IDManchester

Strategic Regeneration Framework

bruntwood SciTech | MANCHESTER 1824 The University of Manchester

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Section 1.
Introduction

Illustrative view looking north across the new civic square and Renold Innovation Hub towards the Sackville Street Building and the city beyond

Section 1. Introduction
The opportunity for Manchester

Manchester City Council's aim is to be a top-flight world city with equality, inclusion and sustainability at its heart. Achieving this goal will allow Manchester to compete on the international stage and help to level up the UK economy.

This means the city must have a global outlook and be capable of competing internationally for investors, visitors, businesses, skilled workers, academic talent and students. This will create opportunities that will benefit the resident population of the city.

It also means supporting growth in sectors and assets that are, or have the potential to be, world-leading and globally distinctive. It requires a strong economy, skilled residents, a high quality of place and environment, and a diverse portfolio of investment and development opportunities.

Manchester city centre's success to-date

The huge agglomeration of economic activity in Manchester city centre acts as the core for the Greater Manchester ("GM") city region and is the most significant economic location and largest office market in the country outside London.

Manchester city centre's remarkable transformation over the past 30 years has made it an exemplar of modern, urban renewal and a vibrant place where people want to live, work and play.

The pace of change has accelerated over the past ten years as the city emerged from the 2008 financial crisis.

This has been driven by a strong and diversified economy; effective strategic partnerships between the public and private sectors, such as the Oxford Road Corridor Partnership; research investment by the city's universities; the clustering of key growth sectors; a thriving creative sector and tourist economy; and significant infrastructure investments.

This transformation has created homes, jobs and opportunity for Manchester's residents, together with new, high quality public realm and green spaces that are accessible to all and bring a sense of civic pride to the city.

Development across the southern arc of the city centre has redefined the city's skyline and pushed the city core southwards to the Mancunian Way. Meanwhile, investment in the city's education, health and science campuses has established the Oxford Road Corridor ("ORC") as a world-class knowledge quarter that transforms lives through research, innovation, skills, education, and culture.

The area around Piccadilly Station is also being transformed by a series of investments, notably Mayfield, the Piccadilly Strategic Regeneration Framework and the future new high speed rail, to create an exemplary arrival experience to the city.

Manchester's next chapter

The foundations are now in place for the city to accelerate its growth trajectory and compete with the likes of Barcelona, Boston and Amsterdam for talent and investment, creating jobs and opportunities for our residents.

As the economic driver of the whole city region, the city's success will benefit people across GM and help to rebalance the UK's economy.

This comes at a time when the UK is grappling iwht World defining issues such as climate change, biodiversity loss, inflation, the digital revoluiton, and energy and food security. Manchester can grasp the opportunity to be at the forefront of the UK's response to these challenges.

Supporting our Manchester Strategy

ID Manchester ("IDM") can harness the power of Manchester's businesses, entrepreneurs, cultural institutions, and universities to support the vision expressed in 'Our Manchester Strategy - Forward to 2025' for a city that will:

- Have a competitive, dynamic, sustainable and fair economy that draws on our distinctive strengths in science, advanced manufacturing, and culture, creative and digital businesses – cultivating and encouraging new ideas
- Possess highly skilled, enterprising and industrious people
- Be connected, internationally and within the UK
- Play its full part in limiting the impacts of climate change
- Be a place where residents from all backgrounds feel safe, can aspire, succeed and live well
- Be clean, attractive, culturally rich, outward-looking and welcoming.

Section 1. Introduction
Project partners

The project is being brought forward by ID Manchester Ltd, a joint venture ("the JV") between The University of Manchester ("the University") and Bruntwood SciTech ("BST"), working in close collaboration with Manchester City Council ("MCC"). This partnership between a world-class research university, one of the city region's foremost commercial operators, and the local authority can bring all the ingredients needed for a successful innovation district to flourish.

The University is the landowner of the estate and selected BST as their development partner following a two-year international competition to find a partner that shared the University's vision and had the skills, capability and track record of delivery to fulfil its potential.

The University is a leading global institution at the forefront of innovation and learning. It is the UK's most popular university for undergraduate applications, has more than 44,000 students, and is recognised internationally for the quality and quantity of its business collaborations. The University has recently been named top in both the UK and Europe, and second in the world, for social and environmental impact.

As Britain's first civic university, the University was founded by and for the people of Manchester. Contributing to the wellbeing, sustainability and prosperity of Greater Manchester is a fundamental part of the University's purpose.

A 50:50 joint venture between Bruntwood and Legal & General, BST is the UK's leading property provider dedicated to driving the growth of the science and technology sector. Bruntwood SciTech has unique experience working in strategic partnership with city councils, universities and NHS Trusts to drive inclusive, sustainable economic growth through investment in science and technology infrastructure.

Bruntwood is committed to creating thriving cities, with a belief that the best, most sustainable futures are those that are culturally vibrant, equal and environmentally-conscious. With extensive experience in breathing new life into heritage buildings, Bruntwood is a family-owned business born out of Manchester over 40 years ago. Now one of the most prominent employers in the city region, Bruntwood leads the way in creating innovative, people-centred workspaces.

Stakeholder engagement

This Strategic Regeneration Framework ("SRF") has been prepared through consultation with statutory and non-statutory consultees to test assumptions and develop a credible and robust vision, strategy and guiding principles. The project partners are committed to meaningful consultation with all those who have an interest in IDM. This SRF will act as a launchpad for a wide-reaching process of engagement with local communities, businesses and special interest groups that will continue throughout the lifespan of the project.

Images (top to bottom):
1. Circle Square: A joint venture between Bruntwood SciTech and Vita Group
2. The University of Manchester

Section 1. Introduction
North Campus to IDM

The ID Manchester ("IDM") Strategic Regeneration Framework ("SRF") supersedes the 2017 Corridor Manchester: North Campus SRF ("the 2017 North Campus SRF"). The University North Campus forms the gateway to the ORC from the city centre core and Piccadilly Station. It is also the only remaining Strategic Regeneration Area within the southern arc that has not yet started to progress; the final piece in the regeneration jigsaw that stretches from Great Jackson Street in the west through to Mayfield. The importance of the project to the future success of the city is therefore difficult to overstate.

The opportunity for IDM follows the completion of the University's new £400 million Manchester Engineering Campus Development ("MECD"), which is the largest home for engineering in any UK university and provides world-class, sustainable teaching and research facilities for 8,000 students, researchers, academics and professional services staff who have relocated from their existing facilities on North Campus.

The relocation of many teaching and research functions from the North Campus presents a rare opportunity to deliver comprehensive place-based regeneration and renewal of a 9-hectare city centre site in a single ownership to support the next phase of Manchester's growth and success.

These factors have created a unique opportunity in time and place to deliver IDM: a world-class innovation district in the heart of the city, where clusters of companies can grow around the Masdar Building (home to the Graphene Engineering Innovation Centre, "GEIC") and the Manchester Institute of Biotechnology ("MIB"). Adding to these existing facilities, IDM is anticipated to generate further hubs of innovation exploring the practical and commercial application of the University's research specialisms. These could be companies and organisations from the public or private sector with a focus on areas such as health innovation and digital technology.

The evidence from around the world is that ecosystems of researchers and companies will form around these "anchor institutions" to collaborate and share knowledge, creating a broad range of jobs and opportunities.

MCC and its partners can seize this opportunity to maximise the benefits that can be delivered for the city and its residents. To secure the enormous economic, social and environmental benefits to the city, IDM is anticipated to comprise over 4 million sq ft of commercially-led mixed use space within sustainable and inclusively re-purposed and newly constructed buildings, set within fantastic new nature-led public spaces and routes. These spaces and uses can be carefully developed to establish the conditions for a successful innovation district to thrive potentially creating over 10,000 new jobs.

The time is right therefore to replace the 2017 North Campus SRF so that the city can grasp the opportunity created by bringing together the innovation specialisms of the University with BST's expertise in creating innovation ecosystems.

Images (top to bottom):
1. MASDAR: The Graphene Engineering Innovation Centre (GEIC)
2. MECD: The Manchester Engineering Campus Development (MECD)

Section 1. Introduction
The Framework Area

The IDM SRF is bounded to the north by Whitworth Street and the Manchester South Junction and Altrincham Railway Viaduct ("the viaduct"), to the east by Cobourg Street and London Road, to the south by the Mancunian Way, and to the west by Princess Street and Sackville Street ("the Framework Area").

The SRF establishes opportunities to enhance linkages beyond the Framework Area's boundaries in all directions: fully integrating IDM into the city centre core to the north; repairing the entry sequence to the ORC from Piccadilly Station and seamlessly knitting into Mayfield to the east; reducing physical and perceptual barriers to the residential neighbourhoods of Brunswick and Ardwick to the south; and creating legible and permeable routes through to the university campuses to the south west.

Image (right):
Aerial photograph highlighting the framework area in the context of the city

Section 1. Introduction
Structure and status of the SRF

This SRF is a strategy and delivery plan to support the JV and MCC's ambitions and objectives for IDM.

The SRF is a not a planning policy document but it is wholly rooted in the policies of the adopted Development Plan. It has been drafted with consideration to MCC's strategic priorities and how the principles outlined can maximise the benefits delivered by the innovation district. The SRF is a material consideration in the determination of planning applications within the Framework Area.

Section 2 summarises the planning policy framework relevant to the SRF

Section 3 articulates the partners' vision for IDM and the pillars of success that will guide activity in the Framework Area. Development proposals coming forward within the Framework Area should consistently refer back to the pillars to test whether they are contributing to the vision.

Sections 4 and 5 outline the detailed analyses undertaken to test that the masterplan is founded on strong planning principles. These include the social, economic and environmental drivers for change, and a robust site analysis.

Section 6 defines a series of place-based principles, which future proposals should take into consideration through design in order to deliver development that contributes to the vision for the area and the MCC's strategic priorities.

Section 7 conveys an illustrative masterplan that seeks to bring to life the kind of place that IDM is envisaged to be.

Section 8 outlines the delivery strategy for the SRF.

Report contributors and acknowledgements
The IDM SRF has been prepared by the project partners with a professional team with a wealth of international and local experience in their respective specialisms:

Allies and Morrison - Architect and Masterplanner
SLA - Public Realm and Landscape Masterplanner
Stanhope - Masterplan Advisor
Deloitte LLP - Planning Consultant
ARUP - Engineering Consultant
SLHA - Heritage Consultant
Useful Projects - Environmental, Social and Governance Consultant
Ekosgen - Economic Analysis
Arcadis - Cost Consultant

Allies and Morrison

SLA

STANHOPE

Deloitte.

ARUP

STEPHEN LEVRANT HERITAGE ARCHITECTURE

usefulprojects
part of the Useful Simple Trust

ekosgen

ARCADIS

Section 2
Planning Policy Framework

Section 2. Planning Policy Framework
Development Plan

This section outlines the planning policy and guidance framework within which the SRF has been prepared.

The applicable parts of Manchester Development Plan are the 2012 Manchester Core Strategy and Saved Policies of the 2004 Unitary Development Plan.

Manchester Core Strategy (2012)

The Core Strategy sets out MCC's vision for Manchester to be a sustainable and accessible city in the front ranks of cities in Europe and the world by 2027.

The Framework Area falls within the defined regional centre (Policy EC3) and city centre (Policy CC1), the focus for economic growth within the city.

Core Strategy policies potentially of particular relevance to developments coming forward as part of IDM include:

- SP1 - Spatial Principles
- EC1 - Employment and Economic Growth
- CC1 - CC10 related to development within the city centre
- H1 - Overall Housing Provision
- H8 - Affordable Housing
- H12 - Purpose Building Student Accommodation
- EN2 - Tall Buildings
- EN3 - Heritage
- EN4 - Reducing CO2 Emissions by Enabling Low and Zero Carbon Development
- EN8 - Adaptation to Climate Change
- EN9 - Green Infrastructure.

Saved UDP Policies

Saved Policies within the 2004 UDP which may be of particular relevance to IDM include:

- DC18 - Conservation Areas
- DC19 - Listed Buildings
- DC20 - Archaeology
- DC26 - Development and Noise
- EC3.3 - Environmental Improvement and Protection
- RC20 - City Centre Small Area Proposals.

Manchester Local Plan Review

Local Plan Issues Consultation concluded in May 2020. Issues identified include: meeting the city's 2038 zero-carbon target; planning on how we move around the city in the future; designing places to keep people healthy; creating jobs for a healthier, more equal city; building on the strengths in the city's universities, hospitals, digital and creative sectors; managing the growth of the city; protecting green spaces, waterways and supporting biodiversity.

Places for Everyone DRAFT (2021)

Once adopted, Places for Everyone (“PfE”) will be a Joint Development Plan Document between all boroughs in GM excluding Stockport and will form part of the Development Plan.

PfE seeks to enable an informed and integrated approach to be taken to strategic development planning across the city region. The purpose of the PfE is to enable GM to manage land supply across the city region in the most effective way, in order to achieve the vision set out in the GM Strategy to create a fairer, greener and more prosperous GM based on a clear understanding of the role of places and the connections between them.

PfE notes that Manchester is a key economic driver for the city region and will be crucial in meeting the region’s housing delivery targets. It suggests that Manchester should deliver 3,333 homes per year and recommends that for the city centre the minimum net residential density is 200 dwellings per ha. This should be delivered through a focus on maximising the re-use of previously developed land and delivering higher densities in the most accessible locations, reinforcing the importance of delivering high levels of growth in the city centre.

Draft Policy JP-Strat 2 notes that the city centre will continue to provide the primary focus for business, retail, leisure, culture and tourism activity in GM, while also noting the growing importance of residential development in the city centre to support this.

Draft Policy JP-J1 supports long-term economic growth and identifies the importance of facilitating health innovation and life sciences clusters to support economic growth to make the most of regional assets such as the high concentration of research assets and graduate pools.

The Main Modifications to the PfE Plan were published for consultation in October 2023 running until December 2023.

Significant weight can be applied to the draft PfE, in accordance with Paragraph 48 of the NPPF due to the advanced stage of preparation and its consistency with the NPPF.

Section 2. Planning Policy Framework
Material considerations

The following documents comprise material considerations in the determination of planning applications within the Framework Area.

National Planning Policy Framework (2021)

The National Planning Policy Framework ("NPPF") sets out the government's planning policies for England and how these are expected to be applied. The NPPF introduces a presumption in favour of sustainable development and supports proposals that are in accordance with policies in an up-to-date Development Plan. Sustainable development can be understood as positive growth which supports economic, environmental, and social progress for existing and future generations.

Consultation on proposed revisions to the NPPF ended in March 2023.

Supplementary Planning Documents

The following Supplementary Planning Documents (SPDs) have been adopted by Manchester City Council:

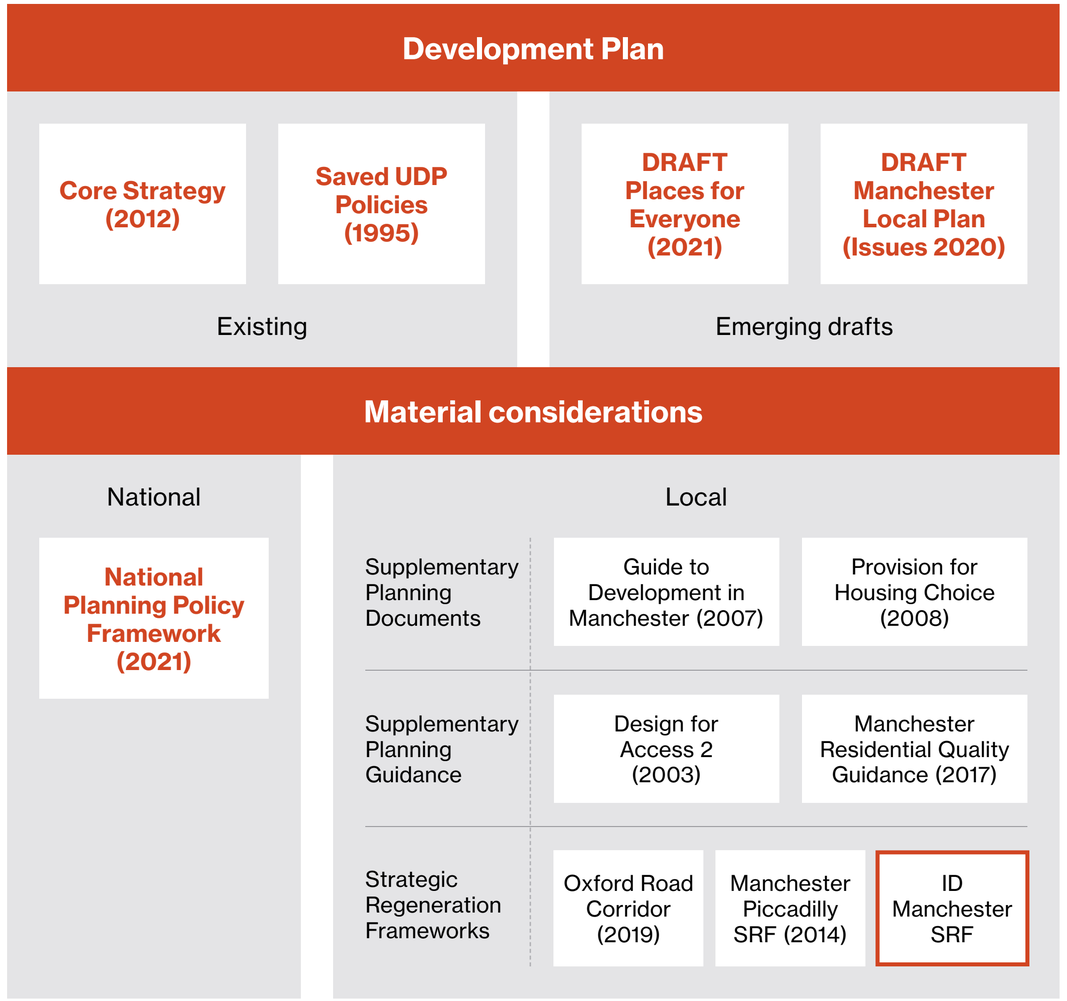
- **Guide to Development in Manchester SPD (2007)** provides guidance on the importance of creating attractive, well designed, and well-maintained neighbourhoods. It includes a set of reasoned principles to guide developers, designers and residents to the sort of development which is anticipated in Manchester. The SPD is supplemented by three Technical Guidance Documents: GD03 Environmental Protection (2015); GD04 Waste Storage and Collection Guidance for New Developments (2017); and GD05 Planning and Noise (2022).
- **Providing for Housing Choice SPD and Guidance (2008)** provides planning guidance about the mix of new housing provision required in Manchester to meet the requirements of MCC's planning policies and government guidance for housing provision.

Supplementary Planning Guidance

The following Planning Guidance documents have been endorsed by Manchester City Council:

- **Design for Access 2 (2003)** is MCC's best practice guidance of inclusive design standards. It seeks to establish Manchester as the most accessible city in Europe.
- **Manchester Residential Quality Guidance (2016)** provides clear direction on what is required to deliver sustainable neighbourhoods of choice where people will want to live and raise the quality of life across the city. It outlines the considerations, qualities, and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester.

Image (right):
Planning Policy Framework



Section 2. Planning Policy Framework
Strategic Frameworks

The Framework Area sits within the boundary of two larger strategic framework areas – the ORC and Manchester Piccadilly. Strategically located at the intersection between these two major regeneration opportunities, it is of a scale and immediacy that can help to accelerate the primary objectives of each area and act as a catalyst for further growth.

The Framework Area also sits within the wider context of regeneration in the south of the city centre; it is adjacent to three other strategic framework areas: Circle Square, Mayfield and Ardwick Green. It is important that IDM integrates with the built and emerging context of these areas to maximise the regeneration benefits for the city.

A Draft Granby Row and Charles Street Development Framework was approved for public consultation in September 2020; however, the draft framework did not progress further.

This IDM SRF supersedes the 2017 North Campus SRF, and follows largely the same boundary, with the exception that it extends eastwards to incorporate London Road.

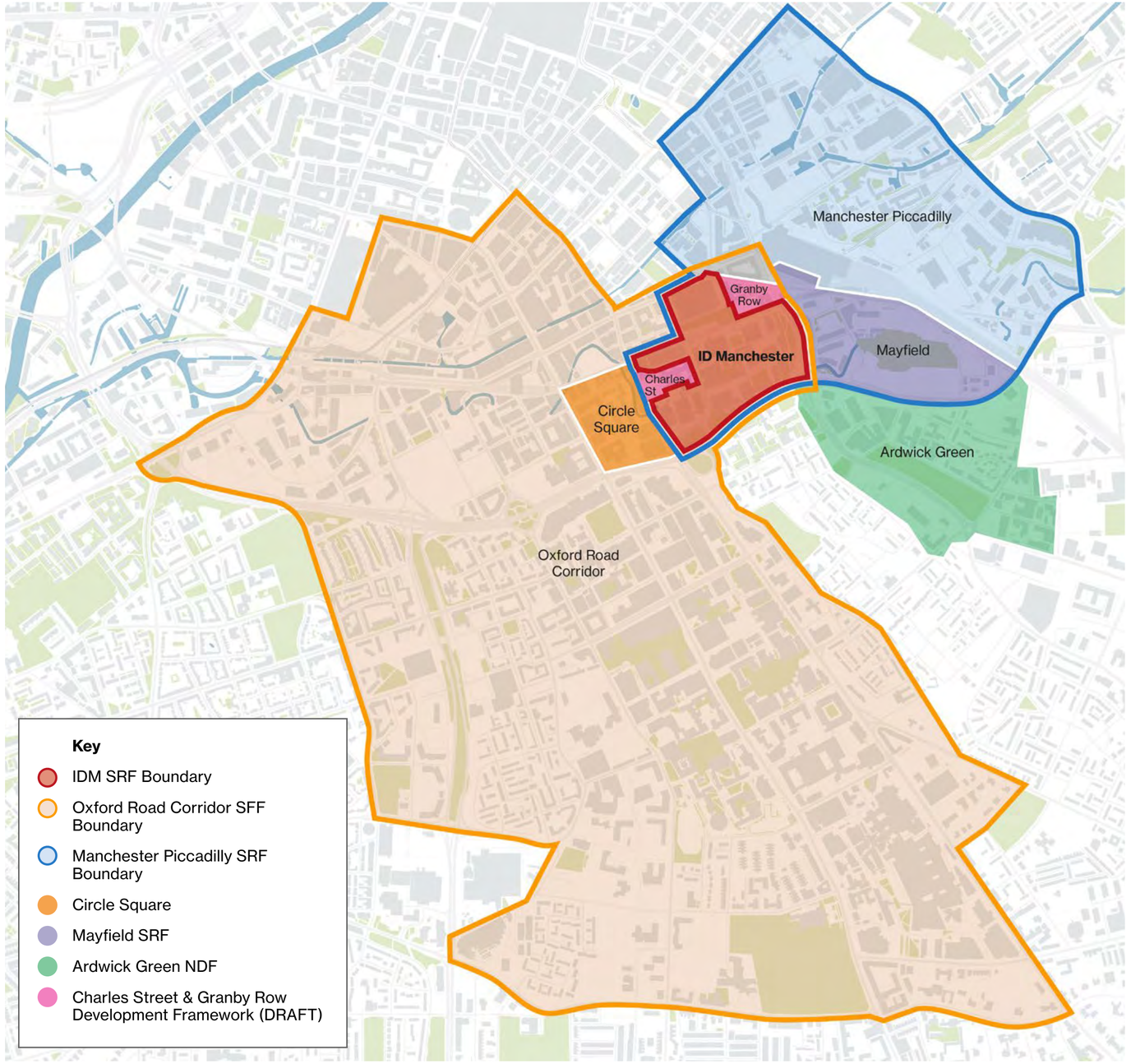


Image (right):
Plan diagram highlighting the framework area in the context of neighbouring strategic framework areas

Section 2. Planning Policy Framework
Strategic Frameworks

Corridor Spatial Framework (2018)
ORC Strategic Spatial Framework ("SSF") was endorsed by MCC to support the ORC Strategic Vision to 2025. It highlights the need to support committed future investment and the growth potential of its institutional partners in delivering research, innovation, commercialisation, skills, academic excellence, and incubation facilities.

It also highlights the need to support the private sector in terms of high value added and high growth companies, something that clearly has the scope to be realised on a significant scale within the ORC.

The SSF acknowledges that there is a finite amount of land available within the ORC by which to maximise the accelerated growth potential arising from agglomeration opportunities as well as other key attributes and assets that exist within the ORC area.

Further, this would not only limit the growth potential of the ORC institutions and their drive to excellence. It would limit the city's ability to attract new added value businesses.

These could include; start-ups; established local, national and international businesses; support services such as legal and finance; private healthcare; science partnerships; and other businesses attracted by the potential to cluster around the ORC's anchor institutions.

The SSF recognises that there is an opportunity to increase development densities across the area whilst delivering against essential placemaking objectives. The approach is to support the deliverability of new development and further maximise the economic outputs, social value and environmental outcomes.

North Campus is identified as a strategic investment site, where a cluster can be formed to support research and development and collaboration between the University and industry partners. It is envisaged as a mixed use district with the knowledge industry and academic research identified as key activities. New commercial, retail and hotel uses could be provided as part of its regeneration.

Images (top to bottom):
1. Citylabs
2. Bright Building, Manchester Science Park

Section 2. Planning Policy Framework
Strategic Frameworks

Manchester Piccadilly Strategic Regeneration Framework (updated in 2018)

The Piccadilly SRF notes that the arrival of HS2 into Manchester will be a catalyst for a “once-in-a-century” opportunity to transform and regenerate the eastern side of the city. Adjacent to a state-of-the-art public transport node, a new district called Piccadilly Central will create a distinctive sense of place and contain over 14 million sq. ft of mixed-use space.

