity, in line with the Green and Blue Infrastructure Plan.

3.12 The site layout should deliver new pedestrian routes and public spaces to integrate the site into the First Street, Knott Mill and Great Jackson Street regeneration areas. This should facilitate the important emerging east-west desire line along the River Medlock, connecting Great Jackson Street through into Tony Wilson Place and onto the canal side.

One City Road

3.13 The One City Road site historically comprised workers housing which remained until the Christmas Blitz of December 1940, where extensive bomb damage was incurred. The site remained vacant until the 1990's, when the current office building was developed.

3.14 The office accommodation is predominantly 4-storeys in height and runs on a linear form along the Medlock Street frontage, with surface car parking to the rear forming the eastern part of the site. The site steps down from the west to the east.

3.15 Immediately bounding the site to the northwest and west are residential blocks. The Premier Inn site is located to the south.

3.16 The 2018 Framework suggests a single, large footprint office development on the site.

3.17 The following development principles will apply to the One City Road site:

- Development should enhance east-west linkages through the site to improve permeability.
- Building footprints should be positioned, set in from the western boundary to allow a generous urban scale c.15m wide route and development height should step down to the south to respond to sun-path, create attractive routes through the area and complement the proposals for the Premier Inn site.
- There is an opportunity to provide an entrance plaza and area of public realm that addresses the Little Peter Street site and the end of Tony Wilson Place to the north of the northern block.

Public realm and landscaping could also be provided on the western boundary. The northern block should address the accommodation and public realm to be created within the Little Peter Street site. The entrance to the southern block should be onto Medlock Street to develop activity along the street and to enhance the townscape from the roundabout.

Premier Inn Site

3.18 The Premier Inn site extends to approximately 0.74 hectares. Currently, the site accommodates the five-storey Premier Inn building and its associated car parking area of 113 spaces. Access and servicing is from River Street. It is bound by River Street to the north, Medlock Street to the east, the emerging River Street student scheme to the west and the Mancunian Way to the south.

3.19 The following development principles will apply to the Premier Inn site:

- As defined in the 2018 Framework, commercially-led mixed use development is considered to be appropriate on the site. Alternative uses, including residential, may be deemed appropriate where they can be demonstrated to facilitate delivery of commercial office floorspace on the plot; where they meet the Council's planning and regeneration policies and objectives; and where it complements the emerging context in this part of the area.
- The site could accommodate a large-footprint office building which should address the wider First Street masterplan.
- The site could also accommodate taller buildings either for residential or hotel use, reflecting its prominent location on the Mancunian Way and at the entrance point to the city centre.
- Height and massing should be distributed across the site according to townscape analysis and consideration of the Council's tall buildings policy, relationship to and impact on, nearby properties and creating interest along the Mancunian Way corridor.
- There is an opportunity for the development to be outward-facing, maximising active frontages, creating an address along Medlock Street and enhancing the townscape when approaching from the roundabout to the south.

- The site layout should enhance the quality of routes along Medlock Street and River Street, create opportunities for new public spaces, and facilitate east-west connections to help integrate the Great Jackson Street and First Street Development Areas.
- Redevelopment should facilitate enhancements to physical and perceptible connections between Hulme to the south of Mancunian Way and the city centre. This should include integrating with changes to the Princess Parkway roundabout and repairing the urban fabric when entering the city from the south.
- Public spaces will be provided on the site by allowing sufficient space to the north and east to create entrance plazas.

Urban Design Criteria and Framework

3.20 The critical urban design criteria which should be considered as material considerations in the determination of all planning applications within these sites are:

- The need to deliver robust low capital cost but high quality commercial office buildings that are flexible in nature, capable of easy sub-division or expansion, with generous floorplates.
- Delivery of contemporary well-designed medium height office buildings, extending the emerging density across First Street Central.
- Car parking provision should reflect the highly accessible nature of the location, as well as the realistic requirements of the users of the development. What constitutes an acceptable level of car parking provision shall be determined by the LPA on a case-by-case basis.
- Prioritising enhancements to the pedestrian experience across First Street to encourage sustainable modes of transport, aligned with the Manchester Climate Change Framework 2020-2025, which details the city's high level plan for tackling climate change. These include includes reducing private car travel.
- A component of alternative uses such as residential would be acceptable where supporting commercial floorspace and better urban design solutions. Residential development of a significant scale would be acceptable where the building forms part of cluster of tall buildings in the area and provides a city scale

approach. Residential proposals should be considered against the Manchester Residential Quality Guidance.

