

**Manchester City Council
Report for Resolution**

Report to: Executive – 12 February 2020

Subject: St Mary's Parsonage - Strategic Regeneration Framework

Report of: Strategic Director – Growth & Development

Summary

This report presents Executive Members with a draft Strategic Regeneration Framework (SRF) for St Mary's Parsonage, and requests that the Executive approve the framework in principle, subject to a public consultation on the proposals.

Recommendations

The Executive is recommended to:

1. Approve in principle the draft St Mary's Parsonage Strategic Regeneration Framework;
 2. Request the Strategic Director undertake a public consultation exercise on the framework with local stakeholders; and
 3. Request that a further report be brought back to the Executive, following the public consultation exercise, setting out comments received.
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Wards Affected

Deansgate

Environmental Impact Assessment - the impact of the decisions proposed in this report on achieving the zero-carbon target for the city

The area will benefit from the opportunity to create carbon neutral buildings of the highest standard of energy efficiency. Alongside this, refurbishing and redeveloping the area's existing heritage buildings provides the opportunity to significantly reduce their carbon footprint, which contribute towards the city's carbon reduction targets.

The framework sets out proposals which would support the reduction of vehicular traffic in the area and promote the city wide modal shift towards active modes and sustainable public transport, aligned with the ambitions of the emerging City Centre Transport Strategy. It is proposed that this will be achieved by reducing vehicular parking, both on street and in multi-storey car parks, and by rebalancing the hierarchy of streets within the area, towards more pedestrian and cycling friendly routes.

Manchester Strategy outcomes	Summary of the contribution to the strategy
<p>A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities</p>	<p>Development at St Mary's Parsonage will see the creation of a thriving and sustainable neighbourhood, which fully embraces Manchester's zero carbon ambitions and builds on the strength of existing residential and business communities.</p> <p>High quality, commercially-focused development will create a critical mass of activity and a range of jobs within key employment sectors such as financial and professional services, creative and digital and media, development will also create opportunities for innovation and enterprise.</p> <p>The potential for new hotel accommodation will further stimulate the growth of the city as a popular visitor destination and provide a range of employment opportunities.</p>
<p>A highly skilled city: world class and home grown talent sustaining the city's economic success</p>	<p>The implementation of the St Mary's Parsonage SRF will support the growth of a range of different businesses, and provide opportunities for a diverse workforce. The delivery of new Grade A commercial space will attract major new organisations to the area, and with it create a variety of employment opportunities. As proposals are further refined the commercial offer within the St Mary's Parsonage neighbourhood will be tailored to meet market demands.</p> <p>Additionally, the development of new retail and leisure outlets will appeal to both new and existing existing SME's seeking to relocate, in addition to Manchester residents seeking a new vibrant neighbourhood in which to launch a new enterprise. It will also provide a range of jobs in the retail and leisure sector</p>
<p>A progressive and equitable city: making a positive contribution by unlocking the potential of our communities</p>	<p>The framework has been developed to align with adjacent adopted regeneration frameworks to ensure development is complementary, and takes a holistic view of a key city centre neighbourhood. These frameworks include the Ramada Complex, St Michael's, Spinningfields and St John's which will collectively deliver significant transformation to this part of the city centre.</p> <p>The framework details the addition of high quality public realm which includes river side access and routes, alongside new commercial and leisure</p>

