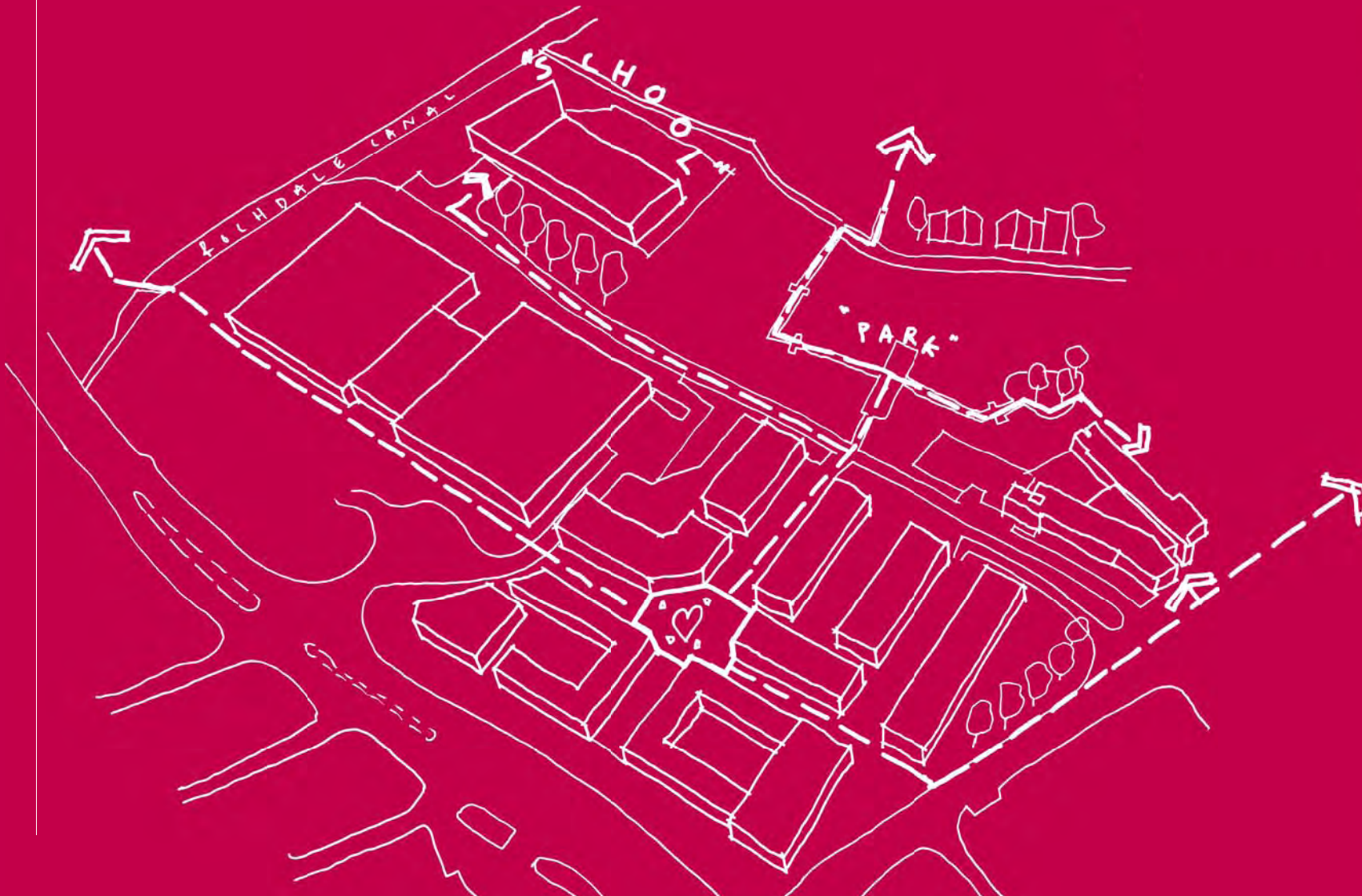


Central Retail Park, Great Ancoats Street, Manchester Development Framework

November 2015

TH Real Estate



Turley

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Appendix - Development Issues and Technical Considerations

**Prepared for TH Real Estate
by Turley**

Contact:

Stephen Bell
stephen.bell@turley.co.uk

Office Address:

10th Floor
1 New York Street
Manchester M1 4HD

Telephone:

0161 233 7676

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Drawings



TH Real Estate

Foreword



Over the last twenty years Manchester has transformed into one of the most vibrant cities in Europe. TH Real Estate has significant land interests within the city, most notably Central Retail Park and the Manchester Fort Shopping Park, and is committed to playing its part in the continued growth and revitalisation of the city, by maximising the potential of those assets.

Central Retail Park is not fulfilling its potential, either as a retail destination or as a strategically significant site within the city centre. TH Real Estate has been exploring for a number of years a viable means of revitalising the Park whilst delivering enhanced integration with its surroundings and other environmental enhancements. Each of those options has encountered viability challenges.

Following strategic review of the opportunities afforded by the site in the current regeneration and market context a viable proposition has been identified which will transform the site into a mixed use location, comprising a consolidated and modernised retail park, a high quality residential cluster, enhanced public realm and connections through the site to Cotton Field Park and adjoining neighbourhoods.

This draft Development Framework captures that vision and seeks to establish guiding principles. Those principles will in turn be applied in the formulation of detailed proposals for the site, ensuring the highest quality of development is achieved.

TH Real Estate recognises the importance of consultation and the views of the community and stakeholders will be sought on this draft document. When this consultation is complete we will review the draft Development Framework in light of the feedback received and put forward a final version for endorsement by the City Council.

We hope you share in our vision and our appetite for positive change, and support the proposals contained in the draft Framework.

TH Real Estate, November 2015



Structure of the document

The Development Framework has been structured to reflect the sequence of key stages which have been undertaken to inform the Development Framework and the next steps which are necessary for future development of Central Retail Park.

The document is structured as follows:

Introduction



01 Introduction

Explains the purpose of the Development Framework and the new role of Central Retail Park.

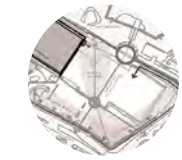
Context



02 Context

Sets out the strategic, development and economic context of Central Retail Park.

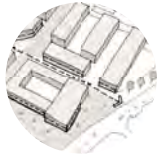
Development opportunities



03 Development opportunities

Identifies a number of opportunities for future development.

Development Principles



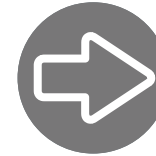
Development Framework



Placemaking



Sequence of development



04 Development principles

Identifies and explains a number of high level development principles and translates these as spatial concepts for the site.

05 Development Framework

Explains how the development principles come together to form a cohesive and appropriate development approach, articulated through an illustrative masterplan.

06 Placemaking

Provides a flavour of the aspiration envisaged for Central Retail Park, identifying a number of potential character areas and how they could help create a new mixed use development at Central Retail Park.

07 Sequence of development and next steps

Identifies an outline phasing approach. Sets out a summary of the future actions in the delivery of development.

Central Retail Park is strategically located within the eastern quadrant of Manchester city centre and has been an established retail destination in the city since the late 1980s.

It has, however, seen a decline in recent years, in terms of both retailer representation and physical condition. This decline has been made all the more notable by the ongoing regeneration of this part of the city, bringing significant investment, activity and environmental improvement to the surrounding area. The transformational change is continuing but the site has been left behind and is failing to support and derive benefit from this changing context.

The site has much more to offer; it is one of only a few sites on the Great Ancoats Street corridor that can make a serious difference and material improvement to the urban environment within the corridor. It provides a major opportunity.

TH Real Estate has been in active dialogue with Manchester City Council since 2005 to appraise the potential of the site for both retail and mixed use redevelopment. This work resulted in the grant of planning permission for retail-led redevelopment in 2013, which would have seen an overhaul of the site anchored by a new foodstore. This established some sound and important principles for any redevelopment scheme. However, a dramatic change in the foodstore market means this is no longer deliverable.

This draft document provides a site-specific framework for development, building on the Core Development Principles set by the Ancoats and New Islington Neighbourhood Development Framework (2014), and provides a new direction for the site. The changing context within which the site lies provides an opportunity to consolidate the retail use and achieve a more dramatic and meaningful change. The site is ideally located to deliver residential development as part of a cohesive, high quality mixed use development which, by its transformation, provides for enhanced integration with its surroundings.

“One of the key sites that can make a difference”



- 1 Angel Meadows
- 2 Victoria Hub
- 3 Shudehill Interchange
- 4 Arndale Shopping Centre
- 5 Piccadilly Gardens
- 6 Central Library and Town Hall
- 7 G-MEX Centre
- 8 Oxford Road Station
- 9 Piccadilly Station
- 10 Urban Exchange
- 11 Rochdale Canal
- 12 Ashton Canal
- 13 Etihad Stadium
- 14 Beswick Community Hub

Fig. 1.1 Site location amongst surrounding neighbourhoods and local areas of interest

The following components are proposed:

- A consolidated retail park in the north-western part of the site, comprising refurbished, retained units which are radically improved in appearance and market appeal, a new retail unit, and within this consolidated facility the opportunity to bring forward a food retail offer serving a convenience function for the area. Reconfigured parking and servicing arrangements are also proposed;
- Creation of a new high quality residential development on the balance of the site, with complementary ground floor uses to activate frontages and create a sense of place and neighbourhood thereby supporting investment in the wider area;
- High quality dedicated pedestrian routes through the site, in particular to improve connectivity between Great Ancoats Street and the New Islington Neighbourhood;
- Enhanced public realm and landscaping throughout, creating attractive public (and private) routes and spaces;

The re-positioning of the Central Retail Park site, as set out above, aligned with the existing retail and leisure offering at Urban Exchange immediately opposite the site, the proposals to bring forward significant numbers of new homes in and around the Piccadilly Basin, along with the highways related proposals being developed by TfGM and the City Council to enhance Great Ancoats Street, offer a real opportunity for this segment of Great Ancoats Street to become a neighbourhood focal point. This will help to stimulate and support new residential and other commercial development on the eastern side of the city centre.

The draft Development Framework has been prepared to re-position Central Retail Park in a manner that will allow it to capture the new opportunities created by a changing context and provide the certainty necessary to underpin significant investment. It seeks to establish guiding principles for this new direction, to demonstrate how it can be realised, and to identify how the significant benefits associated with the proposals can be secured.

It examines the key issues, opportunities and challenges presented by the site and provides a clear articulation of how the redevelopment of the site should be approached.

Following endorsement by the City Council's Executive Committee it will be the subject of a period of public consultation. A final version of the document will be submitted to the City Council for approval and once approved it will be a material consideration in determining any future planning applications for the development of the site.

“Guiding principles for a new direction”



Strategic context

This section of the Development Framework provides a thematic summary of the relevant strategic policy, development and economic context for the site.

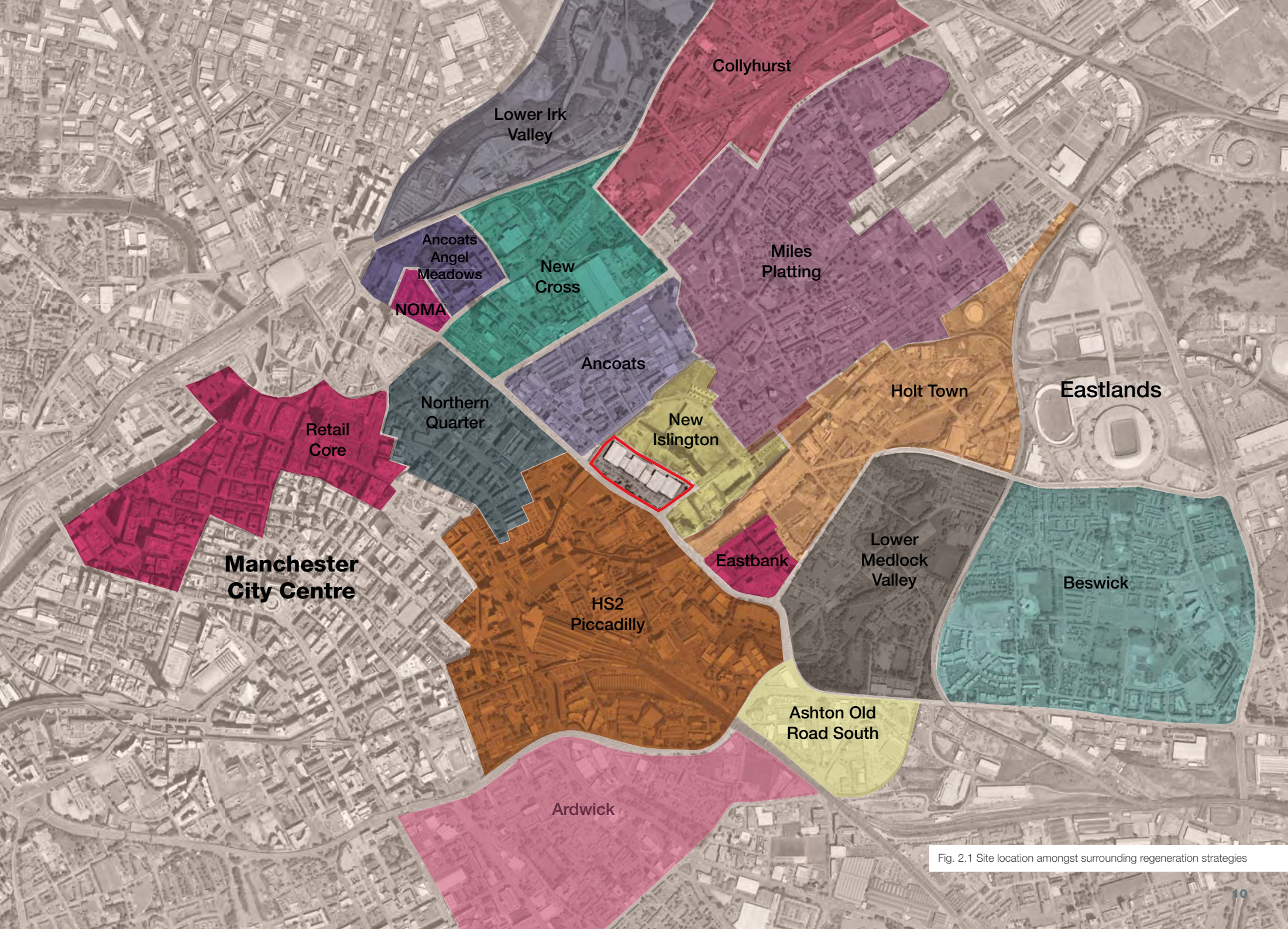
Figure 2.1 shows the location of a number of the key regeneration strategies discussed below.

National Planning Policy Framework (2012)

- The National Planning Policy Framework ('the Framework') sets out a 'presumption in favour of sustainable development' and requires local planning authorities to take a positive and proactive approach to secure development that would improve economic, social and environmental conditions.
- Core principles of the Framework include encouraging the effective use of land by re-using land that has been previously developed (brownfield land) and promoting mixed use developments. There is a clear and strong presumption in support of sustainable economic growth.
- The Framework also supports the delivery of a wide choice of high quality homes, promotes sustainable transport methods in new development, and emphasises the need to ensure that schemes are viable and deliverable.

Manchester Core Strategy (2012)

- The Core Strategy focuses economic and commercial development on the Regional Centre, which includes Central Retail Park. All new development is expected to make a positive contribution towards creating neighbourhoods of choice by creating well-designed places that enhance the built and natural environment (Policy SP1).
- Central Retail Park is identified as an existing out-of-centre retail location, where development will be supported if it improves the environment or its relationship with surrounding uses (Policies C1 and C9).
- The delivery of new residential development in the Ancoats and New Islington area aligns with the key spatial principles of the Core Strategy and will help to achieve many of the principal growth objectives. Central Retail Park is located within the identified regeneration area of East Manchester, where approximately 18,000 new homes are to be developed by 2027 (Policy H2). Policy confirms that priority will be given to high density schemes which are located within the Regional Centre and adjacent to the core of the city centre (e.g. New Islington).



Manchester City Centre

Retail Core

Northern Quarter

Ancoats Angel Meadows

NOMA

Lower Irk Valley

New Cross

Ancoats

New Islington

Eastbank

HS2 Piccadilly

Ardwick

Collyhurst

Miles Platting

Holt Town

Lower Medlock Valley

Ashton Old Road South

Eastlands

Beswick

Fig. 2.1 Site location amongst surrounding regeneration strategies

Greater Manchester Strategy (2013-2020)

- The GMS defines the City Region’s approach to economic development. It confirms the desire to transform the quality of the Manchester’s residential offer through the provision of high quality housing in places where people at all levels of the market, including the highly skilled and talented, will choose, and can afford, to live and invest.

Residential Growth Prospectus (2014)

- The Residential Growth Prospectus encourages the accelerated delivery of new housing across the City. It details how the City Council and its partners will work to deliver attractive and successful neighbourhoods where increasing numbers of people will choose to live, close to employment opportunities and all the other attractions of a successful and growing city.

Northern Powerhouse (2014)

- Manchester is central to the Conservative Government’s ambition for the ‘Northern Powerhouse’ which aims to redress the North-South economic imbalance, and to attract significant investment into northern cities and towns.

One North (2014)

- Prepared by the City Councils of Leeds, Liverpool, Manchester, Newcastle and Sheffield, One North is a strategic proposition for transport infrastructure across the North. It sets out a number of guiding principles which will create a strategic approach to connecting northern cities in order to drive economic growth.

Strategic Plan for Manchester City Centre (2015-2018)

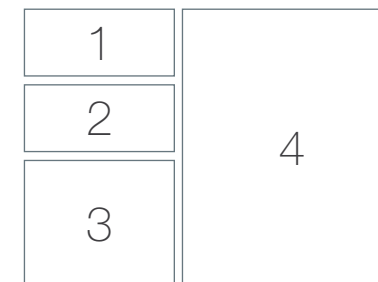
- Manchester City Council is currently preparing a strategic plan for the city centre which will guide development over the next three years. It maintains a focus on the redevelopment of brownfield land and

promotes the delivery of residential development in the centre of the City. The draft plan also extends the boundary of the city centre to include the regeneration areas of New Islington and Ancoats, including Central Retail Park. This changing context means that the site has an important role to play in the future growth of the city centre.

Ancoats and New Islington Neighbourhood Development Framework (‘NDF’) (2014):

- The NDF for Ancoats and New Islington sets out the future role of the area as a predominantly residential community. The key objectives are to provide for a range and mix of residential accommodation in high quality and well-managed environments, which protect and enhance the character of the area and build upon the area’s heritage assets.
- Critically, within the context of this site specific Development Framework for Central Retail Park, the NDF for Ancoats and New Islington foresaw that the owners of Central Retail Park would seek to implement the planning consent that they had secured for the site in 2013. The approved scheme, amongst other things, would have delivered a new supermarket, other retail, a cinema and restaurants as well as creating a better link through from Great Ancoats Street into New Islington. The very significant changes in the large food store retail market since 2013 have made this approved scheme undeliverable demanding a reconsideration of the role and function of the Central Retail Park site. This draft Development Framework for Central Retail Park therefore sets out the new role and function this site within the context of the city centre and the Ancoats specifically, New Islington and Piccadilly Basin areas of the city centre.
- The Core Development Principles and Urban Design Considerations set by the NDF remain relevant and applicable at this site-specific level. This Development Framework draws from those Principles and Considerations in setting expectations for a development solution.