- Where a mix of uses within a building is proposed, how these interact in the architectural expression and operational management must be addressed within any detailed planning application.
- The encouragement of active ground floors where possible for all buildings, with an emphasis on strong north/south and east/west pedestrian links with First Street, Medlock Street and Wilmott Street in particular.
- Attention to maximising sun light to spaces and buildings and noise mitigation measures in all individual building design.
- Maximising potential of proximity to the River Medlock. Connecting the city back to the River Medlock as an amenity through the creation of a gateway plaza as an extension of Tony Wilson Place.
- Improving the connections through to Knott Mill and Great Jackson Street as well as to adjacent residential areas including Hulme and across Medlock Street.
- A commitment to the highest sustainability standards (BREEAM) through innovative building design promoting carbon neutral output and low operational costs to occupiers.
- The promotion of interaction within and between buildings through effective use of roof terraces and shared ground floor foyers where practical.
- Appropriate façade treatments which recognise the prominence and landmark status of the site in the context of an arrival point to the City Centre.
- Respecting neighbour amenity through providing appropriate building set-backs from existing buildings and between proposed buildings.
- The provision of public realm on all of the sites to create high quality living and working environments.

3.21 Ground floor uses should provide primary active frontages along key routes including Little Peter Street and Medlock Street, as well as activating the new public realm, to secure the area's vitality during weekdays, weekends and evenings. Building entrances should

create an address on Medlock Street and the public spaces created within the site.

3.22 Early consideration of potential sunlight and daylight impacts, noise, refuse management, privacy, rights of light, and wind environment, will be required. Any development should be orientated to balance the need to maximise daylight penetration on the development itself whilst also minimise its effect on neighbouring development. Opportunities to enhance daylight between buildings should also be investigated in terms of building angles.

3.23 Planning applications for taller buildings will need to demonstrate that the proposals can robustly satisfy the firmly established criteria for assessing the merits of tall buildings within national and local planning policy guidance, including the effects on the historic environment, addressing any microclimatic effects, and producing design of the highest quality with a positive relationship to the city's skyline.

3.24 Delivery of the scale and type of buildings suggested above will support the creation of substantial employment opportunities at First Street and, therefore, to the long term success of the wider neighbourhood. The stakeholders are committed to the ongoing establishment of First Street Central as a dynamic new City Centre business address which forms the "commercial heart" of First Street and provides vital employment along with residential development.

3.25 The Council is currently assessing the viability of delivering a new signalised pedestrian crossing for Medlock Street aligned with a recent planning permission for Plot 9, First Street. The specific location and timescale for delivery of this crossing is not yet determined, however, it is envisaged that it would be on Medlock Street, north of the junction with River Street.

4 General Framework Principles

4.1 Since the 2018 Framework Update was endorsed, a new emphasis has been placed on climate change and Green and Blue Infrastructure. This section has therefore been updated to include the principles and approach to be taken within planning applications in this regard.

Climate Change and Achieving Net Zero Carbon

4.2 To most effectively support the Council in achieving its 2028 Zero Carbon target, the design of future regeneration proposals will need to consider how they can best minimise their impact on climate change. New developments within the SRF area will be expected to not only seek to exceed policy standards, but also demonstrate how they have explored feasibility of collaborating with other landowners in the interest of driving the most sustainable and efficient solutions to reduce energy and carbon emissions. It is recognised, however, that the variety of building typologies across the SRF areas will require a site specific solution, particularly where there are existing constraints.