	<p>amenities. This will help to ensure the area is a popular neighbourhood of choice to live, visit and work.</p> <p>Developers will be encouraged to seek a fresh and differentiated retail offer to that already available in set apart from the adjacent shopping areas, focused around an area for craft, culture and a ‘made in Manchester’ type branding.</p> <p>Enhancing existing routes and connection will underpin the delivery of new development in this neighbourhood. Additionally, the jobs created will be highly accessible to Manchester residents in this city centre location.</p>
<p>A liveable and low carbon city: a destination of choice to live, visit, work</p>	<p>The St Mary’s Parsonage area represents a major opportunity to support key policy issues in the city’s emerging City Centre Transport Strategy and the Draft Zero Carbon Framework 2020-2038.</p> <p>New development within the area will benefit from the opportunity to create carbon neutral buildings of the highest standard of energy efficiency. Alongside this, development will provide the opportunity to enhance the area’s existing historic buildings and, through refurbishment, reduce their carbon footprint.</p> <p>Improvements to the two areas of public space (Parsonage Gardens and Motor Square) will allow for the activation of the spaces and enhance the amenity of the adjacent buildings. Further improvements to the environment through waste management, servicing and removing the area’s use as a vehicular through route will make it a cleaner and more pleasant environment for active transport. This will be supported by introducing new links to the River Irwell and reducing the amount of vehicular parking within the area.</p>
<p>A connected city: world class infrastructure and connectivity to drive growth</p>	<p>The vision for the area is to establish a clearly definable and cohesive city centre neighbourhood, recognised by its distinctive character and sense of place. Development will be commercially-led, constant with its current function, and anchored by high quality public space at its heart. The area will also provide a range of leisure and retail facilities which will help to create a vibrant destination in the city centre, making it a place where people choose to live, work, relax, socialise; and crucially a place where all Mancunians have the ability to share in the long term success of the area.</p>

	<p>St Mary's Parsonage is located within a short walking distance of a number of key transport hubs in the city centre and Salford. These include both Manchester Victoria and Salford Central stations, with bus connections including the bus priority scheme adjacent to the neighbourhood and Metrolink services a short walk away at both St Peter's Square and Exchange Square.</p> <p>The SRF prioritises active modes of transport and improved pedestrian connectivity, which will deliver enhanced linkages to surrounding neighbourhoods and city centre districts including the Retail Core, NOMA, the Medieval Quarter and Spinningfields. The new and enhanced public spaces will significantly improve the environment of this part of the city centre. The area is also located adjacent to Deansgate, a main arterial route within the city centre.</p>
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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

There are no direct capital consequences arising from the proposals in this report.

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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.

- Medieval Quarter Masterplan – June 2016
- Ramada Complex Strategic Regeneration Framework – May 2018
- Report to the Executive – The Ramada Complex, Deansgate – 7 March 2018
- Report to the Executive – The Ramada Complex, Deansgate – 30 May 2018
- Report to Economy Scrutiny Committee 10 October 2019 and to Executive 16 October 2019 Revised City Centre Transport Strategy

1.0 Background

- 1.1 The St Mary's Parsonage SRF area is located in the heart of the city centre, bound by three main arterial routes in and out of the city centre; Deansgate, Bridge Street and Blackfriars Street. The site boundary is appended to this report (Appendix A).
- 1.2 St Mary's Parsonage lies adjacent to a number of existing and emerging key city centre neighbourhoods. Immediately to the south of the site is Spinningfields, one of the country's most successful and transformative regeneration initiatives of the last 20 years. North of St Mary's Parsonage is the Ramada Complex, Deansgate. The SRF for this site was approved by the Executive in May 2018 and proposed the delivery of a mixed use destination which will include new high quality residential accommodation and commercial space alongside new public realm and leisure and retail amenities.
- 1.3 The SRF area benefits from important green space and blue infrastructure. Parsonage Gardens represents a tranquil green square in the city centre. The SRF site also runs directly adjacent to the River Irwell; however, at present there is little connection with the waterway. There are significant opportunities for the area to contribute to the Council's zero carbon target, through improving the environment for walking and cycling and the reduction of vehicular traffic in the area.
- 1.4 The SRF seeks to refocus the priorities of the area in order to establish St Mary's Parsonage as a clearly definable and cohesive city centre neighbourhood, with a distinctive character and sense of place. The proposals set out the ambition to create a commercially-led, mixed-use district, set around high quality public space.
- 1.5 The SRF has been produced in collaboration with a number of the major landowners in the area, who will deliver the priorities of the SRF cooperatively. This will enable a holistic and coordinated approach towards regeneration, which will ensure development is aligned and complementary to the overarching vision for the neighbourhood. Should the Executive approve the SRF for public consultation, this exercise would present an opportunity for other landowners to participate.