- 1 New housing by FAT Architecture, New Islington Sq,
- 2 NOMA Masterplan proposals
- 3 MCFC Academy & Beswick Community Hub
- 4 CHIPS by Alsop Architects, New Islington





The Development Context

The population of Manchester grew by almost 18% between 2003 and 2013; more than double the UK average for the same period, and a higher level of growth than Greater London (14%) and Inner / Central London (17%)[1]. This reflects Manchester's transformation into a vibrant European City.

Characteristics of this population growth have included a marked shift towards the outer areas of the city centre, such as Ancoats and New Islington, where regeneration and increasingly private sector investment has facilitated the delivery of new neighbourhoods, and seen the (continuing) rise of the private rented sector market.

The site's interface between the traditional city 'fringe' and the city centre make it a focus for private sector investment and give it a strong market profile. The 'corridor' of activity on both the western (Northern Quarter, Piccadilly Basin and East Village) and eastern (Ancoats, New Islington, New Cross) sides of Great Ancoats Street has served to functionally and physically expand the city centre, with the Central Retail Park site now sitting in a position crucial to seamless integration.

Outlined below are those developments and ongoing initiatives which are providing an increasingly altered and positive development context for the Central Retail Park site.

The development sites are illustrated at Figure 2.2

New Islington

New Islington lies between the Rochdale and Ashton canals and was the location for a Millennium Village (Ref. 4). Whilst this was only partially completed, the area has seen dramatic change and a significant amount of residential development, which continues to come forward.

The iconic Will Alsop-inspired Chips apartment building was completed in 2009. Situated immediately south of Chips is the Islington Wharf development which consists of two residential towers, containing close to 200 apartments.

Over recent years, the Islington Wharf Mews scheme has been constructed on land at Vesta Street (Plan ref. 9) and the final phases of development are anticipated to come forward on the adjoining land in the near future, with planning permission granted for apartment-led development.

Development of three residential towers totalling more than 300 apartments is being progressed by Manchester Life to the north west of Cotton Field Park. In addition, 44 new homes have been completed on the adjacent land (Plan ref. 4) following the grant of planning permission in 2011. Future phases of development are expected to be delivered on the remaining parcels of land to the north of the Cotton Field Park over the next 2-3 years.

At the centre of the neighbourhood and adjacent to the Central Retail Park site lies Cotton Field Park, a community park set around a marina for narrow boat mooring.

Planning permission has been granted for the delivery of the New Islington Free School on land immediately north of Central Retail Park (Plan ref. A). Once constructed, the school will provide much needed educational provision and a community hub for the area.

Accessibility and connectivity to New Islington was markedly improved through the delivery of the East Manchester extension to the Metrolink, including the provision of a New Islington Metrolink stop at Pollard Street.

Eastbank

Redevelopment and regeneration continues on land immediately south east of the Metrolink link which connects the communities of East Manchester with Piccadilly Station. This area is known locally as the 'Eastbank' development and includes the Vulcan Works development comprising more than 100 apartments units (Plan ref. 7) and a 200 bed IBIS Hotel (Site B), which is now complete and operational. Works have also recently commenced at Milliners Wharf Phase II (Plan ref. 6) and the first apartments are scheduled for occupation in spring 2016.

¹ Greater Manchester Key Facts (New Economy, March 2015)

Commercial / Community Development

- A - New Islington Free School
- B - IBIS Hotel
- C - Fabrica
- D - Motel One, Piccadilly
- E - 19-31 Piccadilly
- F - Former UMIST Campus
- G - NOMA / Co-operative Quarter
- H - Indigo Hotel / Victoria Station

Residential Development

- 1 - Great Ancoats / Jersey St
- 2 - Hood Street
- 3 - Royal Mill / Murrays Mill
- 4 - New Islington Millennium Community
- 5 - Ancoats Hospital
- 6 - Milliners Wharf: Phase II
- 7 - Vulcan Works
- 8 - Lower Eastside: Phase IV
- 9 - Old Mill Street
- 10 - Store Street
- 11 - Lena Street
- 12 - Ducie Street
- 13 - Tariff Street
- 14 - Tariff Street / Port Street
- 15 - Rochdale Road / Sharp Street
- 16 - Landos Street
- 17 - Brunswick: Phase I
- 18 - Brunswick: Phase II
- 20 - Eastern Gateway
- 21-25 - Beswick
- 26 - Holt Town: Phase I
- 27 - Miles Platting: Phase I
- 28 - Hargreaves Street
- 29 - Victoria Station
- 30 - Chancellors Place / Lower Medlock
- 31 - Holt Town: Phase II
- 32 - Miles Platting: Phase II
- 33 - Ringstead Drive
- 34 - Collyhurst
- 35 - Roger Street

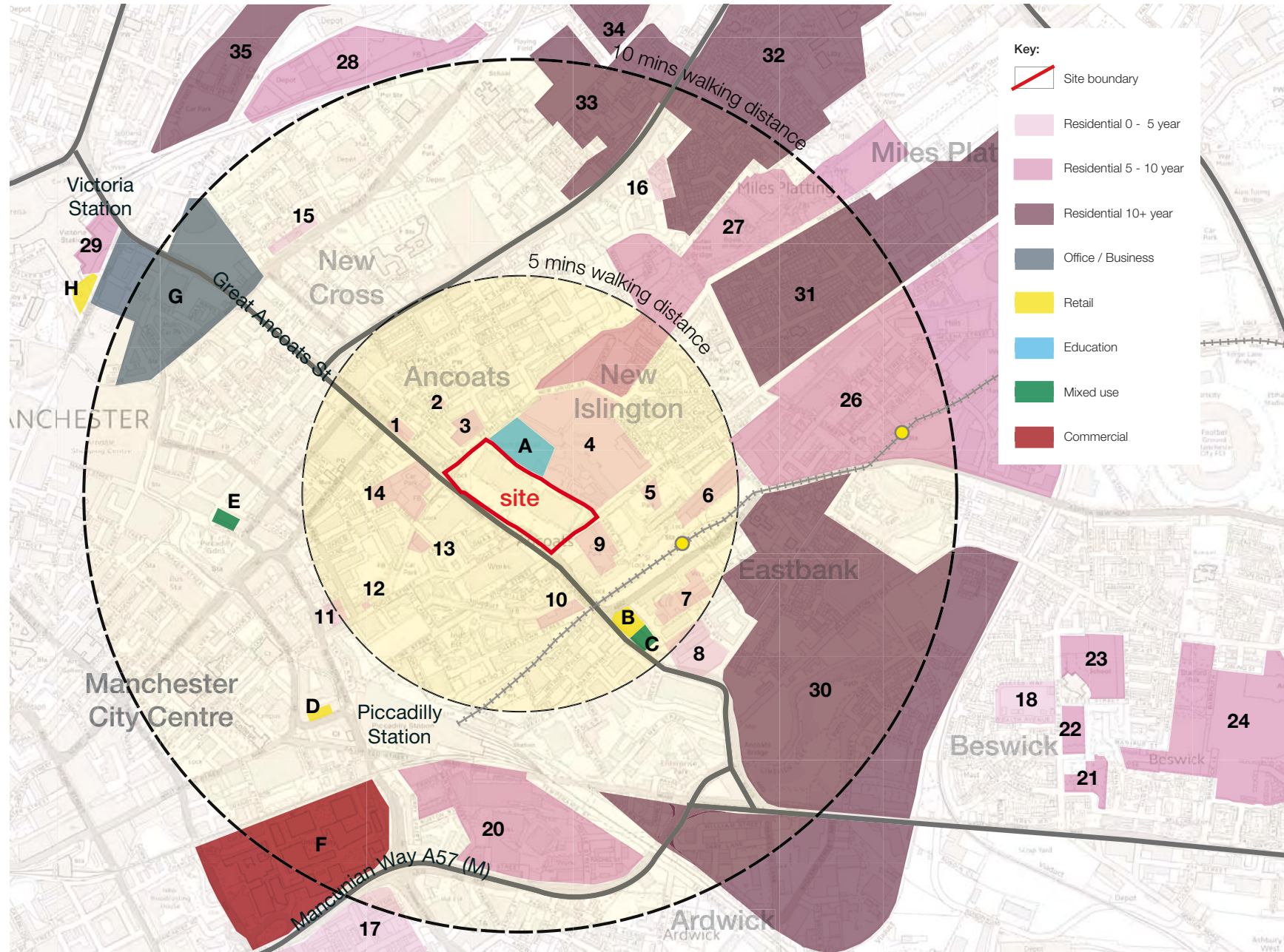


Fig. 2.2 Central Retail Park in a local development context.

Ancoats

Ancoats has been the focus of much public and private sector investment over the past two decades. Ancoats was the first suburb of Manchester to combine industry and housing and a number of specific regeneration initiatives have been brought forward to refurbish, convert and enhance the existing heritage assets as well as the construction of sensitively designed new build development.

Recent developments include the Flint Glass Wharf residential scheme, mixed use developments such as Royal Mill, as well as other developments such as the 42nd Street building on Great Ancoats Street. Manchester Life is presently working with the City Council to bring forward the final phase of the conversion of the Murray Mills building (Plan ref. 3). The scheme will deliver over 100 new residential apartments units over the next 2-5 years.

Piccadilly Basin

The Piccadilly Basin area is home to a number of completed schemes, including the Urban Exchange retail development, Jackson Warehouse, Carvers Warehouse, Tariff Street multi-storey car park and Brownsfield Mill. In 2014, a further application was approved for the delivery of around 90 residential apartments on land at Tariff Street (Plan ref.14).

East Village

Proposals for a 35 storey residential tower on land at Store Street (Plan ref. 10) were approved by the City Council in 2007. The development has yet to progress on site and the planning permission has since lapsed. However, a revised scheme is currently being developed for the site.

The Etihad Campus

In the wider context, there has been the transformation of the area comprising the Etihad Campus complex, home to Manchester City Football Club and the Etihad Academy. The recent expansion of the Etihad Stadium and the addition of retail, leisure and community development around the Etihad Campus will significantly increase the levels of activity in the area.

Holt Town

The land between Etihad Campus and Central Retail Park is also earmarked for significant future redevelopment in the form of the Holt Town project. A revised Development Framework was prepared for Holt Town (Plan ref. 26) in late 2013 to provide a new platform for residential, mixed use and employment related development to draw on delivery of the Metrolink and the transformational activity being promoted by at the Etihad Campus.

HS2 Manchester Piccadilly

Acting as a gateway to Manchester, Manchester Piccadilly Station is set to be the future terminus for High Speed 2 (HS2). The Strategic Regeneration Framework for the proposed HS2 station confirms that the development will have a transformative impact on the City Centre and the neighbourhoods of East Manchester and include the potential to deliver in excess of 4,000 new homes and over 700,000 square metres of commercial office and retail floorspace. It will open up new business and development opportunities as well as restructuring the road and open space pattern in the area between the new station and Great Ancoats Street. This includes improvement works to Great Ancoats Street to transform its nature and break down its present barrier effect.

The Economic and Market Context

The Greater Manchester economy generates £56 billion of gross value added (GVA) on an annual basis, accounting for nearly 40% of GVA in the North West. The city region is the UK's main centre for business, financial and professional services and creative and digital industries outside of London.

Manchester's GVA has been forecast to grow by 43% between 2011 and 2023, higher than the 34% projected nationally. 50,000 additional jobs are forecast by 2023, a much higher rate of growth than elsewhere in the UK. Of these, an additional 30,000 jobs are expected in the business services sector.

Aligned with the economic growth projections, Manchester's population is expected to increase by 100,000 in the period to 2030. This, together with well documented trends and changes in household formation, is fuelling an increase in demand for accommodation. An additional 60,000 new homes over the next twenty years (3,000 per annum) are needed.

In terms of the profile of that residential need, the proportion of residents aged between 20 and 39 is expected to continue to increase within the city. This age range is vital to economic growth, and has been attracted by the strength of the employment opportunities and the lifestyle offer of the city centre.

There needs to be a significant increase in the delivery of new homes that are attractive to this type of occupier, with a particular focus on high quality, well-managed apartment schemes but also with diversity in form and tenure.

There has been a notable increase in the number of residential completions and the supply pipeline has strengthened as a result of market improvement over the past 12 months. However, there has to be a notable increase in residential development activity if the City is to meet its needs and sustain its economic growth.

Central Retail Park's location in close proximity to the city centre core and key regeneration priority areas of Ancoats, New Islington, Piccadilly North and HS2 Manchester Piccadilly means that it is ideally positioned to respond.

The 2013 consented scheme was underpinned by an anchor food superstore which would drive footfall, activity and bring additional custom to the retail park. With changing market dynamics the delivery of large scale foodstores is no longer a significant feature of the retail landscape, with the main national operators reigning back from this scale / format of store. This critical aspect of the consented scheme is therefore no longer deliverable.

The inability to bring an anchor foodstore to the site has a direct impact on the deliverability of the associated commercial uses envisaged under the 2013 consent. Large scale food and beverage uses and the proposed cinema were largely reliant on the anchor foodstore, both in terms of footfall but also by cross-funding delivery of associated infrastructure, public realm etc. As the market has dictated the main foodstore is not deliverable, so too has it had a knock-on effect on the deliverability of the wider scheme.

In light of the altered market context, TH Real Estate have reconsidered how the introduction of a wider mix of uses and the revitalisation of the park can still be achieved. Residential provides this strong market opportunity and is well suited to the site given its local context.

The consolidation of the retail warehousing was planned for under the 2013 consent and remains the intent. With an alternative residential use on the balance of the site, the retail function can be sized to the envisaged market opportunity, taking into consideration the network of retail warehousing locations that are found in and around the city. It provides for a consolidated retail offer which, with the enhanced interface to Great Ancoats Street and the retail offer emerging close by within this corridor, can effectively integrate with its context and evolve. This may still include a food retail component, but at a different scale and form from that which was consented in 2013.

¹Greater Manchester Key Facts (New Economy, March 2015)

²Integrated Greater Manchester Assessment; Economic evidence base (New Economy, May 2014).

Planning history

Planning permission for the existing retail warehouse units at Central Retail Park was granted in March 1987. A subsequent permission was granted in September 1994 for the development of an additional non-food retail unit. Permission was also received in 2000 and 2001 for the addition of mezzanine floors at two units on site.

More recently, full planning permission was granted in June 2013 for the comprehensive retail-led redevelopment of the retail park. The approved scheme comprised the refurbishment of four existing retail units, demolition of remaining units and erection of a large supermarket, cinema, and seven new smaller retail units situated along the frontage to Great Ancoats Street on the pedestrian link to Cotton Field Park and adjacent to the Rochdale Canal. Included in this permission was a link bridge, providing a dedicated pedestrian access to Cotton Fields Park and New Islington through the site from Great Ancoats Street.

Whilst no longer deliverable in its entirety, the 2013 scheme did establish a number of sound principles for the future redevelopment of the site.

These include:

- A dedicated pedestrian route created through the centre of the site, linking Great Ancoats Street and the city centre with Cotton Field Park.
- Upgrading of retained retail units to materially enhance their appearance and marketability.
- Additional retail/café/restaurant units to provide activity at key points, such as along the frontage to Great Ancoats Street, the link to Cotton Field Park and to the Rochdale Canal.
- Removal of the existing perimeter walls between the site and Rochdale Canal, improved public realm along this interface, and improving accessibility between the site and Ancoats Conservation Area.
- Retail customer vehicular access maintained via the signalised junction on Great Ancoats Street to the front of the site.
- The delivery of a comprehensive package of landscaping and public realm works to areas within and around the existing car park and site boundaries to enhance the visual perspective of the site.

“A number of sound principles”

Fig. 2.3 Illustrative layout of the June 2013 planning application for comprehensive retail led development



Opportunities

This section of the document identifies the opportunities the site presents. It is informed by an understanding of the technical and other issues which will influence an appropriate development form. Those issues are summarised within the Appendix to this document, but also reflected in Figure 3.6 later within this section.

An accessible location

Central Retail Park is highly accessible to the surrounding city, integrated through a network of canals, highway infrastructure and public transport linkages. Existing bus stops are located along Great Ancoats Street, immediately adjacent to the site boundary. These stops are serviced by a number of high-frequency bus routes which serve a wide variety of destinations across Greater Manchester.

The site is within easy access of the Metrolink network via the new stop at New Islington, located approximately 200m to the east of the site. Trams run frequently between Manchester and Ashton-under-Lyne, through East Manchester.

Manchester Piccadilly railway station is within a 10 minute walk of the site to the west with Victoria station a 15 minute walk to the north. Together the stations provide regular rail services across the North West and nationally to cities such as London, Birmingham, Leeds and Newcastle.

The Rochdale and Ashton Canal branches provide pedestrian and cycle connectivity to the heart of the city as well as to the surrounding residential communities to the north.

“Highly accessible to the surrounding city”

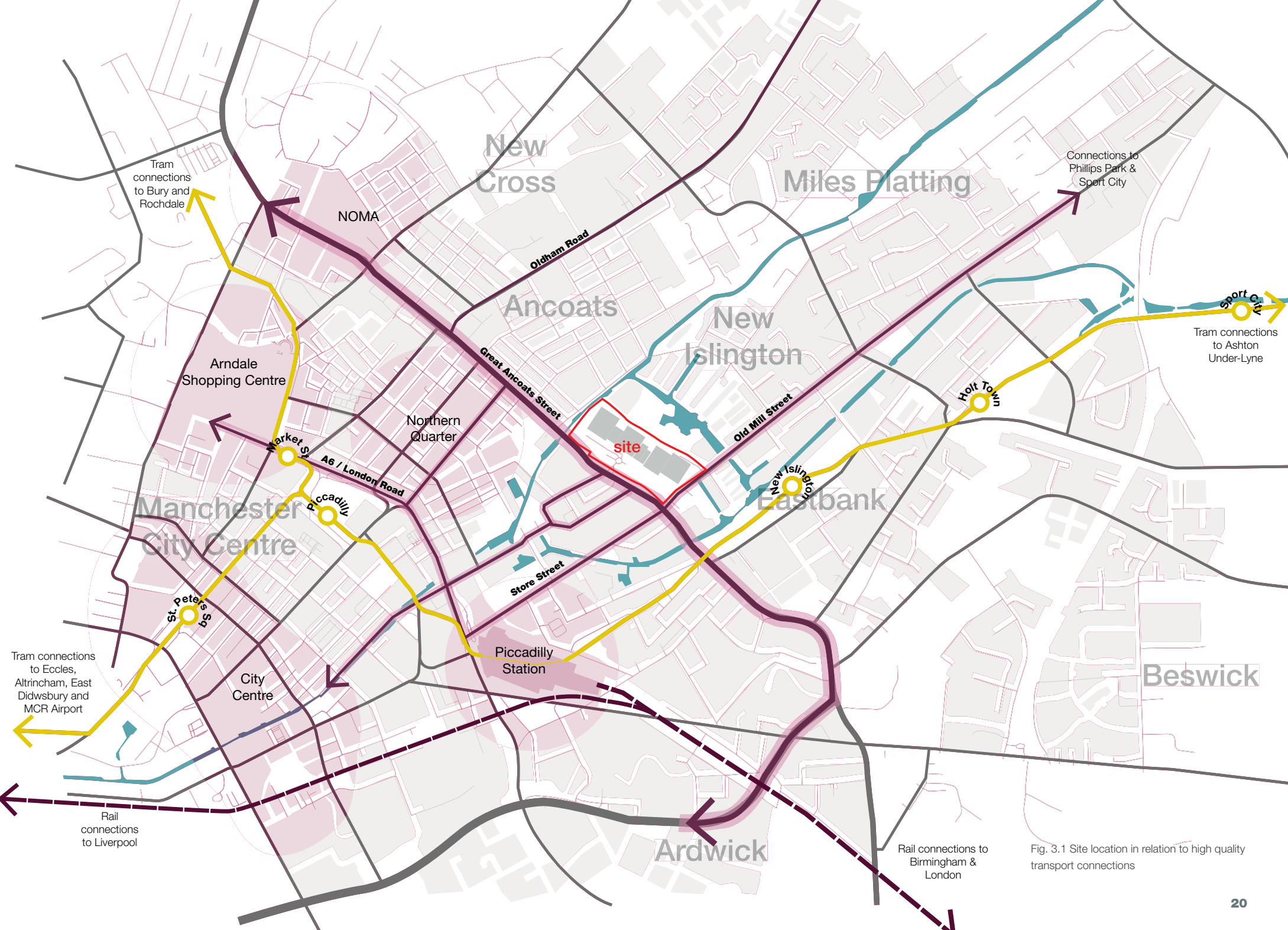


Fig. 3.1 Site location in relation to high quality transport connections

A strategic opportunity

The amendment of the city centre boundary, through the publication of the draft Strategic Plan for Manchester, places Central Retail Park in a new light and within a new development context. The expansion of the city centre encourages a re-imagining of the form, use and connections for the site. Under this new context, it is important to understand and determine a character and sense of place for a 'refreshed' Central Retail Park, ensuring it contributes towards creating a connected community.

