

**Manchester City Council  
Report for Resolution**

**Report to:** Executive - 27 June 2018

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

**Report of:** Strategic Director (Development)

---

**Summary**

This report informs the Executive of the outcome of a public consultation exercise with local residents, businesses and key stakeholders on the draft Strategic Regeneration Framework (SRF) for the Manchester Piccadilly area. The report responds to the issues raised, and seeks the Executive's approval of the final SRF.

**Recommendations**

The Executive is recommended:

1. to note the comments received on the Strategic Regeneration Framework and the response to these comments;
  2. to approve the Manchester Piccadilly Strategic Regeneration Framework with the intention that it will become a material consideration in the Council's decision making as the Local Planning Authority.
- 

**Wards Affected:**

Piccadilly

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>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, mixed-use development opportunities in the UK, and has the potential to make a significant impact on the national economy.</p>

	<p>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, and the potential for large strategic investment opportunities.</p> <p>It is estimated that at least 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>
A highly skilled city: world class and home grown talent sustaining the city's economic success	<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>
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	<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>
A liveable and low carbon city: a destination of choice to live, visit, work	<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>
A connected city: world class infrastructure and connectivity to drive growth	<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

---

#### **Financial Consequences – Revenue**

None

#### **Financial Consequences – Capital**

---

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.

---

**Contact Officers:**

Name: Eddie Smith  
Position: Strategic Director (Development)  
Telephone: 0161 234 5515  
E-mail: e.smith@manchester.gov.uk

Name: Dave Roscoe  
Position: Planning Development Manager  
Telephone: 0161 234 4567  
E-mail: d.roscoe@manchester.gov.uk

Name: Pat Bartoli  
Position: Head of City Centre Growth & Regeneration  
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 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

Report to Executive 7 March 2018 – Manchester Piccadilly Strategic Regeneration Framework Update 2018

Report to Executive 21 March 2018 – Portugal Street East Strategic Regeneration Framework Update 2018

Report to Executive 30 May 2018 – Mayfield Strategic Regeneration Framework Update 2018

Portugal Street East Strategic Regeneration Framework Update 2018

Mayfield Draft Strategic Regeneration Framework 2018

Manchester Piccadilly Draft Strategic Regeneration Framework 2018

Greater Manchester HS2 and NPR Growth Strategy: The Stops are Just the Start 2018

## **1.0 Introduction**

- 1.1 On 7 March 2018, the Executive endorsed, in principle, an updated Strategic Regeneration Framework (SRF) for the Manchester Piccadilly area. The Executive requested that the Chief Executive undertake a public consultation exercise in relation to the Manchester Piccadilly SRF.
- 1.2 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 a fully integrated design solution that successfully integrates high speed, classic and light rail along with other public transport modes, could make Manchester Piccadilly one of the best connected and productive locations in the North of England.
- 1.3 There is a once-in-a-century opportunity to create a world class transport hub and arrival point into the city, city region and the North, and to transform and regenerate the eastern side of the city centre. It is therefore 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, is properly connected into the surrounding area, and fully integrates all transport modes. The vision to deliver this is set out in the 2018 Manchester Piccadilly SRF.
- 1.4 This report summarises the outcome of the public consultation on the updated Manchester Piccadilly SRF, responds to the comments received, and outlines the changes made to the SRF as a result of the consultation.
- 1.5 The March 2018 report also noted that the Mayfield SRF is part of the wider Manchester Piccadilly SRF, with Mayfield forming the first phase of development. As reported to the Executive in February 2018, the Mayfield SRF has also been refreshed, following the appointment of development partner U+I, to reflect an updated vision and current market conditions. The draft revised Mayfield SRF was also considered at the February 2018 Executive, with Members agreeing that a public consultation also be carried out on this Framework. The outcome of the consultation on the Mayfield 2018 was reported to the May meeting of the Executive, with Members approving the revised SRF.