2.0 Site Context

- 2.1 St Mary's Parsonage was historically the location of St Mary's Parish Church, which was demolished in 1891. Following this period, as the residential population moved out of the city centre, residential dwellings were demolished to make way for grand Edwardian office buildings.
- 2.2 Further redevelopment was undertaken after the Second World War, which saw piecemeal development, including Albert Bridge House and new highways.

- 2.3 The SRF area contains two significant areas of public space; Motor Square and Parsonage Gardens.

Motor Square: This landscaped square is bounded by Bridge Street, St Mary's Parsonage and King Street West. There is access to a number of businesses from the square, which also provides external seating areas. Currently the square has no cohesive approach to landscaping and street furniture, and functions primarily as a through route rather than a desirable place to spend time.

Parsonage Gardens: The gardens are to some extent an underutilised hidden gem, despite providing an attractive and important city centre green space. The park is surrounded by several key heritage buildings, including Century Building and Arkwright House. The environment at the periphery of the gardens contributes to the lack of activity within the space. At the western edge, St Mary's Parsonage is a vehicular dominated street, whilst on the opposite side of the gardens, the current streetscape and waste management arrangements along College Land deter pedestrian use.

- 2.4 Where retail and commercial units have their primary frontages on the main arterial routes, the rear of the premises are generally used for services and bin storage. The lack of active frontages, the vehicular dominated routes and waste management arrangements at the rear of the buildings contribute towards a poor streetscape and an unwelcoming environment for pedestrians.
- 2.5 The prominence of vehicles within St Mary's Parsonage is indicated by the amount of car parking within the area. The SRF area contains a surface car park and a multi-storey car park (MSCP), alongside on-street parking on a number of roads. The on street parking along St Mary's Parsonage and King Street West reduces the width of the carriageway, which, combined with the vehicles accessing the MSCP, creates significant vehicular through traffic.
- 2.6 Despite its proximity to some of the city's most successful neighbourhoods, there is a lack of permeability to the area. The view and access to the river is largely restricted due to the buildings, private land and lack of walkways. The majority of uses surrounding Parsonage Gardens are small to medium sized commercial buildings, with the notable exception being Century House, a high-end residential building. At Bridge Street, there are taller buildings, in particular Albert Bridge House.
- 2.7 The SRF area has been categorised into three character zones (Appendix B), which have been identified as a result of master planning and heritage analysis.

King Street: Bordered by Bridge Street and Deansgate, the zone is largely characterised by mixed use development including retail, restaurant and commercial uses. The Grade II listed House of Fraser department store building is located within this zone alongside the Grade II listed Reedham House and a 548 space MSCP.

Albert Bridge: Bounded by Bridge Street, St Mary's Parsonage and the River Irwell, the zone is characterised by large scale commercial buildings. Albert Bridge House, a 1950's, 18 storey office building is located within the zone alongside the 5 – 11 storey Alberton House and Carinal House buildings.

North Parade: The central and northern end of the SRF area is defined by the quiet and predominantly inward looking character of Parsonage Gardens. The zone comprises medium sized commercial and residential buildings and Parsonage Gardens itself.

3.0 Policy Context

- 3.1 The St Mary's Parsonage area represents a major opportunity to support the city's climate change strategy. This can be achieved through reducing vehicular traffic, improving green and blue infrastructure, and sustainable development to support the city's zero carbon targets. The draft SRF, and the early landowner discussions which have informed the framework, have all been shaped by a requirement to meet, and where possible exceed, the adopted environmental policy standards as detailed proposals are developed within the SRF area. Focusing on local solutions to deliver a strong approach towards addressing the Climate Change Emergency, declared by the Council, will ensure Manchester retains a prosperous economy.
- 3.2 The City Centre Transport Strategy (CCTS) is being developed by Manchester City Council, Salford City Council and Transport for Greater Manchester (TfGM), following a recent co – design and engagement exercise on the key principles of the revised strategy. The vision for the revised CCTS is for “a well-connected city centre at the heart of the North, offering our residents, employees and visitors a great place to work, live and visit”. The Parsonage SRF will contribute to key principles of the revised CCTS by providing a high-quality environment, as part of the city centre, which supports growth and active travel. The indicative traffic management proposals in this SRF are in line with this emerging approach. The intention is that the proposals will be worked up in more detail as part of a comprehensive overall approach to access and movement in this part of the city centre, involving dialogue with Salford City Council and other partners as appropriate. Subject to approval from the Executive, the draft CCTS will be consulted on in 2020.