The SRF offers a structured approach to capturing and passing on those regeneration benefits. The HS2 Piccadilly SRF was updated in 2018 with reference to the 2017 North Campus SRF

The Piccadilly SRF envisages that the area will be a mixed-use district with a focus on knowledge industry research-related activity that will benefit directly from the advent of Northern Powerhouse Rail ("NPR").

The recent cancellation of the Manchester leg of HS2 has meant a change in the approach to rail services into Manchester Piccadilly. Whilst there is still a level of uncertainty at the time of publishing this SRF, a new strategy is starting to be developed for how future rail capacity and services can be delivered. Investment is still expected at Manchester Piccadilly Station, through Northern Powerhouse Rail and Network Rail improvement schemes, although these may not be delivered earlier than the previous HS2 plans.

The successful delivery of IDM, along with Mayfield, could make a major contribution to realising the economic potential that rail investment can bring to the city, and create opportunities for the further development of the Piccadilly SRF area.

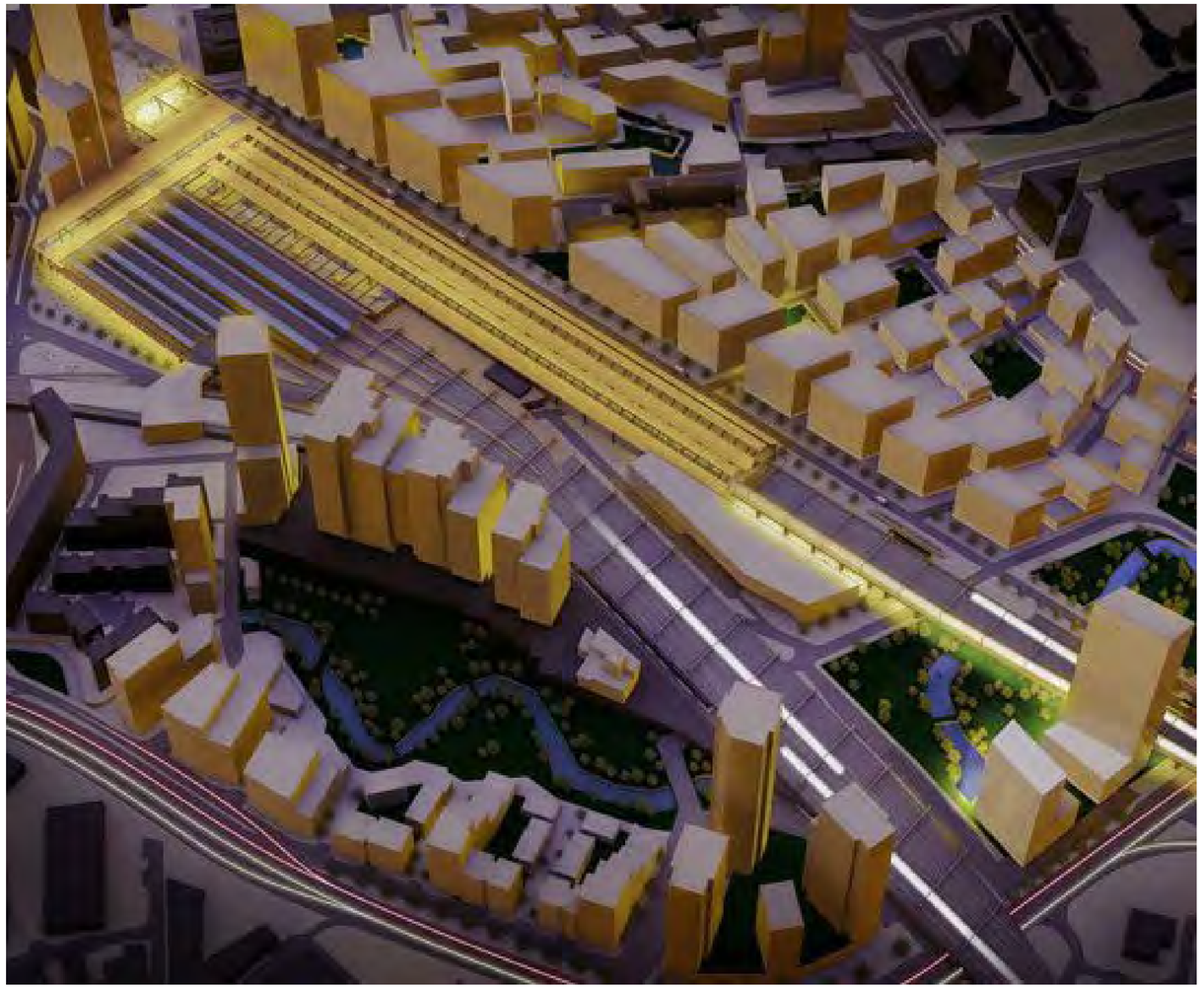


Image (right):
Manchester Piccadilly SRF: The IDM Framework Area sits to the left of this image

Section 2. Planning Policy Framework
Strategic Frameworks

North Campus SRF (2017)
The 2017 North Campus SRF, which this SRF supersedes, envisaged that redevelopment of North Campus would create a new vibrant area in central Manchester that offers a high-quality environment, acknowledging the history of the site, and combining high quality public realm with a mixture of technology, learning and research facilities, residential neighbourhoods and office campuses. As well as creating the opportunity for new homes and jobs, the benefits of North Campus to the city include accessibility and direct connection to the surrounding areas.

Former BBC Site ("Circle Square") (2013)
The vision for this 4ha site is *"to create a high quality, commercially-led mixed use development which maximises The Site's employment generation in a manner that contributes to the City's knowledge economy and in doing so leverages The Site's location within ORC, proximity to major institutions and exceptional accessibility by a range of means of transport."*

Since acquiring the site in 2015, Bruntwood has since delivered the majority of masterplan, comprising purpose built student accommodation ("PBSA"), residential apartments, offices, retail, leisure, hotel, car parking, and public realm.

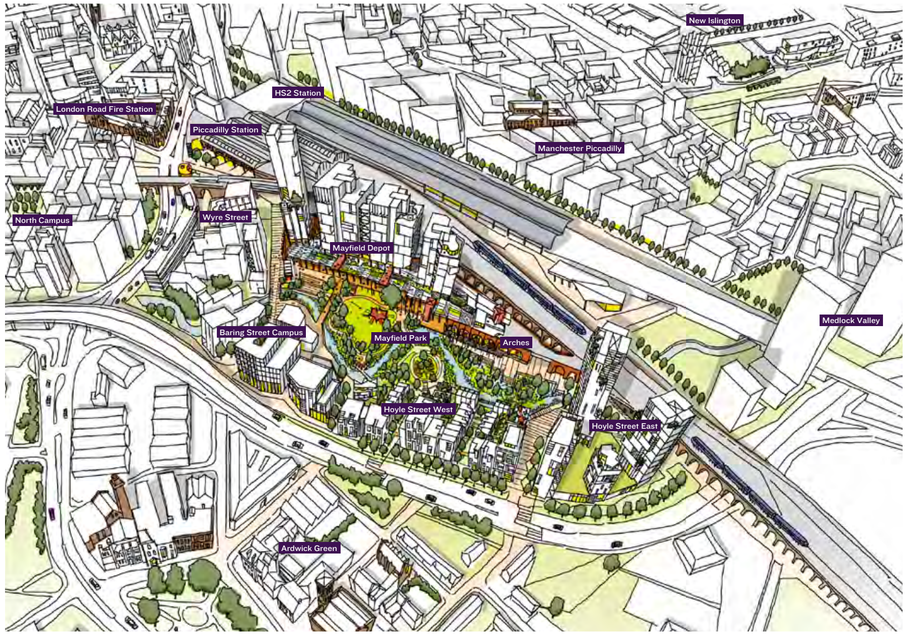
Mayfield (2018)
The vision for Mayfield is *"to deliver a world class, transformational, distinctive and imaginative commercially-led neighbourhood, anchored by Mayfield Park, which will become a powerhouse of socio-economic productivity"*.

The most recent iteration of the Mayfield SRF was prepared in tandem with the 2018 HS2 Piccadilly SRF to support holistic development with other strategic regeneration sites to maximise opportunities and linkages, including important east-west linkages with the North Campus. Mayfield Park opened in 2022 and the first phase office buildings have planning approval.

Ardwick Green (2020)
The Ardwick NDF sets out the importance of enhancing physical connections with the city centre, ORC, and the University campus to physically integrate the local community with the extensive regeneration in the city centre. This integration will in turn will allow the Ardwick Green community to access the benefits of the investment and deliver long term socio-economic benefits.

Managing non-resident and commuter parking within the area is identified as an important issue to be addressed.

Overall, the vision is for an enhanced vibrant community-led neighbourhood where the distinctiveness and history of the area is apparent and preserved, whilst it looks forward to a brighter, greener and cleaner future. The City Gateway character area, where the NDF meets IDM and Mayfield, is envisaged to deliver higher density development that reflects the scale of development envisaged within those areas.



Images (top to bottom):
1. Mayfield SRF illustrative masterplan
2. Ardwick NDF illustrative masterplan

The southern arc of regeneration through Manchester city centre

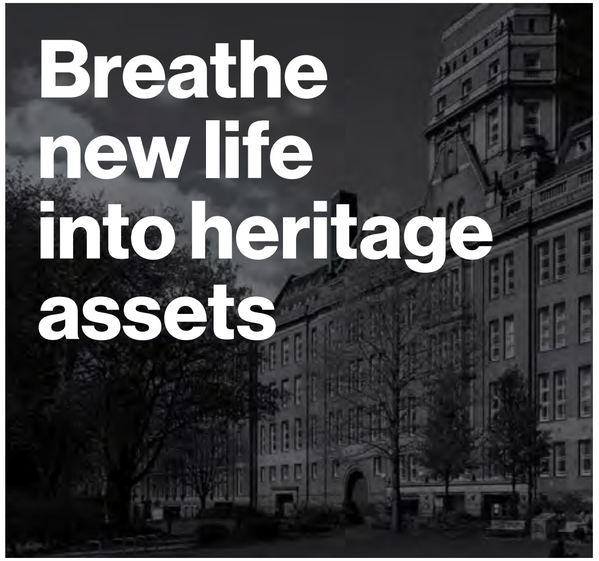
Section 3
The Vision

IDM will be recognised internationally as one of the world's leading applied innovation districts. Home to the UK's most exciting new ideas and disruptive technologies, it is a place founded on the belief that ideas flourish where business, education and communities come together.

IDM will be a world-class innovation platform in the heart of one of the most exciting global cities, all set within an abundantly green and vibrant new neighbourhood. It will honour the heritage of Manchester while driving inclusive and sustainable economic growth for the city region and beyond.

Section 3. The Vision

What IDM could deliver for the city



Section 3. The Vision
Pillars of success

A world-leading innovation district

IDM will build on the dynamism and confidence of Manchester as a city, the global reputation of the University as a research centre of excellence and the valued partnership of a leading property provider to multiple international businesses. By providing a platform to accelerate growth, partnership and collaboration, IDM will establish itself as the place where the world's most valuable ideas are transformed into reality. It will play a pivotal role in delivering competitiveness and prosperity to the city region and UK.

An exemplar of urban regeneration

IDM will set a new standard for urban regeneration at scale, creating over 10,000 new jobs within over 4m sq ft mixed-use development, including over 1,500 new homes and over 2m sq ft commercial space. The public realm will create a canvas for a vibrant cultural and events programme, further enlivening this area of the city for residents, workers and visitors alike.

A place for collaboration, innovation and commercialisation

IDM will help to drive the region's focus on collaboration, innovation and commercialisation, its transition to a more productive and R&D intensive model of growth, and the creation of sustainable and resilient jobs and prosperity across the region and beyond. It will provide a new community for forward-thinking, like-minded individuals and businesses. A place where they can start or scale their UK HQ. A place they can call home, build their career, or just visit and enjoy. A place that shares their values as well as their ambition.

A platform for growth

IDM will build on the current and future strengths of the University creating impact through both the digital infrastructure and physical creation of place but also through the outputs it generates. It will be home to the most exciting new ideas and ventures and a tangible manifestation of the innovation ambition of the JV partners, Manchester City Council, Greater Manchester Combined Authority and the UK Government.

A commitment to inclusivity, diversity and creativity

IDM's vision is one of inclusive innovation – a fairer economic model, powered by Manchester's productive and progressive spirit, shaped by creativity and invention, and working to deliver a healthier, happier, fairer future for all. IDM will promote values of openness, diversity, collaboration and creativity. It will be an inclusive destination where diverse minds can collaborate, new ideas are welcomed, and local people feel ownership of the place.

Be distinctively Manchester

IDM will always be a place that is immediately identifiable as being "of Manchester" through the use and design of its buildings and public spaces. By staying rooted in the city, IDM will have a competitive edge in attracting global talent to the city and foster a sense of civic pride in the area.

Be sustainable and regenerative

IDM is committed to being a world leader in tackling the climate and ecological emergencies – planning for net zero carbon, building climate change resilience, bolstering green and blue networks, enhancing water efficiency, and reducing resource use and unnecessary waste, all of which are currently putting pressure on our planet. The 'natural capital' of development will be a measurement of the project's success.

Creating opportunities for local people

IDM will create opportunities for the people of Manchester and GM, through access to education, training and jobs; delivery of homes; encouragement of local businesses to establish and grow; stimulating cultural assets; and provision of high-quality public realm and blue and green infrastructure.

Illustrative masterplan

Section 4
Drivers for Change

Section 4. Drivers for Change
A platform for growth

The Manchester city region is an economic centre of national significance, the most important outside of London, but there is a finite supply of land within the city to support its population and economic growth projections.

IDM is perfectly positioned to support Manchester's next phase of growth by providing a concentration of employment space tailored to the city's growth sectors, new homes, and a destination that attracts visitors to the city.

Levelling up the UK economy

The degree of imbalance in the UK has increased over the last 30 years, with northern cities lagging behind the South East. Center of Cities identifies that, despite its success over recent years, Manchester still has an identified productivity potential of £15 billion, the largest of any UK city.

Whilst different funding initiatives may emerge under different names and key focuses, the rebalancing of the UK's economy to boost productivity and improve equality of opportunity for all is expected to remain a core tenet of UK Government policy.

Providing the homes for a growing population

Census data indicates that GM's population grew 6.9% between 2011 and 2021, whilst Manchester's increased by 9.7%. The city centre population has grown from under 10,000 to over 60,000 in this period and is projected to grow to over 100,000 within the next decade.

Manchester is one of the youngest cities in the UK, where talent is attracted by the strength of its educational institutions, the job opportunities, and the quality of life. Population growth has been strongest in those of working age, who provide a strong labour pool and make the city an attractive place to invest. Manchester currently welcomes over 100,000 students each year including the highest concentration of international students in the UK.

University graduates underpin the broad based, highly skilled economy and are the driving force behind some of Manchester's most valuable growth sectors including advanced manufacturing, digital and creative industries, and health and life sciences.

Supporting sustained population growth within the city centre is therefore vital to the city's continued success. This means providing a choice of homes that meet the needs of the city's demographic, access to education and jobs, excellent transport and social infrastructure, and a desirable environment in which to live.

Supporting jobs that drive economic growth

Manchester offers diverse and abundant employment opportunities, a thriving cultural, leisure and evening economy, and is an attractive proposition for businesses and investors.

Manchester accounts for almost one third of jobs across GM. The city centre and ORC are the focal point for this employment, accounting for just over half of all jobs in Manchester. The GM Forecasting Model ("GMFM") projects a net increase of 183,000 jobs across the city region by 2037.

The strength of the city centre and ORC can be attributed, in part, to the cluster dynamics they support. The strength of clustering dynamics lies in the physical co-location of organisations. This facilitates a close interplay between individuals, encouraging information exchange. This can help to establish stronger business networks and drive efficiencies through collaboration among businesses operating within the same supply chain.

Sustainable economic growth must create jobs for all. More people are working in Manchester than ever before; however, the city continues its recovery from the covid pandemic, with the number of people claiming job seekers allowance still significantly higher than pre-pandemic levels. Inflation and cost-of-living are presenting new pressures for residents and businesses.

Manchester is very unusual in having its major educational campuses – The University, Manchester Metropolitan University ("MMU") and the Royal Northern College of Music all clustered together within the ORC. Together, the universities' investment programmes within the ORC amount to some £2.6bn.

Supporting a thriving cultural and tourism sector

Manchester's annual growth forecast for tourism is projected to be 5% per annum up to 2025, while UK growth is forecast to be 3.8% annually. This popularity is driven by football, live music, cultural events, museums, galleries, and retail, including an ever-improving food and drink scene.

The new Aviva Studios, Co-op Live and extended AO Arena will open in 2023 bringing 300,000 sq ft of new leisure space to the city.

Leveraging Manchester's connectivity

Connectivity is a critical aspect of generating economic growth in any top-flight world city. Manchester has invested significantly in its transport infrastructure, making the city centre easier to get around and a better place to live by reducing reliance on cars. Rail capacity will be significantly enhanced through the development of a new integrated Piccadilly Station to accommodate HS2 and NPR.

Manchester International Airport is the third largest airport in the UK, connecting to over 200 destinations including direct flights to Europe's major cities, North America, the Middle East, Asia and Australasia. A £1 billion transformation programme of investment should double the airport's capacity to 55 million passengers per annum.

Section 4. Drivers for Change
A platform for growth

Images (clockwise): Manchester Pride (Source: *iStock.com/Roots Shoots*); MIF at Albert Square (Source: Russel Hart, Alamy); Co-op Live Arena (Source: Co-op Live); Mackie Mayor (Source: Elena Chaykina Photography, via *shutterstock.com*); University of Manchester graduates (Source: UoM); St Peter's Square (Source: manuta - *stock.adobe.com*)

Section 4. Drivers for Change
The importance of innovation

Innovation sits at the core of national, regional and local strategies for future growth and prosperity.

As a world-class innovation district, acting as a cornerstone of the UK's innovation strategy, IDM can help to establish GM and the UK as an innovation powerhouse on the world stage, catalysing enterprise across the city region.

Supporting the UK's research and innovation strategy

"Our vision is for an outstanding research and innovation system in the UK that gives everyone the opportunity to contribute and to benefit, enriching lives locally, nationally and internationally."
– UKRI Strategy 2022-27

The UK Innovation Strategy (July 2021) sets out the government's vision to make the UK a global hub for innovation by 2035. Encouraging innovation is also at the heart of the Levelling Up White Paper (February 2022).

The **UKRI Strategy 2022-27** pledges to establish the UK as a global science superpower, recognising the centrality of research and innovation to the future prosperity and security of every citizen in the UK, and pledging to reach 2.4% R&D intensity by 2027. This will be catalysed by £20 billion public spending in R&D by 2024–25, attracting more than double that in private sector R&D investment in that period.

A flagship for Innovation Greater Manchester

Innovation Greater Manchester ("IGM") seeks to leverage and accelerate the success of GM's existing R&D hubs to help level up GM's communities, generate the solutions needed to achieve net zero, and create the conditions for more businesses in more places to benefit from global exporting and inward investment.

IGM acknowledges that the city region is not yet a 'go-to' destination for international science and innovation investment. More needs to be done to present an attractive package of innovation and skills so that science and innovation sit side-by-side with sport and culture at the heart of GM's global brand.

The GM Innovator Accelerator focuses on three growth sectors where GM has existing strengths: sustainable advanced materials; AI, digital and advanced computing; and diagnostics and genomics.

IDM is situated within the ORC and at the heart of the 'Greater Manchester central growth cluster'. It is envisaged to be the flagship commercial innovation hub for the city region and can create opportunities to commercialise innovation at scale in sites across GM by linking the ORC ecosystem with the unique assets and opportunities in GM's growth locations.

Driving Manchester's industrial strategy

"Manchester is already known for being a 'city of firsts', with a long history of innovation and progressive economic and social policies. Continuing this tradition will be crucial if the city is to achieve the collective ambitions contained within the Our Manchester Strategy 2016–2025."
– OMIS

Our Manchester Industrial Strategy (2020) identifies the city centre as the economic driver and the driving force behind sectoral strengths in health innovation, advanced materials and manufacturing, digital creative and media, and clean growth.

The ORC is Manchester's knowledge quarter. It is home to two of the UK's largest universities, the Royal Northern College of Music, the UK's largest NHS foundation trust encompassing five hospitals, leading cultural institutions, and a large cluster of digital, technology and life science businesses.

Research institutions include the NIHR Manchester Biomedical Research Centre, the Manchester Institute of Biotechnology, the National Graphene Institute, the Graphene Engineering Innovation Centre, the Henry Royce Institute, the Productivity Institute, the Christabel Pankhurst Institute for Health Technology, and the Manchester School of Art. BST has established commercially-led innovation hubs at CityLabs, Circle Square and Manchester Science Park. Health Innovation Manchester works with innovators to discover, develop and deploy new solutions that improve the health and wellbeing of GM's citizens.

The University is one of the driving forces behind much of this research and innovation. 93% of the University's research activity is assessed as 'world-leading' or 'internationally excellent'.

The indirect supply chain effects of ORC's success extend across the city's economy, creating opportunities in leisure, hospitality, retail, and support functions, to the benefit of all Manchester's residents.

Section 4. Drivers for Change
The importance of innovation

IGM 2030 Vision

"Greater Manchester will be a leader of the fourth industrial revolution and known globally for the strength of its innovation ecosystem. We will realise this vision by having an intense focus on our global strengths – in advanced materials and manufacturing, health innovation and life sciences, digital and creative, and green technologies.

"Alongside investing in scientific excellence, we will build an environment where we more systematically commercialise and diffuse innovation through existing companies, new players and investors in the city-region, and start-ups. We will create a skills and talent pipeline, improve access to finance and promote deeper business networks that fuel enterprise and entrepreneurship.

Success will mean more high-quality jobs and more productive firms across all parts of the city-region and in all our sectors. It will improve the lives of people across all our communities through increased skills, better opportunities, and consequent improvements to health and reduced inequality. Our approach will be to work collaboratively with anyone who shares our vision. We will work with other city-regions and clusters around the UK and internationally to play a leading role in catalysing a new Innovation Nation."

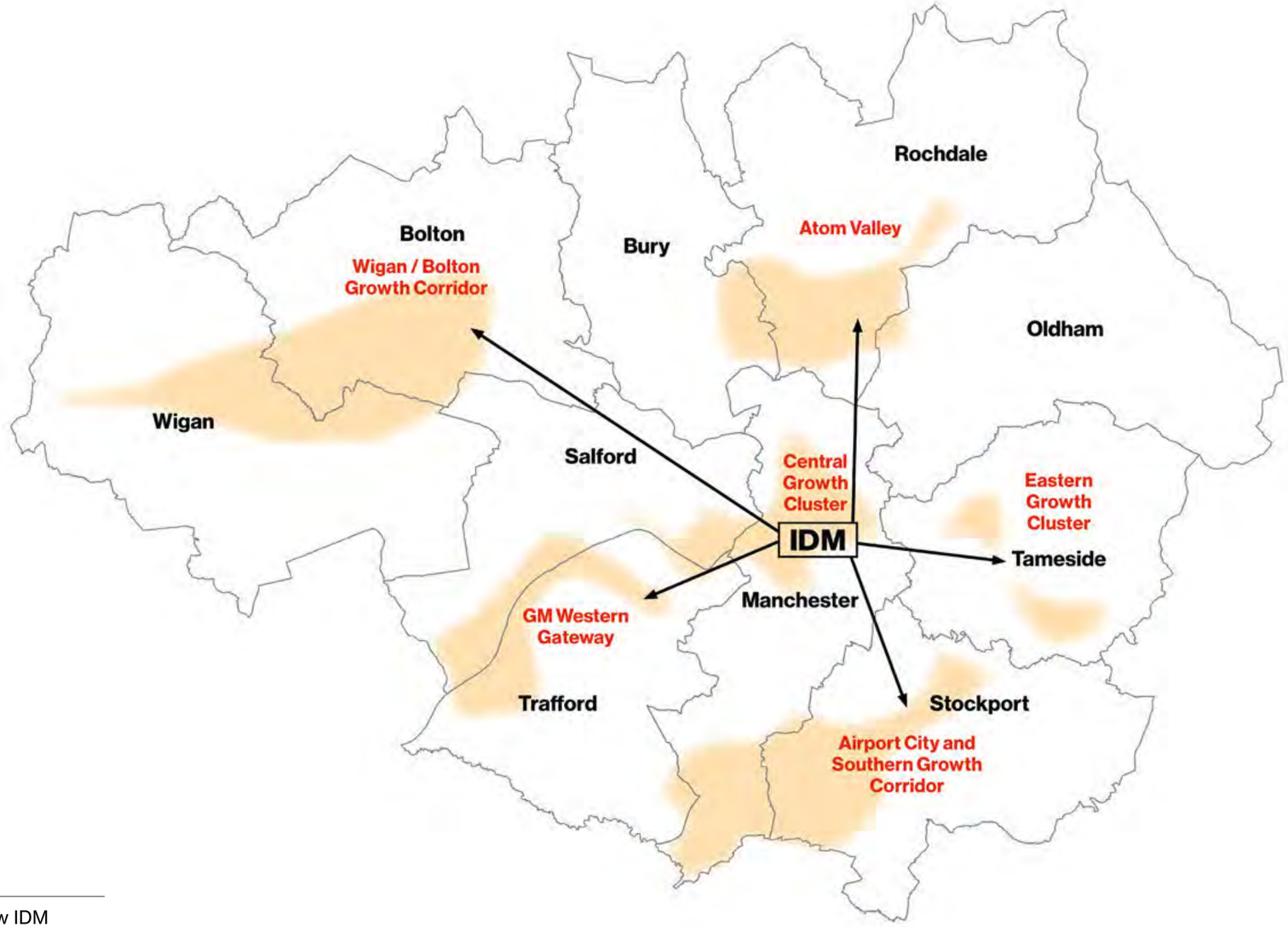


Image: Diagram illustrating how IDM is situated at the heart of the Greater Manchester central growth cluster, creating opportunities to commercialise innovation at scale across GM

Section 4. Drivers for Change
Tackling the issues of today and tomorrow

IDM can play a meaningful role in tackling the global climate and ecological emergencies, and the local imperative to deliver a more inclusive economic model for the city's residents.

