

**Manchester City Council  
Report for Resolution**

**Report to:** Executive – 7 March 2018

**Subject:** Manchester Piccadilly Strategic Regeneration Framework Update 2018

**Report of:** Strategic Director – Strategic Development

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**Summary**

This report presents Executive Members with a draft updated Strategic Regeneration Framework (SRF) for the Manchester Piccadilly area, and requests that the Executive endorse the framework in principle, subject to a public consultation on the proposals.

**Recommendations**

The Executive is recommended to:

- i) Endorse in principle the updated regeneration framework for the Manchester Piccadilly SRF area;
- ii) Request the Chief Executive undertake a public consultation exercise on the regeneration framework with local stakeholders; and
- iii) Request that a further report be brought forward, following the public consultation exercise, setting out comments received.

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**Wards Affected**

City Centre

<b>Manchester Strategy outcomes</b>	<b>Summary of the contribution to the strategy</b>
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	<p>A high-speed line between Manchester, the West Midlands and London, and the North of England (as proposed by Northern Powerhouse Rail (NPR)) will support business development in the region. The scheme has the potential to provide a catalyst which can attract further investment into Greater Manchester by creating a new gateway into the regional centre and boost investor confidence in the area.</p> <p>Manchester Piccadilly represents one of the biggest, commercially-led, development opportunities in the UK, and has the potential to</p>

	<p>make a significant impact on the national economy. The introduction of HS2 and NPR services, combined with the proposals in the SRF, will make Manchester Piccadilly one of the best connected and thus most productive locations in the North of England, providing major opportunities for economic and jobs growth.</p> <p>It is estimated that 40,000 additional jobs could be created in the area as a result of the investment brought about by the delivery of high speed rail and the SRF proposals.</p>
<p>A highly skilled city: world class and home grown talent sustaining the city's economic success</p>	<p>Development of a high-speed rail network serving the city centre, and the regeneration of the Piccadilly area, will contribute towards the continuing economic growth of the city, providing additional job opportunities, at a range of skill levels, for local residents. As part of the HS2 Growth Strategy presented to the Executive in October 2017, a Greater Manchester high speed Rail Skills Strategy and Implementation Plan has been developed, to best enable local residents to access the job opportunities created by both the construction of the High Speed rail infrastructure and from the additional investment and regeneration arising from it.</p>
<p>A progressive and equitable city: making a positive contribution by unlocking the potential of our communities</p>	<p>The economic growth brought about by high speed rail, and the regeneration of the Piccadilly area, could help provide additional job opportunities for residents, as well as improved connections from communities to jobs in the city centre and beyond. The area will also provide new leisure opportunities, including new areas of public realm, accessible to all members of the public.</p>
<p>A liveable and low carbon city: a destination of choice to live, visit, work</p>	<p>The Manchester Piccadilly SRF provides a vision and framework for the regeneration of the Piccadilly area as a key gateway to the city, with a unique sense of place. This could include the creation of new residential neighbourhoods and significant new public spaces. As well as providing new high quality commercial accommodation, the new residential accommodation and the public amenities including public realm, retail and leisure opportunities, will create a desirable location in which to live, work and spend leisure time.</p> <p>Piccadilly Station lies at the heart of the area, making it highly connected to all forms of public</p>

	<p>transport, thus minimising the need for car journeys to and from the area. Pedestrian and cycle routes through the area will be maximised</p> <p>Sustainability is one of the key principles of the SRF. A sustainability strategy has been developed as part of the SRF, looking at a range of potential options across the area.</p>
<p>A connected city: world class infrastructure and connectivity to drive growth</p>	<p>The area benefits from excellent access to all forms of public transport. The SRF proposes new connections both to other parts of the city centre and to surrounding communities.</p> <p>HS2, together with NPR and the Northern Hub rail schemes, will bring a step change in rail connectivity both across GM and to the rest of the UK. HS2 and NPR will radically enhance north-south and east-west connectivity between the country's major cities, which will increase labour market accessibility, open up new markets for trade and stimulate economic growth.</p> <p>The SRF sets out a vision for Manchester Piccadilly Station that will provide a world-class, fully integrated transport interchange that can act as a gateway to the city and city region.</p> <p>As part of the Greater Manchester Growth Strategy, a series of proposed transport connectivity measures have been developed for Manchester Piccadilly, designed to better connect all parts of the city and city region to the new stations and surrounding areas. These measures, along with HS2 and NPR themselves, will better connect people to job opportunities.</p>