4.0 Parsonage Gardens SRF Development Principles

4.1 Development uses

- 4.1.1 The SRF proposes commercially-led development, consistent with the neighbourhood's location and current uses. This will be delivered through the creation of new office buildings and the refurbishment of the sites historical buildings. This development will help to both fulfil the demand for Grade A office space, and also provide spaces with character which will contribute to a range of high quality premises for new and existing businesses.

- 4.1.2 Due to the location and adjacent neighbourhoods of St Mary's Parsonage, the SRF area is also considered a prime location for hotel operators looking to establish a presence within the city. High quality (4/5 star accredited) or boutique hotel offers would be most appropriate for this location, which would help to raise the profile of the area and support neighbourhood place making.
- 4.1.3 By extending the retail and leisure offer of King Street West and St Ann's Street into the SRF area, St Mary's Parsonage can complement the quality offer available in adjacent neighbourhoods including Spinningfields and the Retail Core.
- 4.1.4 St Mary's Parsonage has the opportunity to differentiate itself and create a unique offer distinctive from the mainstream. New retail & leisure uses could be introduced to the area, providing a balanced mix of uses that seeks to meet demands of the daytime and evening economy. This has successfully been achieved in recent years as part of regeneration initiatives at Ancoats and Spinningfields for example.
- 4.1.5 The retail and leisure offer will be instrumental in activating the neighbourhood at street level, both around the perimeters of key public spaces, and fronting Deansgate. There is a need to ensure the continued strong retail presence of the iconic House of Fraser building. Building owners and operators with store frontages onto Deansgate that back onto Parsonage will be encouraged to create dual frontages in order to make a more positive contribution to the streetscape.
- 4.1.6 Late night uses would not be considered an appropriate type of use within the North Parade character zone, due to the existing residential community and public realm located within the area.
- 4.1.7 Residential development is not considered a primary use for the area. There is an existing residential community within the Parsonage neighbourhood, with 119 homes located within Century Buildings which overlooks Parsonage Gardens. Further residential development is identified for delivery within the adjacent Ramada Complex SRF, which contains proposals for 600 new city centre homes.

4.2 Design & place: height and density

- 4.2.1 The St Mary's Parsonage SRF area has a varied character and built form which warrants a considered and contextually appropriate design response for all development proposals.
- 4.2.2 Due to historic development in the area and within surrounding neighbourhoods, the south west part of the SRF area (at a gateway to the city centre) is considered suitable for taller buildings. This part of the site relates to Bridge Street, the River Irwell area and Albert Bridge House. The tallest buildings within the area will be located here, with a gradual transition downwards towards the conservation area and the heart of the SRF area.

- 4.2.3 The area around Parsonage Gardens is generally of medium height, and is part of the designated Parsonage Gardens Conservation Area. Any new development in this area will have to be contextually responsive to these buildings and the conservation area status, and will be assessed on their merit on receipt of any planning applications.
- 4.2.4 A low rise zone within St Mary's Parsonage is located at the corner of the SRF area where Bridge Street, King Street West, Deansgate and Motor Square meet. This part has a finer urban grain and 19th century buildings that sit lower than their surroundings.

4.3 Public Realm

- 4.3.1 The delivery of exceptional, connected public realm underpin the aspirations of the SRF. Through a collaborative approach, landowners have the opportunity to maximise the benefits provided by the neighbourhood's green and blue assets.
- 4.3.2 The framework recognises that Parsonage Gardens is a valuable public green space in the city centre and that the success of the area is interlinked with the quality of green space that the Gardens can offer. Creating active frontages for the buildings overlooking Parsonage Gardens and Motor Square would benefit the area and encourage both movement through, and dwell time within, the area.
- 4.3.3 There is an opportunity to expand the footprint and redesign the landscaping of Motor Square. In other areas of public realm, the framework also suggests that the potential introduction of retail 'pavilions' could help to support a vibrant neighbourhood.
- 4.3.4 The area backs onto the River Irwell, which is currently inaccessible, but will form a valuable part of any future development. There are opportunities to connect to Spinningfields from the riverbank and from the riverbank to Parsonage Gardens.
- 4.3.5 All proposals will be required to provide a green and blue infrastructure, statement that demonstrates measures to enhance, and connect to, the areas public realm assets, and impact on the local environment. They will also need to evidence how they will seek to work with other landowners in order to maximise the potential of the area.