Responding to climate change

The UK Government's **Net Zero Strategy (October 2021)** sets out a ten-point plan for a green industrial revolution to create the conditions for the private sector to invest with confidence to generate and grow new green industries. The strategy seeks to reduce emissions from each sector of the economy and capture remaining emissions through natural and technological means.

MCC declared a climate emergency in July 2019 and has subsequently committed to an ambitious science-based target of becoming a net zero city by 2038. The Council's ambition is to ensure that all of Manchester's residents are protected from the impact of climate change, whilst ensuring that the social impacts of this transition are considered alongside the environmental impact, protecting the most vulnerable in society.

The **Manchester Climate Change Framework and Climate Change Action Plan 2020-25** sets out the city's net zero carbon route-map.

Manchester's Local Area Energy Plan (October 2021) identifies the most effective routes to reach net zero by 2038. This place-based approach enables the city to understand retrofit needs, where to place future energy assets, and supports network operators to plan interventions that are based on an informed regional position.

Creating a sustainable city is more than just reducing carbon emissions; development must serve a purpose for cities in the future, maintain positive levels of population growth, support job creation, and induce expenditure in the local economy through residents, workers, and tourists. Increasing population density in sustainable locations will be critical to the city's response to climate change.

Enabling a modal transport shift

IDM is being progressed within the context of a seismic modal shift in transport patterns, driven by advances in technology and recognition of the need to address the climate crisis.

The **GM Transport Strategy 2040** sets out a vision for, *"World class connections that support long-term, sustainable economic growth and access to opportunity for all"* and seeks to address the four critical transport challenges of supporting sustainable economic growth, improving quality of life, protecting the environment and developing an innovative city region.

Manchester's **City Centre Transport Strategy 2040** supports the city's ambition to grow and become carbon neutral by 2038, whilst ensuring that it is well-connected to the wider area that it serves. The central aim of the Strategy – for 90% of all morning peak trips to the city centre to be made by sustainable travel before 2040 – is critical to the successful and sustainable growth of the city.

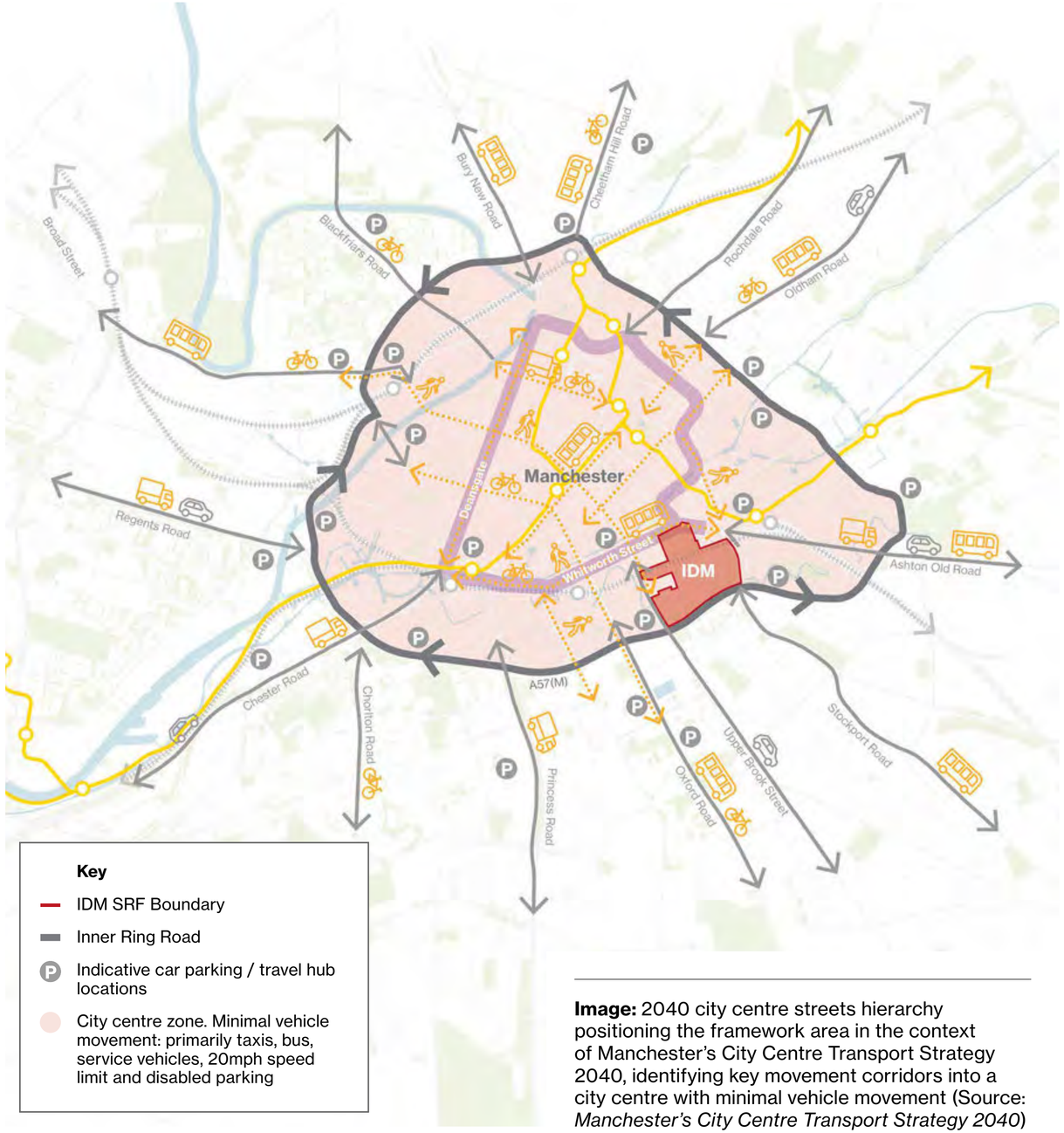


Image: 2040 city centre streets hierarchy positioning the framework area in the context of Manchester's City Centre Transport Strategy 2040, identifying key movement corridors into a city centre with minimal vehicle movement (Source: *Manchester's City Centre Transport Strategy 2040*)

Section 4. Drivers for Change
Tackling the issues of today and tomorrow

Access to nature and reversing biodiversity loss

The **NPPF** notes the importance of protecting and enhancing biodiversity and geodiversity within planning policy and decision making. Demonstrating Biodiversity Net Gain ("BNG") within new developments will become a legal requirement in late 2023.

Natural England's **Green Infrastructure Network**, announced in February 2023, will help increase the amount of green cover by 40% in urban residential areas. The Plan provides a blueprint setting out policies to guide environmental management moving forward.

The **Biodiversity Strategy and Action Plan 2022-2030 – the City of Manchester's Nature Recovery** seeks to champion the role that nature plays in addressing many of the challenges which wildlife and our residents face, including climate change, poor health and wellbeing, pandemics and air quality. The Plan seeks to protect and recover habitats throughout the city, increase the understanding, connection and love for nature, and encourage everyone to recognise their role in Manchester's nature recovery.

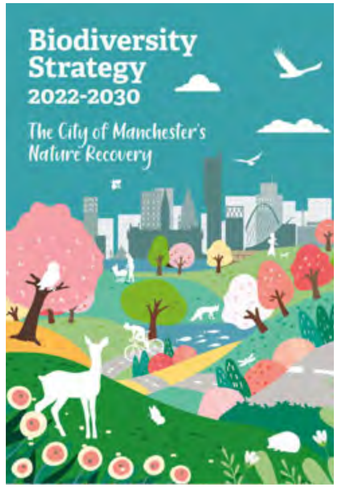
The **Great Outdoors: A Green and Blue Infrastructure Strategy for Manchester 2015-25** recognises that parks, river valleys, gardens, street trees, green roofs and canals are is an essential part of creating a successful, liveable city.

The 2025 vision is that high quality, well-maintained green and blue spaces will be an integral part of all neighbourhoods, with access for communities and workers, and stimulating business investment.

Improving air quality

The UK Government has directed GM to meet legal limits for nitrogen dioxide on local roads in the shortest time possible and by 2026 at the latest. GM's **Clean Air Plan** aims to clean up the air without a charging Clean Air Zone that could add to the cost-of-living crisis and harm local businesses and the economy. GM's investment-led plan seeks to target the most polluted areas, target £120m clean air funding towards vehicle upgrades, clean-up polluting buses and review local policies. Nitrogen dioxide levels are particularly high in the city centre and close to busy roads.

Images (clockwise):
1. Manchester Green and Blue Infrastructure Strategy 2015-25
2. Manchester City Centre Transport Strategy to 2040
3. Manchester Climate Change Framework 2020-25
4. Manchester Biodiversity Strategy and Action Plan 2022-2030



The IDM framework area and key sites within the Oxford Road Corridor

Section 5
Site Analysis

Section 5. Site Analysis
Introduction

The JV's design team has undertaken extensive site analysis, contextual appraisals, technical due diligence, and consultation with statutory consultees to understand the Framework Area's relevant physical and spatial characteristics.

Background studies included:

- Detailed heritage baseline significance appraisals of the Framework Area
- Rigorous, holistic assessment of all buildings on-site to assess their structural, façade, building services, embodied and operational carbon, historical significance, adaptability, and architectural profile, and thereby potential suitability for viable temporary or long-term re-use and retrofit
- Transport and highways analysis, including pedestrian flows in and around the Framework Area
- Baseline wind, noise, air quality, and daylight analyses
- Baseline ecology, tree and biodiversity surveys
- Flood risk assessment and sustainable drainage ("SuDS") feasibility studies
- Below ground utilities and ground conditions

To inform these activities, a full digital survey (or "digital twin") of the Framework Area has been recorded and stored on PointCloud.

This work has underpinned the Place-Based Principles outlined in Section 6 of the SRF.

This section summarises these analyses, first summarising the historical development of the Framework Area, then its heritage significance, city-wide role and site-specific characteristics.

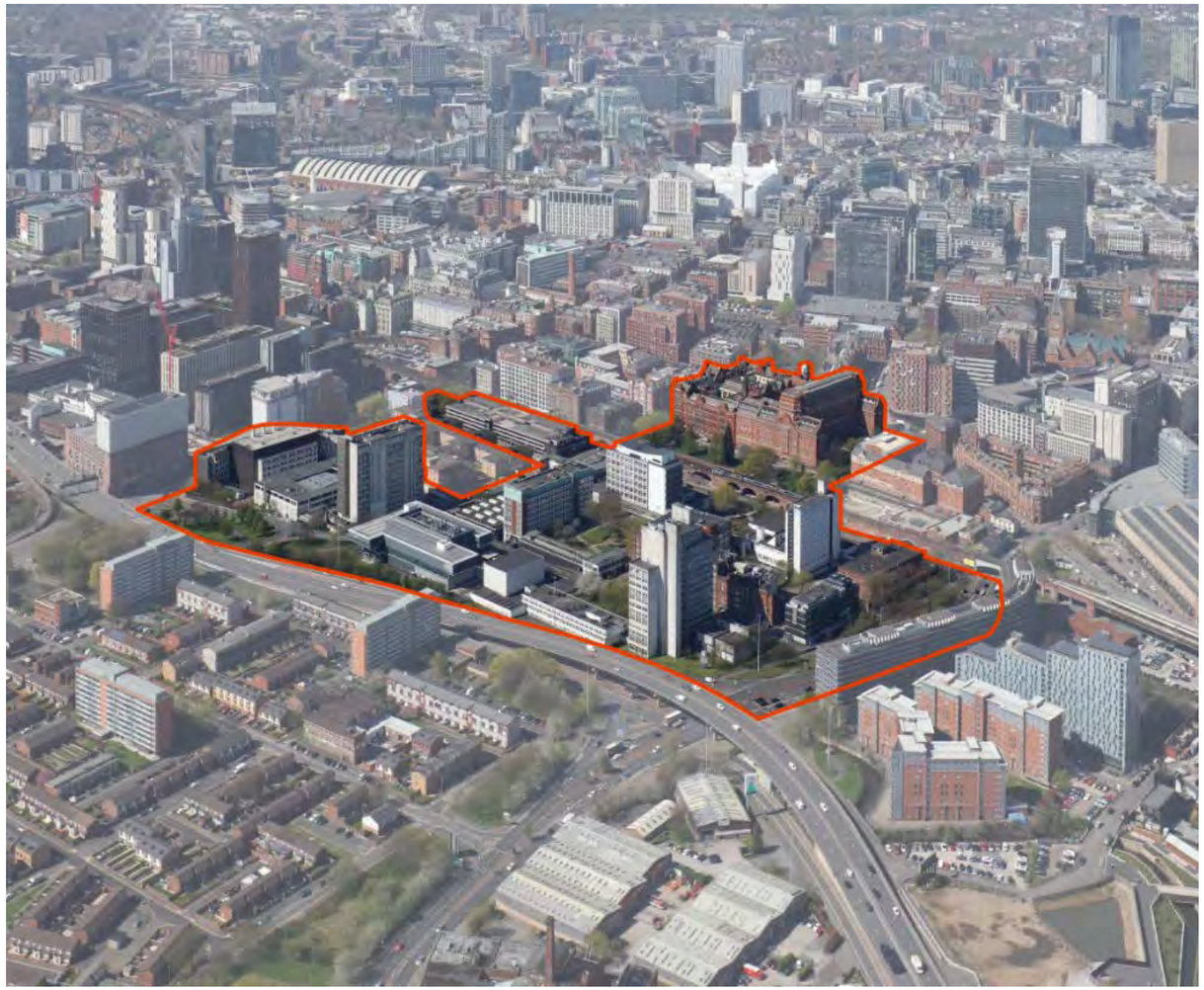


Image (right):
Aerial photograph highlighting the framework area in the context of the city

Section 5. Site Analysis
Historical development

The Framework Area has a rich, layered history which should inform the next phase of its development.

Understanding this context can support an ambition to reflect the forward-thinking evolution of Manchester informed by the ethos or character of what is distinctive within the Framework Area at the moment.

Rural beginnings

The Framework Area was originally rural in character, comprising a river valley located just outside the small town of Manchester. The first notable development in the area was the construction of Garrett Hall, an Elizabethan timber-framed manor house, to the north-west.

Victorian industry

As the 18th Century progressed, the local population grew rapidly, and the small town began to expand. The former country lanes were replaced by formally laid out roads and the fields were developed with dwellings and utilitarian buildings connected with the cotton industry.

The River Medlock is illustrated in early 19th Century mapping running through the centre of the area, with warehousing developed directly around it. One of these buildings being ‘Jackson’s Mill’, which was later burnt down and substantially rebuilt (c.1903).

In 1840, the Birmingham-London railway line opened a station at Bank Top (later London Road and now Piccadilly Station). The railway viaduct which cuts through the Framework Area introduced a new demarcation and a strong landmark within the wider area, which formed an incentive for new buildings which acquired the configuration around the surrounding streets seen today.

With the establishment of the railways, industry continued to grow. By the late 19th Century, the Framework Area was completely developed with industrial buildings and low-quality workers’ housing.

Images (right):
Historical map regression

1848

1923

1856

1972

(Source: National Library of Scotland)

Section 5. Site Analysis
Historical development

Early 20th Century

In 1895, construction began on Sackville Street Building, designed by architects Spalding & Cross, which opened its doors in 1902 and was renamed the Manchester Municipal College of Technology after World War 1. The land to the immediate south of the Sackville Street Building was designed to comprise a green space, establishing a formal, yet open setting for the building. This space would later come to be known as ‘Vimto Park’.

By 1919, the College had outgrown its premises and the plans to extend the Sackville Street Building commenced. The design for a large new extension was completed in 1927 by architects Bradshaw, Gass & Hope; however, due to delays caused by the Second World War, the building was not able to be completed until 1957. Plans to extend further eastwards were never realised. The Sackville Street Building and Vimto Park largely remain in situ today, presenting a major opportunity for sensitive re-use and restoration.

Mid-century campus

In 1966, during a period of rapid expansion, the College of Technology was renamed The University of Manchester Institute of Science and Technology (UMIST). This brought about a substantial phase of redevelopment in accordance with the 1945 City of Manchester Plan, for which a new ‘Education Quarter’ was envisioned, headed up by Hubert Worthington. The central intentions of the Worthing masterplan involved *“...separating individual blocks by lawns and trees, providing uninterrupted views of the buildings and vegetation, and excluding vehicles from the centre of the campus.”*

Images (clockwise):
1. Looking towards what is now Renold Building
2. UMIST Main Building
3. Looking north-west towards the former UMIST campus before construction of the Mancunian Way

(Source: Thomas Worthington and Sons archive, MMU)

(Source: UoM online archives)

(Source: Cruickshank and Seward archive, MMU)

Section 5. Site Analysis
Historical development

The land to the southern aspect of the viaduct was completely redeveloped following the post-war planning programme that transformed this part of the City of Manchester.

The River Medlock was culverted, and the land was cleared; masterplans for the site emerged, with contracts being awarded to two architectural practices to help deliver Worthington's vision: H.S Fairhurst & Sons and Cruickshank & Seward.

The unprecedented growth of the university meant that demand was urgent and existing buildings such as the former Jackson's Mill were converted for educational use. By the mid-20th Century, the land to the south of the viaduct was completely cleared (except for Jackson's Mill) to make way for the new campus.

The earliest phase of the masterplan arranged principal buildings around courtyards/lawns and bowling green, with much planting. The Renold Building (completed in 1962 by Cruikshank and Seward) formed the centrepiece of the campus and enclosed the western side of a large bowling green space.

By 1970, most of the buildings envisioned within the campus masterplan had been completed. The Hollaway Wall was completed in 1968 to the north-eastern aspect of the campus site, just south of the railway viaduct, designed by Anthony Hollaway. It is this phase of development that characterises much of the Framework Area today. In subsequent years, pieces of public art were installed across the UMIST site, with many sharing connections with neighbouring buildings.

21st Century

Chandos Hall on Echo Street, immediately north west of the Framework Area boundary, was demolished in 2019 and planning permission implemented for new high-density student and co-living development. In late 2022, the University started to decant its educational and research functions from the campus to the newly built MECD building on Upper Brook Street. This process will complete in 2024, leaving the campus buildings vacant and just MIB and GEIC in active use within the Framework Area.

(Source: Cruickshank and Seward archive, MMU

(Source: David Latham / Alamy Stock Photo)

Images (clockwise):
1. Renold Building
2. MASDAR
3. Vimto statue

Section 5. Site Analysis
Heritage assets

Heritage designations
Detailed heritage baseline significance appraisals have been prepared to provide a deep understanding of the level of heritage significance yielded by each of the buildings within the Framework Area, to understand the capacity for change, and to identify opportunities to secure heritage benefits and the essence of the place through redevelopment.

Listed buildings
Grading of listed buildings reflects their architectural and historic interest: Grade I buildings are of exceptional interest; Grade II* buildings are particularly important buildings of more than special interest; and Grade II buildings are of special interest.

There are three listed buildings within the Framework Area, all Grade II:

- Sackville Street Building
- Hollaway Wall
- Manchester and Altrincham Railway Viaduct.

The 2017 North Campus SRF envisages alterations to the Sackville Street Building to enhance connections and activation between the city core and the campus to the south, and considers options to break down the physical barrier of the Hollaway Wall.

The Report to MCC's Executive Committee recommending that the SRF be endorsed reports that Historic England commented with regards to the listed buildings that:

"The sculptural wall appears to be in poor condition and has an unattractive setting. This might be improved if it was sited within a more enclosed location away from the road. This would allow the listed wall to be a more positive focal point, rather than a forgotten feature at the far end of the Campus, or lost within the architecture of a new building. Noting the proposals to enhance the setting of the listed Hollaway Wall, discussion with the Council's Urban Design and Conservation Team would be recommended.

"Noting proposed alterations to the grade II Sackville Street Building, early consultation with an urban design and conservation team on the impact of the proposed alterations and extensions would be recommended."

There are a further 44 listed buildings within 250m of the Framework Area, the setting of which will need to be considered in the context of any future development proposals. Most notably these include the Grade II* London Road Police and Fire Station, as well as those assets closest to the SRF boundary: Granby House (Grade II) and Orient House (Grade II).

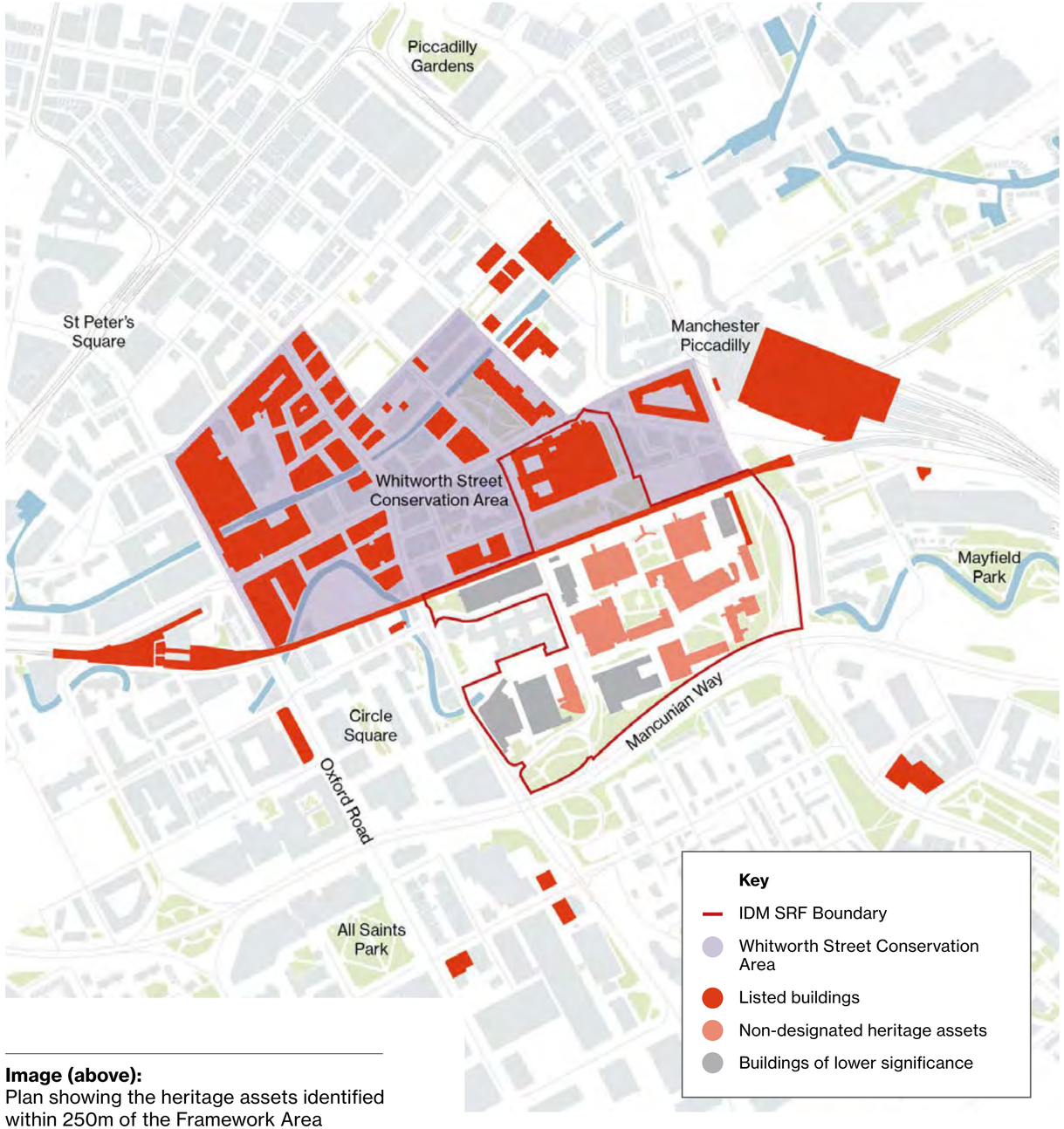


Image (above):
Plan showing the heritage assets identified within 250m of the Framework Area

Section 5. Site Analysis
Listed buildings

Images (clockwise):
1. Sackville Street Building; 2. Hollaway Wall; 3. Manchester and Altrincham Railway Viaduct

Section 5. Site Analysis
Conservation area

Conservation Areas are designated areas that are deemed to have special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.

The northern part of the Framework Area, north of the railway viaduct, is within the Whitworth Street Conservation Area. The Conservation Area was designated in 1974 and extended in 1985.

The Whitworth Street Conservation Area is uniquely Mancunian in character; its physical form being established by the wealth of fine Victorian and Edwardian buildings erected between 1850 and 1920. They reflect the historical importance of the textile industry in the city.

The primary character of the area is canyon-like streets with tall imposing warehouse buildings of a monumental scale to either side, which tower above the pavement, giving a distinctive quality that is only to be found in this part of Manchester.

The palatial Grade II listed Sackville Street building forms a key element of the Whitworth Street streetscape and is an important positive contributor to the Conservation Area. It is the dominant feature and gateway building into the Framework Area.