**Full details are in the body of the report, along with any implications for**

- Equal Opportunities Policy
- Risk Management
- Legal Considerations

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**Financial Consequences – Revenue**

None

**Financial Consequences – Capital**

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The proposals set out in the Greater Manchester Growth Strategy, including the development of Manchester Piccadilly Station and the surrounding redevelopment included in the SRF, require a joint multi million pound investment strategy. The delivery of the ambition is dependent on agreeing a long term funding package with Government as part of the proposed second phase of the Greater Manchester Transport Fund. Work is underway on designing a funding model considering the level of local and central government funding required and the potential longer term investment streams that could underpin the delivery of the wider regeneration case. These discussions are at an early stage and much more work is required, including to identify and agree the possible implications for the City Council and TfGM. A report will be brought back to Executive once this work is further developed, but well in advance of any decisions needing to be made.

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**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 officers above.

Report to Executive 11 September 2013 - High Speed 2 (HS2) Consultation and HS2 Manchester Piccadilly Strategic Regeneration Framework (SRF)

Report to Executive 18 December 2013 - High Speed 2 (HS2) Manchester Piccadilly and Mayfield Strategic Regeneration Framework (SRF) Consultations

HS2 Strategic Regeneration Framework (2014)

Report to Executive 14 December 2016 - Manchester Piccadilly High Speed 2 (HS2) Phase 2 Route Announcement

Report to Executive 18 October 2017 - Greater Manchester HS2 and Northern Powerhouse Rail Growth Strategy

Report to Executive 7 February 2018 – Mayfield Strategic Regeneration Framework Update

Mayfield Draft Strategic Regeneration Framework 2018

Manchester Piccadilly Draft Strategic Regeneration Framework 2018

Report to Executive 7 March 2018 – Transport for the North - Strategic Transport Plan

## 1.0 Background

- 1.1 Manchester Piccadilly represents one of the biggest development opportunities in the UK, and has the potential to make a significant impact on both the growth of the city centre and the city, but also the national economy. The introduction of High Speed 2 (HS2) and Northern Powerhouse Rail (NPR) services, combined with the right kind of investment, could make Manchester Piccadilly one of the best connected and productive locations in the North of England.
- 1.2 A Strategic Regeneration Framework (SRF) for the Manchester Piccadilly area was brought to the Executive in September 2013 (the HS2 Manchester Piccadilly SRF), in response to the once-in-a-century opportunity provided by HS2 and the proposed Northern Hub scheme, to create a world class transport hub and arrival point into the city. The SRF set out the ambition to transform the eastern side of the city centre by defining a unique sense of place and new districts, and providing key linkages between East Manchester and the city centre. The final SRF was adopted by the Executive in December 2013, following a public consultation exercise, and was formally published in January 2014.
- 1.3 In December 2016, the Executive received a report, which summarised the announcement in September 2016 of the HS2 Phase 2b line of route, from Crewe to Manchester, the West Midlands to Leeds. The report set out issues that this presents for the city and Greater Manchester, as well as providing background on HS2 and Northern Powerhouse Rail (NPR). It also informed Members of the work being carried out by Manchester City Council, TfGM and partners to develop a HS2 Growth Strategy for Manchester Piccadilly and Manchester Airport, to ensure that Greater Manchester is best placed to maximise the benefits offered by HS2 and NPR.
- 1.4 A further report was presented to the Executive in October 2017, which outlined and appended the draft Growth Strategy document, and asked Members to consider and endorse the approach set out within it. This report noted that the vision for the Piccadilly area had been refined as part of the Growth Strategy, to enhance its potential and incorporate updated infrastructure proposals. It recommended that a refreshed SRF for Manchester Piccadilly be brought back to a future meeting of the Executive, to reflect the updated masterplanning work carried out as part of the Growth Strategy.
- 1.5 The draft updated Mayfield SRF, considered by the February 2018 Executive, noted that Mayfield forms the first phase of development at Piccadilly, and that the updated Piccadilly and Mayfield SRFs had been developed alongside each other and are co-aligned, in order to ensure that regeneration is planned holistically and opportunities are maximised.
- 1.6 This report outlines the updated draft Manchester Piccadilly SRF, for Members' consideration.

1.7 A report on Transport for the North's Strategic Transport Plan is also on this agenda, and provides further context to the proposals at Piccadilly.