4.4 Connectivity

- 4.4.1 A fundamental principle of development at St Mary's Parsonage will be to enhance connections within the SRF area and to other city centre neighbourhoods. This will include improving the pedestrian experience, better connecting the area's public spaces, and increasing permeability to create a safe and cohesive neighbourhood.

- 4.4.2 The framework seeks to limit vehicular movements within the area. This will rebalance the existing streetscape to prioritise active modes of transport. The architectural form of any new development should emphasise the walkability of the site.
- 4.4.3 Vehicle parking provision within the St Mary's Parsonage area should be restricted to a minimal level, with an emphasis on controlled parking, drop off points and the retention of access to allow for servicing of the existing commercial, residential and retail premises. Additional high quality cycle parking should be provided for residents, employees and visitors throughout the area.
- 4.4.4 Given the area's location, adjacent to a range of key public transport hubs, and the city's zero carbon targets, and emerging Clean Air Plan, new development proposals will be expected to be car free, aside from a commensurate level of accessible spaces. There is significant parking provision nearby with 20 car parks located within a 12 minute walk of the site, providing parking provision for approximately 7,450 vehicles. Development proposals will require a parking strategy to effectively manage any demand created.
- 4.4.5 Introducing new active frontages at street level throughout the neighbourhood will support the aspiration to minimise on-street waste storage and increase the attractiveness of the streets.
- 4.4.6 St Mary's Parsonage sits adjacent to the Ramada Complex SRF, and links between these two areas will be fundamental to the success of both neighbourhoods. The Ramada Complex SRF proposes the rebalancing of traffic flows. This may increase traffic down Bridge Street, so this section of highway may benefit from some form of rebalancing of highway priority.

4.5 Architecture and design

- 4.5.1 Development proposals should consider the visual impact of new development on the historic environment. In particular, development should demonstrate enhancement to the setting of the Grade II listed Arkwright House, Century Buildings, Kendal Milne building, 4 Alberton Street and 31 – 33 King Street West.
- 4.5.2 It has been recognised that there are a number of buildings in the neighbourhood that are no longer fit for purpose. Replacing these buildings should positively contribute to the area, with high quality design and materials, whilst respecting listed buildings.

5.0 Specific site opportunities

Kendal Milne building & Multi Storey Car Park

- 5.1 Currently occupied by the retailer House of Fraser, the freehold owner of the Kendal Milne building has a recognised need to develop a longer term

strategy for the circa 400,000 sq. ft. building. This will seek a sustainable retail use for the building, whilst also considering alternative uses on the upper floors to respond to market demands.

- 5.2 Retaining and optimising a circa 50,000 sq. ft. retail offer at street and basement level would enhance the streetscape along Deansgate and King Street West. This retail use would be complemented by the provision of new high quality commercial space to meet increasing occupier demand within the city centre.
- 5.3 There is an opportunity to improve the viability of the building by creating a three storey top floor extension for commercial use. The creation of this additional space would support the cost and viability associated with restoring the heritage building as a whole.
- 5.4 In order to maximise the positive transformation of the St Mary's Parsonage area it is considered that the MSCP will need to be redeveloped in its entirety, subject to an appropriate traffic assessment.
- 5.5 The Council own a long leasehold interest in the multi storey car park and the King Street West shops which are situated on the ground floor of the Fraser House building. They are located to the rear of the Kendal Milne building occupied by House of Fraser. The car park is included within the Council's Joint Venture agreement with NCP who manage and operate the facility. The shops are managed as part of the investment estate. The Council are currently in dialogue with the freeholder, who owns both the Kendal Milne building and Fraser House about the structure of any agreement required to bring forward a substantial re-development. NCP have been and will be consulted on the implications in line with the joint venture agreement.
- 5.6 Subject to a robust options appraisal, it is considered that the site would be appropriate for mid-rise commercial office development with retail units at street level.