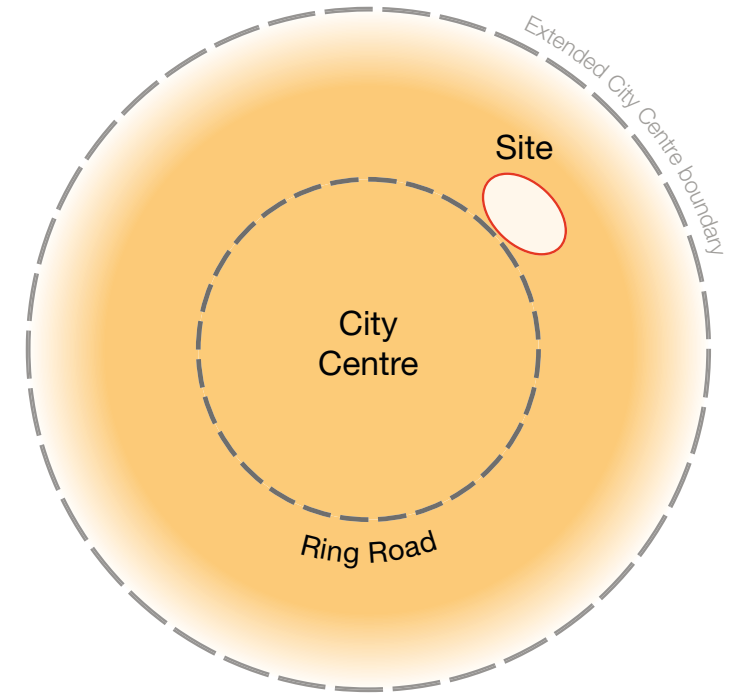


Fig. 3.2 & 3.3 (adjacent) Central Retail Park's location situated within the extended city centre boundary.

Key:



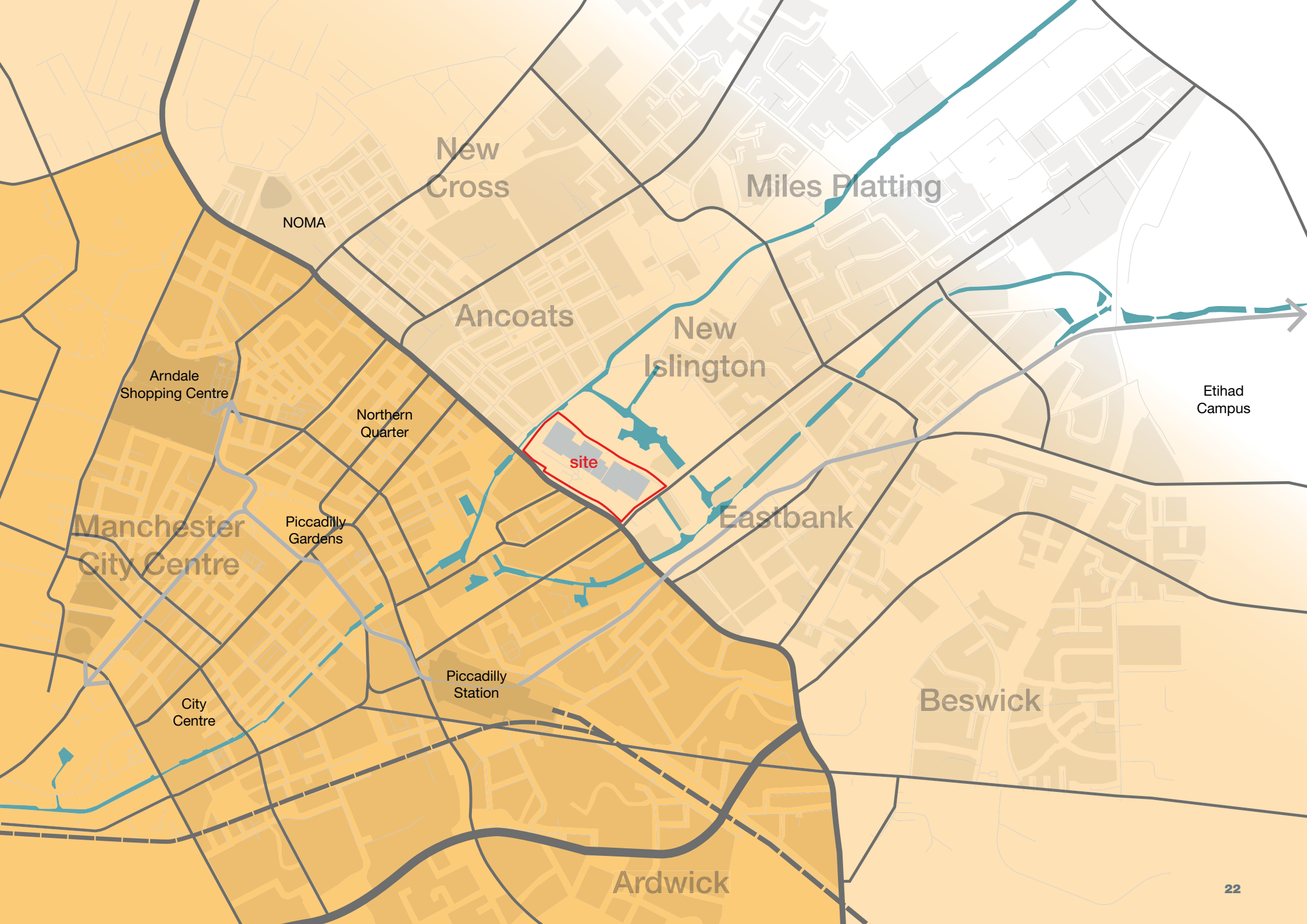
Site boundary



Former city centre boundary



New city centre boundary



New Cross

Miles Platting

NOMA

Ancoats

New Islington

Arndale Shopping Centre

Northern Quarter

Etihad Campus

site

Manchester City Centre

Piccadilly Gardens

Eastbank

Piccadilly Station

City Centre

Beswick

Ardwick

Connections

The site is located adjacent to the city centre's wide variety of employment, cultural, retail and leisure offers. Connectivity to these amenities is via a well-integrated and connected street network.

Great Ancoats Street is a key route, providing connections between the Northern Quarter, the city's retail core, Piccadilly Station, and to the surrounding communities to the north-east of the city. It serves as a spine road with a series of urban streets and roads which spread out through the area, and connect to a variety of communities and amenities around Great Ancoats Street.

Ancoats Urban Village lies to the north-west of the site, where the network of routes are regular, reflecting the permeable nature of the area and its highly accessible nature. Moving towards the south-east of the site, the network of routes is less regular, reflecting the larger format of land uses and post war residential infill.

The site currently sits adjacent to a number of routes which provide connections towards the city centre and Manchester Piccadilly station. Likewise, to the north-east of the site there are a number of routes which provide connections between New Islington and the residential areas beyond. However, north-east to south-west connectivity is effectively severed by the current configuration of the Retail Park - a large urban block with no links through it.

“Opportunity to increase sense of connection between places/communities.”

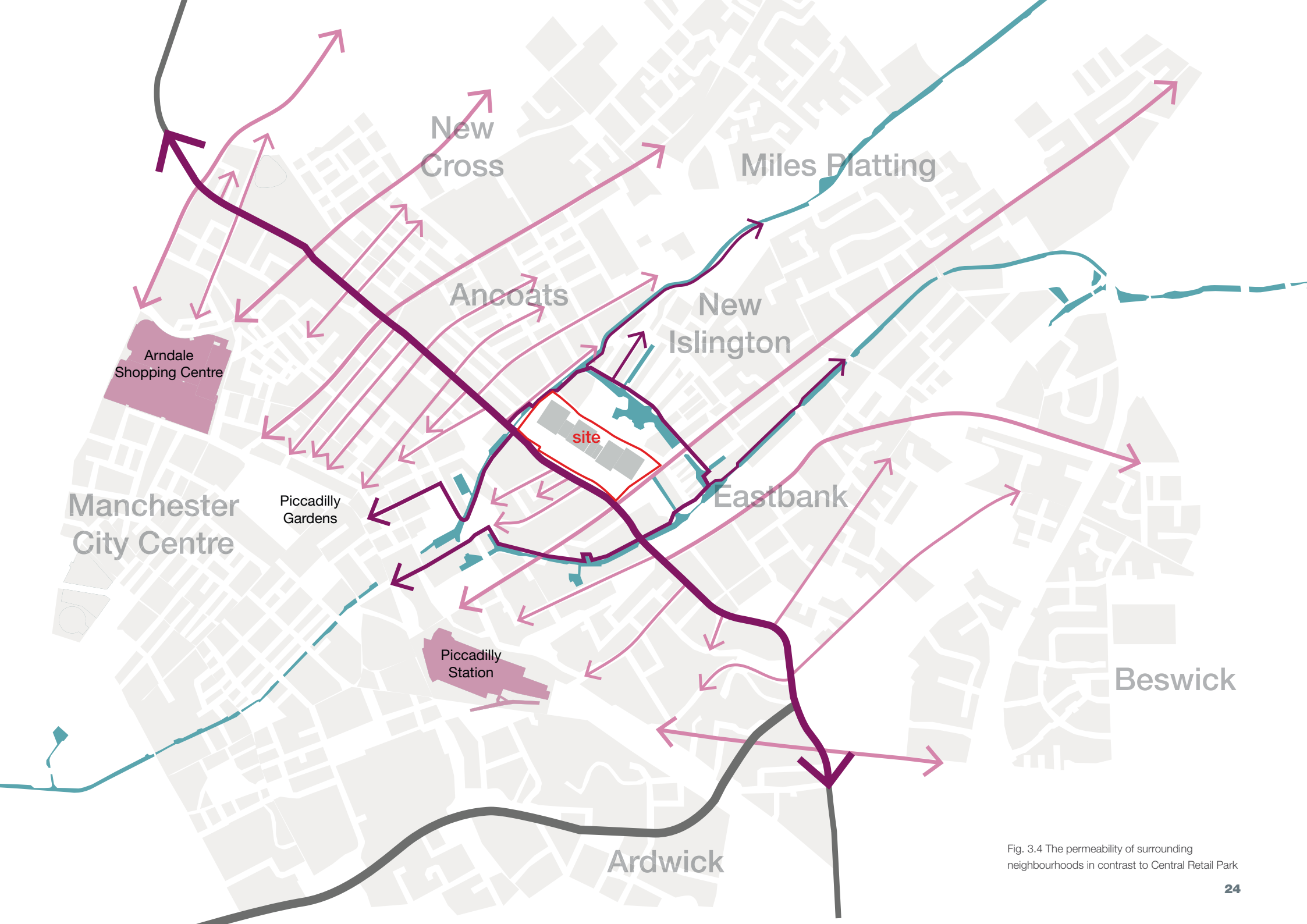


Fig. 3.4 The permeability of surrounding neighbourhoods in contrast to Central Retail Park

The existing urban grain

The urban grain to the north-west of the site reflects the rich manufacturing heritage of the area, in the form of an ordered and permeable urban grain and street structure. This historic street grid is preserved as the Ancoats Conservation Area and consists mainly of residential and active ground floor retail uses along the frontage of Great Ancoats Street.

Further east of the site, the urban grain has undergone some infill redevelopment, in the form of high density residential apartments at Eastbank, which integrate with the historic mill buildings beyond. Again, there are a number of ground floor uses located in this area of Great Ancoats Street and the urban grain reflects the more human scale of the uses found in the area.

The site's current grain and massing however, does not reflect the adjacent character and composition of the areas which surround it, especially along the length of Great Ancoats Street, with large format retail units generating a 'barrier' effect and expanses of surface car parking fronting the Street.

The future composition of uses on the site should be a key consideration, in order to create a more cohesive streetscape along Great Ancoats Street to complement the surrounding uses and scale of development in the area. This would contribute positively to Great Ancoats Street, creating a neighbourhood which responds to its context. Future proposals must consider the form of development, ensuring that the development grain improves permeability and connections across the site.

“Potential to repair the urban grain and transform the look and feel of Great Ancoats Street.”

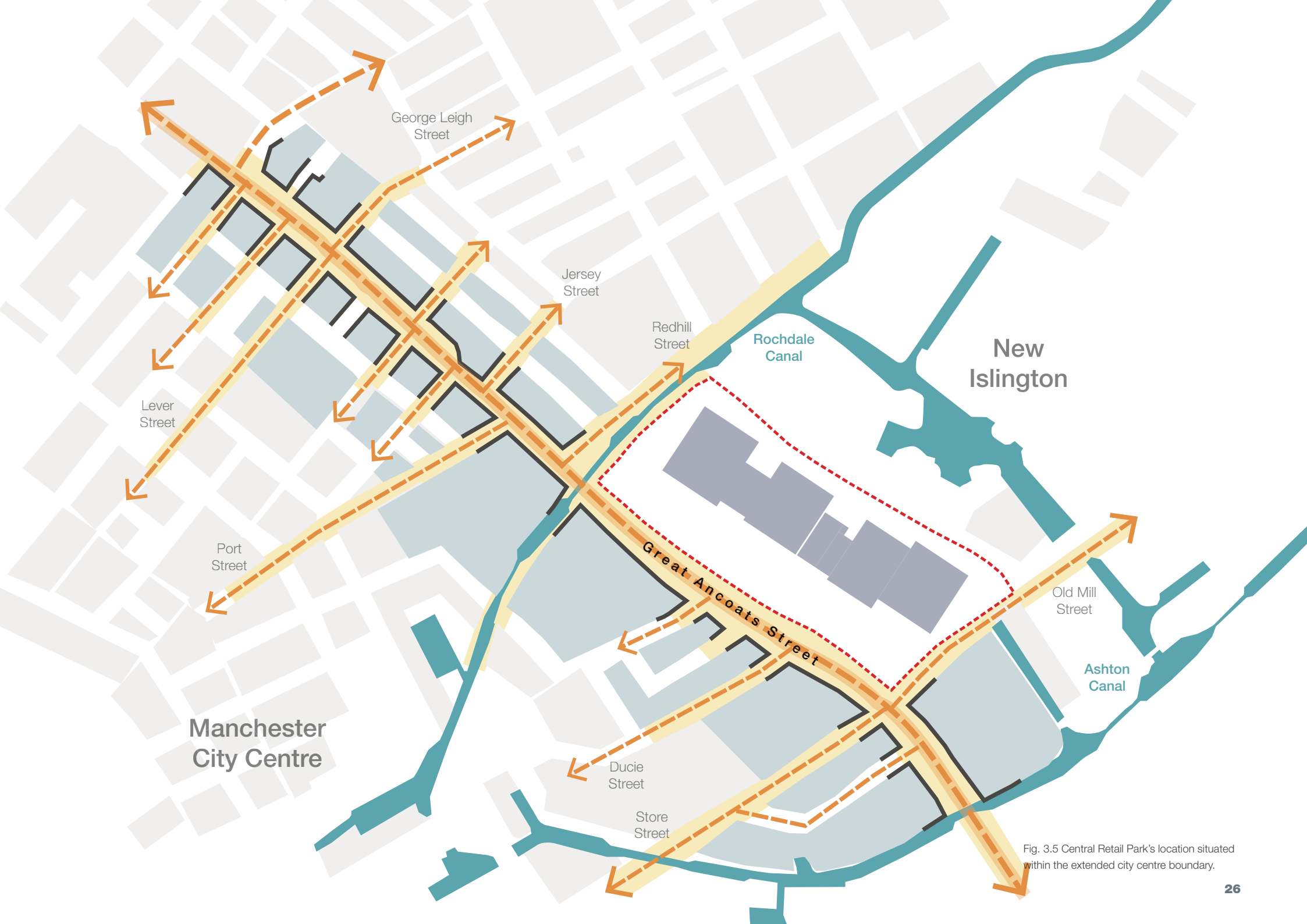


Fig. 3.5 Central Retail Park's location situated within the extended city centre boundary.

Fronting Great Ancoats Street

The land and premises around Great Ancoats Street have been the subject of significant residential and commercial development over recent years, although several parcels are still available. Transport for Greater Manchester (TfGM) intends to deliver a comprehensive re-design of Great Ancoats Street that would make it less of a physical barrier and improve its streetscape quality.

The site's scale and frontage to Great Ancoats Street affords it a high level of visibility and therefore prominence. This reinforces the commercial potential of the site for future redevelopment whilst raising the importance of a high quality design solution.














It is one of the few sites that can radically alter the perception of the corridor and provide a catalyst for change. But the transformative effect is reliant on the quality of the development solution.

The relationship between the existing retail units and Great Ancoats Street is poor and as a result it fails to create a sense of enclosure and activity suitable for this evolving part of the city. This is due to a number of reasons. The retail units are set back from Great Ancoats Street and separated by car parking which serves the retail operators. Although pedestrian access is possible across the car park it does not create an attractive or inviting network of movement. The dated building façades also do not contribute to creating an attractive and vibrant sense of place along Great Ancoats Street.

The consolidation of the retail park function and form provides the opportunity to create a positive frontage to Great Ancoats Street, complementing the TfGM re-design proposals and creating a more enclosed and defined streetscape. Furthermore, it offers opportunity to establish ground floor activity and help create a positive relationship at the junction between Great Ancoats Street and Old Mill Street / Store Street.

The transformation of the remaining Retail Park units and car park, through high quality remodelling and public realm enhancement, provides the opportunity to further improve the visual quality of the development and maintain a diverse range of activity on the site.

“One of the few genuinely transformational development opportunities along Great Ancoats Street.”