## 2.0 Manchester Piccadilly 2018 Strategic Regeneration Framework

### Evolution from the 2014 Manchester Piccadilly SRF

2.1 There have been a number of key changes since the 2014 SRF. The changes are:

- The development of the **NPR** proposition, with NPR requirements factored into the proposals for Manchester Piccadilly Station, and the additional economic potential reflected in the development proposals.
- The **HS2 route alignment** has been revised (as reported in September 2016), with the HS2 viaduct separating from the existing rail viaduct, creating a piece of land between the two, leading to the need to amend proposals in the SRF.
- The **updated city context**, in particular the increasing development density and ambition of city centre schemes, which need to be reflected.
- More detail is available on the requirements of each transport mode, including Metrolink, and **station designs** have therefore been evolved to reflect this.
- **Updated or new SRFs** for the areas that sit within the Manchester Piccadilly SRF, in particular Mayfield, North Campus and Portugal Street East (where updated proposals are expected to emerge over the coming weeks), with the overarching Manchester Piccadilly Framework revised to reflect the refreshed proposals.

2.2 The new proposals within the revised Manchester Piccadilly SRF are in line with the key development and urban design principles set out in the 2014 SRF. The principles have been further refined and outcomes maximised, in line to reflect the changes outlined above, as well as strengthening the sense of place and adding further detail. In recognition of the wider opportunities now available (in particular the potential brought about by NPR proposals and plans to enhance the Metrolink system), the title of the new Framework has been amended to the "Manchester Piccadilly SRF" (i.e. removing the reference to HS2 in the title).

2.3 The updated Manchester Piccadilly SRF covers the Piccadilly Central area in most detail. Piccadilly Central is the area immediately adjacent to the North and East of the station, and is the area that will be most impacted on by HS2 and other potential investment at the station, and with the greatest opportunity to regenerate as a result. A number of the other areas (specifically East Village and Piccadilly North) within the 2014 SRF are largely unchanged at the current time, but have the potential for regeneration in the future. The remaining areas are covered by their own SRF's (e.g. Mayfield, North

Campus, Portugal Street East and Piccadilly Basin) and the 2018 Manchester Piccadilly SRF makes reference to the latest proposals. A plan showing the areas within the overall Manchester Piccadilly SRF is attached at Appendix 1.

- 2.4 The proposals within the 2018 Framework are indicative rather than definitive. The purpose is to establish guiding principles for the regeneration of the Piccadilly area, within which proposals can evolve as detailed designs are brought forward for individual plots.

### **Vision for Manchester Piccadilly**

- 2.5 The vision for Manchester Piccadilly is to deliver a major new district for Manchester with a world class transport hub at its heart. As stated above, the arrival of HS2 and NPR into Manchester will be the catalyst for a once-in-a-century opportunity to transform and regenerate the eastern side of the city centre. It is essential that full advantage is taken of this opportunity, to maximise growth benefits for the Piccadilly area and the wider city. Fundamental to this is that the station is designed in a way that provides a gateway to the city, properly connected into the surrounding area, and fully integrates all transport modes.

### **Key Priorities**

- 2.6 The draft 2018 Manchester Piccadilly SRF highlights a number of priorities in order to realise the growth potential of HS2 and NPR. These are as follows:
- The new station must **connect into the heart of the city centre**, providing a sense of impact on arrival.
  - A station and rail infrastructure of **world class architectural quality**.
  - The formation of a **dramatic new Boulevard** that connects three new public spaces – a civic arrival space on London Road, a new public square where Metrolink exits the station and a new city park at the eastern end of the station.
  - **Impact from parking should be minimised** through providing appropriate numbers of spaces for a city centre transport hub that are appropriately incorporated into the surrounding area.
  - **All street frontages should be animated** with publicly accessible uses, providing a “destination quality” retail and leisure offer.
  - **Clear and vibrant connections** to neighbouring areas, including Mayfield, North Campus and Piccadilly station, including enhancing connections between the areas to the north and south of the site.
  - A one-station solution with **seamless integration between national, regional and local transport modes**, including the re-positioning of the Metrolink station.

- **Maximising heritage assets** by bringing the station arches into use and improving the setting of Crusader Works and London Road Fire Station.

