

**Manchester City Council
Report for Resolution**

Report to: The Executive - 27 July 2016

Subject: Great Northern Complex, Manchester Central and Castlefield Quay Strategic Regeneration Framework

Report of: The Chief Executive

Summary

This report provides Members with details of a draft Strategic Regeneration Framework (SRF) for the Great Northern Complex, Manchester Central and Castlefield Quay. It seeks the Executive's endorsement in principle of the draft framework, which would help to guide development in a way that reflects its physical and locational characteristics, supports future growth and complements existing developments in adjacent areas. The report also seeks agreement for a public consultation exercise to be undertaken on the draft framework.

Recommendations

The Executive is recommended to:

1. Consider and endorse the principles set out in the draft Great Northern, Manchester Central and Castlefield Quay Strategic Regeneration Framework.
2. Request the Chief Executive to undertake a public consultation exercise on the draft SRF with local residents, businesses and other stakeholders, and report back on the outcome of the consultation to a future meeting.

Wards Affected: City Centre

Manchester Strategy outcomes	Summary of the contribution to the strategy
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	<p>The comprehensive redevelopment of this site will provide a major focus for new investment within the area. The framework will contribute towards both the growth of jobs and the economic performance of the civic quarter and the wider city centre.</p> <p>The regeneration framework will see the enhancement of a unique leisure and retail destination delivered through utilising the potential of the Great Northern Complex, which will provide a range of new employment opportunities in the city centre.</p>

	<p>The framework includes land to the rear of Manchester Central and the surrounding area with an objective of delivering a distinctive city quarter in line with leading international contemporaries, to support the continued growth of the city's economy.</p>
<p>A highly skilled city: world class and home grown talent sustaining the city's economic success</p>	<p>This site occupies a prime location with the Civic Quarter, and will see the creation of opportunities for local employment, training and procurement. Located in the heart of the city centre the area is ideally positioned to support the city's drive for high calibre graduate talent retention through job creation.</p> <p>The development of the Great Northern Complex will create new employment opportunities across a range of sectors.</p> <p>The expanded retail and leisure offer, in addition to the creation of new commercial space within the area, will both attract new organisations to the city and facilitate the expansion of existing Manchester based businesses. This will in turn see the creation of a number of new jobs.</p> <p>The framework includes scope for a significant number of new homes within close proximity to the job opportunities at both the Great Northern complex and Manchester Central but also within key emerging city centre neighbourhoods including St John's, St Michael's and First Street.</p>
<p>A progressive and equitable city: making a positive contribution by unlocking the potential of our communities</p>	<p>The regeneration framework complements development at adjacent neighbourhoods including St Michael's, St John's and First Street.</p> <p>The Great Northern and Manchester Central sites will augment what is a strategically important and historically significant location through the delivery of a new mixed use city centre destination which is well connected and distinctive. It will transform the image of the area as a visitor destination, and help to create job opportunities here and within the wider city centre.</p> <p>The framework utilises the potential capacity of the Great Northern Warehouse through the provision of an expanded retail and leisure offer which will contribute towards further developing a city centre neighbourhood of choice.</p>

<p>A liveable and low carbon city: a destination of choice to live, visit, work</p>	<p>The area benefits from excellent public transport connectivity, ensuring the site can be accessed by visitors, residents and commuters without a reliance on car usages.</p> <p>The SRF area sits in close proximity to Oxford Road Station and Deansgate Castlefield rail and Metrolink Stations, demonstrating the areas strong public transport links.</p> <p>The framework includes a refreshed vehicle parking offer improving access to quality car parking provision.</p> <p>Sustainable design and development principles will be tested at the planning application stage.</p>
<p>A connected city: world class infrastructure and connectivity to drive growth</p>	<p>The Great Northern and Manchester Central area will benefit from strong public transport links, as outlined above.</p> <p>The area already experiences significant annual visitor numbers, and development of the neighbourhood's amenities will further enhance the reputation of the area as a leisure destination.</p> <p>The development framework prioritises pedestrian walkways and connectivity, which will provide residents with improved linkages to surrounding neighbourhoods and city centre districts.</p>

Financial Consequences – Revenue

None

Financial Consequences – Capital

None as a result of this report. The Council has a land owning interest which will be developed as part of the overall scheme. Proposals for this will be reported to a future Executive, along with any financial consequences.