- To becoming zero carbon by 2038, significantly accelerated from the original target of 2050;
- To adopt a carbon budget and emit only a maximum of 15 million tonnes CO₂ for the period 2018-2100. This has been transposed from a global carbon budget which has been calculated as “likely” to maintain global temperature change within 2°C as agreed in the Paris Agreement;
- To achieve a 13% year-on-year reduction in citywide CO₂ emissions from 2018 to achieve this carbon budget.
- As well as addressing its own emissions, the Council’s role will be to take a significant leadership and influencing role across a number of thematic areas, promoting behavioural changes:
- Industry and Commercial: Supporting schools and businesses to reduce their emissions wherever possible, developing planning

policy, influencing contractors through procurement and commissioning.

- Domestic: Partnership working with social housing providers across the City to improve social housing properties, working with the Greater Manchester Combined Authority (GMCA) to develop energy efficiency programmes to support private renters and owner occupiers.
- Transport: Partnership working with TfGM, continuing to promote modal shift from the private car to public transport, cycling and walking by investing in sustainable transport infrastructure, ensuring new developments are close to transport nodes.

4.3 A draft Manchester Zero Carbon Framework has been developed which sets out the City’s overarching approach to meeting its science-based climate change targets over the period 2020-38 and draft action plans for the period 2020-22 are being developed by the Council and other strategic organisations and sectors.

- **Climate Change and Sustainability Action Plan** – it will be essential for future development proposals within the SRF Area to positively contribute towards the City Council’s target to achieve net zero carbon by 2028. Landowners will be required to produce an agreed Climate Change and Sustainability Action Plan that establishes energy reduction and carbon saving targets for future developments and commits landowners to achieving them as part of future development proposals.