### 3.0 The 2018 Manchester Piccadilly SRF Proposals: A Summary

#### Key themes

3.1 The proposals within the SRF are based around the following key themes, which have remained the same as in the 2014 SRF:

- **Maximising the opportunity** – using the catalyst of HS2's (and NPR's) arrival to create a new gateway and extend the boundaries of the city centre eastwards to the inner ring road and beyond.
- **Place making** – creating a new district focussed around the station and a new Boulevard with public spaces, streets and buildings that generate activity and promote city pride.
- **Townscape integration** – an area with its own character but also a seamless extension of the city centre which facilitates new routes, connections and possibilities.
- **Neighbourhoods of choice** – a diversity of neighbourhoods that attract people to live, work and socialise in.
- **Transport connectivity** - creating proposals that capture the potential for Piccadilly Station to be one of the world's great transport buildings which can capitalise on the area's unique location on the doorstep of one of Europe's largest multimodal transport interchanges.
- **Market viability** – defining proposals that offer a clear vision to investors and which are flexible and able to adapt to changes in demand.

#### Design Principles

3.2 Within these themes, a number of design principles are set out in the 2018 Manchester Piccadilly SRF. The principles are as follows:

- HS2 provides the catalyst to completely transform Piccadilly Central, creating a new city centre district adjacent to the station.
- A new entrance provides a connection into the heart of the city, with a new civic forecourt that generates an impressive sense of arrival.
- A new Boulevard that connects the station and Piccadilly Central into the city centre, providing a vibrant, high quality public realm.
- Manchester city centre grain is extended through Piccadilly Central, with a road network sympathetic to Manchester's historic grain.

- A variety of public spaces create a welcoming development, including a new river-side park.
- The potential to create up to 8 million sq. ft. of high quality mixed use development in Piccadilly Central, with the site capable of supporting high density development, but following principles that ensure a high quality environment.
- A mix of uses will promote a vibrant development for all.

3.3 The rest of this section gives more detail on the key proposals within the 2018 Manchester Piccadilly SRF.

### **Transport Connections**

- 3.4 New, legible pedestrian connections with neighbouring areas are proposed, including connections to Mayfield through the new park, which will help spread the benefits of HS2 and NPR to those areas and provide connectivity to the potential new bus and Metrolink facilities. Provision of key cycle routes into and out of the city centre, including along the Boulevard out to the east of the city, and cycle hubs at the new station would further help to integrate Piccadilly Central into the city and encourage cycling. A new bus and/or coach interchange is proposed at the new east entrance to the station, along with new bus routes along the Boulevard, including potential for a shuttle bus service from the station.
- 3.5 It is proposed that the Piccadilly Station Metrolink stop is relocated and expanded beneath the new integrated station concourse, accessed off a shared concourse beneath the HS2 platforms. This would allow increased capacity across the Metrolink network and an improved station and platform layout. There is also the opportunity for a new Metrolink stop underneath the new HS2 viaduct at the eastern end of the Boulevard, which can serve Piccadilly Central and Mayfield, as part of potential future Metrolink expansion.
- 3.6 The Boulevard is a primary design principle of the Manchester Piccadilly SRF, retained from 2014, and aligned to fit the new HS2 track alignment and station position. The Boulevard would link East Manchester into Piccadilly and the city centre. It is intended to serve pedestrians, cyclists and public transport, with general traffic movements restricted to access only. The road network through the area would continue the historic grain of Manchester city centre, while aligning to key existing north-south routes, and redirecting traffic to the ring road to alleviate traffic congestion.
- 3.7 Taxi ranks, along with bus stops, are proposed along the Boulevard next to the new station entrance, in order to consolidate provision and aid wayfinding for passengers. The impact on the Boulevard would be minimised by restricting taxi numbers and screening by green buffers and planting. The arrangements for taxis will be kept under review as part of the wider work looking at overall transport provision at Piccadilly Station.

- 3.8 Parking for residents and businesses in the Manchester Piccadilly SRF area are proposed on a plot-by-plot basis. However, the SRF recognises HS2's proposals for a large parking requirement. It suggests a flexible approach to this requirement, with an initial 600 space car park between the viaducts, alongside the proposed new bus/coach station. It recommends that further work is done to determine the overall requirement for the new station, recognising that provision of further car parking may require utilising plots along the Boulevard, which could undermine the purpose of the Boulevard as a high quality connection to the city centre and a prime business location. If further parking is needed then mitigating actions should be put in place, including ground floor uses; external wrapping; access away from the Boulevard itself; or siting the car parking away from the Boulevard.