Contact Officers:

Name: Howard Bernstein
Position: Chief Executive
Telephone: 0161 234 3006
E-mail: h.bernstein@manchester.gov.uk

Name: Dave Roscoe
Position: City Centre Planning Team
Telephone: 234 3567
Email: d.roscoe@manchester.gov.uk

Name: Pat Bartoli
Position: City Centre Regeneration Team
Telephone: 0161 234 3329
Email: p.bartoli@manchester.gov.uk

Background documents (available for public inspection):

The following documents disclose important facts on which the report is based and have been relied upon in preparing the report. Copies of the background documents are available up to 4 years after the date of the meeting. If you would like a copy please contact one of the contact officers above.

- Report to Executive – The Civic Quarter - Framework – 21 October 2009
- Report to Executive – The Civic Quarter Regeneration Framework – 10 February 2010
- Draft Strategic Regeneration Framework – Great Northern, Manchester Central and Castlefield Quay – July 2016
- Draft Strategic Regeneration Framework – Great Northern Warehouse – December 2015 (withdrawn)

All held in Room 303, Town Hall

1. Background

- 1.1 The growth and regeneration of the city centre has brought wide-ranging benefits to Manchester City-region, and the economic health, vitality and competitiveness of the regional centre continue to be crucial to the long term success of the regional economy. The Council continues to try and facilitate specific initiatives aimed at maintaining a balance between commercial, residential, retail and leisure uses, which in turn will ensure the continuing success of the city centre as a destination of choice for those wishing to live, work, invest or spend leisure time in the city. Maintaining quality thresholds of our regeneration initiatives is paramount as we experience further, significant growth.
- 1.2 The regeneration of Manchester's civic quarter, at the core of the regional centre and containing some of its most significant buildings, is pivotal to the next phase of growth of the city centre economy. The Civic Quarter Regeneration Framework was approved by the Executive in February 2010, as a mechanism to guide investment and development opportunities in a coherent way, and underpin the scale and pace of change in the area. Significant progress has been made in delivering the Regeneration Framework, with a number of investments already either delivered or well underway, including the transformation of the Town Hall Complex and St Peter's Square, commercial developments at No 1 and No 2 St Peter's Square, Peterloo House, the Radisson Hotel and Theatre Royal and the refurbishment of Peter House. Further development is planned at the former Odeon and 79 Mosley Street.
- 1.3 There is now a timely opportunity to drive the next phases of development, that meet the property needs of a growing and more diverse range of occupiers, and a strategic regeneration framework is required to ensure that development positively contributes to the proper functioning of the Civic Quarter. Previous analyses have not provided the clarity of thinking, nor the capacity to draw together what would otherwise be discrete development plans.
- 1.4 This report sets out summary proposals for a new SRF for the Great Northern complex, land to the rear of Manchester Central and Castlefield Quay. The framework will provide a comprehensive economic and spatial context within which development can be brought forward to ensure that it complements existing developments, while maximising opportunities to support the city's growth objectives.

2. Introduction

- 2.1 The Great Northern complex is a major site, in a prime location in the Civic Quarter. The site covers a 4.5 hectare area and accommodates a number of established uses including a multi-screen cinema, casino, car parking and retail/leisure uses. Notwithstanding the uses that exist within the site, it has generally underperformed and represents an underutilised part of the city that has not fulfilled its potential to become a leading city centre destination.