- Key:**
-  Site boundary
 -  Existing buildings
 -  Bus stop locations
 -  Current retail park units
 -  Current vehicular access to retail park
 -  Existing footpath connections
 -  Deflected pedestrian connections through car park
 -  Low quality pedestrian connections through car park
 -  Service access road
 -  Existing surface car parking for retail units
 -  Level difference and impermeable edge to site
 -  Poor quality retail frontage addressing Great Ancoats Street
 -  Existing sewer infrastructure
 -  Level difference between Cotton Fields Park and the site

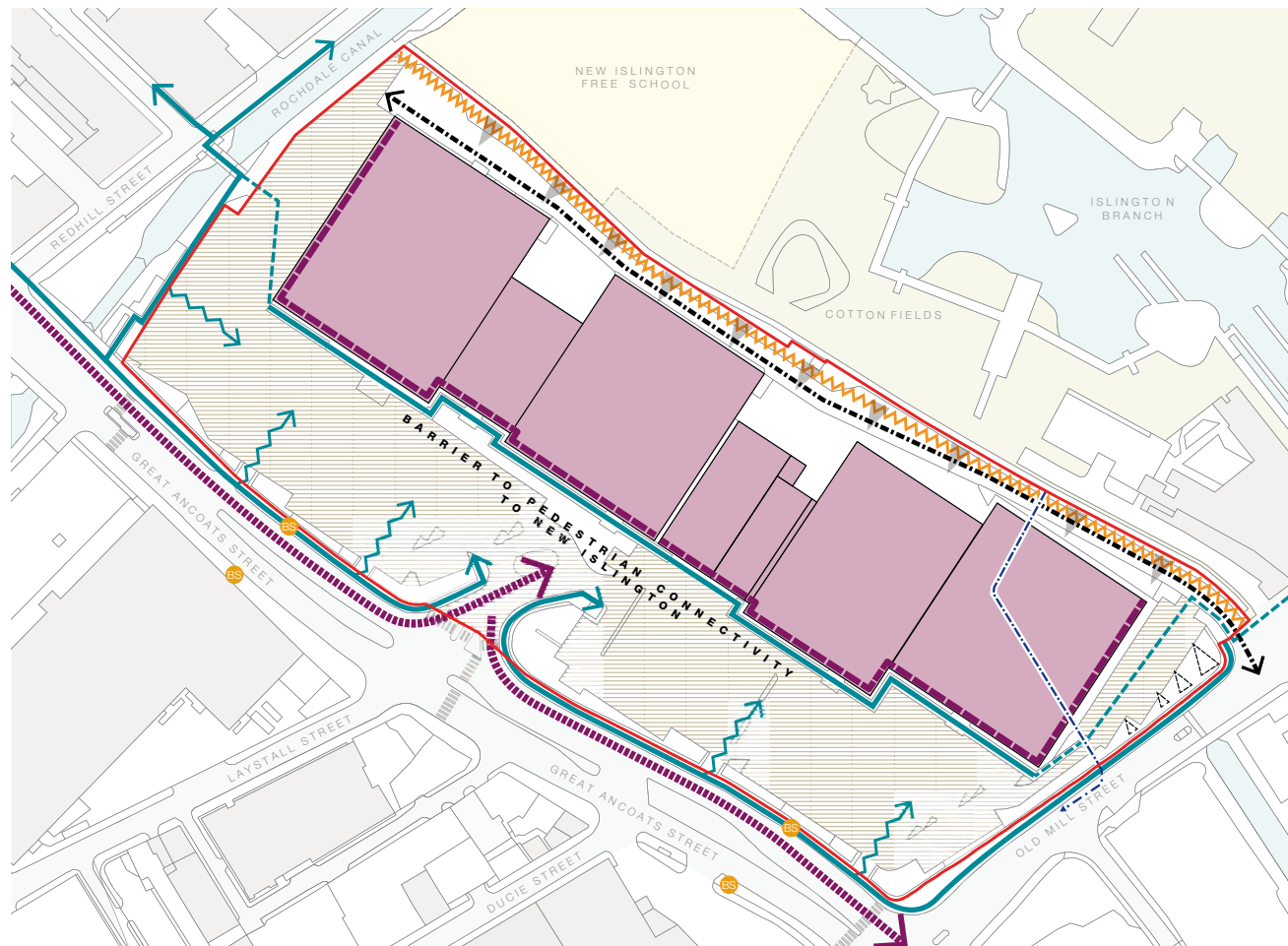


Fig. 3.6 Site issues plan

Vehicular access, servicing and cycle provision

It remains appropriate to make best use of the existing access junction from Great Ancoats Street for retail customer related trips. However, there is an opportunity to provide access for all retail traffic (i.e including deliveries and servicing) as well as customers from this junction. Segregation of servicing vehicles from retail customer vehicles can then take place internal to the site.

The benefit of this arrangement would be to remove the need for retail service vehicles to use the full length of the existing service road that runs to the rear of the site, accessed via Old Mill Street.

This existing service arrangement presents a challenge to achieving connectivity across the site to New Islington; a key principle that must be addressed. It also has an effect on the environment that can be created on the eastern part of the site, limiting the scale or character of the development to be introduced.

Enabling all retail traffic, including servicing, to access the site from Great Ancoats alleviates the use of this route and affords the potential for the Old Mill Street access to provide a dedicated residential access to this part of the development site. This would afford greater separation and flexibility for prospective development. By removing service vehicles from this route, it also removes the challenge to deliver a bridge to facilitate the pedestrian route to New Islington. Providing a dedicated access to the eastern part of the site and a revised access to the service yard would have wider benefits, with a positive effect on much of Old Mill Street and the residential areas of New Islington and Islington Wharf Mews which could experience considerably fewer HGV movements, resulting in the streets becoming more appealing for walking and cycling.

Sustainable forms of transport, such as cycling, will also need to be encouraged through the provision of dedicated cycle storage spaces for residents, staff and visitors as part of the detailed proposals for the site.

Improved retail environment

The external appearance of the retained retail units to the west of the site and the car parking and pedestrian environment surrounding the units is to be materially enhanced, better reflecting the prominence of the site and complementing the high quality residential development to be delivered on the balance of the site.

These improvements provide the opportunity to create a positive relationship with the Rochdale Canal branch, establish enhanced pedestrian connections across the site and encourage connectivity to Ancoats Conservation Area.

The enhanced retail environment to the north-west of the site will also complement the presence of the existing Urban Exchange development to the immediate west. The combination of the retail offerings on both sides of Great Ancoats Street will provide the basis for a neighbourhood centre that can evolve as the residential market expands.

Whilst the market for large scale format foodstores is now more limited, the retained and refurbished retail units still provide the opportunity to accommodate a food retail offer, which would be consistent with its city centre location and its relationship with surrounding residential neighbourhoods.

It is essential that future proposals complement each other, creating a comprehensive and connected new development.

Key:

-  Site boundary
-  Existing buildings
-  Bus stop locations
-  Demolition of retail units A,B,C & D
-  Upgraded retail units
-  Potential reconfiguration of service access road
-  Improved pedestrian and cycle connections to surrounding areas
-  Improved retail frontage
-  Improved frontage onto Great Ancoats Street
-  Potential access to residential development off Old Mill Street
-  Improved surface car parking for retail units
-  Opportunity to raise building heights to overlook Cotton Fields and Great Ancoats Street
-  Public realm improvements along Rochdale Canal

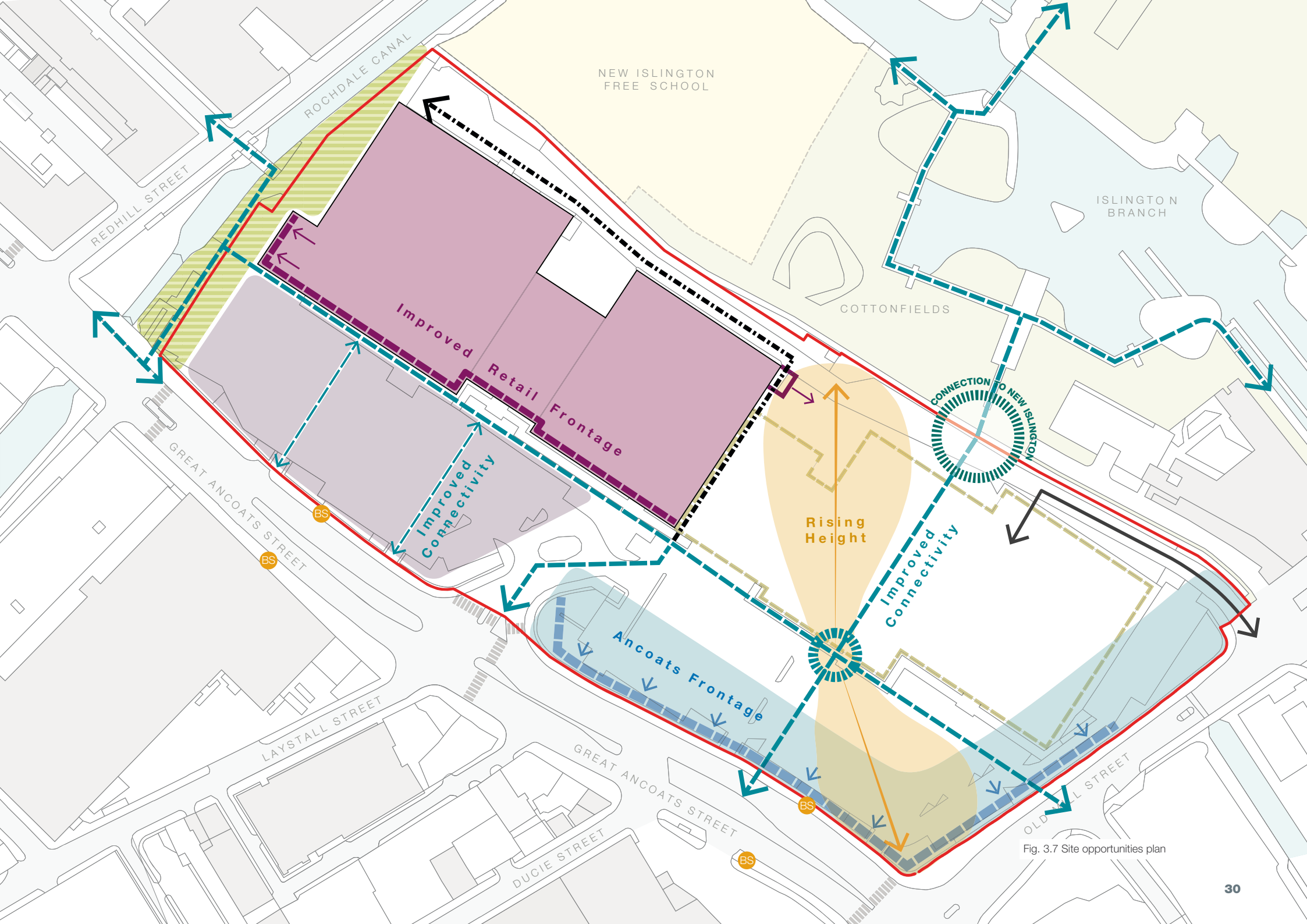


Fig. 3.7 Site opportunities plan

Development principles

The preceding sections have confirmed that Central Retail Park is in need of revitalisation. It has the potential to accommodate a major high quality development scheme that will facilitate permeability, enhance the interface with Great Ancoats Street, and provide a modernised retail environment that is complemented by a range and mix of high standard residential development to create a well-designed neighbourhood of choice. The site offers an important opportunity to bring together regeneration areas, enhance connections to the city centre and repair the urban grain.

It can serve to change the perception of the area and set a positive precedent for future development along the Great Ancoats Street corridor. This relies on a development being realised which sets a high quality benchmark.

This section presents the key development principles which will be expected to be reflected in the future development of the site. The principles, which are consistent with and draw considerably from those contained within the Ancoats and New Islington NDF, will be applied by the Local Planning Authority in evaluating and determining planning proposals for the site and requiring a high quality solution for the site.

The following principles are set out across the following pages and work in a complementary and integrated manner to inform the Development Framework for Central Retail Park;

- A neighbourhood of choice
- Revitalised retail function
- Connectivity
- Public Realm
- Frontage, quality and activity
- Height and massing
- Access and servicing
- Pedestrian movement
- Parking

A neighbourhood of choice

The site provides a unique opportunity to deliver a vibrant mix of residential and commercial development which is compatible with neighbouring land uses and regeneration initiatives.

The site's transformation will be underpinned by the creation of a high quality, well designed and well managed residential environment on the south-eastern extents of the site.

The beneficial re-use of this area for residential development is consistent with adopted planning policy objectives and meets with the objective of increasing the rate of housing delivery in the city centre. Depending upon the precise size, type and mix of units, development in this area of the site could equate to approximately 900 new homes.

The Core Strategy places an emphasis on diversifying the ownership and tenure mix of housing in East Manchester to support the City's economic growth. It is expected that the tenure proposed will respond to the City Council's aspiration to broaden the housing

offer in this area of the city and to accommodate the growing young, economically active population of the city.

A high quality residential development focused on the private rent and /or owner occupier sectors will align with the opportunity presented by the site's locational context. This will support the necessary investment in public realm and connectivity improvements, which will in turn deliver significant regeneration benefit to Ancoats, New Islington and the city centre.

Given the prominence of the site and its ability to take considerable scale, it is expected that the development will be characterised by residential apartments, but opportunities may be explored for a range of residential solutions. Proposals will be guided by the need to create a vibrant neighbourhood, where the buildings and spaces interact to support activity, provide amenity and encourage movement through the area.

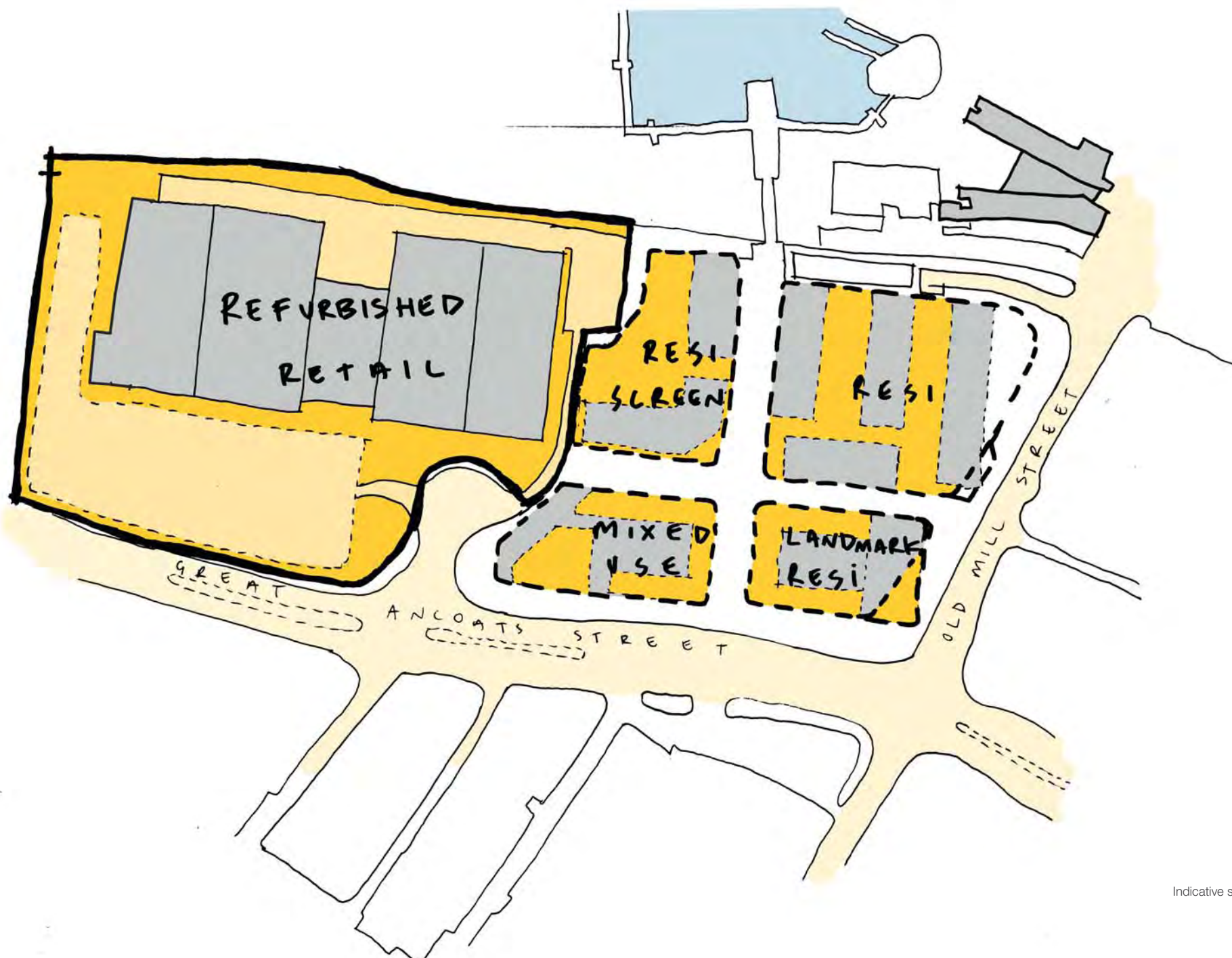
Whilst the south-eastern extents of the site will be residential-led, opportunities for a mix of uses should be sought that combine to create a distinctive sense of place and neighbourhood. A range of complementary uses would serve to support the residential uses by meeting the needs of future residents and by enlivening key public spaces and pedestrian desire lines, without undermining residential amenities.

Buildings should be designed to support active streets, with the key routes through the site offering visual interest and opportunity for interaction. Façades should contribute to street life through ground level proportionality, positioning of entrances and where commercial / community uses are proposed, through active, transparent frontages. There is an opportunity for buildings to be designed to be future-proofed, through the design of their ground floor such that commercial/ community uses can be established over time as the critical mass of activity increases.

The development should be designed with full regard to the principles of sustainability, including accessibility for all, energy efficiency and the contribution that the public realm can make to the 'greening' of the City.

Functional elements, such as storage of refuse, should be integral to the design, avoiding detrimental effect on key elevations and street frontage.

“A unique opportunity to deliver a vibrant mix.”



Indicative sketch form

Revitalised retail function

The Retail Park serves an important function for the city, but its present form and appearance does not reflect its context. The Framework envisages retention of existing retail units (GIA circa 10,000 sq m) to the north-west of the site as part of the overall transformation of the site, but is reliant on the material upgrade to their appearance.

Works to the retail units should result in a considerable improvement to the physical condition and overall visual appearance of the site. The treatment of the retained units should be of a high quality and specifically designed to improve the frontage with Great Ancoats Street. As well as providing the opportunity and setting the tone of the wider site revitalisation, this will enhance marketability and broaden the appeal of the units to potential occupiers, with the opportunity to attract diverse retailer representation. Opportunity should also be explored to site a further retail/restaurant unit at the northern part of the site adjoining the western end of the retained retail units. This unit would provide an interface to the Rochdale Canal and help to enliven that frontage.

The principle of introducing food retail to the site was established by the 2013 consent. Whilst the market for large format food superstores is much more limited, impacting on deliverability, the introduction of food retailing into the existing units would convey benefits by increasing choice and supporting local communities. The Framework supports a flexible approach to the split between food and non-food with the emphasis on quality and vitality.