### **Building Heights, Massing & Uses**

- 3.9 The area around Piccadilly Station is considered appropriate for high density development. Landmark buildings are proposed at each end of the Boulevard, forming gateways into the area and city centre from both east and west. Taller buildings are suggested around the perimeter of the area, bordering Great Ancoats Street and the Mancunian way, with levels stepped down around public spaces and the park, maximising views and natural light to residential buildings.
- 3.10 An area of large commercial buildings are proposed at Piccadilly Central, capitalising on the unrivalled connectivity that the new integrated HS2 station will bring, and, along with Mayfield, extending Manchester city centre's business district to the east. A range of heights and housing types would be considered for the residential buildings.
- 3.11 The proposals include a diverse range of uses, to provide a sense of place and help to promote community and neighbourhood. Active frontages will be important to help animate the area, especially along key routes and public spaces.
- 3.12 The potential overall development total at Piccadilly Central could provide up to:
- 271,950 sq.m. of commercial space (Gross External Area)
  - 24,275 sq.m. of retail and leisure space
  - 4,900 homes
  - 250 hotel rooms
  - 25,200 sq.m. of social infrastructure.
  - 16 acres of new public realm.

These are indicative figures which could be subject to change as detailed proposals are brought forward. The quantum anticipated in other parts of the wider Piccadilly SRF area are included within the individual area SRF's highlighted on the plan at Appendix 1.

### **The Station Forecourt**

- 3.13 It is considered essential that there is a radical new entrance for Piccadilly Station, to allow the station to properly connect into the city centre, to accommodate the circa 80 million people a year expected to be using the station (please see section 4.2), and maximise the user experience and surrounding development opportunities. The SRF proposes a new large public plaza, to anchor the SRF proposals and provide an excellent arrival space and first impression of Manchester. The forecourt would act as the first in a series of key public spaces that link the city centre to the Piccadilly area and tie together routes into the city. Further detail on proposals for the new station are covered in section 4.

### **Piccadilly Boulevard**

- 3.14 The proposed Boulevard would provide a new route, following the edge of the HS2 viaduct, connecting East Manchester directly to London Road and significantly improving connectivity. It would also avoid the HS2 barrier becoming a further barrier on top of the existing rail viaduct. It would be similar to a continental boulevard, contributing to the quality of public realm and life of the area and also, critically, providing a high quality new business address to attract commercial occupiers.
- 3.15 The Boulevard would connect the new station forecourt plaza and the new Medlock Park (please see below). A new public square is also proposed at its midpoint, with a direct connection into the station concourse. Retail and business space, as well as bus stops, bus/coach station and taxi ranks would be situated along the Boulevard, beneath the tracks, to provide connectivity and animate the street.

### **Medlock Park**

- 3.16 A new south facing, 6 acre public park is proposed along the banks of the River Medlock, surrounded by tall residential buildings, forming a gateway into Manchester and spreading regeneration benefits to the east. The park will make use of the space around the new viaduct, providing outdoor space for residents of both the area and the city as a whole, and the massing of the surrounding buildings has been designed to maximise daylight and views to the park. It would also continue the green space provided at Mayfield, providing a series of public spaces linking the two areas together

### **East Village**

- 3.17 As outlined earlier, the proposals for East Village and Piccadilly North (below) have not been updated since 2014. The 2014 proposals are for a mixed use area, incorporating apartments, town houses, smaller offices, and leisure uses located around a series of connected squares. The area would allow improved connectivity between New Islington and the rest of the city centre.

## **Piccadilly North**

- 3.18 New development in this area would reinforce the historic urban grain, reinvigorating former connections. The mix of uses would depend on demand but a variety of residential development focused on the canal basins would be encouraged. Opportunities to redevelop the canal network also exist, to improve pedestrian connections between the Ashton and Rochdale canals.

## **Sustainability**

- 3.19 The 2018 Manchester Piccadilly SRF sets out aspirational sustainability principles and targets, which can help set the Piccadilly area as a pioneer in sustainability, which it is suggested are followed by developers where possible, in line with the relevant City Council policy at the time of development.
- 3.20 Sustainability principles cover the following areas:
- Natural resources – maximising re-use of services (energy, water, waste etc.) and promoting positive environmental behaviour as part of design.
  - Health and wellbeing – creating high quality internal and external environments for healthy lives.
  - Communities – accessible and quality services which promote community cohesion and collaboration.
  - Resilience - designing for future climate change, including use of smart technologies.