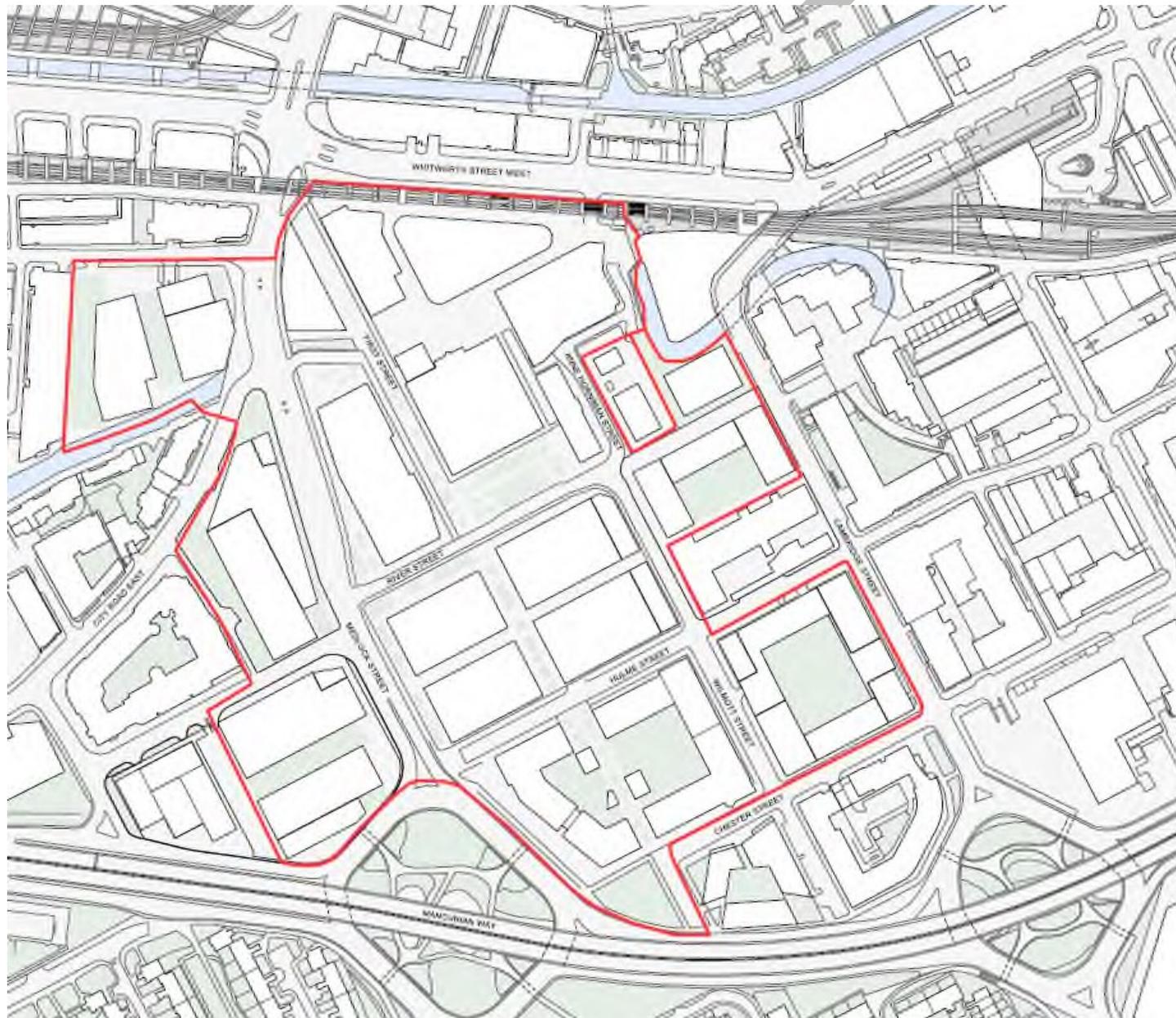
Green and Blue Infrastructure

4.4 The value aspirations in terms of the area’s functional offer will be underpinned by exceptional connected public realm, developed using collaborative processes to shape design proposals that relate to people and place to maximise shared value. As part of this, there is an absolute need to recognise and work with the area’s green and blue infrastructure, and other public spaces.

- 4.5 It is recognised that Manchester, as a post-industrial city, was developed with a limited amount of green space within the heart of the City and a number of large public parks around the edges of the Regional Centre. The SRF site has the potential to create new public realm and enhance the area's connections to the wider City Centre and surrounding areas.
- 4.6 Key design principles related to the area's blue and green infrastructure, will be as follows:
- Open up the River Medlock.
 - Deliver enhanced green infrastructure including street trees and soft landscaping where possible.
 - Planning application proposals will be expected to be supported by a robust Green and Blue Infrastructure Statement which clearly demonstrates the measures taken to enhance the connections to and quality of those assets, in line with policy.
 - Improve connections east-west and north-south.
 - Options could be considered to recognise and improve space between pedestrians and vehicles on Medlock Street, making it easier to cross.
- 4.7 Flood Risk and Surface Water Drainage has been identified as a key issue which future developments across the framework area will need to address in a sustainable manner. Future development must include a robust approach to its flood risk and drainage strategy. This should highlight how the proposals will not increase flood risk and have an ambition of reducing the impact of increased surface water drainage on the sewer network.
- 4.8 Linked to the above, early thought should be given by developers to incorporating an overall strategy for sustainable surface water management within their developments.
- 4.9 In accordance with National Policy and Core Strategy policies EN14 & EN17), the following should be implemented by schemes, unless site specific constraints mean that this is not possible to create a deliverable scheme:
- Incorporation of sustainable drainage systems – including above ground systems for storage and conveyance of surface water -
- into development proposals unless there is clear evidence that this would be inappropriate.
- Direct drainage of surface water into the River Medlock, where appropriate.
 - Incorporating soft landscaping to reduce amounts of hard surfacing.

5 Conclusions

- 5.1 This 2020 First Street SRF Addendum has been prepared to provide more detail on the sites to the west of Medlock Street as part of the First Street SRF area, to ensure their redevelopment can make the maximum contribution to economic development in the area, whilst also respecting neighbours. In addition, it brings the SRF up to date with regard to revised climate change and green and blue infrastructure policy.



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