Vimto Park is located immediately adjacent to the Sackville Street Building and is of particular value as a positive contributor to its setting as well as the setting of the listed viaduct, and character and appearance of the Conservation Area. The size and setting of Vimto Park is currently impacted by surface car parking and servicing roads.

(Source: iStock.com / Robert vt Hoenderdaal)

Images (top to bottom):
1. Vimto Park
2. Whitworth Street

Section 5. Site Analysis
Non-designated heritage assets

Non-designated heritage assets ("NDHAs") are buildings, monuments, sites, places, areas or landscapes identified as having a degree of significance that should be taken into account in planning decisions as part of a balanced judgement, but which do not meet the threshold to be nationally designated heritage assets and therefore do not trigger the requirements of NPPF paragraphs 199 to 202.

Some non-designated assets, such as buildings of good local character or sites of archaeological interest, are of heritage significance but not at a level that would pass the threshold for national designation.

The Report to MCC's Executive Committee recommending that the 2017 North Campus SRF be endorsed by Members reports that Historic England commented on the document as follows:

"In addition to the grade II listed Sackville Street Building and Hollaway Wall, the former UMIST North Campus also has heritage significance as an undesignated heritage asset. While architecturally mixed, certain elements of the site are of note. The most important is the Renold building; this part of the site has considerable merit in architectural design and urban planning.

Historic England recommend that further consideration is given to the heritage significance of this within the Framework, together with the impact of proposed development on existing buildings and spaces. Where there might be harmful impacts on the most distinctive elements of the site, Historic England recommend that, where possible, consideration is given as to how to avoid or mitigate this harm."

The detailed baseline significance appraisal undertaken to inform this Framework concurs with the Historic England's view, concluding that there are eight NDHAs across the Framework Area with Renold Building being the most significant.

The baseline appraisal assesses the architectural and historic interest of each building within the former UMIST site and its group value with reference to Historic England's Guidance on Local Heritage Assets (2021) as well as relevant guidance on post-war buildings and landscapes. These purpose-built educational buildings are no longer needed for the purpose to which they were originally intended.

Images (top to bottom):
1. Aerial photograph of former UMIST campus
2. Barnes Wallis and Wright Robinson Building

Section 5. Site Analysis
Key heritage views

There are two distinct skylines within the Framework Area: the historic roofscape to the north, that incorporates the Sackville Street Building and ties it into the historic urban form of the Whitworth Street Conservation Area; and the contrasting coherent cluster of 1960s and 1970s buildings to the south side.

At street level, views north and south along Sackville Street and London Road are fragmented and largely inactive. Once north of the viaduct, the enclosed streetscapes present better vistas and views.

The detailed baseline heritage appraisal has identified a series of important townscape and heritage views from in and around the Framework Area.

Important townscape views from around the Framework Area are:

1. Aytoun Street looking south allowing for views onto Cobourg Street
2. Chorlton Street looking south with the view terminated by the Sackville Street Building
3. London Road looking south with the Grade II* listed London Road Fire Station to the right
4. View from the junction of Faulkner Street and London Road allowing views of the former UMIST campus buildings
5. Kinetic view travelling south along Sackville Street with views of Sackville Gardens, the Sackville Street Building, and the viaduct
6. London Road looking west along Altrincham Street with views of the Hollaway Wall, the viaduct and the former campus buildings
7. Elevated view from Mancunian Way looking west across the Framework Area

Important views from within the Framework Area are:

A. Looking north towards the Sackville Street Building from the south-side of the former bowling green

B. Sackville Street looking east across Vimto Park between Granby Row and the viaduct

C. Sackville Street looking north towards the Sackville Street Building, viaduct and conservation area

D. Cobourg Street looking south with the Sackville Street Building extension to the right

E. Junction of Sackville Street and Altrincham Street looking south-east across the former campus

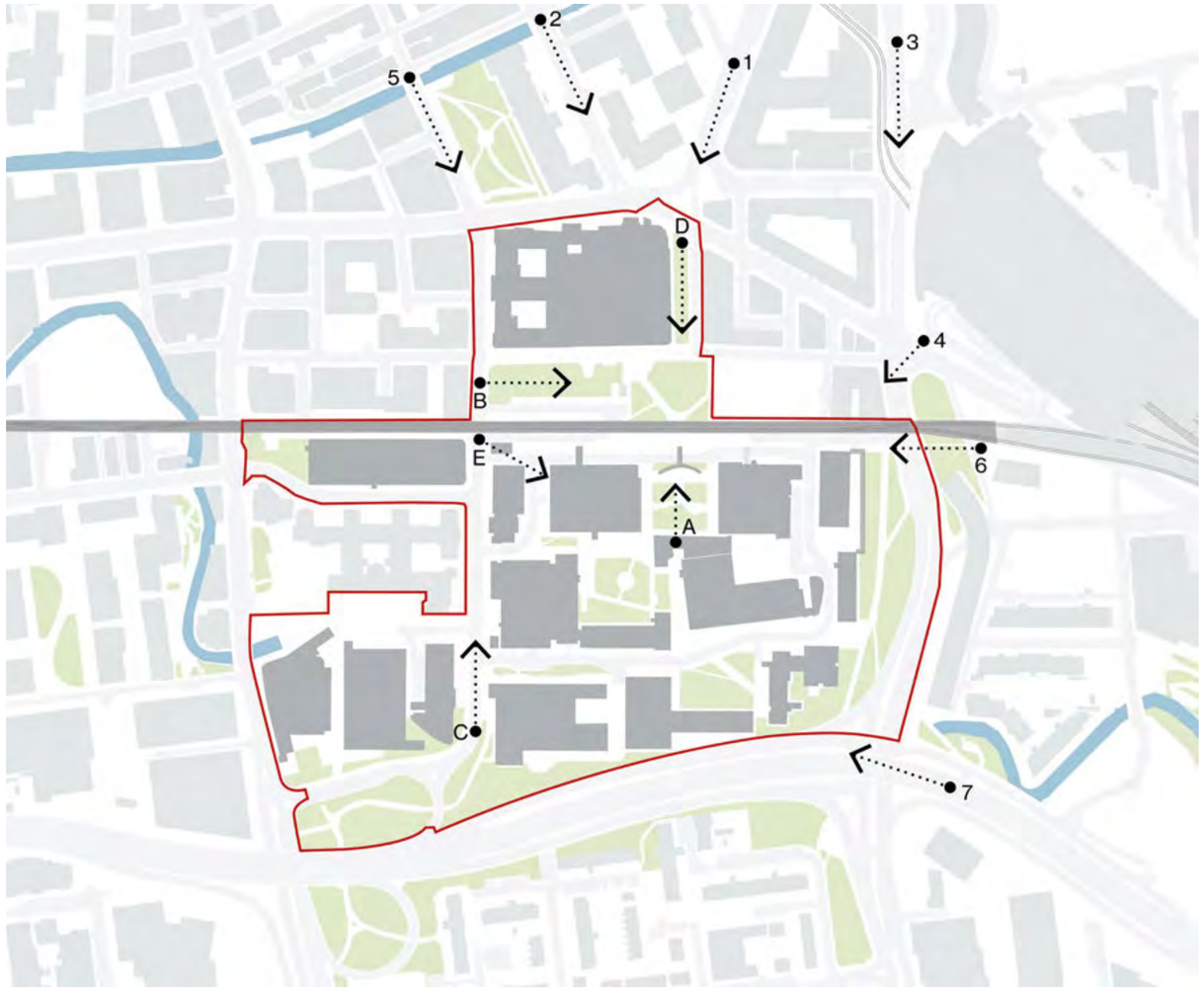


Image (right):
Plan setting out identified key heritage views

Section 5. Site Analysis
City centre context

When considered in its city centre context, the importance of the Framework Area to Manchester's success becomes immediately apparent.

Its scale, location in the heart of the city, proximity to transport hubs and economic drivers, and alignment with the University make this a unique opportunity to deliver an urban innovation district within the city.

The southern of arc of regeneration is now well established, with construction continuing apace at Great Jackson Street, First Street and Circle Square. The Framework Area can connect these areas to Mayfield and Piccadilly, whilst creating a gateway to the ORC. There is an opportunity to continue the city's established pattern of tall buildings around the inner ring road and clustered beside transport hubs.

Residential neighbourhoods to the south are disconnected physically and perceptually from the city centre by the Mancunian Way and socio-economic disparities. There is an opportunity to reduce these barriers by improving access to jobs, facilities which can benefit these communities and inclusively designed public spaces.

The Framework Area is within the River Medlock Priority Habitat Area, where there is an opportunity to improve biodiversity by creating new habitats and repairing green and blue linkages.

The network of public spaces within the city centre ranges from major civic through to intimate green spaces, with no major civic squares in the south of the city centre.

The Framework Area is in easy walking distance to the Central Business District, Central Retail Area and Civic Quarter. It is adjacent to Piccadilly Railway Station and the city's bus and Metrolink routes, whilst the Beeline is delivering a network of cycle routes existing and emerging around the Framework Area.

This makes the Framework Area an ideal location to deliver high density development that encourages sustainable modes of transport and supports the City Centre Transport Strategy 2040.

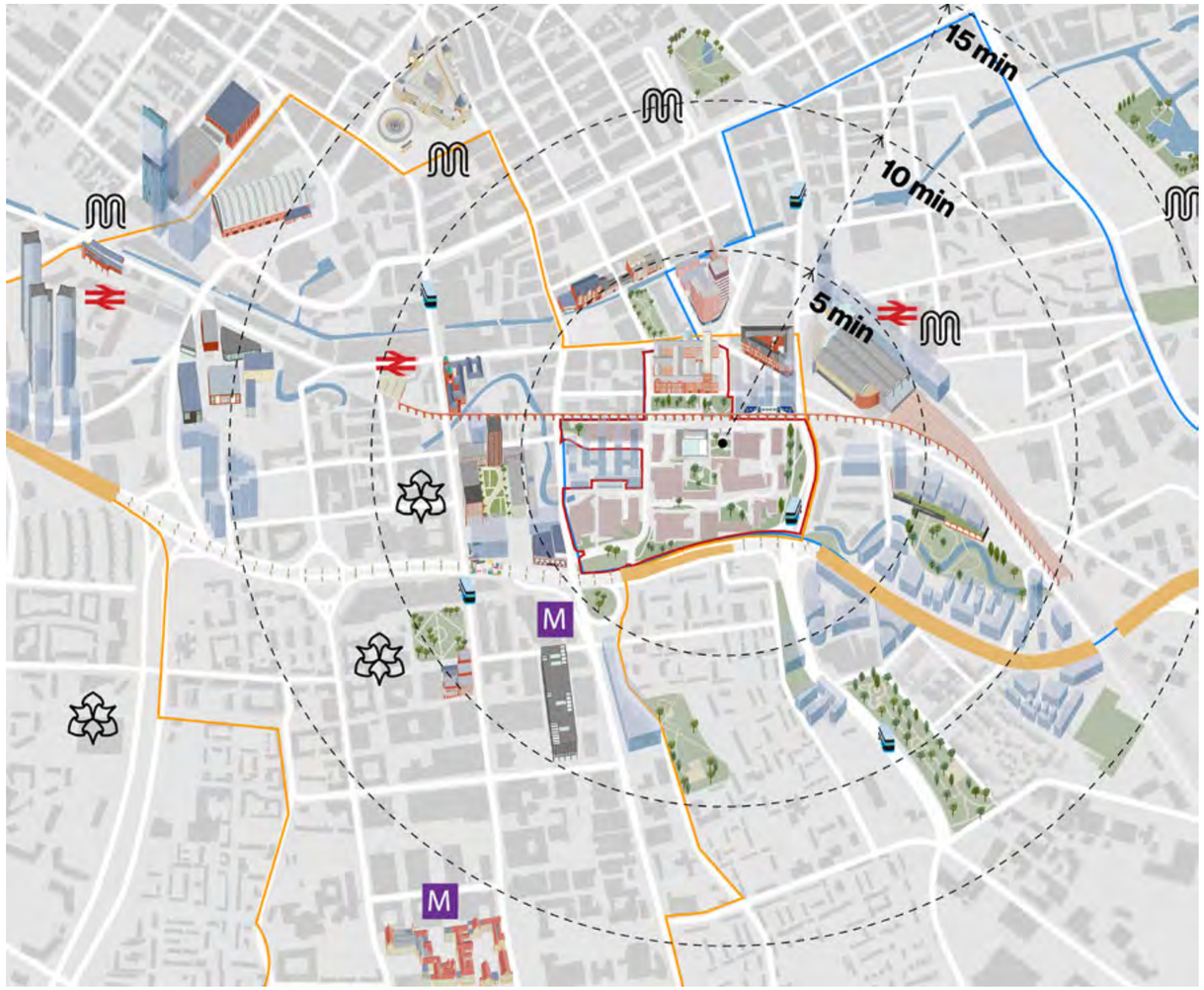


Image (right):
Framework Area within the city centre context

Section 5. Site Analysis
Site context

The Framework Area is a complex, challenging regeneration opportunity. Key conclusions from the site analysis include:

Connections, topography and infrastructure

The former campus is disconnected from the wider city by the railway viaduct, the Mancunian Way and London Road. This sense of isolation is exacerbated by the design of the former campus, which was purposely designed to be inward looking.

The scale and siting of the Hollaway Wall creates a further barrier to movement and integration with Mayfield and Piccadilly, reducing opportunities to re-activate London Road.

The former use of the buildings as learning and teaching institutions means that most facades are inactive and buildings turn their back on the public realm. The buildings bring no activity to the principal outward looking street frontages, emphasising the sense of disconnect from the rest of the city.

There are large level changes from north-to-south and east-to-west. This topography creates challenges for permeability, accessibility and inclusivity; but also opportunities to create interesting spaces, hidden servicing routes, and drainage solutions.

Private vehicles are largely excluded from the site, although service roads dominate and reduce the quality of many spaces. It is located in between three large multi-storey car parks: Circle Square; Piccadilly; and Mayfield (planning approved). The multi-storey car park on-site at Charles Street is no longer fit for purpose.

The lack of level access routes and layout of existing buildings within the former campus block pedestrian movement through the area, particularly from Piccadilly to the ORC.

There is significant underground infrastructure that will influence building siting or require remediation, re-routing or decommissioning as part of development.

Existing buildings

The Sackville Street Building is the dominant built form in the area, its massive bulk sitting proudly at the highest point of the site. The scale of buildings south of the viaduct ranges from low sprawling workshops to towers between eight to 15 storeys.

Existing uses on-site predominantly relate to its former educational use. Surrounding uses include commercial, hotel, residential, student accommodation, education, retail and leisure.

The existing buildings are in varying states of repair. As purpose-built educational buildings, they present significant challenges with regards to effective re-use. Many are now empty as their previous education function has ceased. There is a risk therefore that they will therefore fall into disrepair and attract antisocial behaviour.

Their structural and façade condition presents further challenges. The modifications that would be likely necessary to deliver the critical mass and flexibility of space to support the innovation district could be prohibitive.

The heritage baseline analysis illustrates the importance of the Sackville Street Building as the most important heritage asset, which remains largely preserved as intended and makes an important contribution to the Whitworth Street Conservation Area.

The Renold Building is the most important non-designated building, forming an instantly recognisable centre-point for the area.

Public and green spaces

Vimto Park is the largest green space in the Framework Area and makes an important contribution to the setting of heritage assets; however, it is sandwiched between a surface car park and poor-quality service routes.

The series of courtyards and garden spaces are important to the coherence of the former campus; however, they are largely homogeneous offering few opportunities to dwell or interact with buildings.

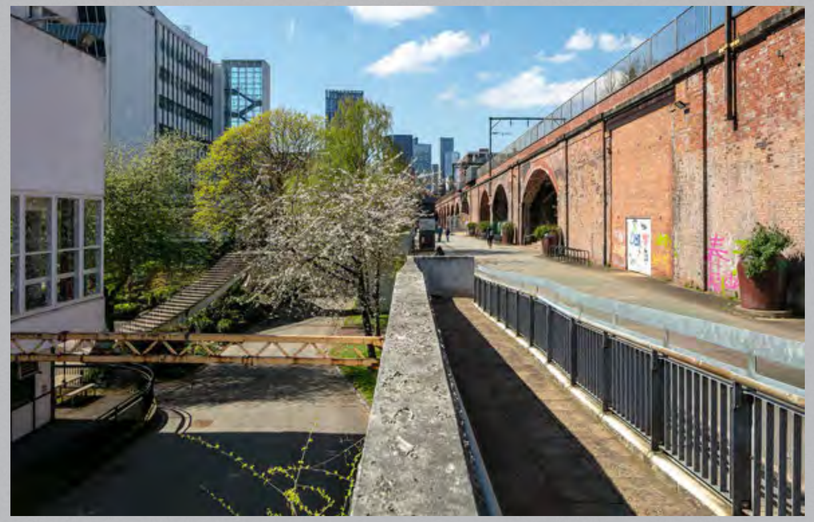
The green space along London Road is an underutilised space, which would benefit from a new landscaping approach, potentially combined with de-engineering this four-lane road and works to address the physical and perceptual barrier presented by the Hollaway Wall.

There are 196 existing trees, mostly mature trees including sycamore, maple and willow. The trees in and around Vimto Park are particularly high quality and protected as they lie within the conservation area.

Habitats present within the Framework Area offer either no intrinsic ecological value or their value is restricted to the site only.

There is significant noise and air pollution related to the surrounding road and rail network. This will affect building design and orientation to protect future occupiers and public spaces. Sun path analysis indicates areas of public realm which benefit most from sunshine through the day.

Section 5. Site Analysis
Site context



Images (clockwise): 1. Looking east along Charles Street; 2. Sackville Street looking southeast; 3. Green space in the heart of the Framework Areas; 4. Looking north up London road showing Mancunian Way; 5. Looking south down London road; 6. Level change along Altrincham Street

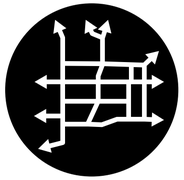
Section 6
Place-Based Principles

Section 6. Place-Based Principles
Introduction

The Place-Based Principles detailed within this section are intended to provide guidance for detailed development proposals coming forward in the Framework Area.

Developments that successfully adopt these principles should contribute positively to a successful place that realises the partners' vision for IDM.

A Human Collider



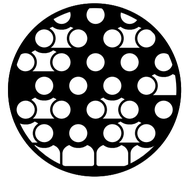
Connected, open and accessible

A living landscape

A flexible framework for flexible buildings

Platform for the future, built on foundations of the past

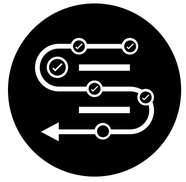
Curated Commons



Critical mass

An identity that expresses purpose and place

Sustainable and regenerative



Creative meanwhile use of buildings and spaces

A Human Collider **Bring together a diverse mix of people and companies, set within a framework of buildings and spaces that create a vibrant place, designed from the outset to maximise the planned and chance meeting and collaborations between people that encourage innovation, lead to breakthroughs and inspire new ideas.**

Section 6. Place-Based Principles
Principle 1. A Human Collider

The "Human Collider" concept is that IDM will be a place that brings people together to encourage the chance and planned meetings that spark new ideas and collaborations.

This can be achieved through careful consideration of both the physical structure of the place and the occupiers that populate the spaces.

Uses within the Human Collider are arranged concentrically around a central space, with key routes overlaid, and catalyst clusters interspersed throughout. The concept is described here:

1. **A sequence of shared spaces** at the heart of the site providing a range of internal and external settings for collaboration and community activity: from large outdoor events and concerts; to exhibitions, lectures and conferences; to informal places to meet, eat, spend time and work together.

2. **An ecosystem of innovators** ranging from large anchor institutions through to start-ups and SMEs, researchers and supply chain organisations, clustered around this shared heart of the innovation district. To support this diverse ecosystem of occupiers, at different stages in their growth and with often very specific requirements, a wide range of commercial floorspace should be provided in new and refurbished buildings that allow for growth and adaptation over time. This is anticipated to range from low-cost drop-down space, through specialist facilities such as laboratories, to large-footprint Grade A office space capable of accommodating corporate global HQ buildings.

3. **Living at IDM** through the provision of homes and hotels that will bring 24/7 life and activity to the Framework Area. Innovative housing models can improve social mobility by providing pathways for local people to access and benefit from the opportunities generated by the innovation district. In addition to mainstream homes, there may be opportunity to deliver bespoke housing and hotel models tailored to the IDM ecosystem as part of a sustainable mix of accommodation that can help to attract and retain talent within Manchester. This could comprise forms of PBSA, work/live units, serviced apartments, and/or other forms of bespoke accommodation designed to meet the needs of people living, studying or working in the city.

4. **Catalyst clusters** are hubs of activity formed around anchor spaces, uses or occupiers to generate mini-ecosystems and opportunities for community interaction across the innovation district.

5. **Movement patterns** of people entering and moving through the Framework Area will help drive the place and strengthen its connections with the rest of the city. These routes are considered in more detail in the next principle.

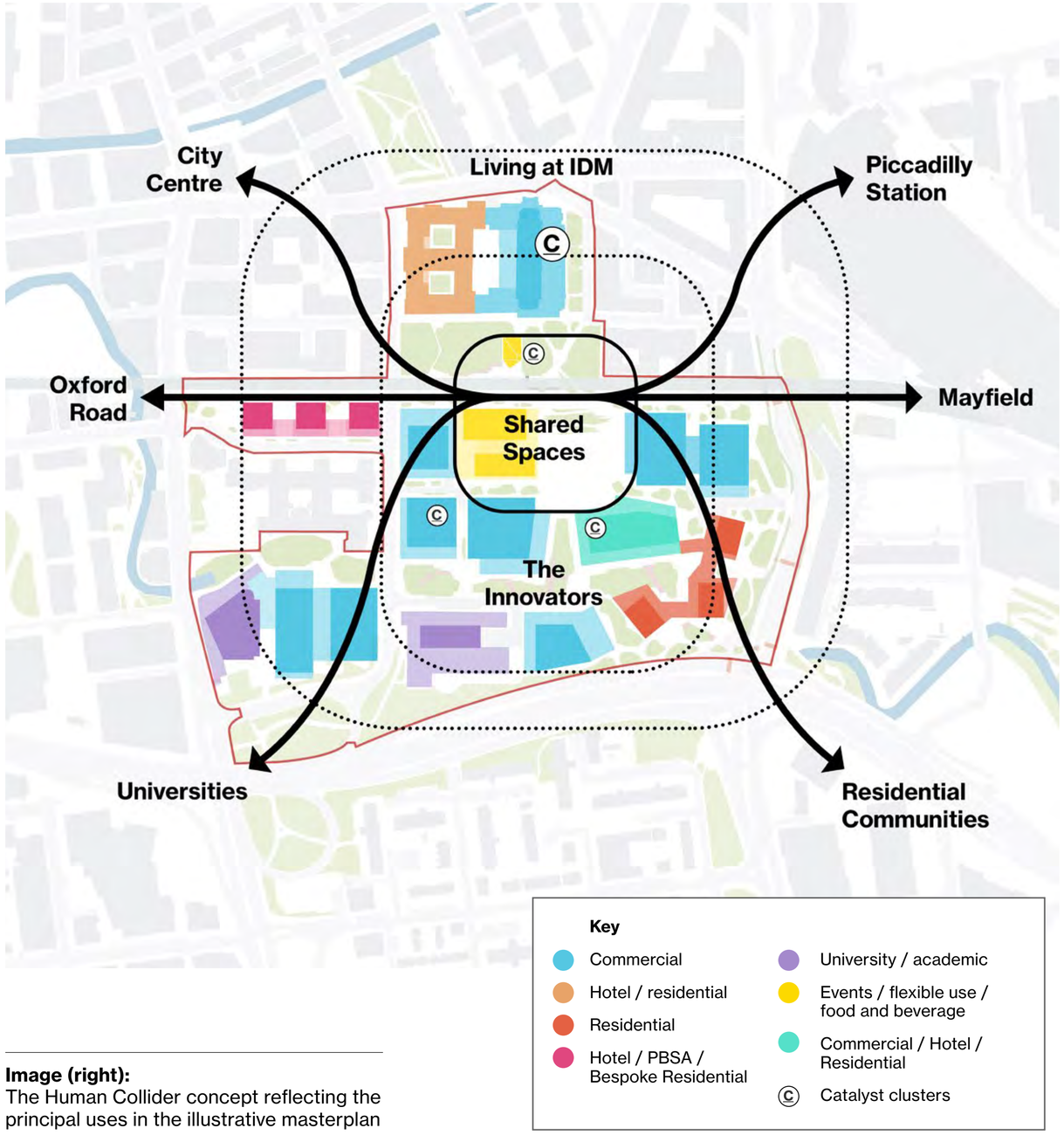


Image (right):
The Human Collider concept reflecting the principal uses in the illustrative masterplan

Connected, open and accessible **Seamlessly connecting IDM to the city to create an integral but unique part of Manchester with characterful routes and spaces welcoming people into and through the heart of the place.**

Section 6. Place-Based Principles
Principle 2. Connected, open and accessible

A well-defined pattern of movement through legible, accessible routes and spaces can reinforce the Human Collider concept.

Characterful routes could be configured to channel movement through the shared spaces at the centre of the Framework Area, making these the focal point for social interaction and creating opportunities for the chance meetings and collaborations that can allow innovation to flourish.

Spatial structure
To deliver this, whilst capturing the essence of the former campus, a series of shared spaces and through routes could be formed around the existing layout of the place, as illustrated overleaf.