It is suggested that targets are developed under each of these principles, which accord with current policy at the time that development is delivered.

## **4.0 Station Proposals**

- 4.1 The key aim for the station proposals outlined in the Manchester Piccadilly SRF is for a “one station solution” which allows for full integration of all transport modes (including HS2, NPR, existing rail services, Metrolink and other local transport) to create a world class intermodal transport facility befitting of Manchester.
- 4.2 There is expected to be a significant increase in passenger numbers using Manchester Piccadilly Station as a result of HS2, NPR and the growing demand for rail and other public transport services. The Department for Transport have estimated that passenger numbers at Piccadilly Station will more than double from 25.8 million in 2015-16 to 57.3 million in 2043. In addition, the number of people using the station to access retail and other facilities already adds a significant number to those passing through the station (doubling the number of rail passengers at certain times) and this is anticipated to increase the total number of people using the station to around

80 million per annum as more people are attracted to live and work in the Piccadilly area.

4.3 Within this context, the following design principles are considered critical, in order for the station to be fit-for-purpose over the long term, successfully connecting with the city; accommodating the expected increased number of passengers; and maximising the passenger experience:

- **Station visibility** – a highly visible station, to aid wayfinding and provide direct connections into the city centre.
- **Passenger flow** – a wide station entrance, to allow the additional passengers anticipated to flow into and through the station easily.
- **Connection to Piccadilly Central** from London Road and the city centre, overcoming current problems with level changes and street patterns.
- **Public forecourt** – a large public space for the city, to create a good first impression of Manchester (as highlighted earlier).
- **Maximise commercial opportunity** – capitalising on the fact that Piccadilly will be one of the most connected places in the UK following the arrival of HS2 and NPR services.
- **Metrolink relocation** – allowing Metrolink to be relocated below HS2 to meet growing passenger demand and provide better access.

4.4 The proposed station design consists of the following elements:

- **Station Entrance** – multiple entry points, allowing near side access into the station from all directions; reducing bottle necks; and providing better connections to areas east and south of the station, including Mayfield and Piccadilly Central.
- **Entrance Hall** – a new main entrance to increase the scale of the station, allowing passengers to orientate themselves as they enter the station; unifying the HS2 and existing stations; and providing an improved concourse for the existing station.
- **Shared Concourse** facilitating quick and easy transitions between transport modes and allowing adequate space for people to circulate.
- **Internal Street** – between the new (HS2/NPR) and existing stations, as proposed in the 2014 SRF, linking with the retail opportunities in the renovated station undercroft (please see below).
- **Retail** – bringing the station undercroft into public use for the first time, to provide significant new retail provision where the greatest footfall is anticipated, which can meet the forecast demand for retail and servicing

space to serve the increased number of passengers and the businesses and residents located in the surrounding developments.

- **Structure** – branching Y-columns are proposed to run the length of the new station, reflecting the structure of the existing station, and giving the station a strong identity.
- **Platforms** – a roof structure which provides space, volume and light above the HS2 platforms, in line with the existing station.
- **Levels** – level changes have been minimised to ease access and transitions between transport modes.

## 5.0 Land Ownership, Phasing & delivery

5.1 There is a range of ownerships within the Manchester Piccadilly SRF area. Plot boundaries within the proposals have been developed to coordinate with existing ownership boundaries as far as possible. However, changes to some land ownership boundaries may be necessary, to allow the scheme to be delivered as proposed in the SRF, including the creation of the Boulevard.

5.2 There is potential for HS2 to cause significant blight within the area for an extended period of time. The Council and other stakeholders are working with HS2 to try and better understand the construction phasing and identify opportunities to minimise its impact. An indicative phasing plan for Piccadilly Central is given below, which will need to be developed as more detail is available on the phasing of the HS2 construction.

- **Pre HS2 Construction** – Crusader Works redevelopment, Portugal Street East, Piccadilly Central residential plots.
- **During HS2 Construction** – Store Street, Piccadilly Station Renovation and HS2/NPR extension, The Boulevard, and Bus/Coach Interchange.
- **Post HS2 Construction** – Piccadilly Boulevard commercial plots and Medlock Park.