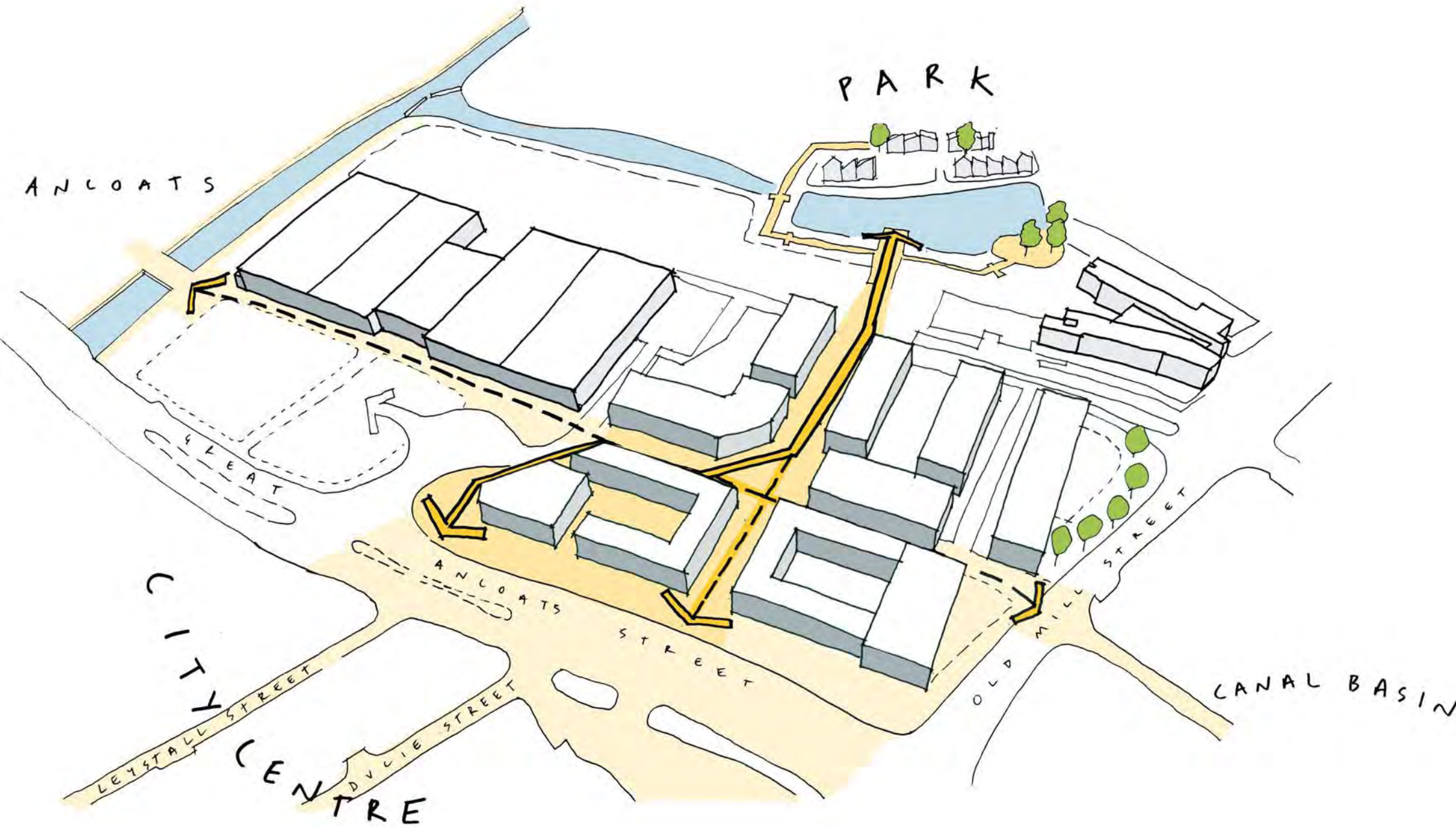
The hard and soft landscaping surrounding the existing units and within the car park must also see transformation, to create a high quality landscaping scheme that is coherent across the whole of the site. The raised beds along Great Ancoats Street should be removed, where possible, to open up the site to the road.

Works to the north-western boundary of the site has the potential to open up the site to the canal. The removal of the existing brick pier and railings boundary wall and the introduction of a comprehensive high quality landscaping scheme will help to deliver a quality public realm facing onto and consistent with the interventions within the Ancoats Conservation Area.

“Transformed retail connecting into a new community.”



Fig. 4.1 Land use principle plan



Indicative sketch form

Connectivity

A core principle within the Development Framework is to create a north-west to south-east connection through the site. This connection builds on the principles identified in Ancoats and New Islington NDF, specifically the guidance for New Islington which included the strategic aspiration to;

- improve connections to the canal infrastructure and;
- improve connections to the New Islington Free School.

This connection will also encourage important integration across the site, supporting the creation of a cohesive whole.

A second core principle is a south-west to north-east connection through the residential-led site. This connection again delivers against the aspirations of the Ancoats and New Islington NDF, strengthening the sustainable links between New Islington and the city centre. The connection is expected to be centrally located within the residential parcel to enable a direct and accessible route to the existing entrance to Cotton Fields Park. The precise alignment, dimensions and form can be established through detailed design, but the creation of this connection as an attractive, high quality pedestrian-friendly route is a core principle to be adhered to.

“Linking people and places.”

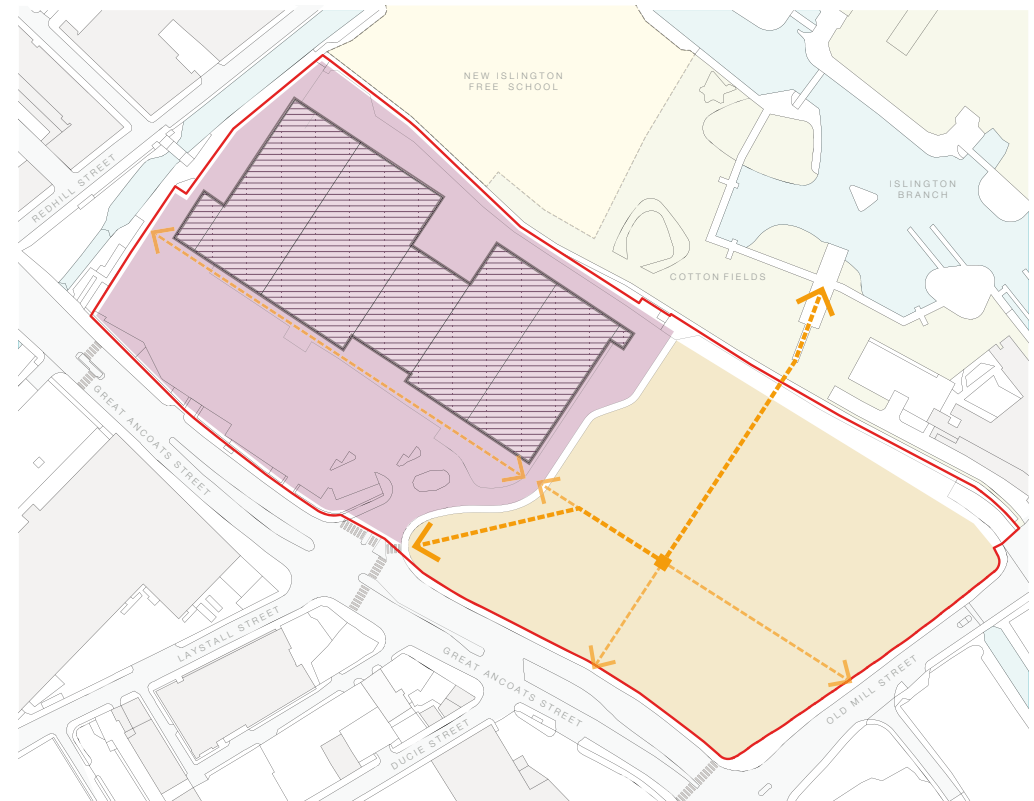
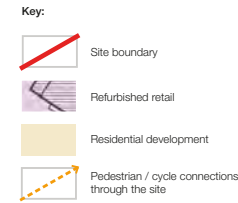
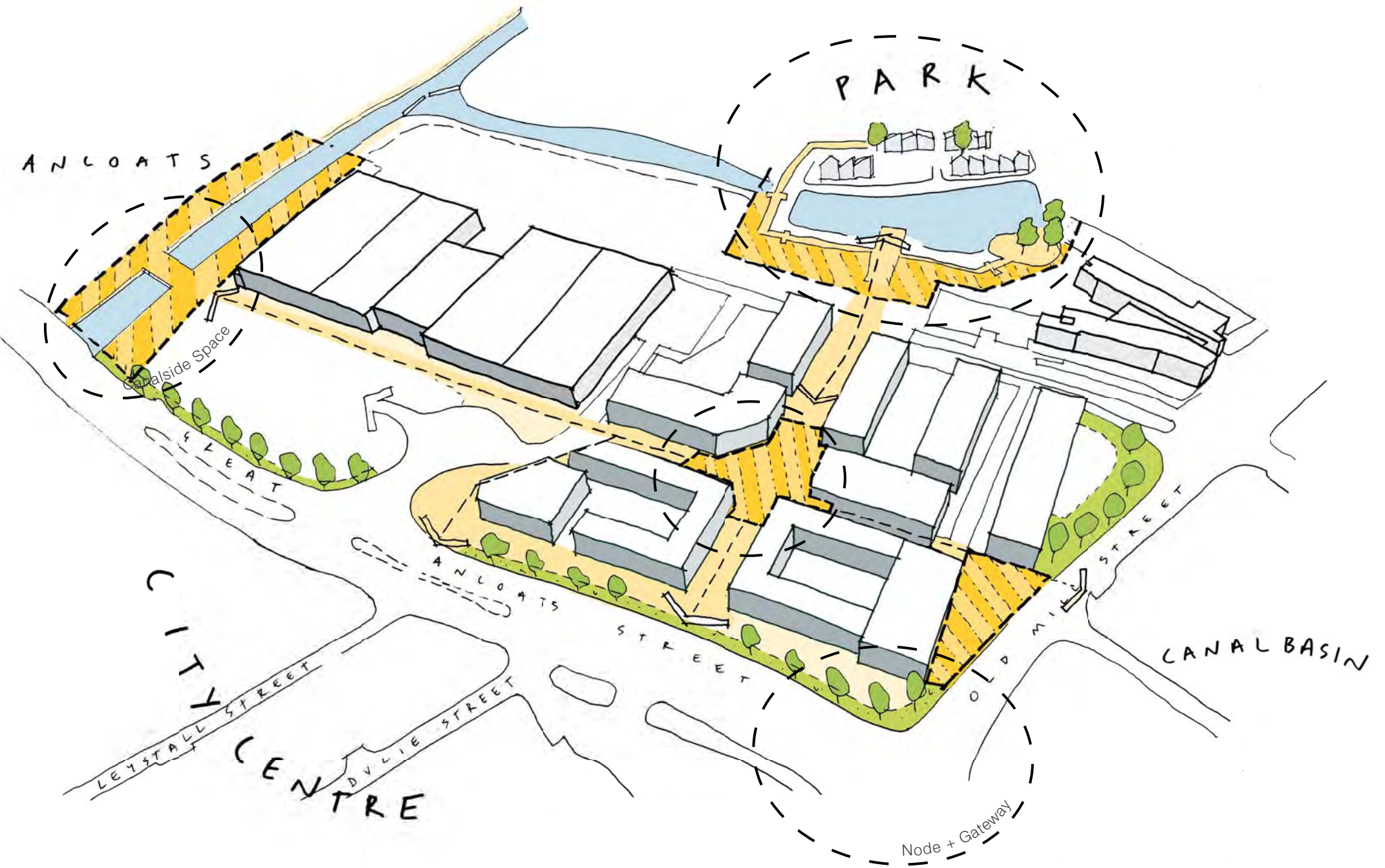


Fig. 4.2 Connectivity & public realm principle plan



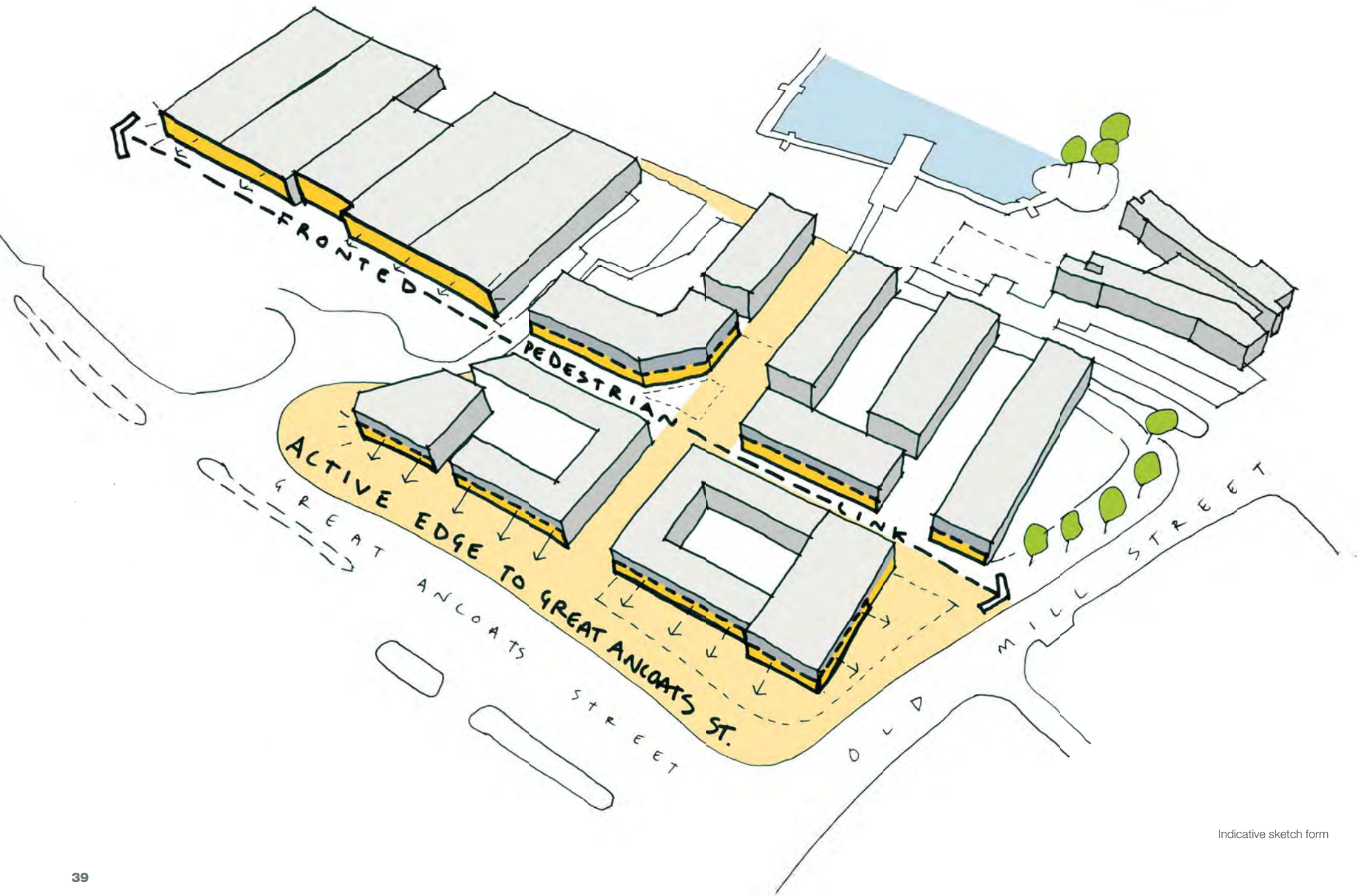
Public realm

New areas of open space or public realm treatment will be expected to be created, to help define the urban form, to provide amenity, and to contribute to the sense of neighbourhood. The connections to Cotton Fields Park will provide a significant local amenity for new residents, but public and, where appropriate, private space within the development will provide an important additional resource, making the place liveable. An effective management regime will be required to ensure the long term stewardship of these spaces. There should be a clear distinction between public and private spaces, with residential uses designed to establish appropriate privacy levels when interfacing with the public realm.

“A network of attractive spaces for people.”



Fig. 4.3 Public realm plan



Indicative sketch form

Frontage, quality and & activity

The consolidated retail offer shall address the reconfigured and enhanced parking environment to the front of the retail units and by wrapping around and/or the introduction of a new retail unit, the enhanced public realm along the Rochdale Canal interface. High quality treatment of the retail façades shall present an enhanced profile to the site and Great Ancoats Street.

The residential-led development in the south-eastern extents of the site shall extend forward sufficiently to create an edge to Great Ancoats Street, responding to the environment of that street, enhancing the interface with the city centre and activating the street. The corner of Old Mill Street and Great Ancoats Street in particular will benefit from active frontages, helping to reinforce the junction and complement the proposed Great Ancoats Street improvements. There is potential to create greater levels of enclosure along Old Mill Street with future development overlooking the street.

The development will promote a quality of design that is appropriate to what is a key point of entry into the Ancoats and New Islington Neighbourhoods as well as the heart of the City. New buildings should offer a well-considered, contemporary and distinctive design which is contextually responsive. In form, development should respond to and reinforce the wider existing character and pattern of development found in the area, but set a benchmark in terms of design quality for new development in the area.



“High quality treatment.”