- 2.2 There now exists an opportunity to properly utilise the Great Northern Warehouse, land to the rear of the former Manchester Central Station and Castlefield Quay, as the major components of this framework. Together they will provide high quality residential, retail, commercial, culture, hotel and leisure uses, and introduce higher quality public realm, that will create an attractive environment where people would want to live, work, visit and spend their leisure time. See the site plan attached at Appendix A.
- 2.3 Since acquiring the Great Northern in 2013, Tobermoray Sarl has been developing proposals to re-energise this strategically important and historically significant site. That process originally led to the preparation of a framework, which was endorsed as a basis for public consultation by the Council in December 2015. The framework was subsequently withdrawn when it became evident that other schemes were being planned adjacent to the site that needed to be considered alongside these proposals, to ensure they were fully integrated, in terms of development and planned uses.
- 2.4 The redevelopment of the area to the rear of Manchester Central provides an opportunity to align this anticipated development, by creating a new destination with a modern commercial offer, with complementary leisure facilities and high quality public realm, which will provide added impetus to delivering change in the area. Earlier this year, this site was acquired by Ask Real Estate Ltd. It is currently underutilised, being used as a surface car park at its upper deck level, and providing access and servicing to the rear of Manchester Central. The upper deck sits above a series of arches which are used for car parking and include a disused car showroom (former Bauer Millet) as well as a primary sub-station accessed from Trafford Street. The Castlefield Viaduct deck also bridges over Great Bridgewater Street. The area beneath this bridge has created a very poor quality environment on an important east-west cross city centre connection.
- 2.5 The Great Northern and Manchester Central sites are of major significance due to their role and contribution to the city centre offer, making it essential that they are redeveloped comprehensively and to the highest quality standards. They support and enhance the functionality of the area, adding to the range of high quality leisure opportunities, to support Manchester Central in its continued drive to attract high end conferences and international associations. In addition, the sites are immediately adjacent to the recently improved Deansgate Interchange which is the main point of entry by public transport into this part of the city centre. As such, there is need to establish attractive, safe and legible connections to and from the site, which provide a welcoming arrival experience into this part of the city centre. These links will also knit this site into the wider fabric of the city centre and establish this location as a destination in its own right.
- 2.6 Castlefield Quay, located on the western side of Deansgate and comprising a series of railway arches, also presents an opportunity to complement development and help support the functionality of the area. Castlefield Quay is in the ownership of Transport for Greater Manchester (TfGM). The site has

previously been identified as a mixed-use strategic development opportunity, having the potential to be connected to Manchester Central physically, at the higher level via a section of disused viaduct, and functionally, in supporting complementary uses at the facility.

- 2.7 Castlefield Quay offers an opportunity to extend high level, potentially green pedestrian linkages between Manchester Central and the Castlefield Urban Heritage Park, whilst stimulating regeneration of the dilapidated arches, activating the spaces below, both overlooking the Rochdale Canal and Bridgewater Street. Together, these three sites represent a highly significant strategic opportunity to transform an extensive area of the city centre, and Tobermory Sarl, Ask Real Estate Ltd and TfGM are working in collaboration with the Council to secure the comprehensive development through the delivery of an agreed framework.
- 2.8 The area has the potential to extend the high quality environment that already characterises the city centre, introduce new residential, leisure and commercial facilities, enhance connectivity, and maximise wider regeneration benefits. Its redevelopment needs to be brought forward in a way that complements existing developments in adjacent areas within the city centre, such as Spinningfields, First Street and those along The Corridor Manchester. Consequently the vision as set out in the SRF is to establish mixed-use development of local and regional importance across the area.

3. Great Northern

- 3.1 The Great Northern site as a whole has for some years underperformed in a number of ways:
- Historically, a failure to reach the necessary quality thresholds in terms of use has resulted in negative perceptions of the Great Northern. The complex has been under utilised for many years, offering neither a sense of place or being perceived as a city centre destination;
 - The cinema has failed to act as an anchor to other uses;
 - The impermeability of the Deansgate façade together with changes in levels, location and configuration of entrance points and routes prevent the complex from being legible and well integrated into the city centre;
 - The site's key asset: the Great Northern Warehouse is not properly utilised and is in need at attention; and
 - The Great Northern Square has not performed as well as other successful public spaces in the city centre: the amphitheatre space has rarely functioned as it was intended.
- 3.2 The SRF review period has allowed Tobermory SARL the opportunity to consider and act upon comments received during the consultation exercise on

the original Great Northern SRF, which were primarily focused on Great Northern Square.