## **2.0 The Consultation Process**

- 2.1 Consultation letters were sent out to 3,276 local residents, businesses, and stakeholders informing them about the public consultation, how to engage in the consultation process, and where to access the updated Piccadilly SRF. The SRF was made available on the Council's website, and comments were invited.
- 2.2 The formal consultation closed on 21 April 2018, following a six week period of consultation.

2.3 In total 15 responses were received by the City Council to the consultation letters, broken down as follows:

- 6 from individual residents;
- 6 from landowners within the SRF boundary; and
- 3 from statutory/public organisations.

The next section summarises the comments received to the consultation.

### **3.0 Consultation comments**

3.1 The majority of the responses received to the consultation were generally supportive of regenerating the Manchester Piccadilly area, and of the SRF proposals. A number of issues were raised, which fall within the following major categories:

- Land and Property Impact
- Land Use
- Density and Height
- Heritage
- Public Realm
- Phasing
- Rail Services and Configuration
- Statutory Agency Responses

#### **Land and Property Impact**

3.2 One respondent welcomed the SRF's intention to limit the extent of the HS2 safeguarding zone to a minimum, to ensure that development parcels have the opportunity to be brought forward in advance of HS2.

3.3 Three local residents asked how the SRF would affect the existing residential blocks on Chapeltown Street. Two residents noted that one of the blocks appeared to be proposed for demolition. One resident asked if the SRF could accommodate these apartments and what arrangements there would be for residents should plans go ahead (as there could be significant blight during development). The other noted the potential impact on the service charge and that the height of the surrounding buildings needed to be sensitively considered to fit with the character of the area. They also suggested the opportunity for "oversite" development above the station building.

3.4 One developer referred to the fact that it had planning permission to deliver a scheme, which they had begun implementing in line with the granted permission. The response highlighted that the proposed Boulevard in the SRF would result in the loss of a portion of the site, which would prevent full delivery of the consented scheme without revisions.

3.5 The developer gave its support to the SRF vision for the Boulevard and stated that a revised version of the consented scheme could be delivered alongside

the SRF proposals. They requested that any revisions reflect, as a minimum, the scale of development already consented. The developer concluded that it welcomed discussion with the City Council to explore options and solutions for the site.

- 3.6 Another developer gave the opinion that the SRF does not reflect the ongoing TfGM Metrolink servicing requirements and existing infrastructure adjacent to Chapeltown Street. It requested that the development plot next to the tramway and Crusader Works be amended to one proposed by the landowner.

## **Land Use**

- 3.7 There was support for the concentration of commercial uses in close proximity to the station gateway and adjacent to the proposed new east-west boulevard. These plots are seen as highly accessible to both Piccadilly Station and the city centre and would provide an appropriate location for high quality commercial floorspace. There was strong support for the proposed increase in the quantum of residential uses in the SRF area, including in Piccadilly Central.
- 3.8 One landowner asked for clarification of the purpose of the SRF. It asked for confirmation that the quantum, type and location of any uses will be fully determined and agreed through further detailed masterplanning, or at the detailed planning stage, based on identified need and prevailing market conditions.
- 3.9 Some site specific issues were raised about proposed land uses.
- It was proposed by one respondent that the site at 62 Chapeltown Street could be designated for residential or hotel use. The SRF does not show development on the site, but shows the site retained as it is.
  - On a site bound by Adair Street, Norton Street, Epworth Street and Great Ancoats Street, it was proposed that the land use designation be updated in the light of the approved Portugal Street East Framework to allow for residential and hotel uses.
- 3.10 Two landowners noted that there appeared to be inconsistencies between the land uses in the Manchester Piccadilly SRF and the Portugal Street East SRF (that was taken to the Executive in March 2018). They requested that the Piccadilly SRF be updated to reflect the Portugal Street East SRF.

## **Density and Height**

- 3.13 Five responses expressed support for the proposed increase in density proposed across Piccadilly Central.
- 3.14 Four landowners disagreed with the use of the proposed Floor Space Index (FSI) ratios in the SRF (as a measure of density), and the suggested FSI level of 4.0:1, which is lower than on some other sites in the city centre. They gave



the opinion that the onus should be on developers to decide this and that FSI will be difficult for the local planning authority to manage and enforce.