Intelligently planned and accessible to all
The following interventions could help create a place that is accessible to all and prioritises active travel choices along safe and legible routes for those walking or wheeling, no matter their mobility needs:

- Altrincham Street and London Road offer the opportunity for wide pathways with dwell spaces and cycle lanes off the public road.
- Creative, landscaped solutions to provide step-free accessible routes that address the large level changes across the site without the need to rely on lifts within the public realm.
- The aspiration is to restrict vehicle access (other than maintenance and emergency vehicles) from entering the principal areas of public realm wherever possible.
- Deliveries and servicing could be limited to the periphery of the Framework Area and there may be an opportunity to utilise the level change immediately south of the viaduct to introduce a concealed servicing tunnel underneath a widened Altrincham Street to serve buildings out-of-sight of the public realm.
- By designing for sustainable modes of transport and linkages to adjacent public transport hubs, developments can seek to minimise use of private cars to travel to or from the Framework Area. Residents' parking permits in surrounding areas could potentially be explored to stop parking being displaced elsewhere.

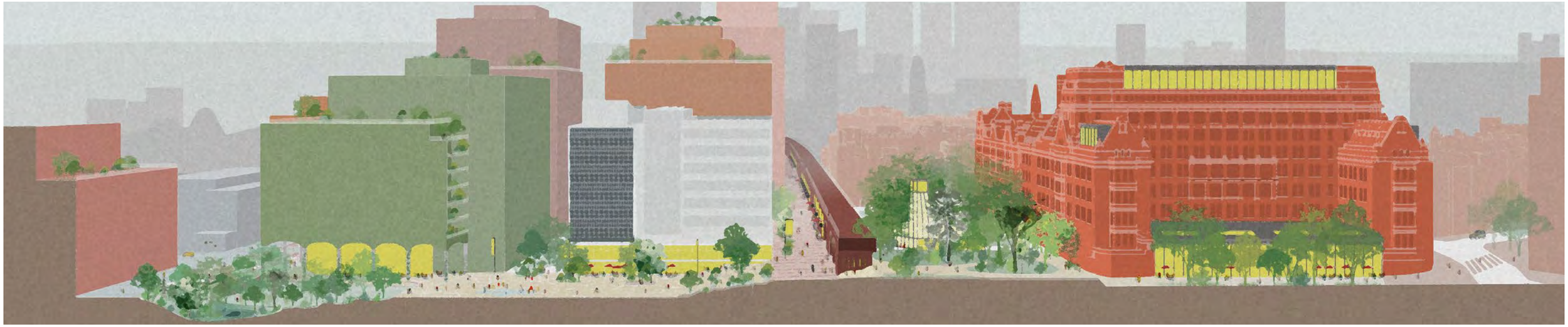
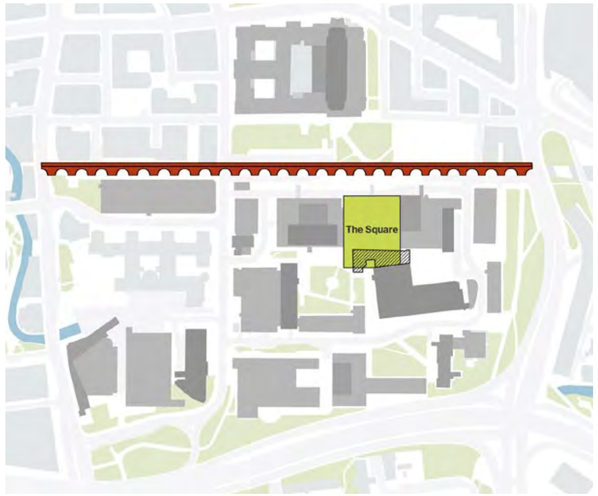


Image: Section of the illustrative masterplan, looking west towards the Sackville Street and the Renold Building, showing how characterful routes could look in the future.

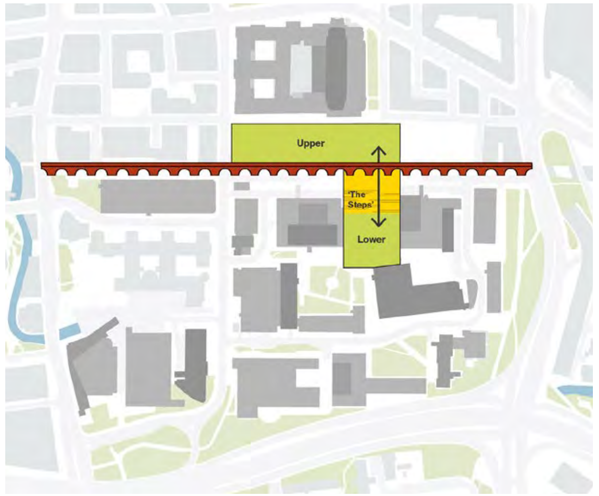
Section 6. Place-Based Principles
Principle 2. Connected, open and accessible

Forming shared spaces

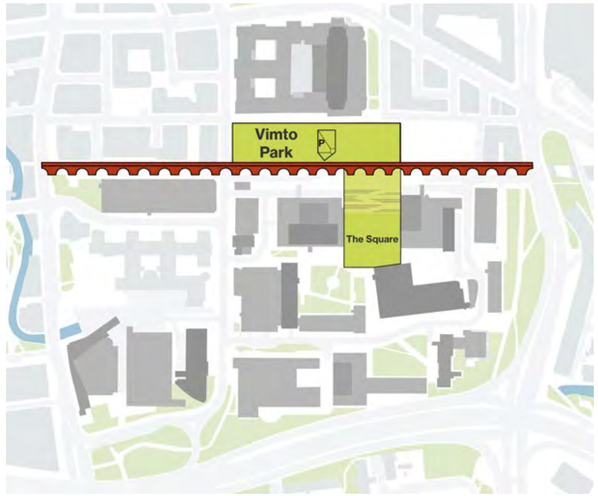
The diagrams below show how a series of shared spaces could be formed around the existing layout of the place to create a vibrant heart for the innovation district and reinvigorate both Vimto Park and the former bowling green to the benefit of the city.



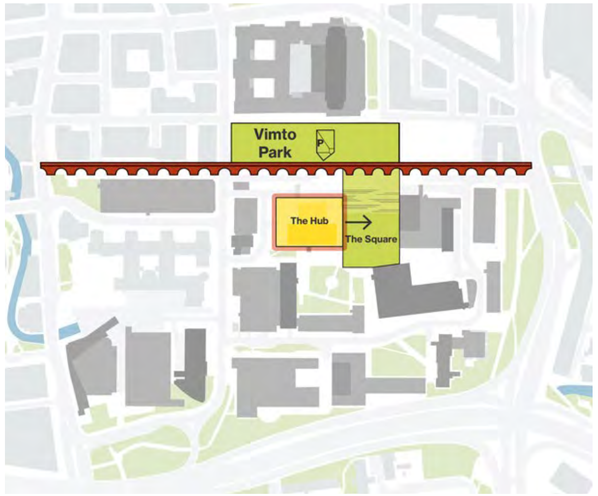
The former bowling green could be transformed into a new civic-scale square forming the centre-point of IDM. The square would be of a scale and design capable of hosting a variety of public functions and activities, a place of congregation and interaction in the centre of the Human Collider.



Plans that successfully address the level change to create a seamless link between the northern and southern areas could transform the space and make it an accessible route for all. This could be achieved by introducing generous steps within the civic square, incorporating gentle slopes and seating, trees and green infrastructure to make the space a functional part of the square as well as an accessible route.



Removing the car park north of the viaduct and rationalising servicing routes along Granby Row would allow for Vimto Park to be transformed and potentially be increased in size by as much as 40%. A light-weight pavilion structure could activate the space and help define the key north-south route leading from Cobourg Street down to the square.

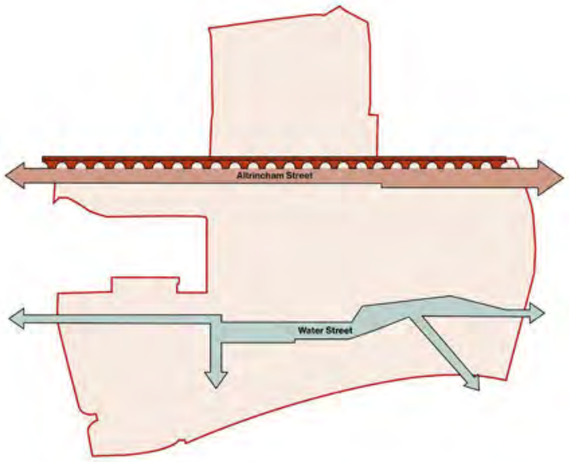


The Renold Building could be transformed into a public commons hub for the innovation district. Fronting onto both Altrincham Street and the square, the building is perfectly placed to help negotiate the level change between upper and lower parts of the Framework Area. It is envisioned that the spaces within the Renold podium would interact with the square to become an internal extension of the public realm.

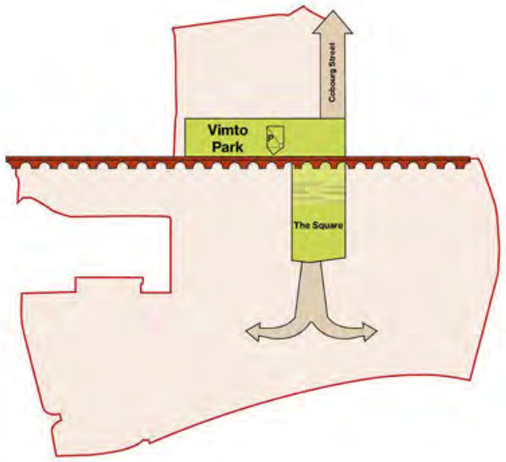
Section 6. Place-Based Principles
Principle 2. Connected, open and accessible

Establishing new and enhanced routes

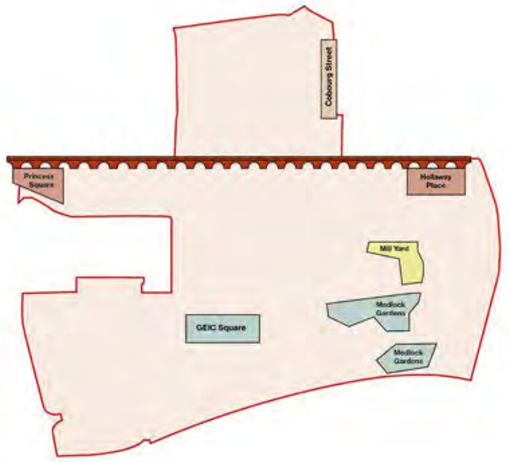
New and enhanced routes are envisaged that will draw people into and through the Framework Area. When combined with the shared spaces, this would form a strong public realm framework for IDM made up of a connected network of legible and accessible public spaces for people to move through and dwell in.



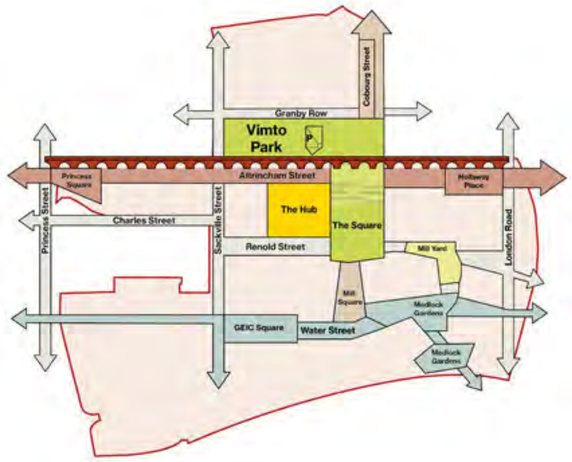
1. Two principal east-west routes could be created between London Road and Princess Street. Altrincham Street at the upper level could be widened to create a generous, safe thoroughfare leading from Piccadilly Station and Mayfield through to the Corridor, enlivened by re-activated railway arches. Water Street could be redesigned, repairing what is currently a fractured and illegible route, to create a pedestrian thoroughfare running through the southern part of the Framework Area.



2. A central north-south “spine” is envisaged, leading from Cobourg St through the shared spaces at the centre of the Framework Area down towards Water Street. The public realm along Cobourg Street could be transformed and extended, potentially incorporating pedestrianised areas and activated building frontages, and a transitionary space created to link the square with Water Street.



3. Welcoming, outward-looking threshold spaces could be created at the edges of the Framework Area, each with its own character, to act as animated gateways to IDM. The green space along London Road, which is currently a very poor and uninviting environment, presents a particular opportunity to transform this part of the city, improve links with Mayfield, and integrate with longer-term plans relating to HS2. Further opportunities for threshold spaces exist around GEIC and the junction of Princess Street and Charles Street.



4. Secondary routes and spaces can be equally important to tie the place together and strengthen connectivity. These opportunities include Granby Row, Renold Street and Charles Street, which could be transformed into characterful places and “found spaces” between buildings old and new.

Section 6. Place-Based Principles
Principle 2. Connected, open and accessible

Knitting IDM into the city
There are five identified areas where there are opportunities for interventions around the periphery of the Framework Area to return it to a functional part of the urban fabric.

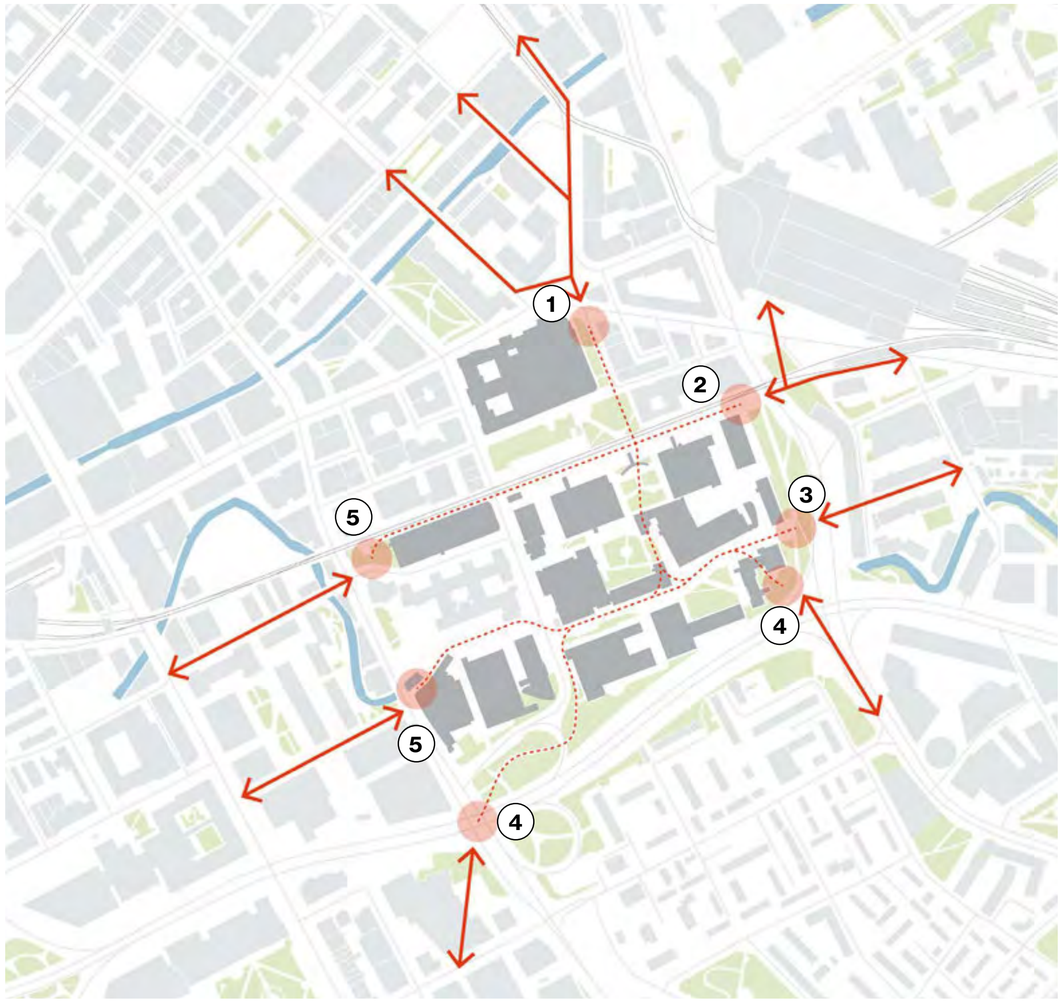
1. Rationalising the complex road layout along Whitworth Street to encourage movement to the city centre core.

2. Repairing the entry sequence to the ORC from Piccadilly for pedestrians and cyclists.

3. De-engineering London Road and enhancing connections between IDM and Mayfield.

4. Enhancing connections underneath Mancunian Way to integrate with the residential communities of Ardwick and Brunswick and the University campus.

5. Repair pedestrian routes across Princess Street, particularly along Charles Street.



Images (clockwise):
1. Plan showing key interfaces around Framework Area
2-4. Illustrations of improved routes across London Road between Piccadilly, Mayfield, and Ardwick

A living landscape **Making use of planting and water within the public realm and upper levels of buildings to support people's well-being, habitats, biodiversity, and climate change mitigation.**

Section 6. Place-Based Principles
Principle 3: A living landscape

A diverse urban patchwork celebrating Manchester's spirit

The different streets, squares and green spaces envisaged within the public realm, together with communal terraces on buildings, can play an important place-making role and contribute to the Framework Area's climate resilience.

High-quality open spaces with a distinct identity can celebrate and build upon the Framework Area's character and sense of place, creating a new place for future generations. There is an opportunity to showcase the heritage of the area within the public realm, whilst restoring the ecological value of blue-green habitats in nature areas and creating access to a thriving and innovative urban life.

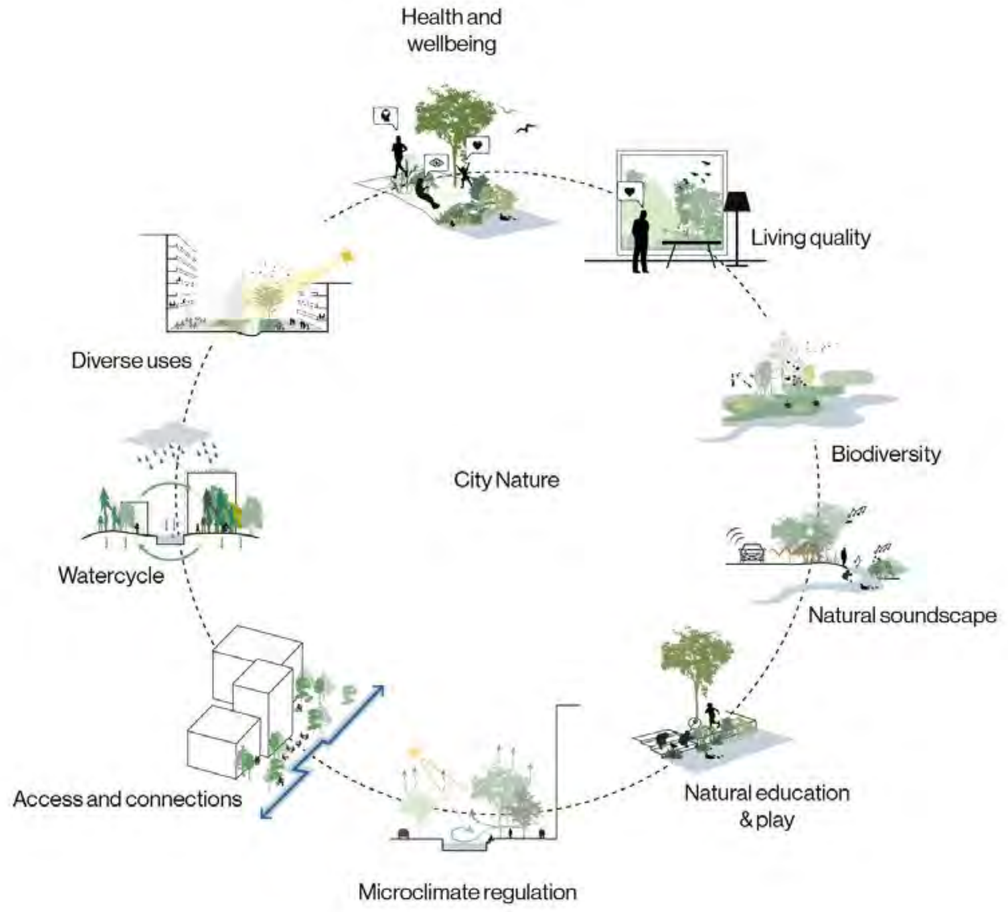
The concept of "city nature" is defined in the diagram on this page, illustrating a sustainable and regenerative approach to public spaces. Adopting this approach in the landscaping at IDM can help to deliver the vision for a nature-led place in the heart of the city.

It is envisaged that the different spaces and routes within IDM will have their own identity, role and function. These could be informed by the historical layers of the Framework Area.

Principal areas of public realm in the Framework Area are anticipated to be:

- Vimto Park
- The civic square
- Altrincham Street, the railway arches and London Road
- Water Street

Throughout these spaces and other secondary parks and routes, common elements such as planting and materials can create a coherent urban realm. Public realm furniture and features could be an important aspect of IDM's identity. This could include some existing art elements within the campus to provide a connection to its previous use and history. The illustrative masterplan in Section 7 provides an image of what these places could look like.






(Source: Images by SLA)

Images (clockwise):
1. The city nature ecosystem services; creating a green and nature positive development where nature based solutions inform the design of the public realm
2. Gågade, Silkeborg, Denmark
3. Naturkraft, Ringkøbing, Denmark
4. Station Square, Ballerup, Denmark
5. Stasjonsallmenningen, Oslo, Norway

Section 6. Place-Based Principles
Principle 3: A living landscape

Microclimate
Creating a pleasant atmosphere at street level can encourage people to be outside and enjoy the public realm, leading to thriving urban spaces. Microclimate considerations should therefore be considered through the design and selection of hard and soft landscaping materials and orientation of buildings and spaces.

Integration of soft landscaping and trees within the public realm and planting on building terraces can provide shade and shelter from the sun, wind and rain making for a more comfortable environment for people to dwell. Selection of high albedo materials (i.e. those that absorb less heat) can further mitigate heat island effects in high-density urban environments.

Playful public realm for all ages
Future users of the public spaces will include those working within IDM and the wider city centre, local residents of all ages, and visitors to the city. Well-designed, nature-led public places can meet the needs of each of these groups, promoting equity through free access to nature.

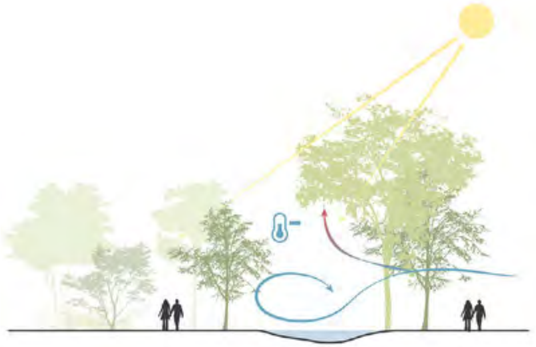
The design of public realm can encourage interaction and play, letting children and adults enjoy nature, heritage and water assets. This could include both formal play elements and opportunities for spontaneous, incidental play within the landscape.

Repairing linkages
By repairing missing linkages, IDM can support well-being and habitats and greatly enhance people's access to nature.

Blue and green links There is an opportunity to repair linkages along the River Medlock valley, better connecting the re-natured river within Mayfield to where the river re-emerges at Princess Street. North south linkages could be improved through planting that links Vimto Park through to green spaces around the Mancunian Way.

Biodiversity links Establishing new blue-green spaces would benefit habitat variety and increase habitat connectivity, as it links IDM to Mayfield's habitats and provides new structural typologies which can potentially attract several different plant and animal species.

Social links The blue green network can become a social link, attracting people from all over the city, but especially neighbouring districts, to come and explore the new innovation district.



Images (left to right): 1. Climate responsive landscape; 2. Playful public realm; 3. Repaired linkages

Section 6. Place-Based Principles
Principle 3: A living landscape

Habitats and biodiversity net gain

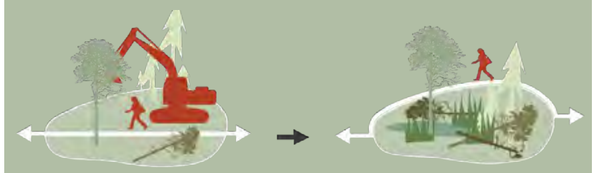
Natural low points in the topography could be utilised for water capture, creating varied and changing landscapes through the Framework Area that support a wide range of biodiversity and reduce surface water run-off.

This opportunity is greatest along Water Street where, subject to feasibility, the memory of the River Medlock could be returned to the site. This could be rain gardens and water pools, or more ambitious proposals to re-incorporate a river valley into the landscape.

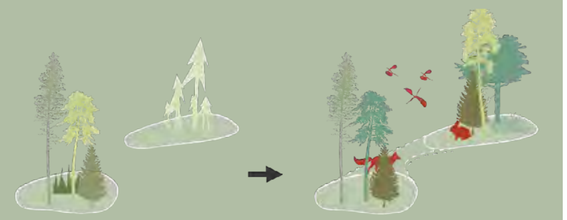
Development within the Framework Area will be required from November 2023 to demonstrate a minimum 10% biodiversity net gain ("BNG") 30 years post-construction. A holistic approach spanning the entire life-cycle of the project - from project planning and construction, to post-delivery evaluation, and operation - would help to achieve and potentially surpass this target.

Through each phase, there will be opportunity for development to enhance local nature qualities and add a new layer of city nature to the existing urban fabric. It is anticipated that different phases will create greater or lesser opportunity for BNG, which together can create the opportunity to significantly better the regulatory 10% target when considered overall once the masterplan is complete. It would likely be appropriate therefore for the BNG strategy for to be considered on a masterplan-wide basis rather than plot-by-plot as individual developments come forward.