- 3.3 More recently a programme of events focused on Great Northern Square has been introduced with independent restaurants and food concepts together with “Central Working” and the Barclays Accelerator Programme, which are operating out of the building as a direct result of relationships built in London’s Tech City. These uses have proved to be popular and successful. They provide an indication of the potential of the Great Northern following implementation of an appropriate strategy.
- 3.4 The framework is, therefore, based on a strategy that will, when fully developed, allow this area to operate to its full potential as a strategic site. It identifies an existing opportunity to better utilise and fully realise the true value of the area’s key assets, including its heritage assets, to create a new permeable "high value" mixed use city quarter. This is to be achieved through a thoughtfully considered and viable phased development plan working around existing site constraints.
- 3.5 In looking at the opportunities for the site, a considerable amount of work has been undertaken to understand how the proposals can complement and support the Council’s strategic priorities, and be best positioned to support the economic growth opportunities that currently exist. This is being driven by population growth, expansion of high added value economic sectors and a growing leisure and tourism sector.
- 3.6 Against this context, the strategy for the Great Northern is based around the key principles outlined below:
- Replace car parking with residential uses within the Great Northern Warehouse, and in so doing take the opportunity to reveal more of the heritage significance of the Grade II* Listed Warehouse and to repair its setting. This can be achieved by:
 - Rationalising the existing servicing and car parking arrangements on the site. It should be noted that car parking overall will not be reduced across the site, as it will be reprovided elsewhere.
 - Enhancing the quality of the environment along Watson Street.
 - Redeveloping the link atrium building to the south.
 - Removing the new build retail units and entrance space to the west of the front façade of the Warehouse.
 - To create better permeability through the site by the introduction of legible, animated, at-grade, high quality north south and east west pedestrian linkages. This would also establish positive pedestrian friendly linkages between:
 - The City’s Southern Gateway regeneration areas including First Street

- as well as the city centre's existing commercial core and Spinningfields;
 - The Civic Quarter around Albert/St Peter's Square and at St John's / Castlefield;
 - The Deansgate Transport Interchange, and the wider city centre.
- There is an ambition to regenerate the leisure box at the rear of the site in order to create a far more appropriate building for such a central location in Manchester. This part of the site has been identified as an opportunity for taller buildings focused on residential uses but may include office and hotel uses.
 - There is a desire from the site's owners to improve the quality of Great Northern Square in terms of its role, function and permeability. There is a commitment in this regard to further consultations with key stakeholders.
 - The Great Northern Square should maximise its full potential as a public space that brings people together, which encourages social interaction and a sense of community. It should maximise the site's distinctive character features, namely through fully enhancing the setting of the Great Northern Warehouse. It should be comfortable, safe, welcoming, inclusive and accessible to all, with movement being encouraged across the square. It will be partly defined by the quality and management of the surrounding uses that will need to capitalise on their relationship to the Square. Any proposals for the square should also be accompanied by a binding commitment to the ongoing high quality management and maintenance of the space.
 - The site analysis would suggest that in order to make the most of the Great Northern Square as well as in order to enhance the character of the Conservation Area, options for replacing or reconfiguring the existing pavilion building should be considered, in consultation with key stakeholders. For the avoidance of doubt, this should not involve any material reduction in the amount of open space that exists at present, nor should any material change be made in the clearly defined walkway which runs from Deansgate to Manchester Central.
 - Flexible leasing strategies as part of a carefully considered occupier management strategy will be implemented to encourage a mix of uses in the area involving start-up businesses and independent operators as well as established operators.
- 3.7 The first phase of the Great Northern proposals is planned to start in 2018. This will include proposals to improve the Great Northern Square following further consultation.
- 3.8 Phase 2 will commence in 2021 (or sooner subject to vacant possession) and will deliver improvements to the leisure box as well as up to 500,000 sq.ft of residential, hotel and restaurant uses. This will include removal of the first floor plaza and Deansgate Mews levels, presenting the opportunity to create new animated retail frontages along the ground floor façade of the building. The

resulting residential accommodation will be high value and unique amongst the city centre's offer.