Reedham House & No.3 St Mary's Parsonage

- 5.7 Reedham House and No.3 St Mary's Parsonage are located at the southern end of the SRF area, bounded by Motor Square to the south, St Mary's Parsonage to the west, Smithy Lane and Dunlop St to the east and Back South Parade to the north.
- 5.8 The landowner is currently working with Historic England to seek an appropriate strategy for the redevelopment of the site to ensure its sustainable and long term reuse. This may incorporate appropriate higher density new build elements, alongside the sensitive restoration of historic architecture.
- 5.9 Dependent on the outcome of the Historic England consultation, an appropriate use strategy for the area would explore commercial or hotel space as principle uses. At the site's southern and western sides, this primary use should seek to incorporate publicly accessible retail and leisure uses.

Albert Bridge

- 5.10 Development within the Albert Bridge Zone is expected to be the most significant within the St Mary's Parsonage SRF area. There is the opportunity to deliver substantial regeneration benefit through the enhancement of site permeability, safety and security, waste and servicing management, public realm quality, and links to the River Irwell.
- 5.11 Proposals in this location will require the very highest architectural quality, and will represent a flagship for regeneration of the wider SRF area.
- 5.12 Specifically, Albert Bridge House is one of the neighbourhood's most prominent tall buildings and sits at a gateway into the city centre. Having been constructed in the early 1950's the building is outdated and does not meet the requirements of today's occupiers. The current occupier, is expected to relocate and vacate the site between spring 2021 and summer 2022.
- 5.13 Detailed appraisals of Albert Bridge House have been undertaken, which conclude that the feasibility and viability of refurbishing the spaces would pose a significant risk to successfully delivering high quality commercial development, attractive to a range of occupants. Consequently, new development with large floor plates would be most appropriate to deliver a high quality commercial office and hotel scheme. This, subject to agreement, would potentially include the Bridge Street surface car park that the City Council own freehold and manage through the Joint Venture with NCP.

Alberton House & Cardinal House

- 5.14 Alberton House and Cardinal House are located adjacent to Albert Bridge House. Whilst both buildings are in separate ownerships they can be considered as part of one scheme owing to their similar architectural style and proximity. As such, development will benefit from a coordinated response from their owners.
- 5.15 Neither Cardinal House (9 storeys) or Alberton House (part 12, part 4 storey's) include any listings and, whilst they are located adjacent to the Parsonage Conservation area, they are not within it. Considering that both buildings are positioned within a transitional location between Albert Bridge House and Century Buildings, the site is considered an appropriate location for a more substantial increase in height. Any increase in height in this location will, however, need to respect the landmark buildings to the south of the SRF area.
- 5.16 Both developments should seek to collaboratively explore the potential to improve connectivity and the pedestrian environment. A collaborative approach should also be taken to deliver an appropriate retail and leisure offer at street level, to maximise the positive contribution towards the vibrancy of St Mary's Parsonage.

No.1 North Parade

- 5.17 No.1 North Parade is a 5 storey building located adjacent to the north western edge of Parsonage Gardens. The building is predominantly vacant but if utilised fully has the potential to contribute to the area's vitality. The building's primary elevation fronts directly onto Parsonage Gardens with the back of the building on Back College Land.
- 5.18 Potential refurbishment could deliver an office or hotel with specific emphasis given to street level use. To attract people into, and engage visitors to visit, Parsonage Gardens and the wider neighbourhood, active retail / leisure frontages at ground level should be provided.
- 5.19 The site's immediate availability means that it has the potential to form an early phase of development, setting a benchmark in terms of development quality and acting as a catalyst for the wider regeneration of the St Mary's Parsonage neighbourhood.