Time
It takes time for species to spread, and for the development of natural processes and species' interactions. Early analysis should therefore determine where opportunities exist to retain and incorporate areas of high biological quality within the masterplan, either in-situ or by transplantation.

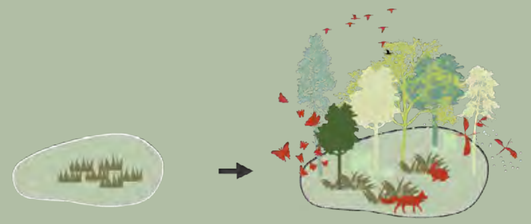


Connectivity
A network of connected habitats increases the ability for species to spread and maintain livable populations. These connections should be repaired and enhanced through the landscape.

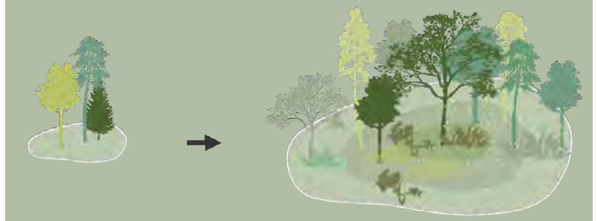


Habitat variation
Having habitat variation increases biodiversity by having more flora and fauna species present on site. It also ensures a more sustainable, self-regenerative landscape since they are affected by different changes. Stone banks, dead trees and other structures also increase habitat variation, and at the same time can be used for recreational purposes.

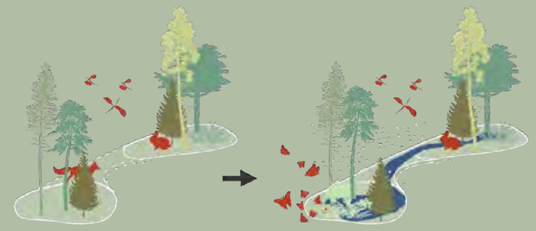
Local diversity
A high proportion of native flora species attracts a larger diversity of fauna, such as butterflies and birds. Plants and seeds of local origin sustain local genetic biodiversity, which supports nature conservation.



Area
Larger natural areas have the potential to accommodate more biodiversity than smaller areas. It is crucial to set ambitious targets for the natural areas in urban development, ensuring proliferation over time.



Dynamics
Natural processes and free dynamics are important for a well-functioning ecosystem to allow species to seek out their habitat, adapt to the local environment, reproduce, and disperse which is essential for biodiversity to develop.



Section 6. Place-Based Principles
Principle 3: A living landscape

Trees and planting

Trees are of great importance when creating nature-positive urban developments. They not only contribute to a biodiverse natural environment, but also provide a variety of ecosystem services beyond being able to support a local fauna species.

The Framework Area forms part of the Manchester Tree Trail, a joint initiative by the University and MCC designed to encourage people to get out and enjoy the physical and mental benefits of walking and mindful reflection.

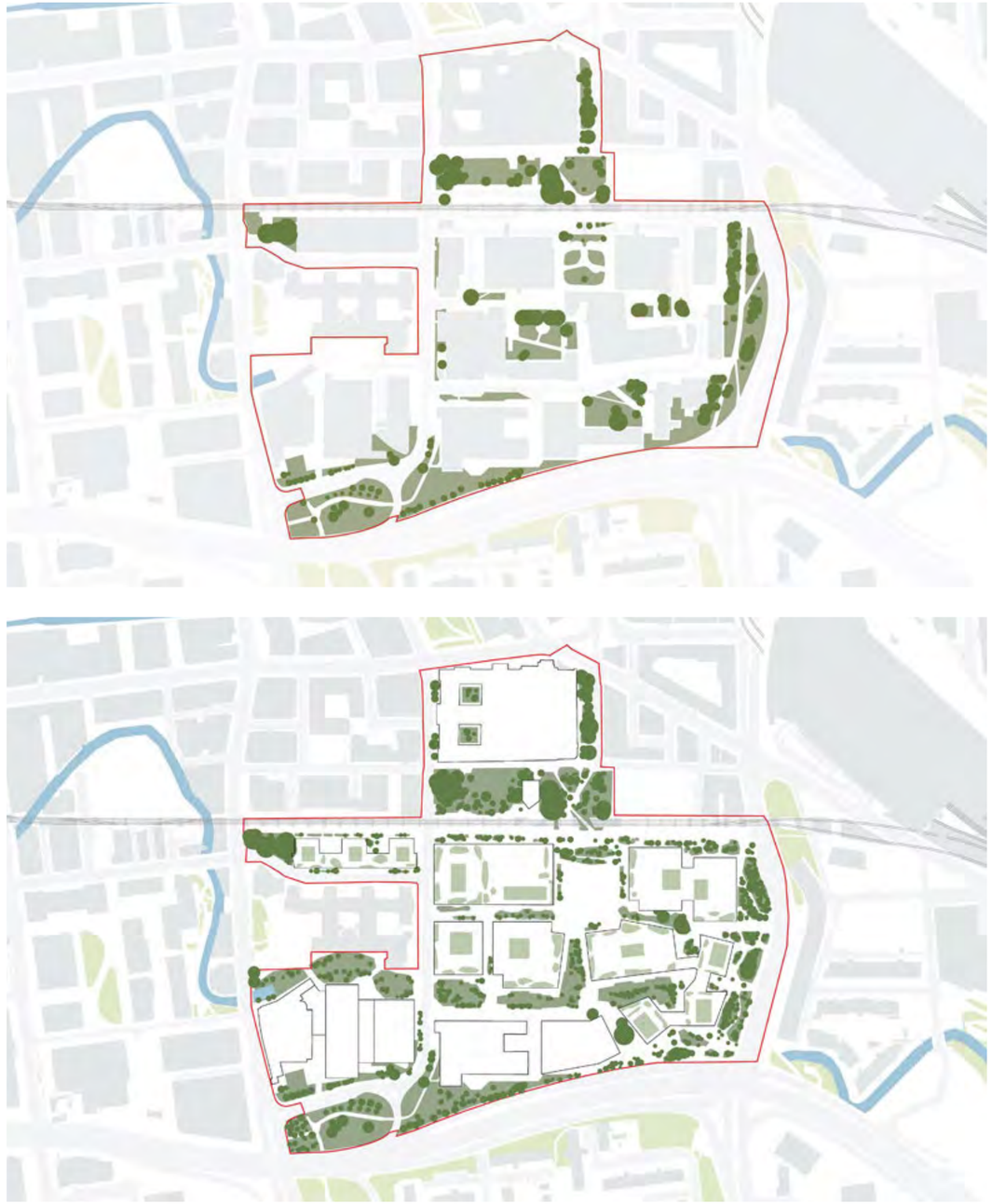
Within the Framework Area, it is envisaged that:

- High value mature trees will be retained wherever practicable, particularly north of the viaduct where the trees make a positive contribution to the setting of the Sackville Street Building, the conservation area and Vimto Park.
- Where trees are lost, they would be replaced at a ratio of at least 3:1 if the vision for a genuinely nature-led place is to be achieved.
- New planting would include around 70% native species to promote biodiversity and habitats.
- Opportunities could be explored for felled trees to be re-utilised on-site - for example as public realm furniture and play elements or woodchip and habitat creation - reducing off-site transportation and processing and their associated carbon emissions.

What could it mean for IDM?

Where the principles for city nature are successfully applied, IDM could create a genuinely innovative public realm that supports the city's strategies to tackle climate change, reverse biodiversity loss, improve air quality, and enhance the lives of Manchester's residents.

The illustrative masterplan shown in Section 7 imagines what this could look like, with a nett increase of some 400 trees and a greater amount, quality and diversity of green and blue infrastructure.



Images (top to bottom):
1. Existing green and blue infrastructure within the Framework Area
2. Potential green and blue infrastructure if the illustrative masterplan were delivered

A flexible framework for flexible buildings

A masterplan framework capable of establishing a strong sense of place and identity, whilst allowing the flexibility to respond to occupier requirements and adapt over time.

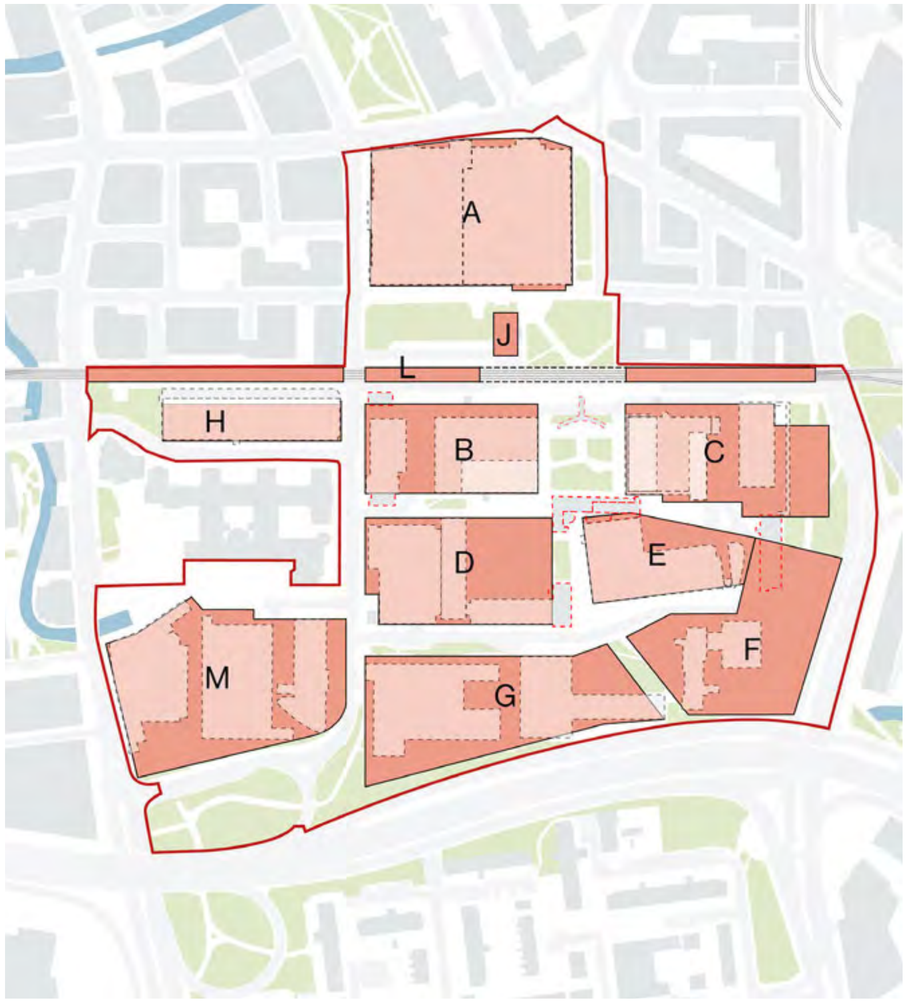
Section 6. Place-Based Principles
Principle 4: A flexible framework for flexible buildings

The public realm framework would naturally define areas for built development where the use, form and appearance of buildings would be established through detailed planning applications when each phase comes forward.

Each zone could accommodate single or multiple buildings and have varied designs. This flexible framework would allow IDM to respond to specific occupiers and market demands, and manage fast-changing global trends and technologies relating to sustainability, working and living patterns and travel, whilst still delivering a coherent place.

The public realm framework has been based on the layout of the existing campus. The exceptions to this, which obstruct the structure of the principal routes and spaces, are anticipated to need to be removed in any iteration of the masterplan to deliver placemaking priorities.

This would support a delivery strategy where decisions for removal or retention of existing buildings can be made when phases of development come forward. The analyses that could inform these decisions are considered in more detail under Principle 9: Sustainable and regenerative.



Images (left to right):
1. Existing buildings in the Framework Area
2. Flexible development zones

Platform for the future, built on foundations of the past A renewed structure evolved from the Framework Area's rich urban legacy to create a place that is both new but also rooted in its context and history.

Section 6. Place-Based Principles
Principle 5: Platform for the future, built on foundations of the past

The Framework Area has a rich, layered history. It evolved from a green river valley to house the Victorian mills that drove Manchester's growth from a village to an industrial powerhouse, before being reinvented again in an era of utopian modernism guided by academic progress. Evidence of each of these layers remains in and around the site.

IDM aspires to secure the next stage in the Framework Area's life, whilst celebrating the history which it is grounded in. As the Framework Area is transformed from a purpose-built education campus, there is an opportunity to build on and evolve its existing spatial structure and secure a new life for the area as an important driver of Manchester's future success.

A holistic, place-based approach could retain and breathe new life into the most significant heritage assets within the Framework Area. Where buildings are removed and new build is proposed, it is anticipated that they will be sensitively planned and designed to protect and enhance the setting of these buildings and those surrounding the Framework Area.

It is anticipated that buildings will need to be redeveloped to deliver the amount, flexibility and diversity of accommodation across the masterplan that will be needed for IDM to achieve its potential and maximise the benefits to the people of Manchester. By focusing retentions on the most important assets, the masterplan can support both their long-term retention and re-activation (and the costs associated with that), and the SRF's overarching development and placemaking objectives.

All interventions or impacts upon heritage assets, both designated and non-designated, would need to be supported by a full and robust justification and evidence base to demonstrate that the requisite planning policy tests have been satisfied.

As development is envisaged to come forward in phases, subject to separate detailed planning applications, a flexible approach to the consenting procedure is likely to be appropriate to allow for holistic consideration of individual plots within the context of the project as a whole.

1.

2.

3.

Images (top to bottom):
1. Modernist university campus
2. Victorian industrial city
3. Medlock river valley

Section 6. Place-Based Principles
Principle 5: Platform for the future, built on foundations of the past

Sackville Street Building
IDM presents the opportunity to repurpose and restore one of Manchester's largest and most important heritage assets. The sheer scale and complexity of the building mean that repurposing it would be expected to present severe challenges and large financial costs, which mean that it would be unlikely to come forward without forming part of a comprehensive redevelopment masterplan as is envisaged across the Framework Area.

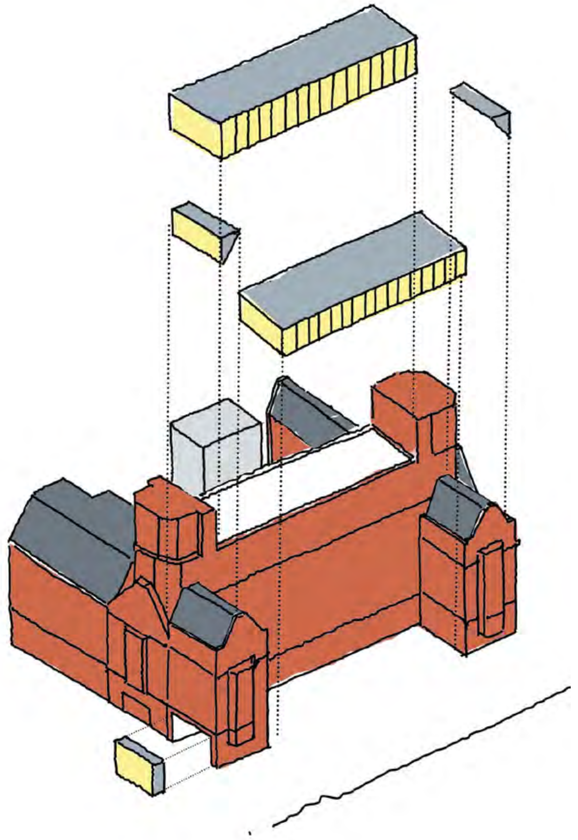
A central objective and important heritage benefit of IDM will therefore be to provide a viable, long-term alternative use which respects its designated status and importance to the city.

The building's original wing holds the greatest heritage significance, both internally and externally. Internally, it is anticipated that the space would be suitable to accommodate supporting uses such as hotel, aparthotel, residential or leisure to bring 24-hour activity to the area and signify the entry-point to IDM.

The vast yet narrow floorplates of the later extension would lend themselves to repurposing for commercial and innovation uses, with high ceilings, open floorplates and bright aspects.

The building currently presents an impenetrable facade facing onto Cobourg Street and poor quality servicing areas spilling onto Vimto Park. Given the importance of these routes and spaces, options should be explored to activate the building to enliven these spaces. New entrances and openings for bars, restaurants, work and event spaces could increase opportunities for public access and enjoyment of the building. New servicing arrangements may also be necessary to give back space to public realm.

Any re-purposing would inevitably require alterations, which would need to be defined through thorough options analysis based on a detailed understanding of the relative significance of original features, character and setting of the listed building and conservation area.



Images (clockwise):
1. Possible interventions to adapt the Sackville Street Building
2. Illustration of how the eastern facade of the Sackville Street Building could be opened up to activate Cobourg Street
3. Sackville Street Building from Whitworth Street

Section 6. Place-Based Principles
Principle 5: Platform for the future, built on foundations of the past

The railway viaduct and arches

The distinctive setting of the arches presents an opportunity to activate and open up the structure as a seamless and inviting connection between the areas north and south of the viaduct, reinforcing Altrincham Street as a principal pedestrian and cycle route through the Framework Area.

Reactivating the arches with commercial uses would enhance Altrincham Street as a vibrant and attractive street connecting Piccadilly Station with the ORC.

The vision for a series of shared spaces through the central spine of IDM would be intersected by the viaduct with live trains passing through, allowing for greater understanding and appreciation of this historic Victorian railway infrastructure that is so characteristic of Manchester.

Reinvigorating the viaduct and activating the arches could therefore be a major heritage benefit of IDM.

Images (clockwise):
1. Photo of viaduct, looking east
2. Reactivated arches at Battersea Power Station
3. Illustrative masterplan vision for Altrincham Street

Section 6. Place-Based Principles
Principle 5: Platform for the future, built on foundations of the past

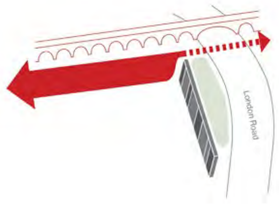
The Hollaway Wall

In its current form and location, the Wall directly conflicts with the place-making priorities of successfully knitting IDM into the wider city, seamlessly integrating with Mayfield, and creating a better gateway to the ORC from Piccadilly Station. If Network Rail implemented the previously proposed Castlefield Corridor works, the extended viaduct would virtually meet the northern end of the Wall, closing off the route along Altrincham Street completely. It is also hinders the ability to transform London Road from a car-dominated highway into a welcoming, activated city street with a newly defined urban edge. The condition and setting of the Wall is also currently poor, as has been acknowledged by Historic England.

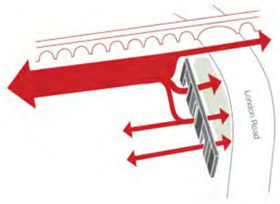
As detailed proposals come forward, there is an opportunity to consider a range of options for the Hollaway Wall to determine the optimum design solution that delivers the placemaking priorities set out within this SRF. This could include opportunities to reduce the length of the wall, relocate it, encapsulate it within a building, or other options to break down the visual and physical barrier it presents.

As with all components of this SRF, ultimately any proposals for this site will be determined in accordance with MCC's Development Plan, national policy and other material considerations.

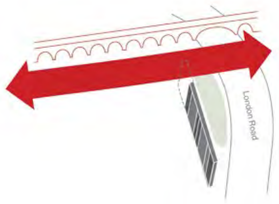
Image: Photo of Hollaway Wall looking west from London Road



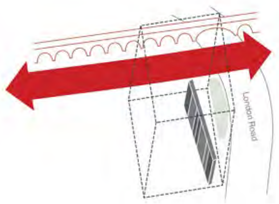
0. Existing wall reduced connectivity and comprises development opportunities



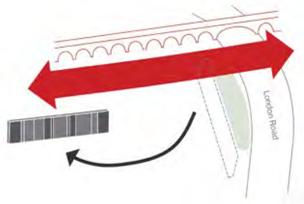
1. Interventions in wall to make it porous to pedestrian and allow connectivity across the wall



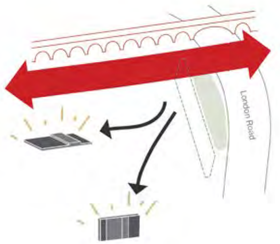
2. Removing the northern-most part of the wall to improve east-west connectivity



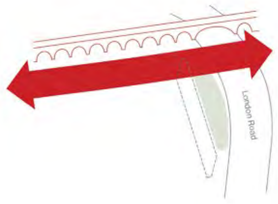
3. Encapsulating the wall into a building



4. Moving the wall to a new location



5. Removing the wall and relocating elements as features elsewhere



6. Removing the wall

Section 6. Place-Based Principles
Principle 5: Platform for the future, built on foundations of the past

Campus south of the viaduct

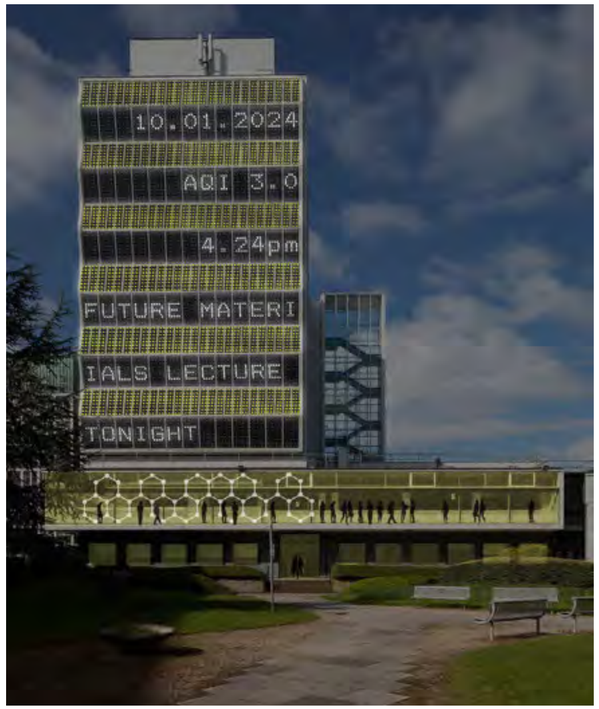
Early temporary re-activation of buildings south of the viaduct could draw in early “innovators and catalysts” to activate the place and help prevent vacant buildings from falling into disrepair and attracting antisocial behaviour. These early activations would be unlikely to fulfil a long-term viable use for buildings that maximise the scale of opportunity, efficient use of land and public benefits of the ID masterplan.

Harnessing the sense of place created by the former campus, whilst also drawing on its industrial and rural past, can allow for interpretation of its layered history, informing the ethos and character of IDM. This could be reflected in the siting and design of new buildings, choice of materials, and public realm framework.

Although none of the remaining buildings south of the viaduct are listed, they have varying degrees of heritage significance; the Renold Building is considered the most important of these and has the potential to play an important role in the illustrative masterplan.

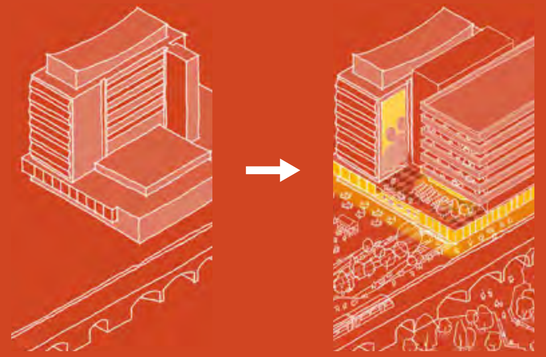
The Renold Building’s location, recognisable appearance and internal layout means that it has the potential to form the central innovation district hub. The building’s unique structural profile is likely to make securing a long-term solution challenging and costly; however, successfully delivered, the building could maintain a recognisable identity for the area and a beacon of innovative design and retrofit accessible to the general public.

The Mill, including the ornate Jackson’s Arch, is the only remnant of Victorian industrial heritage and could also offer an opportunity to retrofit and repurpose an existing building within the heart of the Framework Area.



Images (right):
1. Indicative vision of Renold Building

Activating the Renold Building



The Renold Building is perfectly placed to help negotiate the level change between upper and lower levels of the Framework Area. Opening up the building onto both these frontages could allow it to fulfil its true potential as an innovation hub at the heart of IDM.

Full height glazing could be introduced where there are blank frontages at the ground floors, and the podium roof could be converted into terraces overlooking the public realm.

A variety of age, styles and materiality within the former campus that could inform new build development

Curated Commons **Animated ground floors, first floors and common spaces activated by events and exhibitions, leisure opportunities, and amenities that support the needs of those living and working in and around IDM.**

Section 6. Place-Based Principles
Principle 6: Curated Commons

The public realm, building edges and active uses will all have a significant influence on the character of IDM. Encouraging a variety of uses in each of these external and internal spaces will be an important consideration for the long-term success of the innovation district.

Building edges and active frontages

The ambition for IDM is to seamlessly blend indoor and outdoor spaces, so that building functions flow into public spaces and meetings can take place just as easily in public spaces as in the office or laboratory.

The thresholds between inside and outside, and particularly the edges of the public realm can allow for a seamless transition, where urban life is encouraged to spill out into the public realm and the open spaces at the site provide ample opportunities for this.