- 3.9 Phase 3 will commence between 2021 and 2024 (or sooner subject to vacant possession) and will include loft style apartments, likely to be for sale, within the upper floors on Deansgate Terrace. It will also deliver conversion of the upper floors of the Great Northern Warehouse, from car parking use to residential use and associated removal of the car parking ramps. This will be facilitated by the introduction of a central atrium and garden to draw in natural light, achieved whilst retaining the original historic, listed roof structure.
- 3.10 Phases 2 and 3 will provide the connecting sections of Dean Street and a new, at grade square (Alport Square) between the Warehouse and existing leisure box.

4. Manchester Central

- 4.1 The Manchester Central site represents one of the last remaining key projects to come forward, as identified in the 2010 Civic Quarter Regeneration Framework.
- 4.2 A key issue with the existing site is that at the viaduct deck level, adjacent to the Transport Interchange, it does not provide an attractive route into the city centre as it extends beyond the immediate tram stops, platforms and vertical circulation. The route is convoluted, lacks clear sign posting and suffers from a number of level changes. Uses comprise surface car parking and a service yard which does not create a particularly safe, pedestrian friendly or attractive environment. The area in front of the Grade II* listed convention centre is cluttered and does not make the most of this distinctive landmark. The area beneath the viaduct arches and bridge is compromised, dark and underutilised.
- 4.3 A key priority of the framework, therefore, is to transform the area around Deansgate Interchange into a world class space, where the pedestrian environment is given priority over all forms of vehicular traffic, alongside high quality, modern public transport and new public realm, which embraces the 'greening' of the city. It should be noted that there is no intention to compromise or reduce the servicing and access arrangements required for the successful operation of Manchester Central, as the servicing yard will be maintained during and post construction.
- 4.4 In respect of the redevelopment of the site, the approved 2010 framework envisaged a major mixed use development coming forward which would incorporate 70,000 sq. m of new office, retail and hotel space along with new public realm centred around the remodelled Deansgate Interchange. The framework established the principle of tall buildings coming forward in this location which would complement the adjacent Beetham Tower development and take advantage of the site's high levels of accessibility.

In line with the above, there is an opportunity to create the following:

- Attractive, welcoming, safe and legible connections that successfully navigate the site's significant level changes and provide an appropriate arrival experience into this part of the city centre. These links will also knit this site into the wider fabric of the city centre and establish this place as a destination in its own right.
- A new landscaped park and pedestrian connection into Castlefield via a redundant section of viaduct and the Castlefield Quays site.
- Improved east-west connections along Great Bridgewater Street by addressing the quality of the environment underneath the existing bridge. Proposals for this area should consider options that optimise the need to respect the site's heritage whilst bringing light and activity into this currently dark and inhospitable underpass. The reuse of the arches along both sides of this frontage will be critical to creating a safe, welcoming and inviting street.
- Manchester Central should be transformed into an animated area with high quality public spaces and a critical mass of high quality city centre uses that create strong functional connections to the area to complement the new physical connections.
- As identified in 2010 framework, there is an opportunity to create taller buildings which complement the adjacent Beetham Tower – together with the emerging Axis, 10-12 Whitworth Street West and Owen Street proposals. In so doing there is an opportunity to deliver the quantum and quality of uses on-site that will allow its immense economic potential to be delivered. The impact of the proposals for the site should be significant in continuing the expansion of city centre quality activities southwards.
- The site is uniquely placed (subject to viability and operator interest) to deliver a hotel use as part of the mix of uses, given its immediate adjacency to Manchester Central. In this regard, there is a location specific, added value opportunity to be explored to create a hotel that would offer direct, secure linkages to the conference facilities. This type of hotel offer could act as an important differentiator allowing Manchester Central to attract a wider range of high profile events. Grade A office space, high quality residential development potentially for open market sale, and active ground floor commercial uses would also combine to drive major regeneration benefits and support Manchester's further economic growth.
- The City Council holds a freehold interest in the slot site to the rear of the Hilton Hotel, and it is envisaged that this would be developed for hotel or residential use.
- To completely transform the Albion Street frontage to the site through the creation of a grand office reception provided to the back of footpath. This would be accessed from the street and afford a real sense of arrival. It

would also provide a vertical transfer for officer workers and visitors to the upper deck level.