- 3.15 Three landowners identified specific sites where they felt that the building heights/density could be increased.
- 3.16 One landowner also requested that the height and massing plan, presented on Page 35 of the SRF, be cross-checked to reflect the heights of buildings provided in the associated Indicative Area Schedule in Appendix 1 of the document. The landowner said that it is currently unclear from the plan and associated key as to which heights apply to which block.

### **Heritage**

- 3.17 One landowner was concerned that the Stables building at Paradise Wharf on Ducie Street was shown as demolished and replaced in the SRF. The Stables and Paradise Wharf in their current form sit comfortably within the vision put forward for the East Village and should be retained. The Stables are Grade II listed (since 1994) and should be shown as this in the SRF along with other listed buildings in the site.
- 3.18 The developer of the Crusader Works building at 64 Chapeltown Street, a Grade II listed four storey mill building, referred to the approved refurbishment and rooftop expansion plans. The respondent stated that the building forms an integral element of the SRF and will form a trigger for further regeneration into the surrounding neighbourhood.

### **Public Realm**

- 3.19 One respondent said that the provision of green space was important in Manchester city centre and must be prioritised as part of the SRF.
- 3.20 One landowner felt that there should be a more even spread of social infrastructure across the Piccadilly Central/wider SRF area. The landowner also felt that the SRF should make clear that the size, type and location of any open space should be determined and agreed following detailed planning or a more detailed masterplanning exercise for the area. The response recommended that a needs based assessment of open space is undertaken, particularly in the context of the significant level of open space which is immediately accessible to the site, to the east of Great Ancoats Street and along the Medlock River Valley.

### **Phasing**

- 3.21 Two landowners supported the proposed phasing strategy. Another landowner recommended that their site be moved from Phase 2 to Phase 1.

### **Rail Services and Configuration**

- 3.22 One respondent commented that HS2 should be located at Mayfield Depot. The land proposed for HS2 next to Piccadilly Station should be used for local rail services from north and east of Manchester and to the Airport.
- 3.23 Another respondent said that it would be sensible for HS2 and NPR to share common platforms. HS2 could be a through station underground which would release land and give more options for network configuration and operational flexibility.

### **Statutory Agency Responses**

- 3.24 Responses were received from three statutory agencies: Transport for Greater Manchester (TfGM), HS2 Ltd. and Historic England. Their specific comments are outlined below.

#### **Transport for Greater Manchester (TfGM)**

- 3.25 TfGM, who is also a landowner, was supportive of all the significant changes set out in this update of the Manchester Piccadilly SRF. Their response stated that a fully integrated solution for Piccadilly Station will depend on the implementation of the strategic principles to deliver all the key elements of the SRF, including the One Station Solution, the Gateway to Manchester, the station as a destination, Piccadilly Central, the wider connectivity and the world class quality of transport integration and urban design.
- 3.26 TfGM commented that it will continue to work in partnership with Manchester City Council and other stakeholders to achieve the optimal solution for Piccadilly Station. It referred to the HS2 and Northern Powerhouse Rail Growth Strategy, adopted by the Greater Manchester Combined Authority (GMCA) and launched in March 2018, and said that tying the two pieces of work together would strengthen both individually. TfGM recommended that the SRF makes reference to the Growth Strategy throughout the document where appropriate.
- 3.27 TfGM stated that further work was needed to assess the Northern Powerhouse station options at Piccadilly and it might be helpful to reflect this in the SRF.