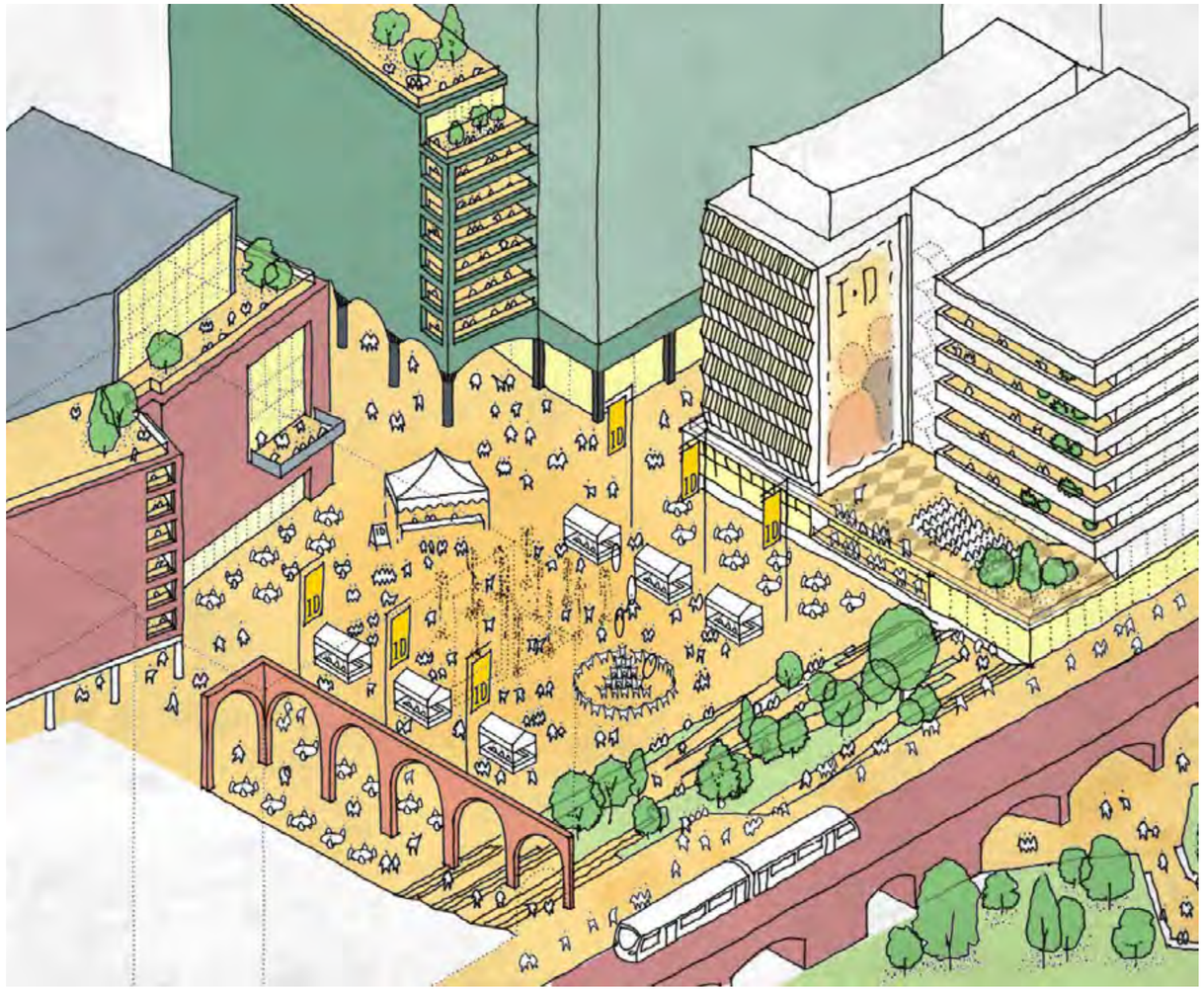
Active frontages should be prioritised where possible at ground and upper ground floors where these address principal routes and spaces.

Curated occupiers and tenants

Ground and upper ground floor uses could be varied and diverse to serve the needs of people that work and live within IDM, those of existing local communities, and those that are visiting or passing through.

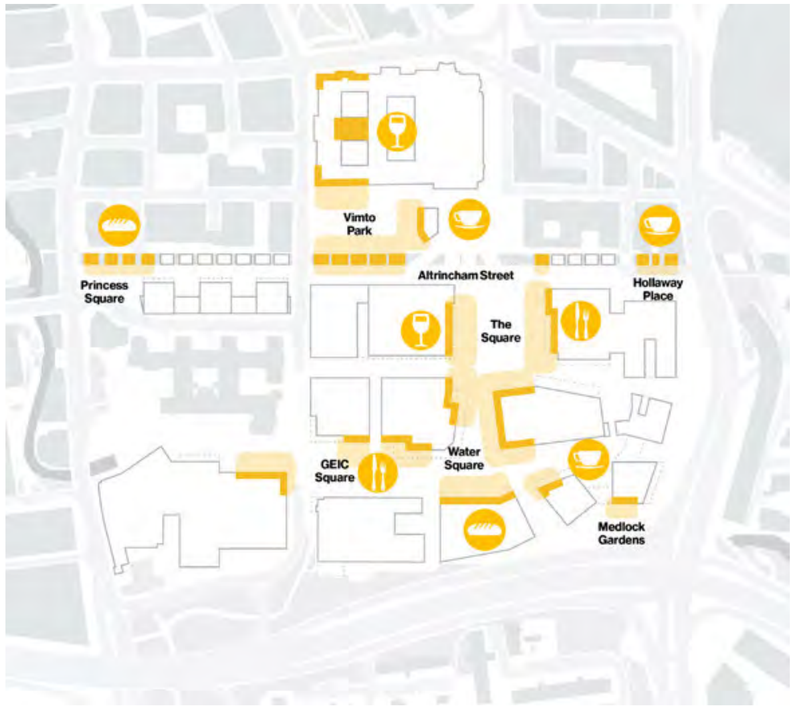
Spaces could be provided in a range of sizes and formats, including opportunities for permanent and pop-up formats. Carefully positioned occupiers and uses can help to create a vibrant ecosystem that supports social mobility and local employment and encourage entrepreneurship.

(Source: Dennis Gilbert, VIEW)

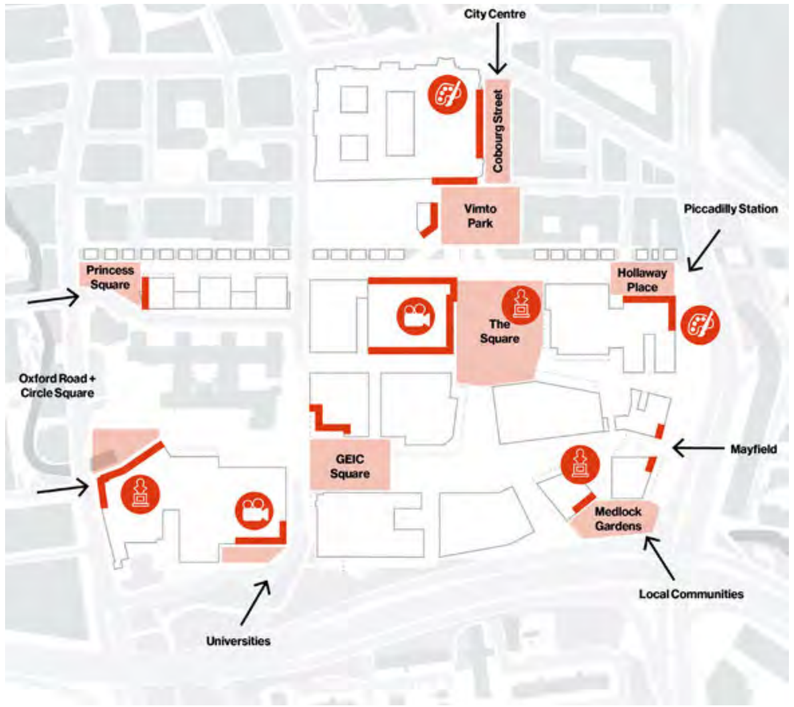


Images (left to right):
1. Royal Festival Hall
2. Illustration of central shared spaces

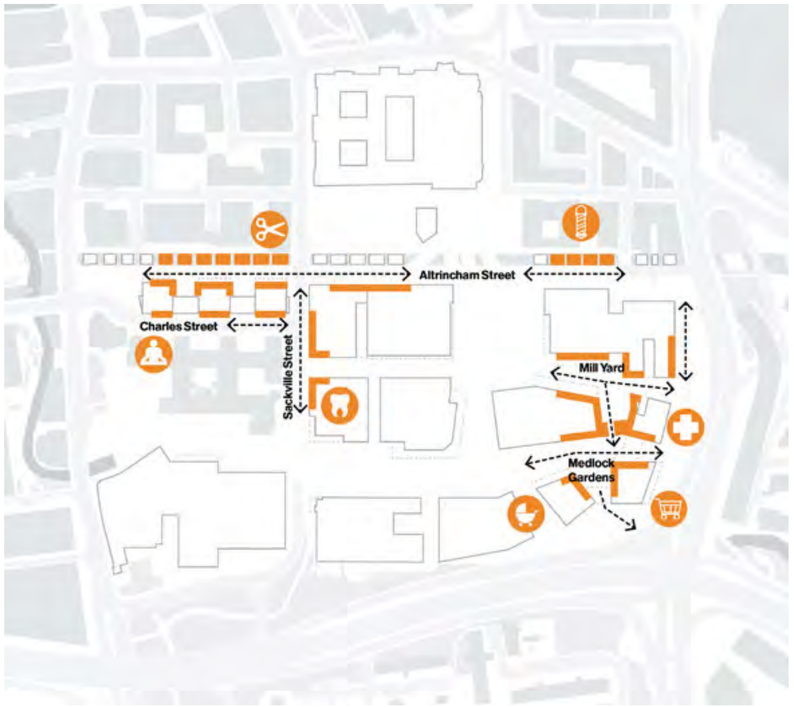
Section 6. Place-Based Principles
Principle 6: Curated Commons



Leisure, food and drink
There is an opportunity for uses contributing to the social life of IDM, such as restaurants, cafes and bars to be clustered around the main public spaces and routes, in the heart of the Human Collider and with greatest access to sunlight. This would foster enjoyable and comfortable places to dwell and gather outside.



Exhibition and gathering
Uses that showcase IDM as a destination to draw people into the innovation district. These could include, for example, specific targeted occupiers to reinforce or complement innovation activities or installations to celebrate the cultural and architectural heritage of the Framework Area.



Local amenities
Amenities to meet the needs of existing and future communities in the area. These could include, for example, a post office, hairdresser, well-being and healthcare facilities, and/or local convenience shopping. This can reduce the need for unnecessary travel and improve sustainability and liveability.

Section 6. Place-Based Principles
Principle 6: Curated Commons

Critical mass Buildings of scale to accommodate over 10,000 workers and 3,000 residents, who will energise the place, and enhance Manchester's skyline whilst protecting the setting of heritage assets and allowing sun and light to fill its generous public realm spaces.

Section 6. Place-Based Principles
Principle 7: Critical mass

A common theme of successful innovation districts across the world is a concentration of organisations and people brought together in an environment where they can meet and collaborate.

Innovation districts are formed around anchor institutions and occupiers, who act as a magnet around which ecosystems of start-ups, entrepreneurs and supply-chain organisations form. The University will act as a strong institutional anchor for IDM but others are anticipated to be needed if the vision is to be realised. A critical mass and wide range of accommodation types that can support a diverse innovation community is therefore envisaged at IDM.

Development density

In order for IDM to achieve its potential and maximise the benefits to the people of Manchester, it is envisaged that over 4 million sq ft of floorspace can be accommodated within the Framework Area. This is expected to include over 2 million sq ft innovation, commercial and research space, homes for over 3,000 people, together with extensive supporting uses such as hotels, retail, leisure and amenity.

Commercial occupiers could range from a two-person start-up to a global HQ. Commercial buildings within IDM are expected therefore to range from repurposed existing buildings to large floorplate new-build offices that redefine the scale of ambition seen in the city to-date.

Flexible spaces

Occupier demand will change over time, as the innovation district evolves and grows. Start-ups will grow to be national or global firms; it will be important that they can continue their growth trajectory within IDM and within Manchester.

Varied building forms and typologies can allow IDM to provide the range of commercial space that supports occupiers at each stage of their business. Accommodation needs could range from a drop-down desk with shared amenities, to specialist laboratories or Grade A office space. Buildings designed with a “long-life, loose-fit, low-carbon” approach can be adapted and tailored to the changing needs of users over each building’s lifetime.

Scale radiating from the centre

The setting and microclimate around retained heritage assets and central areas of public realm will help to shape and inform new building heights.

Accordingly, building heights are anticipated to be highest around the edges of the Framework Area (along London Road, the Mancunian Way, Sackville Street, and Princess Street) stepping down towards the civic square and Renold Building. This distribution would maximise the amount of sunlight into IDM’s major public open spaces.

Stepping building frontages back at upper levels canal so create the opportunity for terraces to help animate buildings at upper levels and create multi-layered active spaces and facades.

Multi-layered activation of spaces

Buildings that front onto principal public spaces could form part of those spaces by using balconies and terraces that overlook the space together with active amenity and entrance spaces protected by setbacks or colonnades.

Image: Illustrative site section indicating building heights rising as you move towards to the edges of the Framework Area

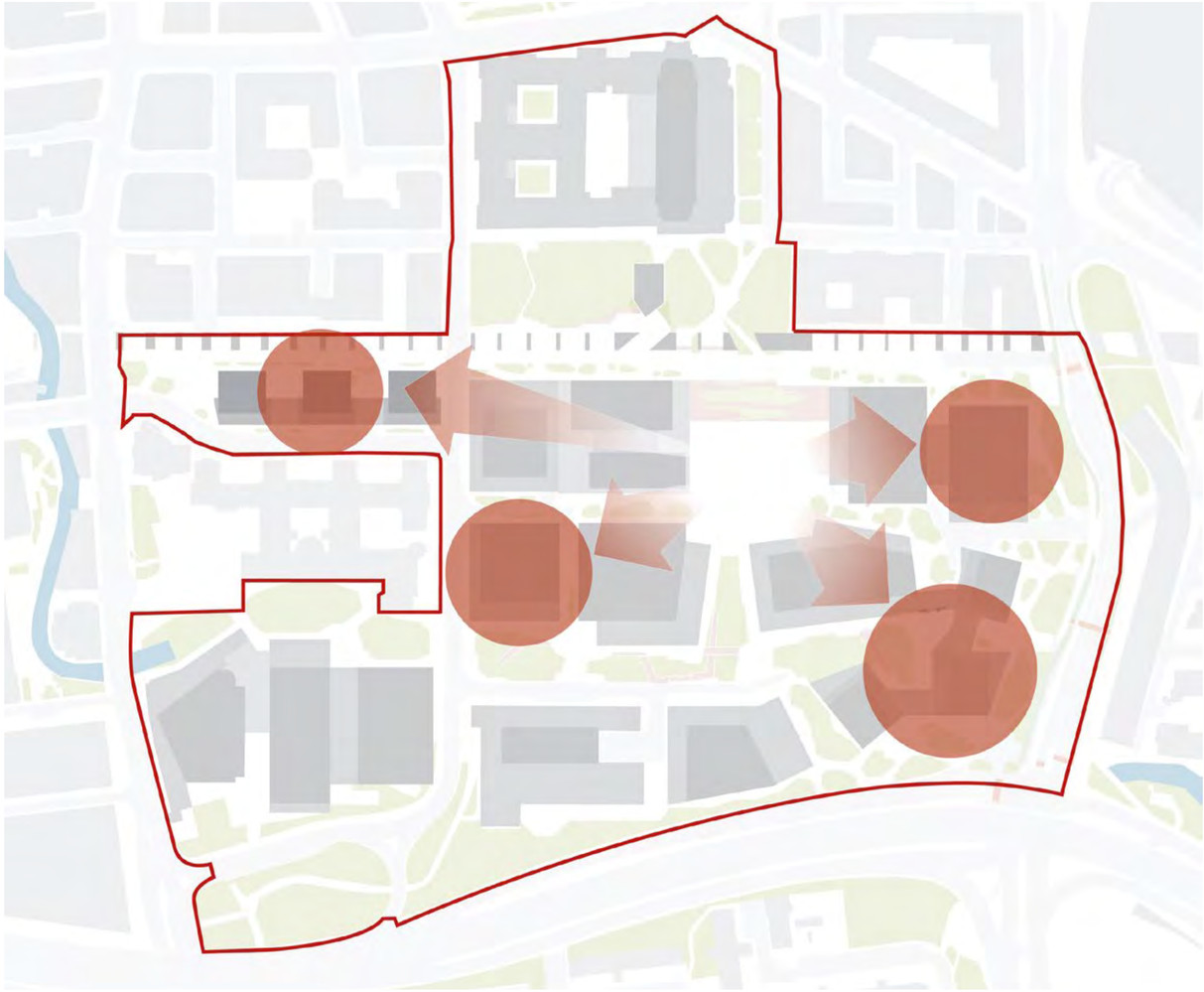
Section 6. Place-Based Principles
Principle 7: Critical mass

Landmark buildings
Buildings' prominence becomes more significant at the key threshold spaces to the Framework Area, where they can be more assertive, creating landmarks to identify and draw people into IDM. There are opportunities to deliver tall, landmark buildings across the Framework Area:

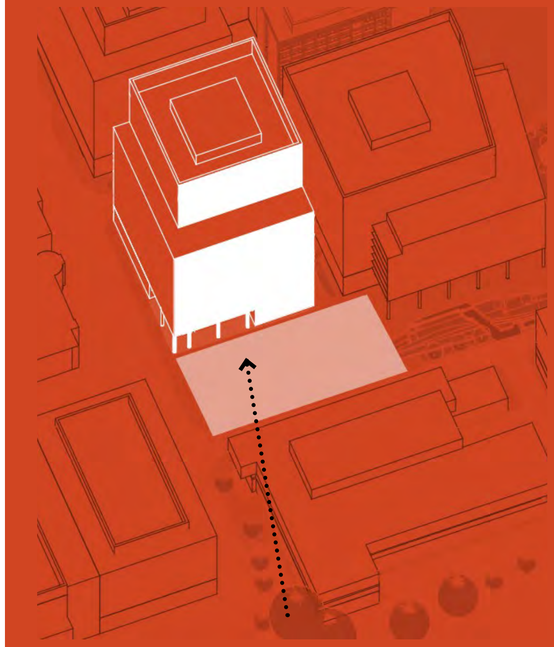
- The north-east corner will be the first visual signifier of IDM when arriving into the ORC from Piccadilly Station.
- There is opportunity in the south-eastern area to continue the pattern of clustered tall residential towers located around the inner ring road of the city centre. These could be a family of tall buildings, commensurate in height to those found elsewhere along the Inner Ring Road, with a variety in stepped form to contribute to the city's rich skyline silhouette.
- Landmark buildings, potentially comprising bespoke forms of residential accommodation or PBSA, could mark this entry-point at Princess Street into IDM.
- The threshold to Water Street from Sackville Street acts as a further marker drawing people in from the ORC through IDM towards Piccadilly.

All proposals will be considered against the policies of the Development Plan, including Core Strategy Policy EN2: Tall Buildings.

Image (right):
Image indicating potential locations for landmark buildings



Landmark buildings



Setbacks, colonnades and active frontages could be introduced where taller buildings meet the ground to animate the threshold spaces, creating attractive entrances into IDM.

An identity that expresses purpose and place

Creating a powerful and distinctive identity for IDM by building on the strong character of Manchester and the Framework Area, revealing the innovation at its heart, and expressing exemplary sustainability in its buildings, landscape and public spaces.

Section 6. Place-Based Principles
Principle 8: An identity that expresses purpose and place

This identity must be authentic, borne from the purpose of IDM and the essence of the Framework Area and its surroundings.

Express the essence of place

Manchester has a strong and memorable physical presence. It is unlike anywhere else; a city whose legacy of industrial, commercial and cultural confidence has found its form in powerful and pragmatic structures of brick, steel and stone.

The Framework Area too has its own rich legacy of Victorian and Modernist buildings and structures, alongside an interesting topography, which should be celebrated.

The ambition is to create a place that is of global prominence, whilst being distinctly Manchester in look and feel. The buildings and spaces should therefore have a strong Manchester identity, that express the power of the place.

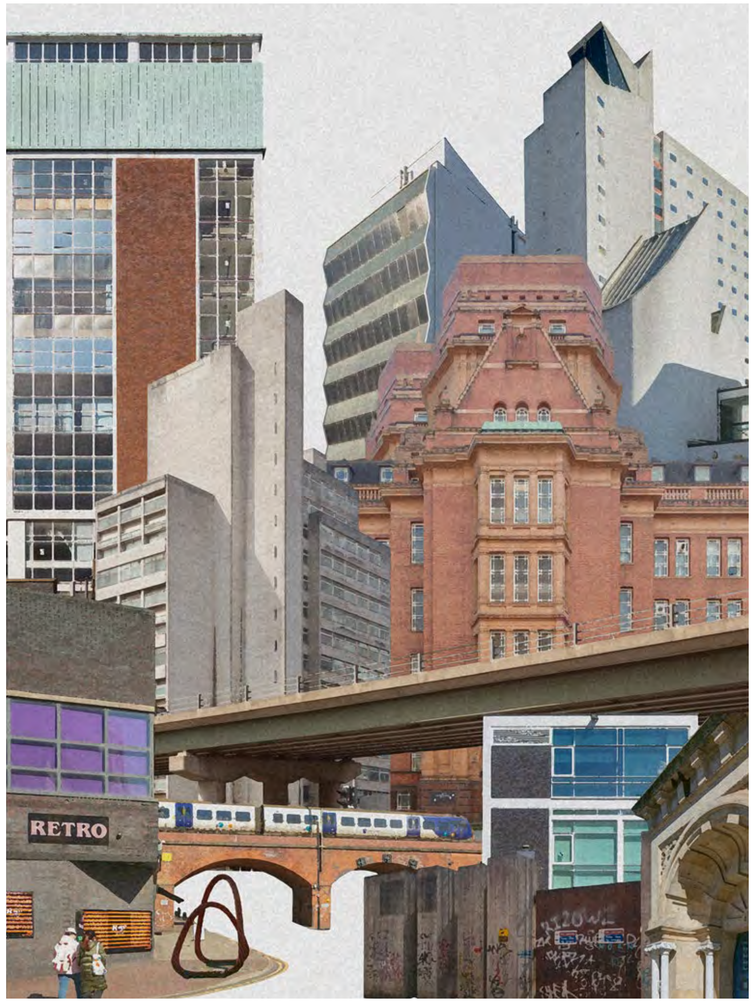
Modern and contemporary interpretations of the Manchester building vernacular, such as decorative features at the upper levels of buildings, could be explored and reinterpreted in new buildings.

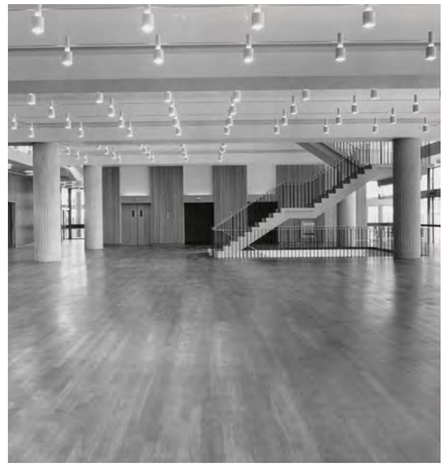
The warmth of Manchester's material palette, such as the use of strong and characterful brick and metal structures would resonate with the city's industrial past.

Building forms such as horizontal, open and active podiums, covered walkways and colonnades would reference IDM's Modernist heritage and could capture the essence of the former UMIST campus, whilst reinforcing a strong sense of place through the use of thresholds and passages throughout the Framework Area.

Reinterpreting the Framework Area's past will help to express Manchester's innovative future, a place that will be talked about in 40-50 years' time as an example of the city's continued ambition and innovations.

As noted earlier in this document, consideration of the form and design of development should take a holistic view of the IDM project as a whole and broader masterplan objectives.





Images (clockwise):
1. Collage of buildings and materiality within the Framework Area
2. Looking north through the former campus
3. Inside the podium of the Renold Building

Source: Cruickshank and Seward archive, MMU

Section 6. Place-Based Principles
Principle 8: An identity that expresses purpose and place

Showcase innovation
Buildings and spaces should take every opportunity to communicate the innovations emerging from IDM to share, inspire and inform. This could take many forms, permanent or temporary, within buildings, on facades new and old, or within the public realm.

IDM should be welcome and lively, and should be a place for all. For many it will be a place to work, for others a place to live, visit or simply pass-through. For all people it should feel like a place that is inviting, a place to engage with, and contribute to the life of the city.

Buildings should be inviting and interact with the streetscape. Transparent facades at lower levels could give pedestrians glimpses into internal spaces to preview innovations taking place within and helping to foster a next generations of innovators in the city.

Importantly, IDM should feel like an integral part of the city with no defined boundary or sense of exclusivity. The public realm should be entirely open and accessible to all and feel welcoming at all times of day and night.

Images (top to bottom):
1. Interactive innovation display
2. Digital art exhibition

Showcase innovation

Using buildings and the public realm as platforms for innovation is central to the vision for IDM. Buildings should be inviting and interactive for both its users and within the wider public realm. One possible example could be to animate the iconic zig-zag façade of the Renold building through illuminations. This new giant ticker tape board seen from far and wide, could be used to advertise events and exhibitions taking place within IDM.

Sustainable and regenerative **Adopting principles throughout the Framework Area that support a shift to a low carbon economy, build for climate change resilience, and create a place for future generations to enjoy.**

Section 6. Place-Based Principles
Principle 9: Sustainable and regenerative

Creating a sustainable and regenerative place which supports MCC's Climate Change Framework is a key pillar of the IDM Vision. IDM can deliver sustainable, inclusive growth that benefits Manchester's residents by creating jobs, training and learning opportunities, improving access to nature and public realm, and breaking down barriers between the city centre and adjacent communities. It can also support a shift in travel patterns to sustainable modes of transport.