- In contrast to the 2010 framework proposals, which involved the complete demolition of the Castlefield Viaduct arches and bridge, further structural feasibility work suggests that the existing grid of the arches can be retained and re-used to create a structure that can support the proposed massing of development on top.
- To respond to the setting of heritage assets in the vicinity of this site, most notably the Grade II* Manchester Central. This would include the retention of some visual connectivity from the Deansgate Interchange and from the main-line railway approaches, in order to retain legibility of this sequence of buildings.
- To improve Manchester Central's servicing arrangements as part of the scheme whilst rationalising space requirements and overall impact on the quality of the environment around the site. Indeed, it will be important to ensure that during the construction phase, effective servicing arrangements are developed which support the efficient functioning of Manchester Central.

4.5 It is proposed that delivery of the scheme will be phased over the next 10 years.

4.6 In relation to Manchester Central, the intention is to submit a planning application for the proposals in quarter 4 of 2016 or quarter 1 of 2017, subject to the approval of the SRF.

4.7 It is anticipated that a start on site will commence in the final quarter of 2017. The first phase will deliver the residential development in combination with the hotel, subject to occupier demand. The office development will be delivered in line with prevailing market conditions.

5. Castlefield Quay

5.1 Castlefield Quay is located on the western side of Deansgate and comprises land within the ownership of TfGM. The site creates a further added value regeneration opportunity for this part of the city centre.

5.2 At ground floor level, the site comprises a series of disused railway arches, also within the Castlefield Viaduct Listing, and land adjacent to the Rochdale Canal which is underutilised and partly derelict. At the upper level, on top of the viaduct, Castlefield Quay is linked to Manchester Central via an access road that runs parallel to the Metrolink line. An area used for surface car parking and servicing is currently provided on top of the viaduct as it extends adjacent beyond the access road.

- 5.3 The arches are bound by the Rochdale Canal to the south and Bridgewater Street to the north. Castlefield Urban Heritage Park is located to the north of the arches at the end of Bridgewater Street.
- 5.4 Further feasibility work is required in order to fully formulate the development principles of site. For the purpose of this framework, the following high level principles will apply:
- To create a new area of public realm and a landscaped pedestrian connection into Castlefield. This would be along the current access road route from the Manchester Central site and the Deansgate Interchange to the Castlefield Quay site, at which point there would need to be a further vertical connection.
 - Proposals should seek to create new views and perspectives of the Castlefield area and back towards the city centre. The landscaped connection could ultimately act as the first step in the creation of a new high level park leading westwards towards Pomona.
 - As part of the Castlefield Quay proposals, there is an opportunity to stimulate regeneration and reutilisation of the currently dilapidated arches that sit beneath the new viaduct public realm, activating the spaces below. The land adjacent to the arches and Rochdale Canal is south facing and represents a major opportunity to create high quality public realm, including green space. This would be animated by commercial uses within the viaduct arches and would benefit from the setting of canals and historic railway structures which form such an integral part of the Castlefield Conservation Area.
 - The existing surface car park on top of the viaduct represents an opportunity for future mixed use development, and/or uses which help support the functionality of the wider area. Options for how this could be successfully incorporated and achieved will require further testing and development and may form part of a future update to this strategy.

6 Role of the Great Northern, Manchester Central and Castlefield Quay

- 6.1 The development plans set out above can play a pivotal role in the context of the city centre's economic growth and regeneration. Great Northern, Manchester Central and Castlefield Quay are located adjacent to a number of strategic regeneration sites that are either currently or will be the subject of major investment and regeneration plans. The SRF area represents a key stepping stone between these areas and its implementation will help to ensure that development will positively add to the city centre offer.
- 6.2 The proposed uses identified in the framework have been established to complement rather than compete with adjoining regeneration areas. Planned public spaces and connections will fully integrate all three localities to improve access, permeability and the full utilisation of important heritage asset.