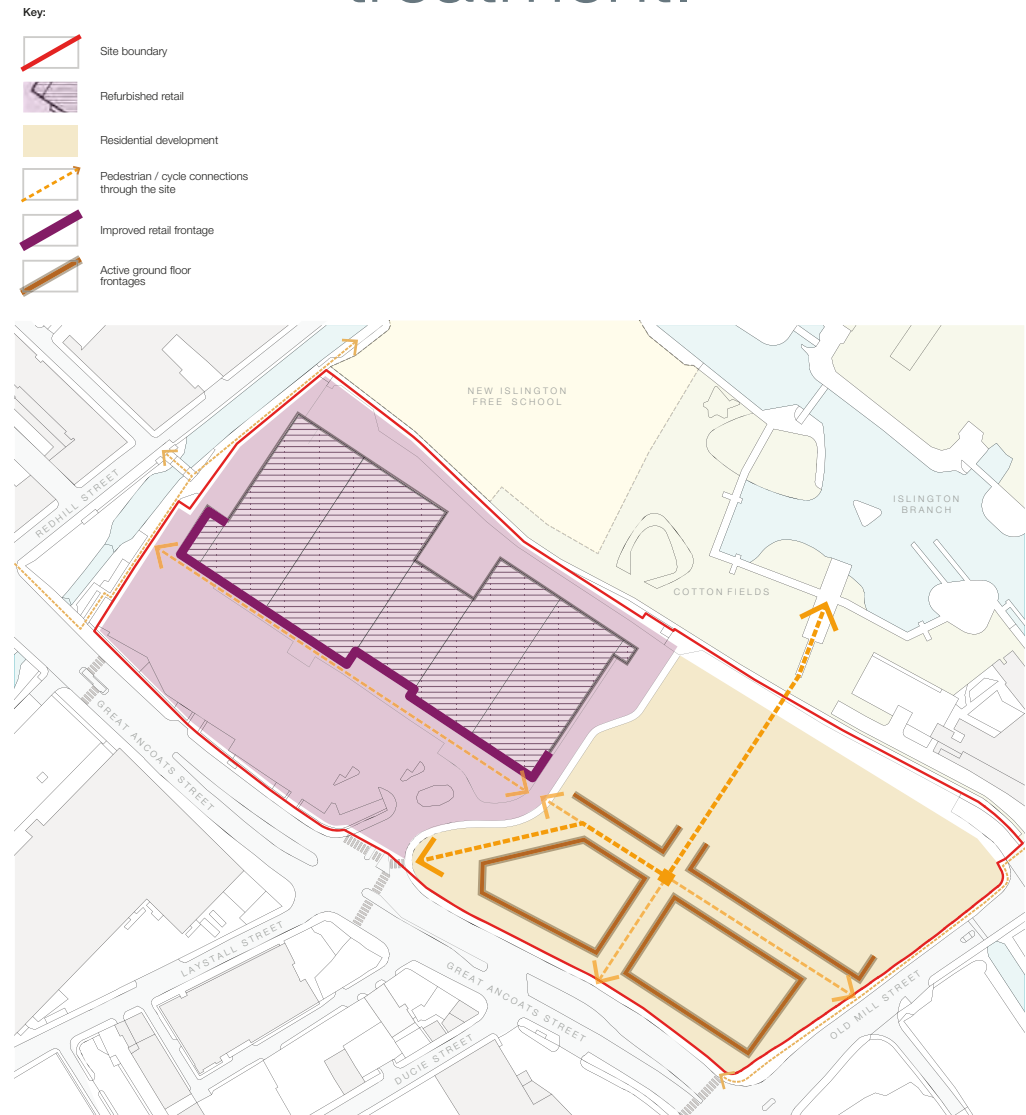
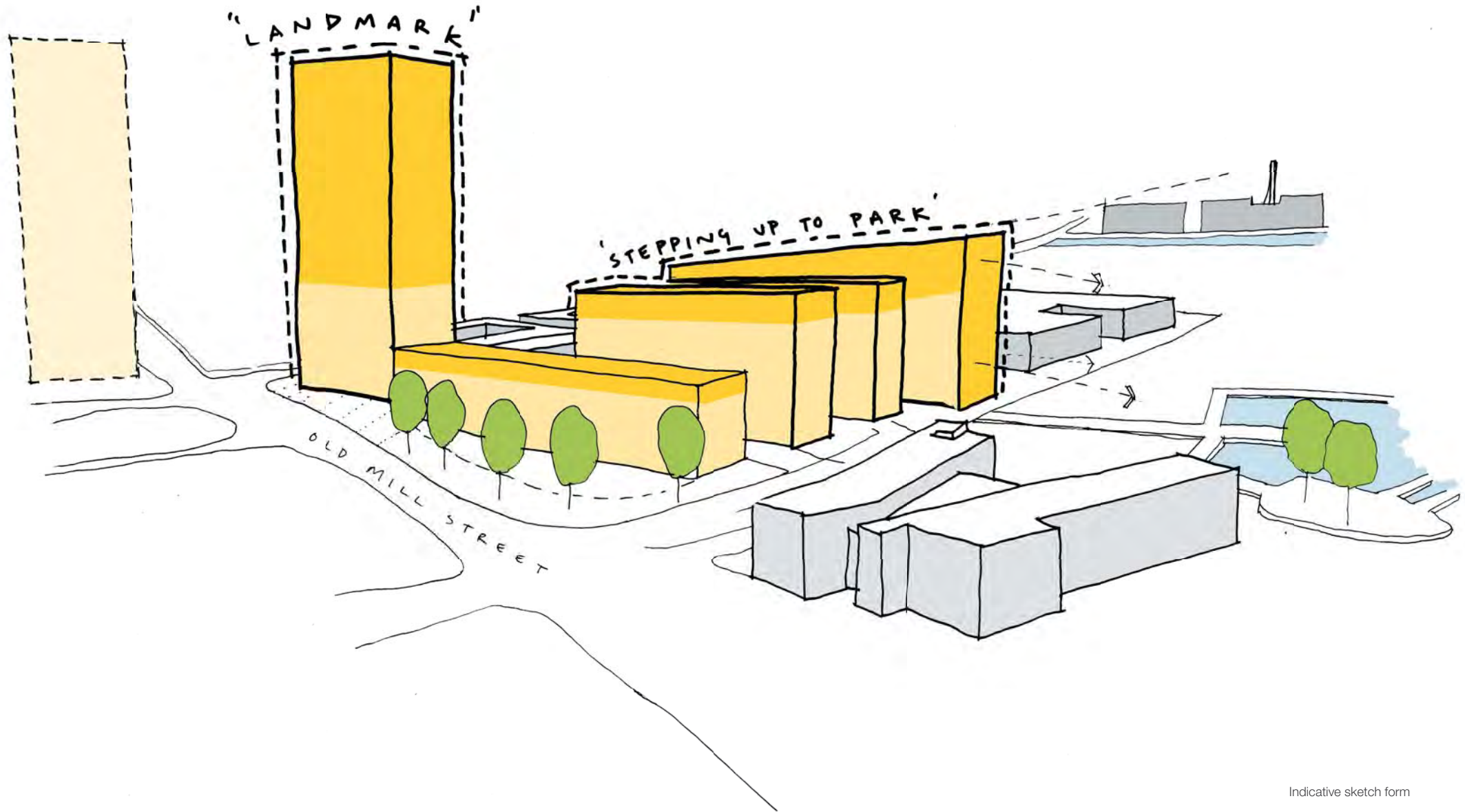


Fig. 4.4 Frontage & activity principle plan



Indicative sketch form

Height and massing

The residential-led parcel sits alongside the junction of Great Ancoats Street and Old Mill Street. Subject to high standards of design quality, there is opportunity for significant height at this junction. A tall building in this location will also offer views of Cotton Fields Park to the north and the city centre to the south. A landmark building will also provide landmark orientation when viewed from both Great Ancoats and Store Street.

Beyond this concentration of height, the development should also consider the opportunity to step up towards Cotton Fields Park and New Islington Marina. An increase in height along the northern edge of the site will offer views across the park and marina as well as providing a sense of enclosure and definition to Cotton Fields Park.

It is essential to provide spatial definition to Great Ancoats Street, to line the street. The massing and degree of set-back of development along this frontage will need to respond to this requirement.



“Redefining Great Ancoats Street.”

Key:





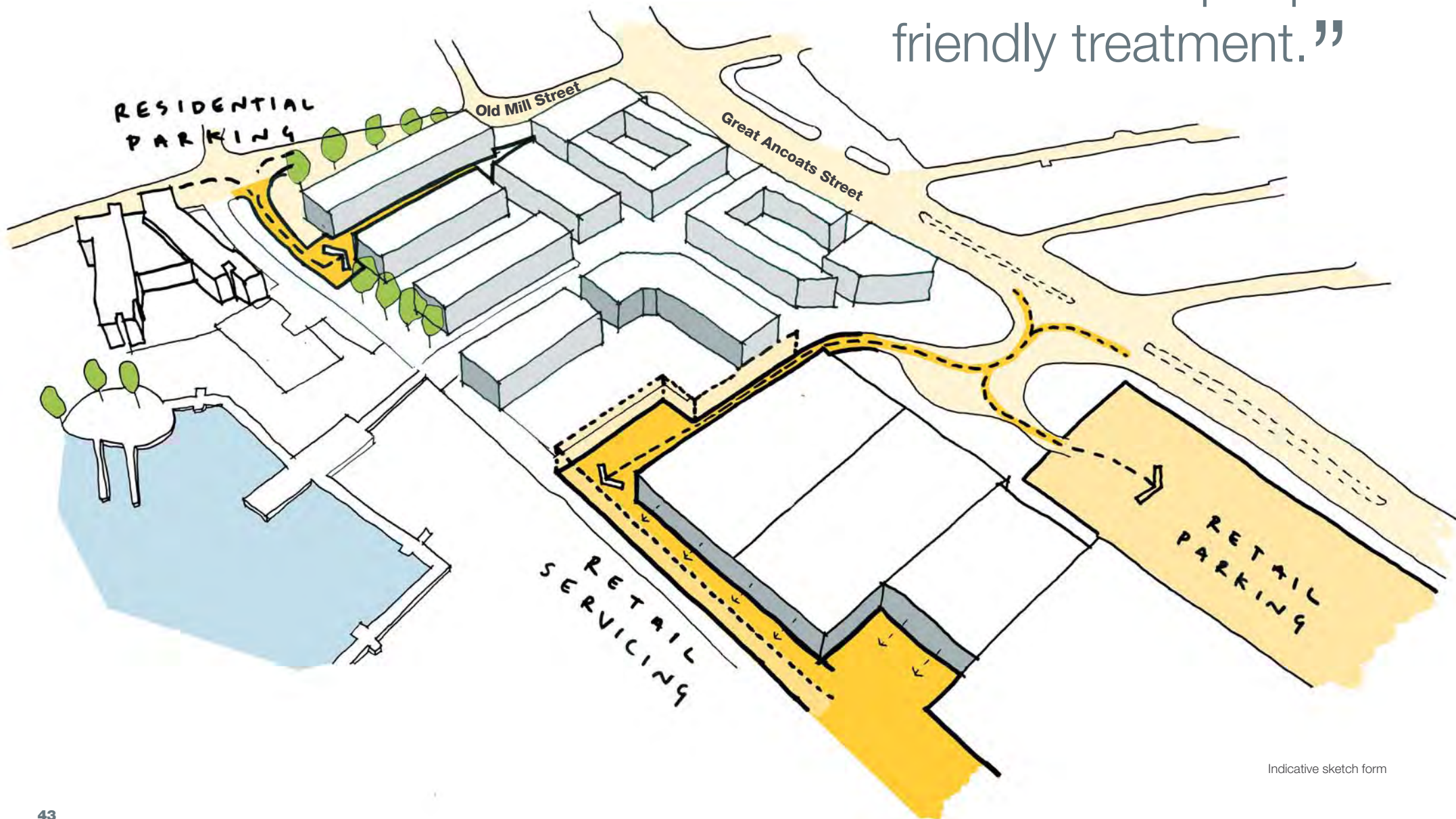
-  Site boundary
-  Refurbished retail
-  Residential development
-  Views to landmark building



Fig. 4.5 Height and massing principle plan

“Clear separation of function & people friendly treatment.”



Indicative sketch form

Access and servicing

The principle plan proposes a new service access to the commercial units taken from Great Ancoats Street. Vehicular access for the residential element is to be taken from Old Mill Street. There is potential to consider supplementing residential access from the new/reconfigured service access if required.

This principle seeks to reinforce Old Mill Street as a residential street, removing HGV movements into the site from this route. It also serves to segregate the retail and residential traffic, with practical benefits.

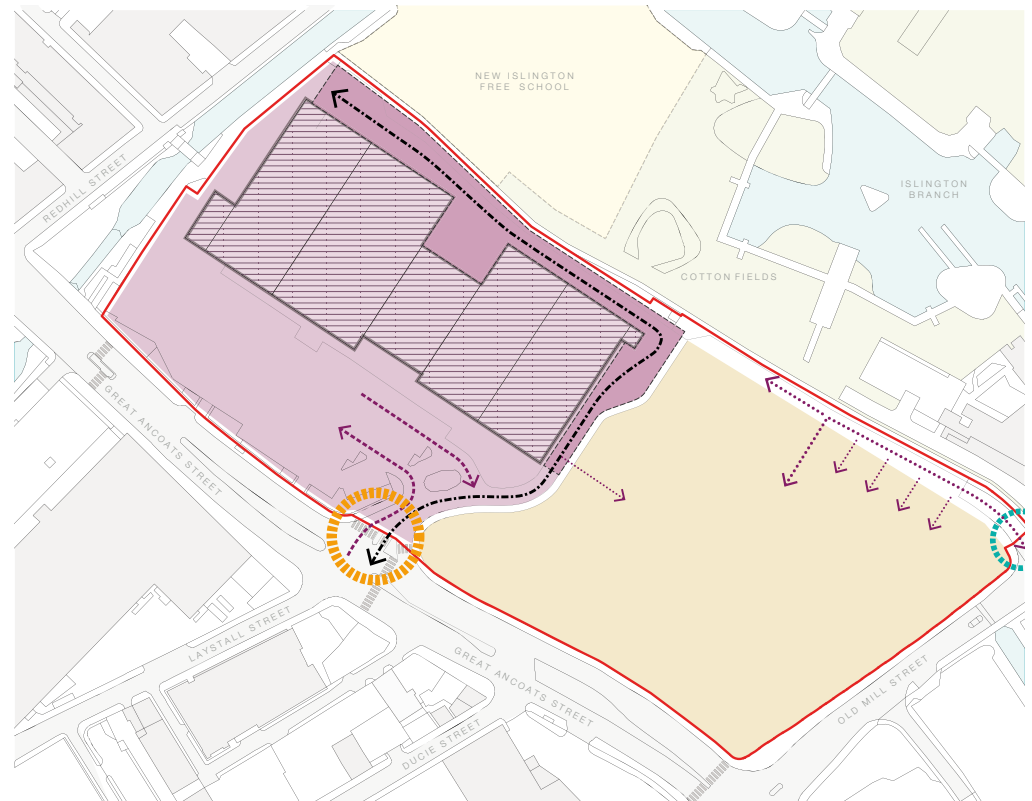
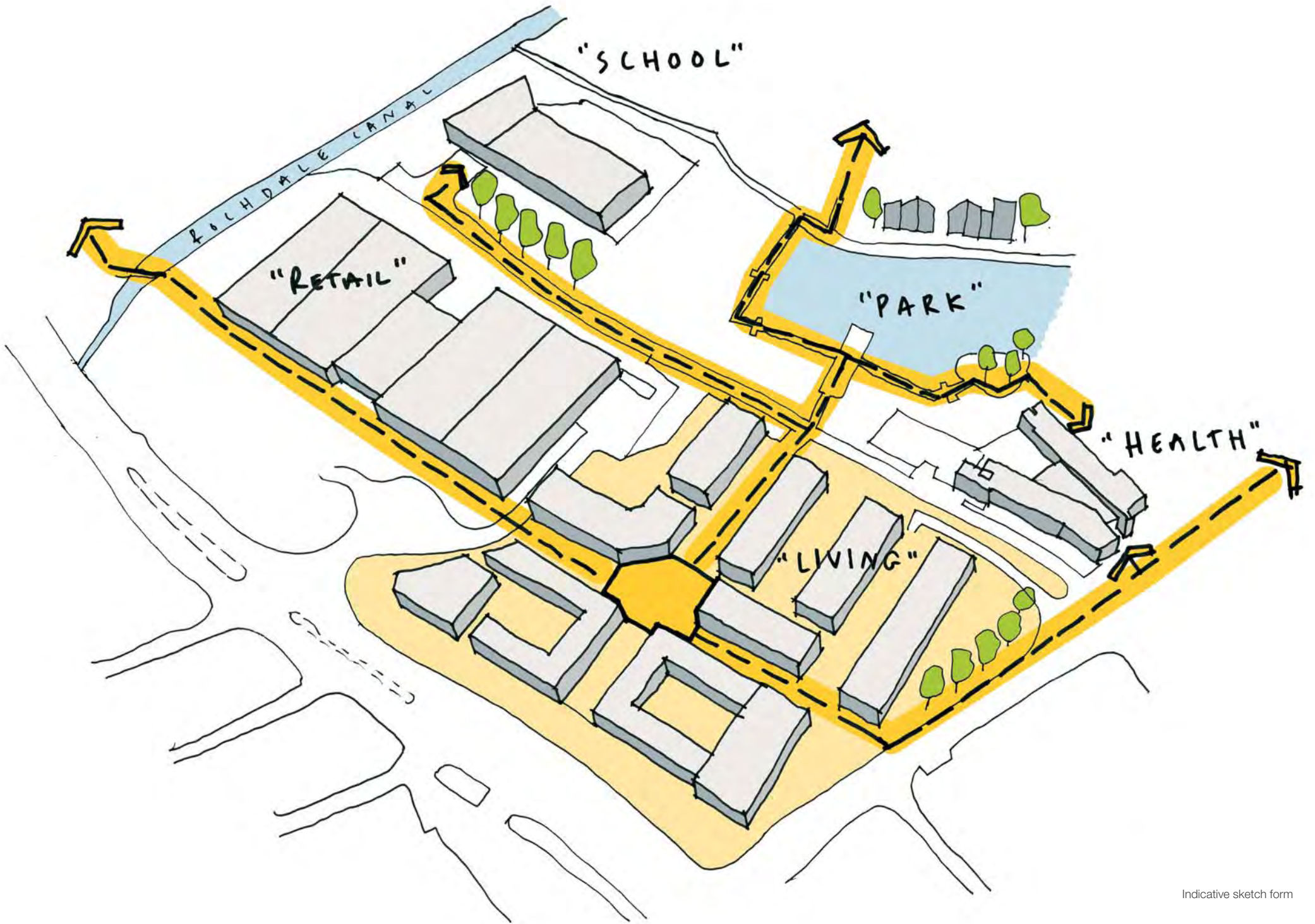


Fig. 4.6 Access and servicing principle plan



Indicative sketch form

Pedestrian movement

A core principle is the enhancement of pedestrian connections through and around the site by means of enhanced definition and public realm treatment. By the creation of new routes, landscaped to a high standard and with enlivened frontages, a walkable, pedestrian-friendly environment shall be created. People will be encouraged to move through the site to access the Health Centre, Cotton Fields Park, the improved retail units and the proposed New Islington Free School. This will enable New Islington to be a more connected and cohesive place to live, work and visit, and assist in the creation of an active and integrated new neighbourhood within the site.

The principle plan identifies the core pedestrian and cycle movement routes between key spaces within and around the site. At the confluence of the movement routes across the site, opportunities should be explored to create a new heart to the community, a new community space as part of an overall structure of public and private spaces. The development and wider enhancement will help connect existing amenities and facilities through high quality pedestrian and cycle connections.