6.0 Phasing and delivery

- 6.1 The SRF sets the context for the comprehensive regeneration of the St Mary's Parsonage neighbourhood. Subject to the framework receiving the Executive's approval, a detailed phasing strategy should be developed immediately.
- 6.2 A substantial proportion of development would be expected to be brought forward between 2021 and 2025, however, this will be largely dictated by the landowners. The below indicative phasing is informed by the current aspirations of landowners within the SRF area.
- 2021-2023:
 - Kendal Milne building refurbishment
 - King Street West multi-storey car park redevelopment
 - 2022-2023:
 - Cardinal House refurbishment
 - 2022-2024:
 - Alberton House refurbishment
 - 2022-2025:
 - Albert Bridge House and Bridge Street surface car park redevelopment, delivering three new buildings
- 6.3 It will be crucial for the first phase of development to be supported by a clear public realm strategy and delivery plan. Public realm improvements within Motor Square and Parsonage Gardens as well as key pedestrian routes and highways, will need to be developed, funded and delivered by landowners, informed by consultation with the Council. The public realm strategy will need to deliver consistency in design and material palette.

6.4 It is intended that each area of public realm improvements will be delivered alongside the adjacent developments, as set out below:

- Parsonage Gardens – prior to occupation of No.1 North Parade, Cardinal House or Kendal Milne.
- Motor Street Square - prior to occupation of Alberton House.
- Improved highways and connections – a plan is to be produced as part of the public realm strategy that shows relevant areas of highways improvements and the delivery sequence associated with developments.

7.0 Conclusion

7.1 St Mary's, Parsonage represents a key but underutilised city centre neighbourhood with potential to significantly contribute towards the regeneration and growth ambitions of the city. The neighbourhood is located adjacent to major employment districts and visitor destinations including the retail core, Medieval Quarter, and Spinningfields. Commercially-led development will facilitate the creation of a range of new employment and enterprise opportunities, supported by new retail and leisure amenities and hotel accommodation, to enhance the area's attractiveness to residents, tourists, shoppers and visitors.

7.2 The St Mary's Parsonage SRF has been informed by adjacent development, and is aligned with neighbouring proposals. The Medieval Quarter, Spinningfields, the Ramada Complex and the Great Northern Warehouse all sit in close proximity to the neighbourhood. The mix of uses set out within the Great Northern SRF update complements development in regeneration areas nearby. Significant demand for high quality commercial development within the city centre has been shown to exist. The introduction of significant new commercial space within this area will strengthen Manchester's commercial development pipeline, supporting the region's economic growth and inward investment proposition, and provide further job opportunities in the city centre.

7.4 The coordinated and holistic approach towards regeneration in this part of the city centre also represents a major opportunity to enhance the quality and vibrancy of the neighbourhood's public spaces and align the SRF principles with the emerging City Centre Transport Strategy. This will create better connections and routes to neighbouring districts, encourage active travel, and also improve the quality of spaces for residents, visitors and workers to spend time in and move around.

7.5 In order to maximise the benefits of the regeneration of St Mary's Parsonage, active landowners in the area are being invited to take part in a Landowner Partnership. This forum would enable collaboration and a joined up approach to tackling the challenges within the SRF area in a cohesive manner. Principally, this Landowner Partnership will look at:

- Public realm improvements around developments before the occupation of the buildings.
- Waste and servicing arrangements.
- Green & blue infrastructure strategies and implementation.
- Curating ground floor uses and street level activation.
- Development phasing and construction logistics to mitigate against disruption as far as possible.

7.6 Recommendations can be found at the front of this report.

8.0 Key Policies and Considerations

(a) Equal Opportunities

8.1 The site has the capacity to create a significant number of new jobs, as well as retail and leisure opportunities. The proposals will provide new connections to surrounding neighbourhoods, providing residents with improved access to the opportunities within adjacent neighbourhoods including the Retail Core, Spinningfields and Medieval Quarter. In addition, there is a commitment to ensure that design standards throughout the development will comply with the highest standards of accessibility.

(b) Risk Management

8.2 The City Council own a number of income producing land assets within the SRF area, as defined in the documents. The adoption of the SRF will impact on the long term future use of these sites and subsequently the inclusion within any adjoining re-development schemes brought forward, will require the negotiation of the appropriate terms. The Head of Development and the Development team have been engaged to facilitate this.

(c) Legal Considerations

8.3 If approved by the Executive, the Parsonage Gardens SRF will not form part of the Council's Development Plan but would be a material consideration when development control decisions are made.