7 Conclusion

- 7.1 The SRF area represents a major strategic opportunity capable of delivering extensive and comprehensive redevelopment, re-modelling and refurbishment of an extensive area of the city centre. As such, its future development must be considered carefully in order to ensure that investment complements established regeneration initiatives elsewhere in the city centre.
- 7.2 The site is in a pivotal location in the context of the city centre's economic growth and regeneration, lying between the city centre's well established districts – the Civic Quarter, The Corridor Manchester and Spinningfields – as well as its emergent districts of Great Jackson Street, First Street and St John's to the south. These are locations with clearly articulated regeneration strategies that aim to deliver added value uses and complementary economic growth in the city centre.
- 7.3 Connecting these areas through the SRF will maximise the value of the investment and regeneration taking place. It will act as a further catalyst to regeneration, and the extension of high quality uses into the wider Southern Gateway area of the city. The SRF strategy will provide better connections to key public transport nodes such as Deansgate Interchange and St Peter's Square.
- 7.4 The draft framework is therefore based on an identified need to address issues of underperformance and underutilisation as well as providing a strategy to ensure that the area can play its full part in the economic growth, attractiveness and quality of life in the city. This takes into account Manchester's significant economic and population growth targets underpinning the city centre's role as the principal driver and focal point for economic growth within the City-region.

8.0 Contributing to the Manchester Strategy

(a) A thriving and sustainable city

- 8.1 The comprehensive redevelopment of part of the city centre will provide a major focus for new investment within the area. The framework will contribute towards both the growth of jobs and the economic performance of the civic quarter and the wider city centre.

The regeneration framework will see the enhancement of a unique leisure and retail destination delivered through utilising the potential of the Great Northern complex. The delivery of which will provide a range of new employment opportunities within the city centre.

A key objective of the framework is to create a distinctive location in line with leading international contemporaries.

(b) A highly skilled city

- 8.2 This site occupies a prime location within the Civic Quarter, and will see the creation of opportunities for local employment, training and procurement. Located in the heart of the city centre the area is ideally positioned to further support the city's drive for high calibre graduate talent retention through job creation.

The development of the Great Northern complex will create new employment opportunities across a range of sectors.

The expanded retail and leisure offer, in addition to the creation of new commercial space within the area, will both attract new organisations to the city and facilitate the expansion of existing Manchester based businesses. This will in turn see the creation of a number of new jobs.

The framework includes scope for a significant number of new homes within close proximity to the job opportunities at both the Great Northern complex and Manchester Central but also within key emerging city centre neighbourhoods including St John's, St Michael's and First Street.

(c) A progressive and equitable city

- 8.3 The regeneration framework complements development at adjacent neighbourhoods including St Michael's, St John's and First Street.

(d) A liveable and low carbon city

- 8.4 The area benefits from excellent public transport connectivity, ensuring the site can be accessed by visitors, residents and commuters without a reliance on car usages.

The SRF area sits in close proximity to Oxford Road Station and Deansgate Castlefield rail and Metrolink Stations respectively, demonstrating the areas strong public transport links.

For essential care usages the framework includes a refreshed vehicle parking offer improving the access quality of provision for car users.

Sustainable design and development principles will be tested at planning application stage.

(e) A connected city

- 8.5 As destinations, The Great Northern Complex and Manchester Central area will benefit from the strong public transport links as outlined above.

The area experiences significant annual visitor numbers from, primarily, the events at Manchester Central. Development of the neighbourhood's amenities will further enhance the reputation of the area as world class destination.

The development framework prioritises pedestrian walkways and improved pedestrian connectivity, which will provide residents with improved linkages to surrounding neighbourhoods and city centre districts. New public spaces and connections are proposed, which will significantly improve the environment of this part of the city centre.

9.0 Key Policies and Considerations

(a) Equal Opportunities

- 9.1 A key aim of the regeneration framework is to ensure that local people can access and benefit from the employment opportunities and community facilities being created. In addition, there is a commitment to ensure that the design standards throughout the redevelopment will comply with the highest standards of accessibility.

(b) Legal Considerations

- 9.2 If adopted by the Executive, the regeneration framework will not form part of the Council's Development Plan but would be a material consideration when development control decisions are made.

10.0 Recommendations

- 10.1 Recommendations appear at the front of the report.

SRF Plan
Key

- 1. Great Northern Square
- 2. Great Northern
- 3. Manchester Central
- 3a. 'Slot' site
- 4. Deansgate/Castlefield Metrolink Stop and the Castlefield Viaduct
- 5. Castlefield Quay
- * Vertical Connection to Watson St