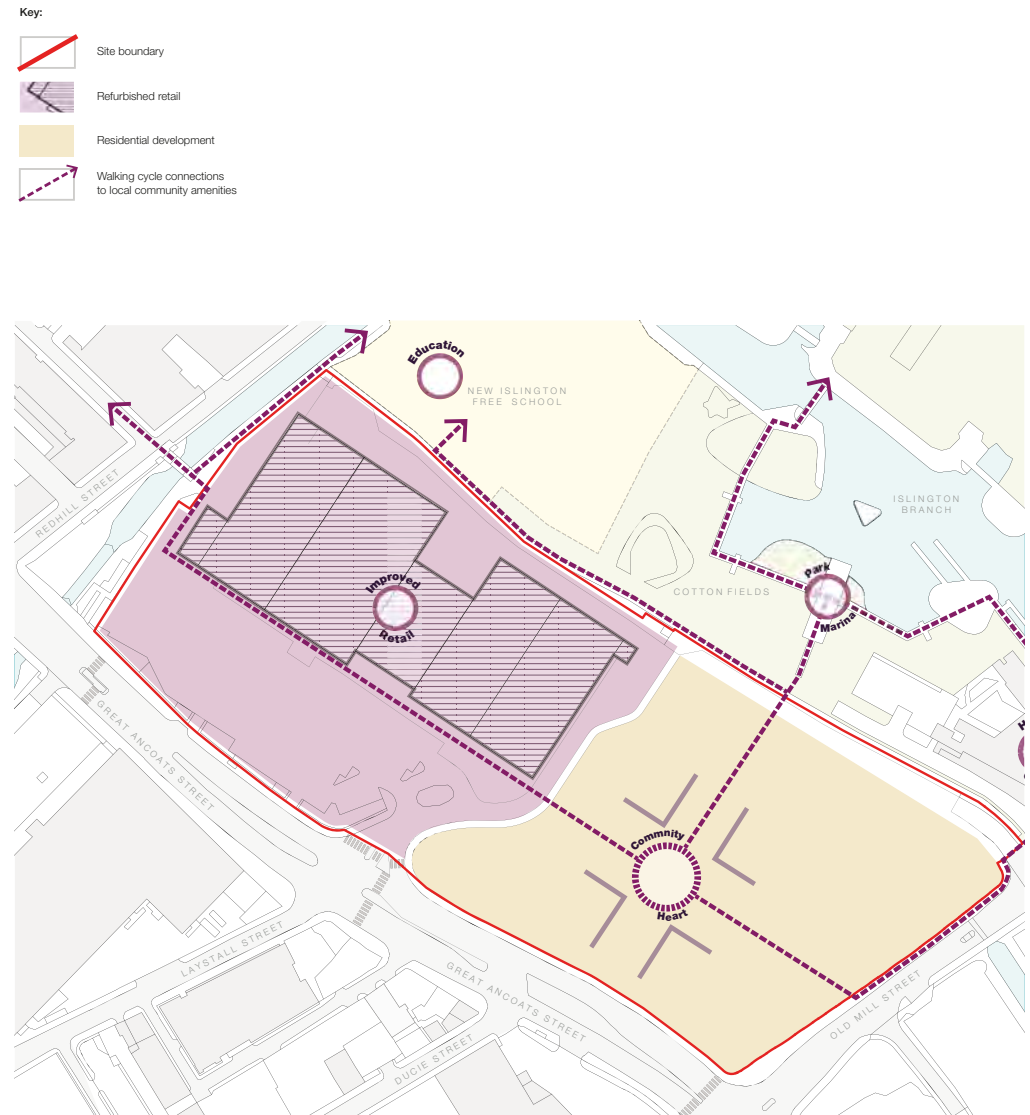


Fig. 4.7 Pedestrian movement principle plan

Parking

The car parking requirements of retail operators (approx. 250 spaces) will need to be maintained on the north-east area of the site to ensure adequate provision whilst also ensuring options for other modes of transport are fully considered. As part of the remodelling of the retail units however, enhancements to the car parking environment will be required. This is required in order to make it more appealing and welcoming, reflective of its interface with Great Ancoats Street, and to provide for a more pedestrian-friendly environment. A landscaping scheme which helps in ‘greening’ the environment will be an integral part of the retail remodelling package of works.

Future residential development proposals should be accompanied by an appropriate car parking strategy, which allows the potential demand generated by future residents to be met whilst considering the promotion of alternative sustainable forms of transport. On-site car parking solutions should be incorporated into development proposals in a manner that does not detract from the character or animation of the street.

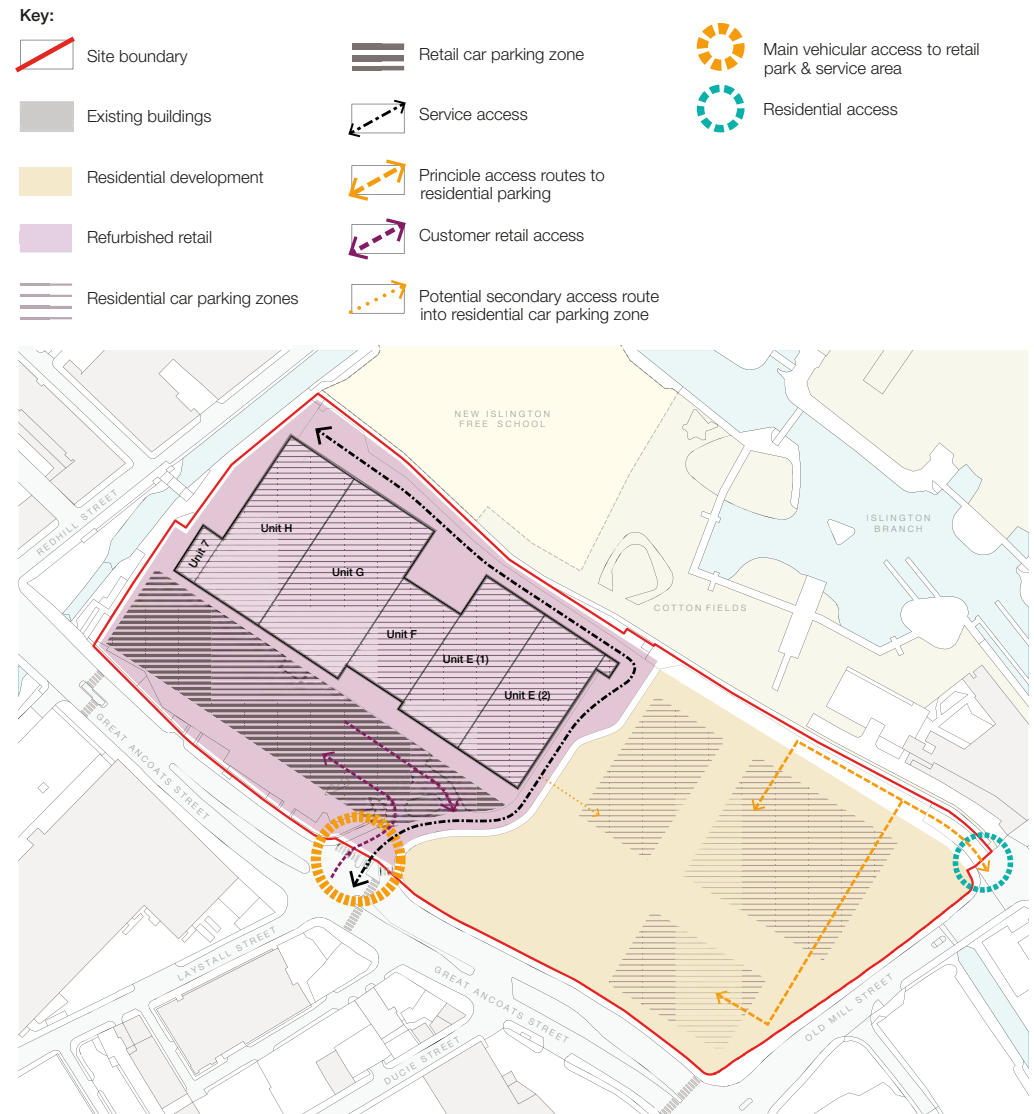


Fig. 4.8 Indicative parking zones plan

“a high quality retail environment that is complemented by a range and mix of high quality residential development”



Development framework










Applying the principles

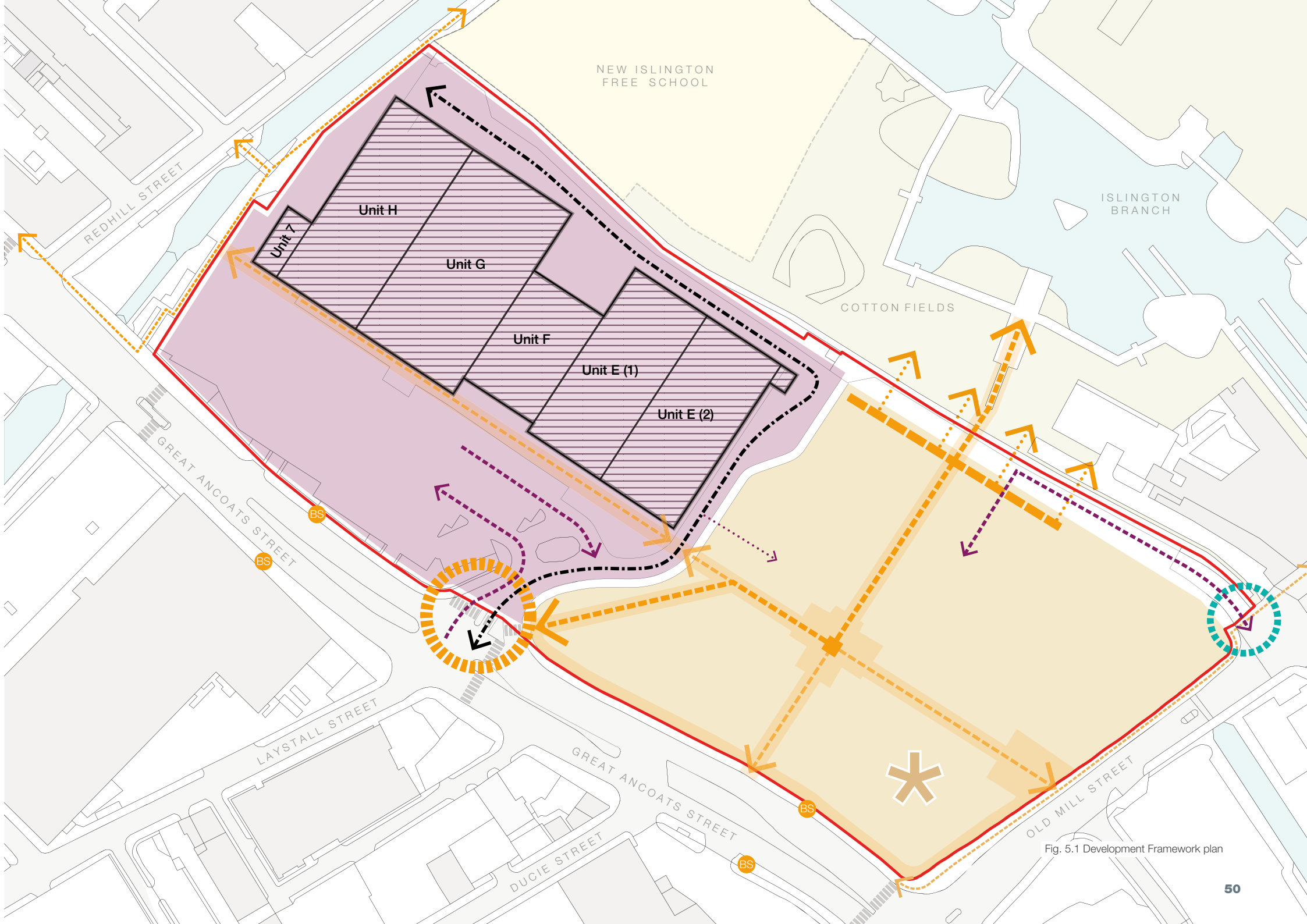
The Framework Plan represents the logical culmination of the development principles, and provides a clear structure against which future planning applications can be prepared and development delivered.

The Framework principles will ensure that future proposals are appropriate for this site and its context, complementing the wider development aspirations in this part of Manchester.

The Development Framework is not prescriptive about the precise design of future development. It affords appropriate flexibility for the market to respond. However, it sets expectations in terms of design standard and it establishes core principles to guide and form the creation of a high quality, integrated, mixed use neighbourhood.

Key:

-  Site boundary
-  Existing buildings
-  Residential area
-  Improved retail environment
-  Proposed pedestrian footpath connections
-  Proposed service access road
-  Proposed vehicle access
-  Main retail and service access point to retail park
-  Potential location of landmark building
-  Potential secondary access route into residential development parcel
-  Main vehicular access point to residential led development parcel
-  Development views overlooking Cotton Fields Park



NEW ISLINGTON
FREE SCHOOL

ISLINGTON
BRANCH

COTTON FIELDS

Unit H

Unit G

Unit F

Unit E (1)

Unit E (2)

Unit 7

REDHILL STREET

GREAT ANCOATS STREET

LAYSTALL STREET

DUCE STREET
GREAT ANCOATS STREET

OLD MILL STREET

BS

BS

BS

BS

Fig. 5.1 Development Framework plan

Illustrative masterplan

Although the Development Framework does not prescribe a detailed design response, the adjacent illustrative masterplan articulates one potential way in which the development principles could be interpreted across the site.

- 1 Refurbished retail units
- 2 Retail extension and additional unit
- 3 Reconfigured car parking and public realm improvements
- 4 Car park and servicing entrance
- 5 Improved public realm along Rochdale Canal
- 6 Retail units servicing area
- 7 Landscape screen to New Islington Free School (retention of existing)
- 8 New residential and mixed use frontage along Great Ancoats Street
- 9 New east-west pedestrian connection between Old Mill Street and Rochdale Canal
- 10 New pedestrian and cycle connection between New Islington / Cotton Field Park and Great Ancoats Street
- 11 New urban public space at the heart of the new residential community
- 12 Higher density residential units
- 13 Landmark building addressing Great Ancoats and Old Mill Street
- 14 Lower density residential units
- 15 Internal courtyard space
- 16 Car parking to serve proposed residential units
- 17 Old Mill Street gateway space
- 18 Planted screen to Old Mill Street working with existing site levels
- 19 Residential car parking access off Old Mill Street
- 20 Improved pedestrian crossing points across Great Ancoats Street





Fig. 5.2 Indicative illustrative masterplan
This is for illustrative purposes only

How the place will come to life.

To further explore how the principles may be applied and the development form may look and feel this section provides a brief study of elements of the illustrative masterplan. It considers how the principles may be applied to create a distinctive place.

Four zones are considered; the character of each zone responds to the unique setting and placemaking role in the illustrated masterplan.

- Urban Gateway
- Commercial Face
- Parkland Setting
- New Community Connection and Neighbourhood Heart

Each area has been articulated with relevance case study images which start to describe how the place would come to life.

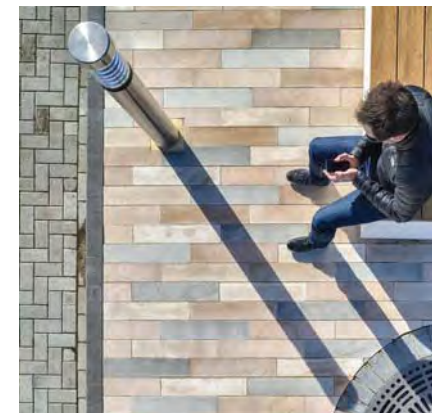


1. Urban gateway

The Great Ancoats - Old Mill Street junction forms a pedestrian entrance to the site from the east. The urban form here needs to invite people into and through the site. The illustrative form includes a residential tower in this location. To accommodate this height the building has been set back from the road edge to create an area of public space, and this also reveals the gable of the block to the north creating an overlooked area of public realm. However, aligned with adjacent buildings to the north, a hard edge and spatial definition of Great Ancoats Street is provided.



Eastbank, Manchester



2. Commercial face

This zone forms the transition between the refurbished commercial units and the residential development.

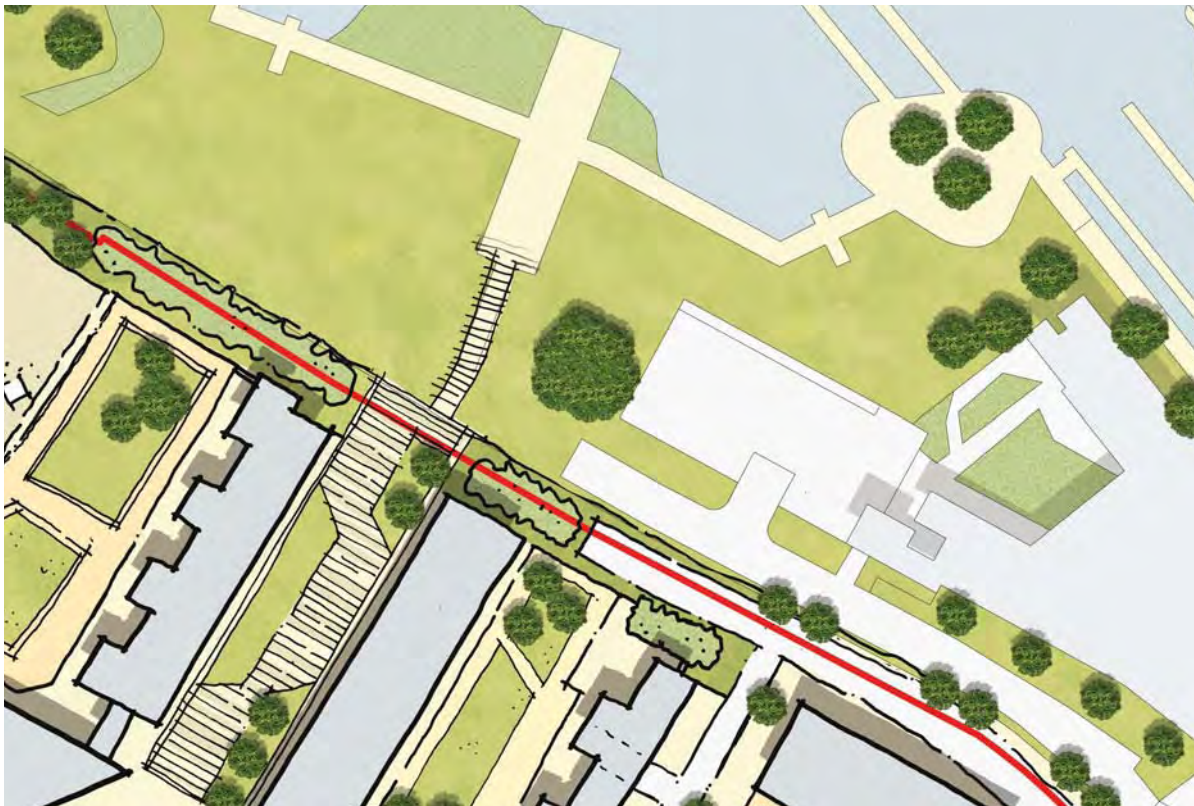
It also forms the pedestrian entrance from Great Ancoats Street and could therefore be a focus for a mix of uses to complement the new homes, enlivening the street and drawing people in.



First Street, Manchester

3. Parkland setting

The northern edge of the site fronts Cotton Fields Park and New Islington beyond. The illustrative linear development form here accommodates new green spaces, linking in to the park beyond, opening up long range views. This structure also reflects the urban pattern proposed throughout much of New Islington.



Orestad City, Copenhagen



Kidbrook Village, London

4. New community connection and neighbourhood heart

This illustrates a core principle of the Framework: a new high quality pedestrian and cycle route, connecting the existing communities and amenities to the north of the site, to the heart of a high quality and vibrant residential community along Great Ancoats Street.

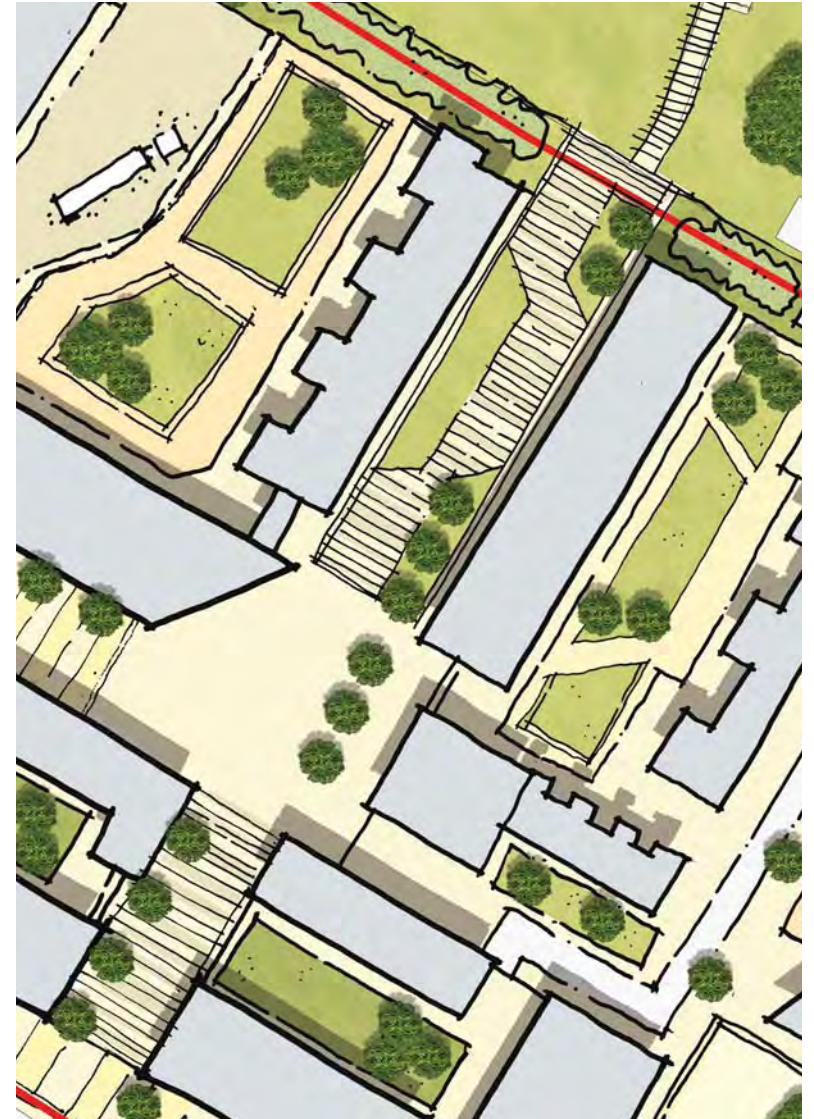
The neighbourhood heart is the point where the two main routes meet. This area would provide opportunity for a variety of uses promoting activity.