#### **HS2 Ltd.**

- 3.28 HS2 Ltd. noted in their response that they are at a particular stage in their Piccadilly station design (known as Control Point 2 or “CP2”), with the final stage of design (“CP3”) due to be completed by January 2019. At the current stage of design, they have developed a functional station, within a number of constraints, whereas the station design within the SRF is based on an unconstrained scenario, and also includes Northern Powerhouse Rail, which is not part of HS2’s remit at this point.
- 3.29 HS2 Ltd’s response recognised the key design principles for Piccadilly Station within the SRF, but does not comment on the design quality included, only on

functional requirements. It stated that the station included in the SRF represents a significant change in the station configuration, compared to HS2's current design, which would require significant redesign to meet HS2 requirements. HS2 Ltd. also highlighted a number of further areas where the SRF differed from their current proposals, including:

- The location of car parking.
- The position of the Metrolink station below the HS2 station (although they noted that this does not pose a greater constraint in terms of escalator layout than the current Metrolink position).
- The level differences from the new station entrance plaza, which requires all passengers to use stairs, lifts or escalators to get to their mode of transport.
- The links between the HS2 and existing station decks.

### **Historic England**

- 3.30 Historic England advised that it had reviewed the document and has no comments to make, as the content falls outside of its statutory remit for comment.

### **Other Key Stakeholders**

- 3.31 The Department for Transport, Ministry of Housing, Communities and Local Government, and Network Rail were invited to respond, but have not returned any comments to date.

## **4.0 Response to Consultation Comments**

- 4.1 A response to the main comments raised during the consultation process is given below. A number of specific revisions are proposed to the SRF, subject to Members' agreement, although the overall visions and concepts remain the same. These changes are also outlined.

### **Land and Property Impact**

- 4.2 The SRF is a high level document to demonstrate the potential scale of development that could be achieved within the wider Piccadilly area as a consequence of bringing HS2 and NPR to Piccadilly Station, and how the HS2/NPR station and associated facilities could be configured to create a world class transport hub, as well as transforming the Piccadilly area.
- 4.3 A key part of the SRF is the proposed east-west Boulevard. This would connect the station and Piccadilly Central into the city centre. It would also be the catalyst for the commercial development fronting onto the station.
- 4.4 The current alignment of the Boulevard is based on the current HS2 station design. The alignment would impact on a corner of the consented development at Store Street and a residential building bounded by Sparkle

Street, Chapeltown Street and Comet. For this reason, the building has been shown in the 2014 and 2018 SRFs as a new development plot to integrate with the Boulevard. The two other blocks within this development would be unaffected by the Boulevard.

- 4.5 However, we are not intending to take people's homes away as a result of the SRF. There may be construction or operational reasons why residential properties are required to deliver HS2. In any such instances, the process would be managed by HS2, involving appropriate consultation with affected residents. It would involve residents being relocated to as good, if not better, homes in the locality. It should be noted that the strategy for the Boulevard takes a very long term view. It will be subject to detailed masterplanning and consultation as more detailed information on the HS2 station design is made available.
- 4.6 The potential for "oversite" development has been considered and an element of this has been included as part of the proposals for the plaza area. However, it should be noted that over-station development is extremely difficult to deliver cost-effectively, even in London where land values are significantly higher than other parts of the country.

## Land Use

- 4.7 A mix of uses are proposed in the SRF, with the objectives of promoting a diverse urban life, a sense of place, and ensuring viability and economic sustainability. It promotes active frontages to help animate buildings at street level around key streets and public spaces. The form and layout proposed in the SRF responds to the specific characteristics of the site and its surrounding context. However, it is designed to be a flexible framework, to enable the masterplan and indicative allocation of uses to evolve as opportunities arise and development is brought forward and to respond to market change. Given the long term nature of the SRF, it is not expected to be prescriptive about the exact uses of different plots at this stage.
- 4.8 The size of the SRF area, and its location next to a major transport hub, mean that Manchester Piccadilly has the potential to provide plots for major strategic opportunities, particularly on the currently under-utilised, industrial land, close to the inner ring road.
- 4.9 In response to the proposal that the site at 62 Chapeltown Street could be designated for residential or hotel use, it is considered that this site could be brought forward as a development plot. It is therefore suggested that the SRF is updated to include 62 Chapeltown Street as a development plot (rather than omitted from development). However, given the proximity of the Grade II listed Crusader Works, any development proposal would need to be carefully designed.
- 4.10 The quantum of social infrastructure has been supported by analysis from the City Council's property advisors, and shown to be desirable within the Piccadilly Central area. The distribution of open space has not been reviewed

in relation to individual site ownerships, and this will require detailed discussion and agreements between multiple landowners within the Piccadilly Central Area as development progresses.