## 6.0 Contributing to the Manchester Strategy

### (a) A thriving and sustainable city

6.1 A high-speed line between Manchester, the West Midlands and London, and the North of England (as proposed by Northern Powerhouse Rail (NPR)) will support business development in the region. The scheme has the potential to provide a catalyst which can attract further investment into Greater Manchester by creating a new gateway into the regional centre and boost investor confidence in the area.

6.2 Manchester Piccadilly represents one of the biggest, commercially-led, development opportunities in the UK, and has the potential to make a

significant impact on the national economy. The introduction of HS2 and NPR services, combined with the proposals in the SRF, will make Manchester Piccadilly one of the best connected and thus most productive locations in the North of England, providing major opportunities for economic and jobs growth.

- 6.3 It is estimated that 40,000 additional jobs could be created in the area as a result of the investment brought about by the delivery of high speed rail and the SRF proposals.

**(b) A highly skilled city**

- 6.4 Development of a high-speed rail network serving the city centre, and the regeneration of the Piccadilly area, will contribute towards the continuing economic growth of the city, providing additional job opportunities, at a range of skill levels, for local residents. As part of the HS2 Growth Strategy presented to the Executive in October 2017, a Greater Manchester High Speed Rail Skills Strategy and Implementation Plan has been developed, to best enable local residents to access the job opportunities created by both the construction of the high speed rail infrastructure and from the additional investment and regeneration arising from it.

**(c) A progressive and equitable city**

- 6.5 The economic growth brought about by high speed rail, and the regeneration of the Piccadilly area, could help provide additional job opportunities for residents, as well as improved connections from communities to jobs in the city centre and beyond. The area will also provide new leisure opportunities, including new areas of public realm, accessible to all members of the public.

**(d) A liveable and low carbon city**

- 6.6 The Manchester Piccadilly SRF provides a vision and framework for the regeneration of the Piccadilly area as a key gateway to the city, with a unique sense of place. This could include the creation of new residential neighbourhoods and significant new public spaces. As well as providing new high quality commercial accommodation, the new residential accommodation and the public amenities including public realm, retail and leisure opportunities, will create a desirable location in which to live, work and spend leisure time.
- 6.7 Piccadilly Station lies at the heart of the area, making it highly connected to all forms of public transport, thus minimising the need for car journeys to and from the area. Pedestrian and cycle routes through the area will be maximised
- 6.8 Sustainability is one of the key principles of the SRF. A sustainability strategy has been developed as part of the SRF, looking at a range of potential options across the area.

**(e) A connected city**

- 6.9 The area benefits from excellent access to all forms of public transport. The SRF proposes new connections both to other parts of the city centre and to surrounding communities.
- 6.10 HS2, together with NPR and the Northern Hub rail schemes, will bring a step change in rail connectivity both across GM and to the rest of the UK. HS2 and NPR will radically enhance north-south and east-west connectivity between the country's major cities, which will increase labour market accessibility, open up new markets for trade and stimulate economic growth.
- 6.11 The SRF sets out a vision for Manchester Piccadilly Station that will provide a world-class, fully integrated transport interchange that can act as a gateway to the city and city region.
- 6.12 As part of the Greater Manchester Growth Strategy, a series of proposed transport connectivity measures have been developed for Manchester Piccadilly, designed to better connect all parts of the city and city region to the new stations and surrounding areas. These measures, along with HS2 and NPR themselves, will better connect people to job opportunities.

## **7.0 Key Policies and Considerations**

### **(a) Equal Opportunities**

- 7.1 The site has the capacity to create a significant number of new jobs, as well as residential and leisure opportunities. The Manchester Piccadilly SRF scheme will provide new connections to surrounding communities, in particular communities in East Manchester, while the station proposals will improve transport connectivity from the whole of the city, providing improved access to local residents to the opportunities within the Piccadilly area.

### **(b) Risk Management**

- 7.2 A risk management strategy will be put in place as detailed proposals come forward to delivery.

### **(c) Legal Considerations**

- 7.3 Subject to Executive approval, a further report will be brought forward after the public consultation exercise, setting out the comments received and any changes to the final version of the Framework. If the Framework is approved by the City Council, it will become a material consideration for the Council as Local Planning Authority.
- 7.4 An appropriate delivery mechanism would need to be developed for the development proposals surrounding the station, which may involve the Council entering into a delivery partnership. Further details will be brought back to the Executive as and when such a mechanism is developed.