The Rock, Bury



Rijna Square, Czech Republic



Sequence of development and next steps

A phased approach to the development of the site is envisaged, to ensure that the full potential of the site is realised efficiently whilst having regard to commercial and market requirements, including maintaining the operational retail presence and associated car parking in the north-west of the site throughout the build period.

Indicative phasing

An indicative phasing diagram shown adjacent assumes the refurbishment of the retail units to the north-west of the site and rationalisation of the access arrangements to the service yard as Phase 1, with the access arrangements (and associated demolition) commencing first. This is a key commercial requirement of TH Real Estate and one which will release the balance of the site for residential development.

The indicative phasing is summarised below:

Phase 1:

- Demolition of existing retail units C & D
- Highway works to form new access / egress to the service yard from Great Ancoats Street.
- External refurbishment and upgrading to existing retail units E, F, G and H.
- Construction of new retail unit to improve activity and relationship with the Rochdale Canal.
- Public realm, site security, landscaping and car park works to the western area of the site.

Phase 2:

- Demolition of existing retail units A & B
- Construction of high quality residential development within the central area of the site and delivery of a new pedestrian route to Cotton Field Park
- Alterations to northern site boundary service road to provide dedicated access to residential development
- Construction of new high quality residential development on development parcel adjacent to Old Mill Street
- Construction of new high quality residential development and associated active ground floor uses along frontage to Great Ancoats Street
- Public realm and landscaping works



Key:

-  1a- Demolition of units to accommodate highway works for new access to service road.
-  1b- Improvement to existing retail
-  2- Demolition of remaining buildings and construction of residential led development, pedestrian link and public realm works

Fig. 7.1 Indicative phasing plan

Next steps

This draft Development Framework will be submitted to the Council for consideration by the Executive at its meeting in December. The Executive will be asked to support a period of formal public consultation on the document.

It is anticipated that a final Development Framework will be submitted to the Executive for its approval in December 2015.

The planning status of this document following its adoption will be as a material consideration in determining all planning applications relative to the site. Whilst it does not form part of the Development Plan, it has been prepared to be consistent with the adopted policies of the Council's up-to-date Core Strategy, the Ancoats and New Islington NDF, the Strategic Plan for the city centre and the National Planning Policy Framework.

It is anticipated that the first planning application (to be prepared by TH Real Estate) will be a detailed submission for the refurbishment of the existing retail warehouse units. Subject to the grant of planning permission, it is anticipated that the refurbished retail warehouse units would be operational during 2017. The consolidation of the Retail Park to the north-west provides the residential opportunity on the balance of the site to the south-east.

It is the intention for TH Real Estate to market the residential opportunity in conjunction with Manchester Place to identify a development delivery partner.

'The brief' to the market is provided by this Framework. Subsequent planning applications for the residential component will be brought forward by the selected development partner and adjudged against the Framework.



“it is anticipated that the refurbished retail warehouse units would be operational during 2017”

Appendix - Development Issues and Technical Considerations



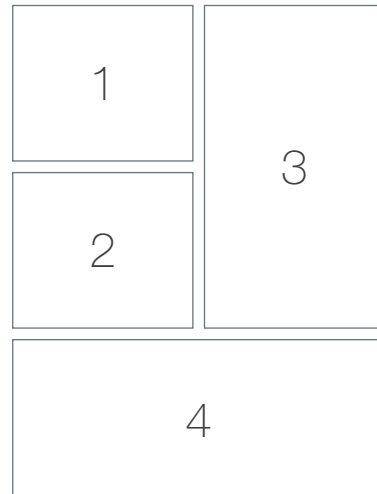


Topography

The Central Retail Park site underwent a degree of site regrading during its construction in order to address the level change between Great Ancoats Street and New Islington, accommodating the large retail floor plates associated with the current uses on the site.

The retail car parking sits at grade level to Great Ancoats Street, with the eastern access road rising up to meet Old Mill Street. The service access road behind the retail units sits at approximately 49m (AOD) at Old Mill Street to 45.8m (AOD) below Cotton Fields Park. A retaining wall structure currently runs the length of the northern boundary of the site, addressing the 5.0m level difference (at its most extreme) between the site and the land to the north of the site.

- 1 Approach view towards existing retail units
- 2 Deflected pedestrian route through car park to the east of the site
- 3 Existing service access road and impermeable edge to the north of the site
- 4 Existing car parking, setting development back from Great Ancoats Street



Ecology

The site lies adjacent to the Rochdale Canal which is a Site of Biological Importance (SBI, designated in May 2004), on the basis of the water plantain and grasswack pondweed it contains. In order to appraise the potential impact of development upon the canal an Ecological Assessment and Extended Phase 1 Habitat Survey has been completed to confirm that water plantain is not present in the canal within 10km of the site.

Future development is unlikely to infringe upon the canal or the SBI but the construction phase of future development will need to be carefully managed using adopted construction techniques and working practices to ensure that the canal is not affected.

Flood Risk

An assessment of Flood Risk has been undertaken in respect of the site and it confirms that the site is wholly within Flood Zone 1 and is subject to the lowest risk of flooding. In addition, the site is not located within a designated flood plain or a groundwater protection zone and nor are there any known water or drainage problems affecting the area.

Utilities

All necessary services are present within the vicinity of the site. There is therefore no constraint in respect of the availability of services that would prevent future development from proceeding.

The primary utilities constraint is a water main which runs across the north-eastern corner of the site in a north-west to south-east direction.



Heritage

The site does not contain any statutorily listed buildings or structures and is located outside, but adjacent to, the Ancoats Conservation Area. It is also situated within proximity of listed buildings located on Redhill Street.

Future development has the potential to give rise to impact on the setting of the Ancoats Conservation Area and the setting of the listed former cotton spinning mills, located adjacent to the Rochdale Canal. These are illustrated on the heritage context plan (adjacent).

National and local planning policy strives to ensure that development proposals which may have an impact on the historic environment are fully informed as to the spatial interest and significance of the designated heritage asset. Although diluted over time by the large number of tall buildings now present in the surrounding area, the visual aspect of the significance of the listed buildings still prevails due to their built form, scale and mass and the repetitive language of their architecture and the continuous façade/frontage they create.

The development solution for the site must reflect this context, arriving at a high quality contemporary design solution which does not adversely impact on the character, appearance or special interest of the nearby heritage assets.

Key



Grade II* listed buildings and structures

1. Paragon Mill
2. Royal Mill
3. New Mill
4. Mill Building
5. Beehive Mill
6. Doubling Mill/ Fireproof Mill
7. Decker Mill/ Old Mill
8. Jacksons Warehouse (formerly Rochdale Canal Warehouse)
9. Brownfield Mill
10. Store Street Aqueduct
11. Dale Warehouse



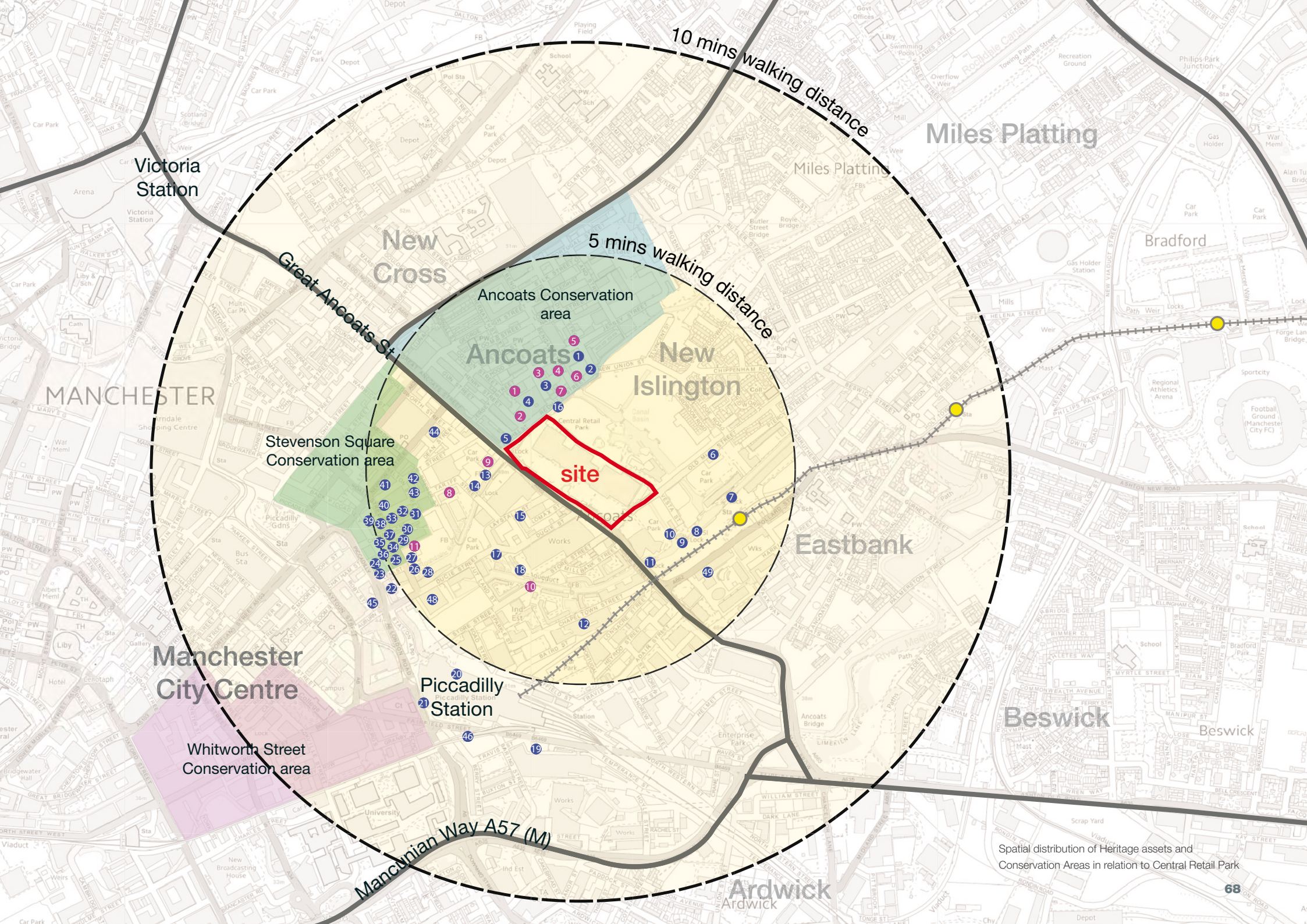
Grade II listed buildings and structures

1. Little Mill
2. Union street Bridge
3. Former Warehouse and offices of Old Mill, Decker Mill and New Mill
4. Sedgwick Mill
5. Rochdale Canal Lock No.82
6. Ardwick and Ancoats Hospital
7. Ashton Canal Lock No.3
8. Ashton Canal Lock No.2
9. Ashton Canal Lock Keepers Cottage
10. Ashton Canal Towpath Bridge
11. Ashton Canal Lock No.
12. Phoenix Works (Crusader Works)
13. Towpath footbridge and associates ramps opposite Brownfield Mill
14. Lock No. 83 East of Tarriff Street
15. 32 Laystall Street
16. Retaining wall on S. side of Redhill Street, W. of Union Street Bridge
17. Junction Lead Mills, Paradise Wharf



Grade II listed buildings and structures

17. Junction Lead Mills, Paradise Wharf
18. Stable block of SE of junction Lead mills Street
19. Star and Garter Public House
20. Train Shed at Piccadilly Station
21. Former Goods Offices to Piccadilly
22. Rochdale Canal Lock No.85 in Tunnel Between Piccadilly and Dale Street
23. No.107 Piccadilly
24. The Brunswick Hotel
25. Former Horrocks, Crewson and Company Warehouse
26. Entrance Archway and Lodge to yard of the Rochdale Canal Company
27. Rochdale Canal Company Office
28. Rochdale Canal Lock No.84 (Dale Street)
29. Industry House
30. Langley Buildings
31. No's.49 and 51 Dale Street
32. No.45 Dale Street
33. No.47 Dale Street
34. No.68 Dale Street
35. No.19 Paton Street
36. No's. 13 and 15 Paton Street and attached railings
37. No's. 64 and 66 Dale Street
38. Eleska House
39. No. 56 Dale Street
40. No. 35 Dale Street
41. Newton Buildings
42. No's. 50-62 Port Street
43. No's. 45, 47 and 47a Hilton Street
44. No's. 72-76 Newton Street
45. Joshua Hoyle Buildings
46. Manchester South Junction and Altrincham Railway Viaduct
47. Fourways House, No's. 16-18 Tarriff Street
48. Co-operative Warehouse



Miles Platting

New Cross

Ancoats Conservation area

Ancoats

New Islington

MANCHESTER

Stevenson Square Conservation area

site

Eastbank

Manchester City Centre

Whitworth Street Conservation area

Piccadilly Station

Beswick

Beswick

Mancunian Way A57 (M)

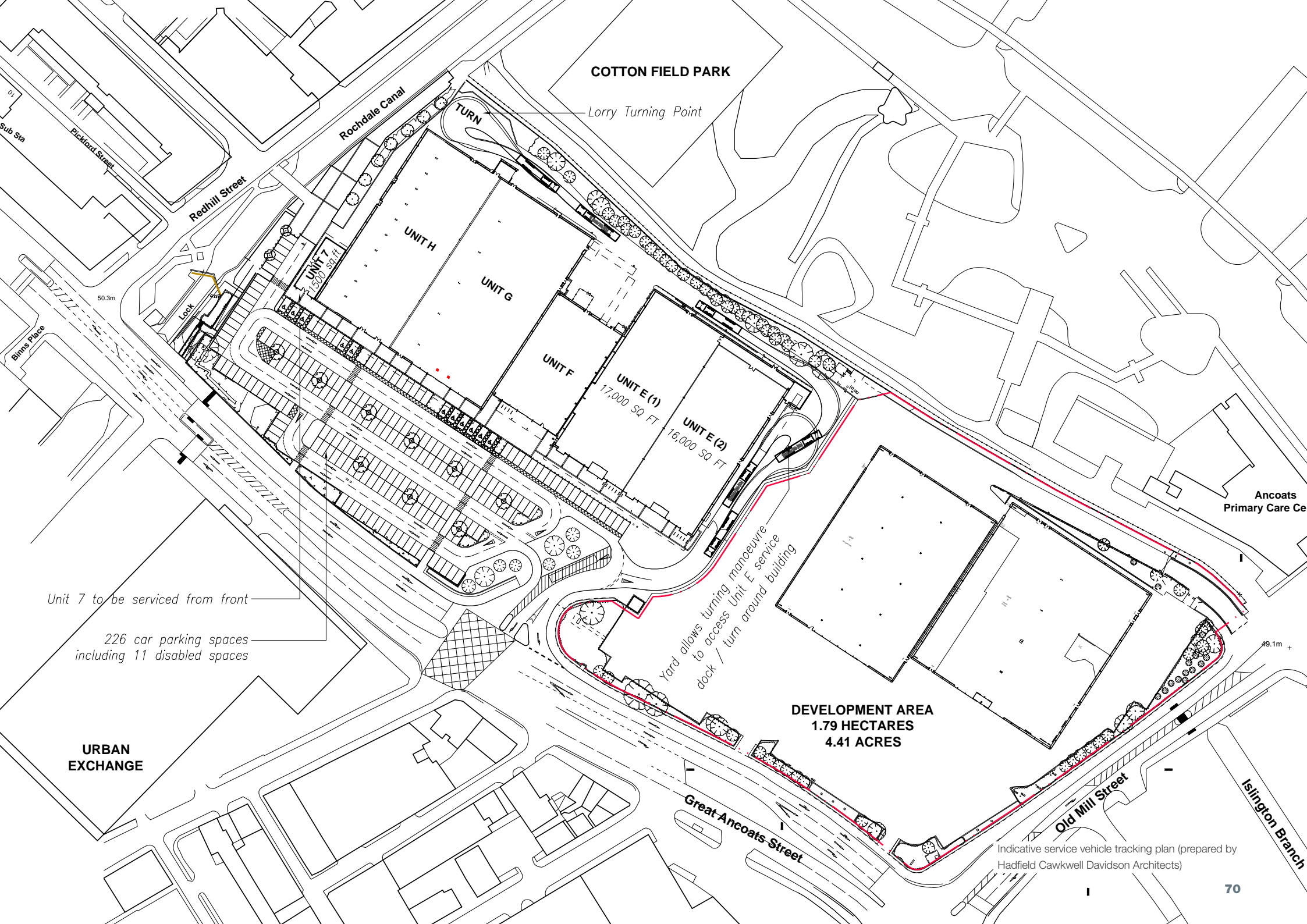
Ardwick

Spatial distribution of Heritage assets and Conservation Areas in relation to Central Retail Park

Servicing Access Arrangements

The Development Framework Plan has been subject to an initial highway and access assessment. The layout adjacent illustrates the adjusted service access road for the retained commercial units. Vehicle tracking has been completed for the service access road and has established that it is an acceptable solution.

The highways access strategy also considers dedicated residential access from Old Mill Street to be a positive solution in highway terms; complementing the residential nature of the Street.



COTTON FIELD PARK

Lorry Turning Point

TURN

Rochdale Canal

Redhill Street

Pickford Street

Sub Sta

50.3m

Lock

Binns Place

UNIT H

UNIT G

UNIT 7
1,500 SQ. FT.

UNIT F

UNIT E (1)
17,000 SQ. FT.

UNIT E (2)
16,000 SQ. FT.

Ancoats Primary Care Ce

Unit 7 to be serviced from front

226 car parking spaces
including 11 disabled spaces

Yard allows turning manoeuvre
to access Unit E service
dock / turn around building

DEVELOPMENT AREA
1.79 HECTARES
4.41 ACRES

49.1m +

URBAN EXCHANGE

Great Ancoats Street

Old Mill Street

Islington Branch

Indicative service vehicle tracking plan (prepared by
Hadfield Cawkwell Davidson Architects)

For further information contact

Stephen Bell

stephen.bell@turley.co.uk

TH Real Estate