- 4.11 The updated Portugal Street East SRF 2018 was endorsed by Executive on 21 March 2018, after the draft Manchester Piccadilly SRF was completed. The Manchester Piccadilly SRF will be updated to reflect the recently approved Portugal Street East SRF.

### **Residential Provision & Typology**

- 4.12 Although not raised specifically in relation to the Manchester Piccadilly SRF consultation, issues around the mix of housing to be provided, including affordable housing, were concerns arising from the Mayfield SRF consultation, and could also be applicable to the wider Piccadilly area.
- 4.13 As at Mayfield, quality of place is the one of the core development principles reflected throughout the wider Manchester Piccadilly SRF. Significant new infrastructure will be needed in order to create a desirable new neighbourhood, with a strong identity, including the station and other public transport improvements (for example, the proposed new Metrolink stop), the Boulevard, station entrance plaza, new park and other public spaces, and improved connections to neighbouring areas.
- 4.14 Along with Mayfield, the wider Manchester Piccadilly area provides a key opportunity to expand and deepen the housing offer in the city centre, including to provide more homes suitable for families. There is an expectation that there will be a range of housing types delivered across the Piccadilly area that will appeal to different people.
- 4.15 The scale and cost of transforming the Manchester Piccadilly area into a new mixed used neighbourhood, with both high quality buildings and high quality public realm is significant, making the cost of any residential development expensive in comparison with other parts of the city.
- 4.16 Any plots brought forward for residential development would be expected to comply with the Council's affordable housing policy. This would be subject to a viability assessment, which will take account of the reasonable and appropriate costs of placemaking and of securing the necessary quality of buildings. The detailed planning applications for residential development will be considered on a case by case basis, in line with relevant national and local planning policy as required, and an appropriate level of developer contribution will be assessed and agreed at that time.

### **Density and Height**

- 4.17 The proposals in the draft SRF look to provide an appropriate balance across the Manchester Piccadilly area to create a sense of place, and to enable the area to play its full role in the future economic growth of the city centre, whilst being sensitive to the surrounding area and buildings. The draft 2018 SRF has

raised the quantum of proposed development in the Piccadilly Central area (from the 2014 SRF) by 10% to circa 8,466,000 square feet. Given its location, the SRF proposes a high density of development, underpinned by sound urban design principles to ensure the highest quality environment.

- 4.18 Towards the Inner Ring Road, at the edge of the SRF area, massing builds up to a series of tall buildings over 20 storeys. The buildings step down in height around public spaces, to maximise views and natural light to residential plots and public realm. The new Medlock Park provides an opportunity to increase building heights around the viaducts, to form a gateway to the city centre. Taller buildings are also proposed at the front of the station entrance.
- 4.19 It should be noted that the SRF does not seek to dictate the density. However, the heights proposed for individual schemes must demonstrate alignment with the principles set out in the SRF. Proposed schemes would be assessed in detail at the detailed planning stage and against the principles set out in the SRF.
- 4.20 The overall density presents a Floor Space Index (FSI) figure of 4.0:1. This is the ratio of a building's total floor area to the size of the piece of land it is built on. It also includes essential open spaces, including the proposed Medlock Park, which are vital in creating a sense of place.
- 4.21 FSI ratios have been one of the indicators used to find an appropriate balance between development and public space across the Piccadilly Central area. It is not envisaged that FSI will be used to manage and enforce density, which will be tested through the planning process.

## **Heritage**

- 4.22 One of the key priorities of the SRF is celebrating the heritage assets within the site. Respecting and enhancing the historic environment is part of the vision for Manchester Piccadilly, and it is proposed that key historic buildings would be retained and returned back into active life as appropriate.
- 4.23 The Stables at Paradise Wharf, Ducie Street is a Grade II listed building located. The SRF has previously shown this building as part of a development site, and this will be amended to show the listed Stables retained within the SRF.
- 4.24 Another Grade II listed building is Crusader Works on Chapeltown Street. This is being restored and regenerated as part of the first phase of the SRF delivery.

## **Public Realm**

- 4.25 A key principle of the framework is to provide a new city centre district where people want to live, work and spend time; a place which generates activity, fosters belonging and promotes civic pride.

- 4.26 To do this, the SRF focuses on providing high quality public spaces first, including new green spaces. The proposed ratio of public space to development plots has been carefully balanced to provide an appropriate level of density, but not at the expense of public space.
- 4.27 The SRF proposes a variety of public spaces including: extending the Medlock Valley with a generous six acre riverside park; the station forecourt plaza (which would be a similar size to Albert Square); the Piccadilly Boulevard; and several pocket parks.
- 4.28 The ratio of development to public space has been carefully considered across the SRF. It would provide a high quality, liveable environment for residents, and balance the opportunity to provide high density living.
- 4.29 The size, type and location of any open space would be determined and agreed following more detailed masterplanning and assessed against the principles set out within the SRF.

### **Phasing**

- 4.30 There is potential for HS2 to cause significant blight in the city for a long period of time. It is therefore important to keep the HS2 safeguarding zone and construction compound to a minimum.
- 4.31 Phasing in the SRF area is indicative and based to a large extent on the proposed construction timescales and land required for HS2 Piccadilly. It shows certain sites coming forward sooner. This does not preclude other schemes coming forward and this needs to be justified in line with the phasing strategy and HS2 construction works.

### **Rail Services and Configuration**

- 4.32 The comments made relate to wider strategic transport planning decisions made by other parties. This falls outside of the SRF's scope and remit. The SRF has been designed to accommodate, as far as possible, the station position and track alignments indicated by HS2.

### **Statutory Agency Responses**

- 4.33 The overall support provided by TfGM is welcome. TfGM is a key partner and co-author of the Greater Manchester HS2 and NPR Growth Strategy: The Stops are Just the Start for Manchester Piccadilly and Manchester Airport Stations (2018). The SRF and the Growth Strategy both show Greater Manchester's preferred solution for an NPR underground through station. This, and a overground turnback option on the site of the proposed Boulevard and commercial development, will be subject to a Strategic Outline Business Case. Transport for the North (TfN) is currently preparing the Business Case and the draft will be finalised in September 2018 for consideration by the Department for Transport. Both options are viable and are being assessed for the Business Case.

4.34 As outlined in the March 2018 Executive report, it is essential that we develop the right kind of station at Manchester Piccadilly. The following design principles are identified in the SRF as being 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.

4.35 We will continue to work with HS2 during their “CP3” process, along with Department for Transport, TfGM, TfN and Network Rail, to develop the best possible station at Manchester Piccadilly.

## 5.0 Conclusions

5.1. The Manchester Piccadilly SRF presents a significant opportunity to regenerate a currently underutilised site, to provide a new mixed-use neighbourhood, in a highly accessible location bringing new jobs, commercial and amenity space, and connections to surrounding areas. It is a once-in-a-century opportunity to create a world class transport hub and arrival point into the city, city region and the North.

5.2 The majority of consultation responses provided were supportive of the proposals included in the draft 2018 SRF, with some issues raised as reported throughout this report. A response to the issues has been provided above and some changes are proposed to the SRF in accordance with some of the specific points raised. Further consultation with both local stakeholders and residents will take place as more detailed plans are developed.

5.3 Recommendations appear at the front of the report.



## **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 and the potential for large strategic investment opportunities.
- 6.3 It is estimated that at least 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 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 or other similar arrangements. Further details will be brought back to the Executive as and when such a mechanism is developed.