Sustainable buildings

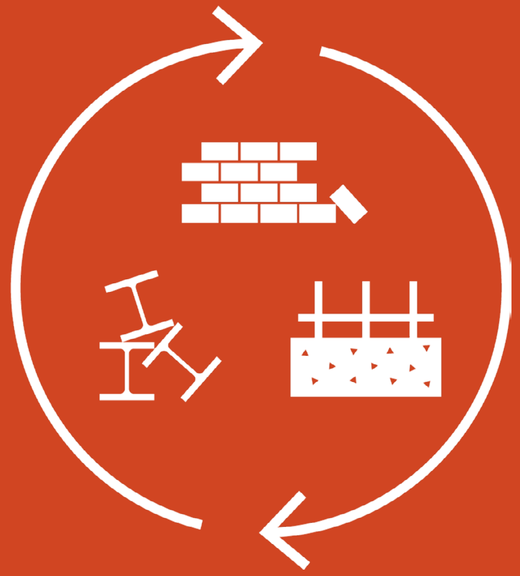
Decisions on whether to remove, redevelop or adapt existing buildings are expected to be supported by rigorous, holistic assessment. This could consider factors such as:

- embodied and operational carbon
- historical or architectural significance building condition, including its structure, fabric and internal accommodation
- feasibility of re-purposing buildings for viable long-term uses
- relationship to other place-making priorities
- ability to support the critical mass and flexibility of floorspace needed to make IDM a successful innovation district

Taking these factors into account, the site analysis that has informed the illustrative masterplan indicates that the majority of buildings south of the viaduct will need to be redeveloped to realise the vision for IDM. Where demolitions are required, opportunities to minimise waste by either re-using materials on-site or selling them on to suppliers for re-use elsewhere could be explored.

New buildings could be designed through a "long life, loose fit, low carbon" approach to allow for future adaptability and flexibility. Building orientation, structural fabric and façade materials will be integral considerations to limiting both embodied and operational carbon emissions. Utilising the site topography could remove the need for carbon-heavy basements.

Reuse of existing materials



Re-use or recycled materials could include steel, bricks, concrete or other materials which could be used again within buildings or the landscape. This could not only offer sustainability benefits, but also evoke the layering of history and expressing IDM's heritage.

Healthy buildings

It is anticipated that buildings will be designed in alignment with industry best practice standards to support the physical, mental, and social health of occupants encompassing factors such as air quality, acoustics, lighting, thermal comfort, access to nature, and opportunities for physical activity.

The Mancunian Way, London Road and the railway line each bring challenges with regards to air quality and noise. In the longer term, as electric vehicles and trains become more widely used and traffic along London Road reduces, these challenges are expected to reduce but solutions to provide suitable conditions for occupiers of all buildings to meet relevant standards will be required in the absence of any short term improvements to the surrounding environmental context.

Brown and green roofs can be implemented to contribute positively to the biodiversity of the site, particularly creating habitats for insects and birds at roof levels.

Section 6. Place-Based Principles
Principle 9: Sustainable and regenerative

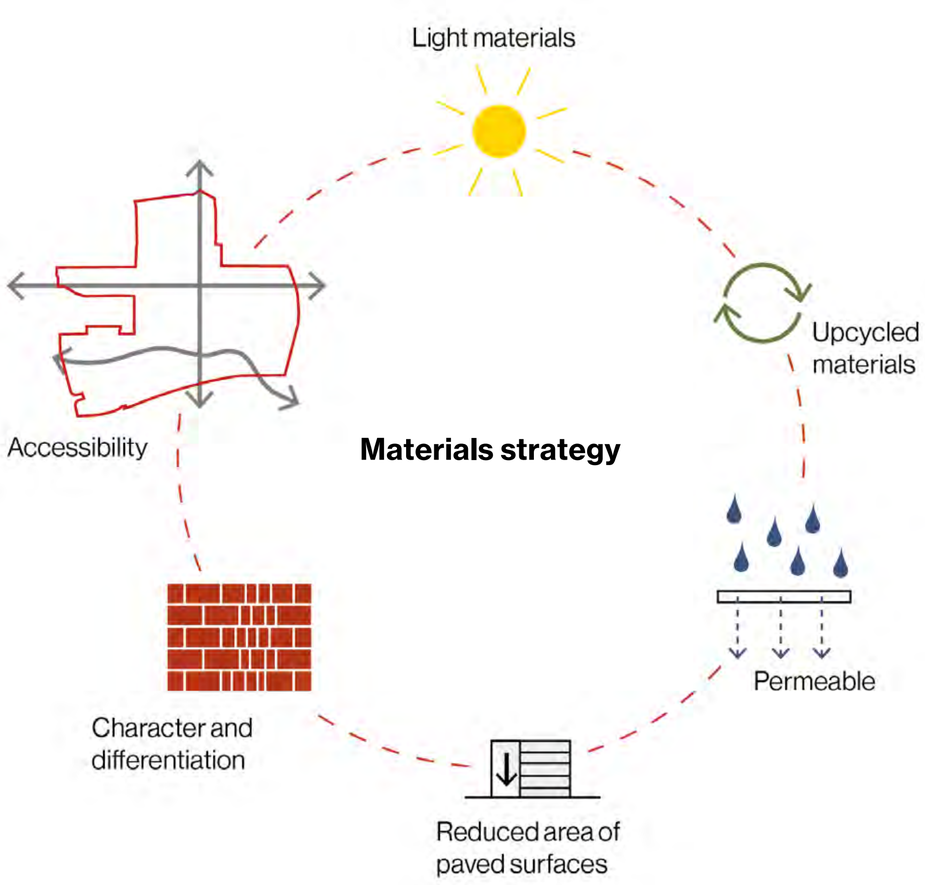
Sustainable landscape design

The principles for a living landscape outlined under Principle 3 can support a sustainable and regenerative public realm. To further support this, opportunities could be explored to re-use and up-cycle materials from demolitions and earthworks within the Framework Area, delivering both heritage and carbon benefits to the development.

As with the buildings, a “long-life, loose-fit, low-carbon” approach could support adaptable external areas, whilst considering the entire lifecycle of materials – from production to eventual decommissioning, adaptation and re-use – can embed sustainable principles within IDM.

Consideration of water efficiency and integrated water management in building design can help to ensure that water is managed sustainably across IDM. Utilising renewable energy sources for heating and water can further support the drive to net zero. Together these measures can help new build development to meet the emerging PfE policy requirement to be net zero carbon by 2028.

Multi-functional sustainable drainage features integrated into the landscape environment can support the sustainable and regenerative objectives of the SRF. Appropriate use of permeable materials can help to manage surface water and could become an aesthetic feature of IDM.



Intelligent infrastructure

It is anticipated that the existing gas-based building heating systems serving the former campus will be progressively disconnected. A decentralised energy strategy, with each building served independently by its own plant, could provide flexibility and improve the resilience of building services across the site.

The landscape topography could support nature-based solutions for drainage which improve biodiversity and create a high-quality, city centre surface water management scheme across IDM.

Opportunities could be explored to maximise the functionality and use of the "digital twin" of IDM to maximise the efficiency of buildings to reduce operational emissions and support a dynamic, innovative campus. The digital twin could also present an opportunity to preserve the memory of the Framework Area in its previous educational use for future generations.

Image (right): Image of Point Cloud digital model of existing site

Creative meanwhile use of buildings and spaces An evolving mix of uses that bring early activity and identity to the place, and opportunities for temporary innovation spaces, alongside and ahead of plans for permanent re-development of buildings.

Section 6. Place-Based Principles
Principle 10: Creative meanwhile use of buildings and spaces

IDM's aim is to build a diverse and inclusive community of innovators with social purpose, growing the ecosystem authentically from the bottom up and transforming what was a purpose-built academic campus, into a welcoming and accessible new area of the city.

It is envisaged that through creative repurposing of existing buildings and spaces, IDM can curate a mix of "meanwhile" uses designed to drive footfall, build a destination and ecosystem that brings people together.

Meanwhile uses can provide security, reduce costs and offer a chance to test out new uses, while also providing the opportunity to accommodate flexible, low-cost space for entrepreneurs, small enterprises and community groups.

The types of spaces created at IDM for meanwhile use could provide a focal point for science, technology, arts and culture and innovation-related activities, and likely include R&D facilities, maker space and offices designed to accommodate entrepreneurs, businesses and partners interested in being a part of the early ecosystem.

Pop up retail and leisure spaces, events and programmed activities can encourage active footfall and bring together the local community. By collaborating with key cultural partners to amplify IDM's heritage, culture and ambition, IDM can in this way support the long-term ambition of creating a destination that contributes fully to Manchester's vibrant city life.

Section 7.
Illustrative Masterplan

Illustrative masterplan

Section 7. Illustrative Masterplan
Introduction

Applying these place-based principles can deliver a truly unique new place with all the ingredients of an world-class innovation district that remains firmly rooted in Manchester.

The illustrative masterplan conveyed in this SRF is wholly indicative. It presents the design team's interpretation of how the place could look if the place-based principles are successfully applied to deliver the IDM vision.

The detailed layout, massing and appearance of buildings and spaces will be determined on a phased basis through a process of iterative design and consultation. It is anticipated that different design teams will bring their own interpretation and creativity to IDM as each phase comes forward.

All development will be considered against the policies of the Development Plan and relevant material considerations at planning application stage, including Policy EN2 where relevant.

This will be subject to the normal planning approvals process. It is envisaged that detailed proposals forming the basis of planning applications (and other statutory consents) stay true to the vision, pillars and principles set out within this document.

Image (right):
Illustrative masterplan

Section 7. Illustrative Masterplan
Sackville Street Building and Vimto Park

Physically separated from the rest of the Framework Area by the viaduct and dominated by the grand architecture of the Sackville Street Building, this is the most historically significant part of IDM with the least capacity for change. The illustrative masterplan therefore seeks to reinvigorate both the listed building and public realm.

The Sackville Street Building original wing could be a mix of residential and hotel accommodation. The extension is imagined as an “innovation incubator”, energised by researchers and start-ups, with a glazed entrance to replace the existing impenetrable frontage onto Cobourg Street. This animates the street whilst letting people see into the activity going on inside the building.

Cobourg Street could be transformed into a wide pedestrian thoroughfare under the canopies of the retained mature trees, drawing people from the city centre through into IDM. Shrubs, wildflowers and grasses provide new habitats, and seating integrated to the landscape would allow people to dwell and reconnect with nature.

Pedestrianising this section of Granby Row could allow uses in the Sackville Street Building to spill onto Vimto Park and removing the surface car park would make the park around 40% larger than it is today. New flowering trees and planting beds could be established to complement the existing mature trees.

A lightweight “innovation pavilion” could be introduced, enveloped by the existing cluster of trees with a form inspired by Manchester’s industrial past.


(Source: © 2006 John Offenbach)


(Source: Image by SLA)


(Source: Robert Harding / Alamy Stock Photo)

Images (clockwise):
1. Sackville Street Building and Vimto Park
2. Corn Exchange, Manchester
3. Sund Nature Park, Copenhagen, Denmark
4. Serpentine Gallery Pavilion

Illustration showing how the eastern facade of the Sackville Street Building could be opened up to activate Cobourg Street.

Vimto Park imagined as a transformed place with service routes and car parking removed

A lightweight innovation pavilion could be sensitively placed amongst the trees to activate Vimto Park

Section 7. Illustrative Masterplan
Altrincham Street, the Arches and London Road

Altrincham Street has the potential to draw pedestrians into and through IDM from Piccadilly Station to the east and Oxford Road Station to the west. By nature of it being a level, uninterrupted thoroughfare, it would be perfectly positioned to form an extension to Manchester's Bee Network.

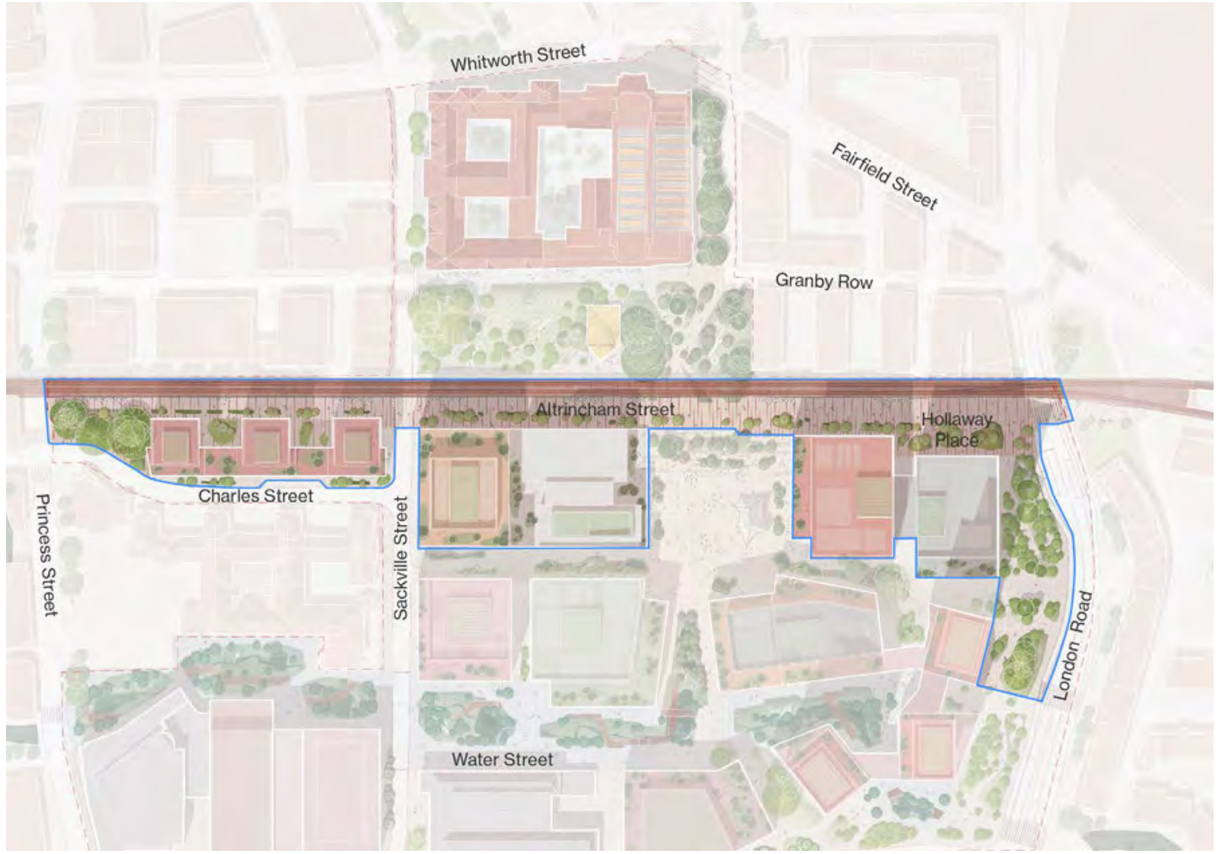
A key move within the illustrative masterplan would be to widen Altrincham Street by capping what would become a hidden service route below. Re-activated railway arches could then spill out onto the street, creating a vibrant street unlike anywhere else in the city.

Important threshold spaces are envisaged at each end of Altrincham Street. Hollaway Place would be the entry-point to IDM, and the ORC, when arriving from Piccadilly.

This is conceived as a large, welcoming arrival space with generous lobbies and shop fronts being highly visible to draw people in.

A large footprint office building is envisaged at this corner to mark the entrance to the innovation district. Multiple options exist and will be explored to reduce the physical barrier of the Hollaway Wall.

At the western end, a new space embraced by the existing mature maple trees could lead through a generous colonnaded walkway below new residential or student accommodation creating a new route that is currently completely inaccessible.




(Source: Exterior Architecture, Tom Biddle Photography)


(Source: Julio Etchart / Alamy Stock Photo


(Source: Steve Vidler / Alamy Stock Photo)

Images (clockwise):
1. Altrincham Street and the Arches
2. Arches activation, Bermondsey, London
3. Hawley Wharf, London
4. Kampus, Manchester

Looking east along Altrincham Street, reimagined as a wide pedestrian thoroughfare leading towards Piccadilly and Mayfield

Looking west along Altrincham Street. In this option, the Hollaway Wall has been cut-back and encapsulated within the lobby of an office building

Looking east from Princess Street into the Framework Area, imagining the use of colonnades characteristic of the existing campus

Section 7. Illustrative Masterplan
Shared spaces at the heart of IDM

The square at the centre of the Framework Area is envisaged to be a city-scale, civic space designed to host and showcase large-scale events from markets, to concerts, exhibitions, graduations and "pop-up" sports events.

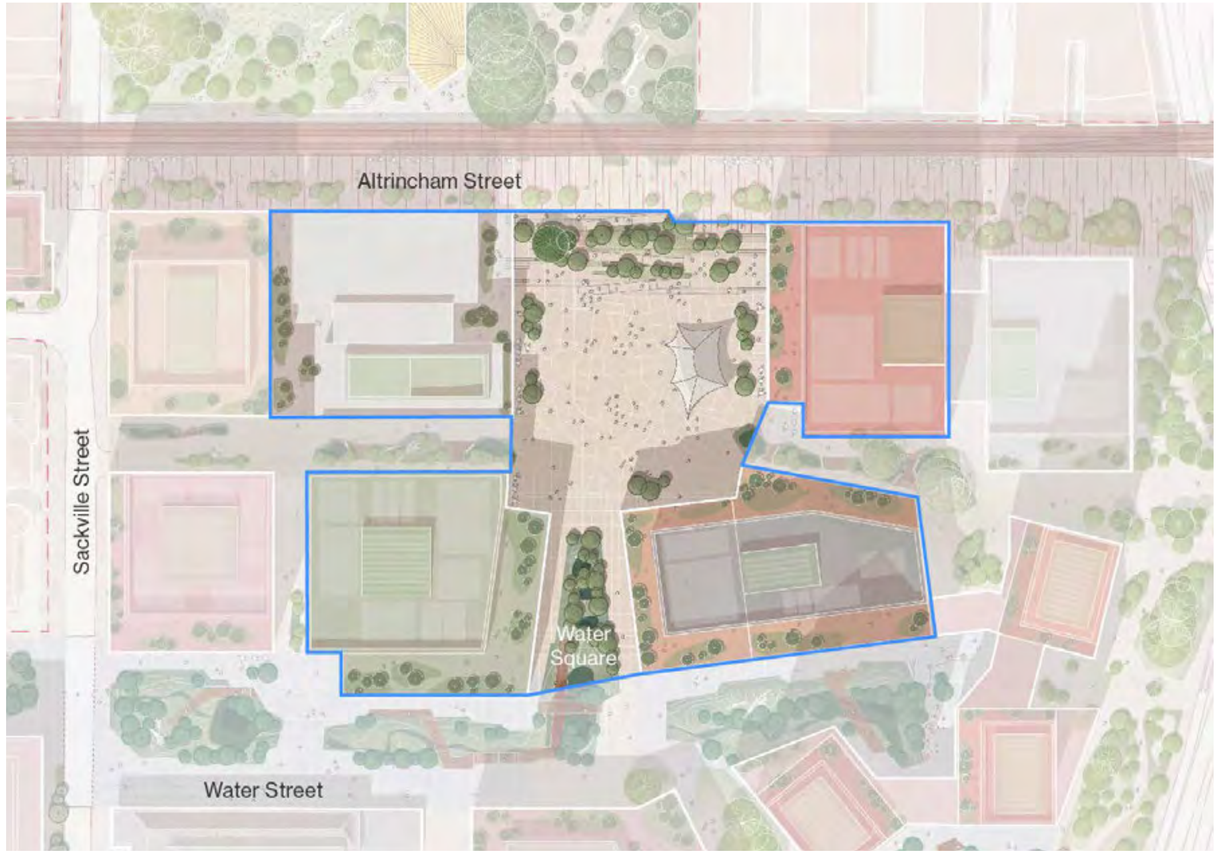
Large trees, together with colonnades and covered edges within buildings, reminiscent of the former campus, would provide shelter from the rain or sun. Cut-backs, terraces and balconies are envisaged to break down the mass of buildings, maximise sunlight into the central spaces, and bring multi-level activity to the space.

The Renold Building could be reinvented and extended as the IDM Innovation Hub, with commercial uses at upper levels and exhibition and gathering spaces within the podium. Uses would spill onto both Altrincham Street and the square. The iconic zig zag façade is imagined as being animated with a giant "ticker tape" board advertising events and exhibitions taking place within.

New landscaped steps could provide a fluid route between Vimto Park and the square that is fully accessible by foot or wheel and becomes a functional extension of the square.

In the illustrative masterplan, the steps are envisaged as spanning the full width of the square, with a gentle sloping ramp winding between steps, greenery and new trees. An opportunity to construct the steps around two retained maple trees has been explored, which would allow people to move and dwell immediately under their canopies.

To the south of the square, a transition space between the harder, civic nature of the square to the green and blue corridor is envisaged along Water Street. The Mill building could be retained to provide an interesting shape to the space, which could be characterised by lush greenery and natural habitats to create a biodiversity hotspot within IDM.



(Source: Dave Porter / Alamy Stock Photo

(Source: ZUMA Press, Inc. / Alamy Stock Photo)

(Source: © John Sturrock)

Images (clockwise):
1. City Scale Civic Square
2. Granary Square, King's Cross London
3. Castlefield Bowl, Manchester
4. Tony Wilson Place, Manchester

Illustrative view looking north across the new civic square and Renold Innovation Hub towards the Sackville Street Building and the city beyond

(Source: Image by SLA)

(Source: Image by Rasmus Hjortsoej, SLA)

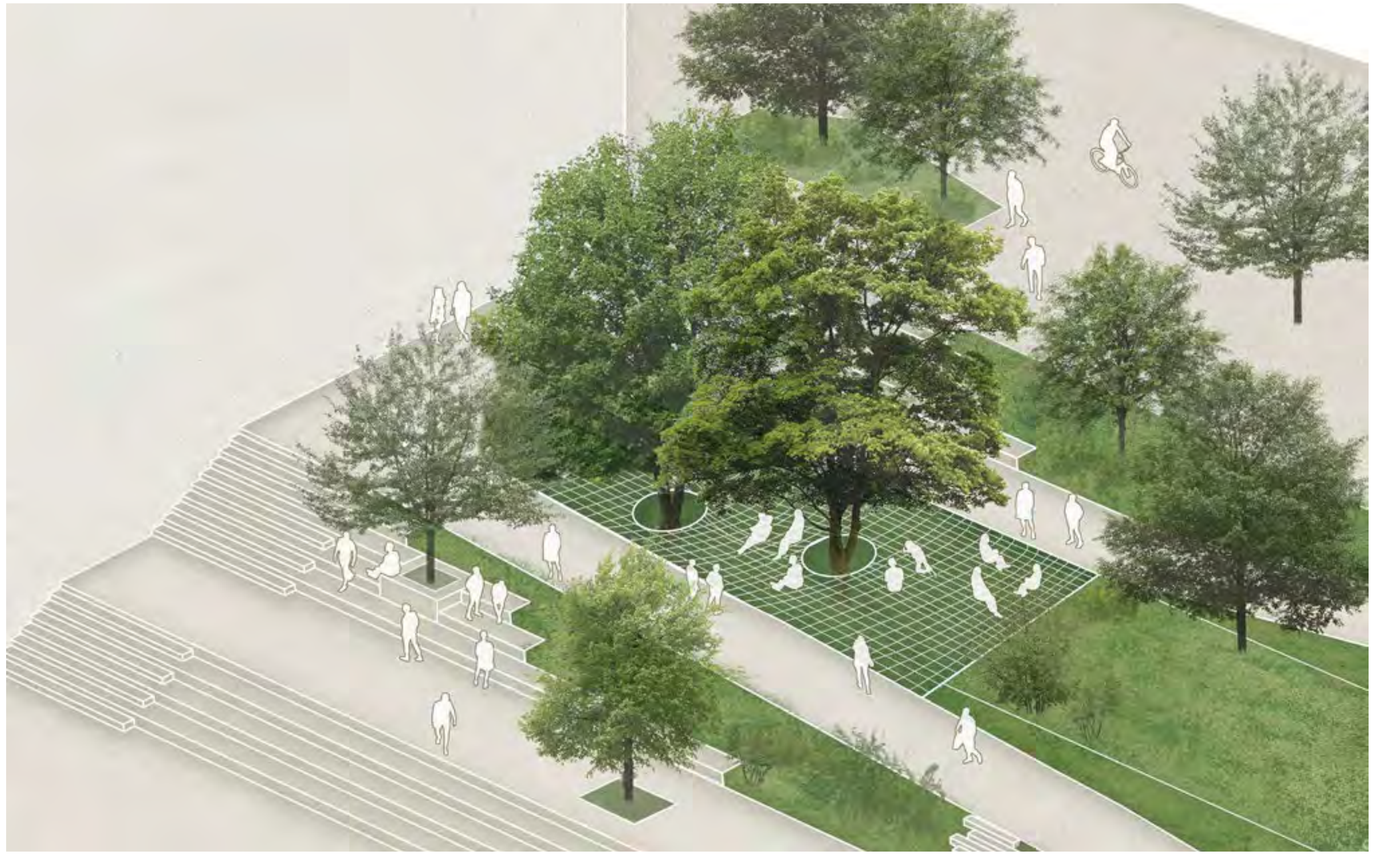


Image (clockwise):
1. Illustration of the fully accessible route linking Vimto Park, Altrincham Street and the civic square, creating green dwell space in the heart of the site
2. City Dune, Copenhagen, Denmark
3. The steps sunken trees preserving existing trees
4. Gællerup Park, Aarhus, Denmark

Jackson's Mill could be repurposed into new innovation space overlooking Water Square, an informal and wild landscape establishing a hotspot for biodiversity

Section 7. Illustrative Masterplan
Water Street

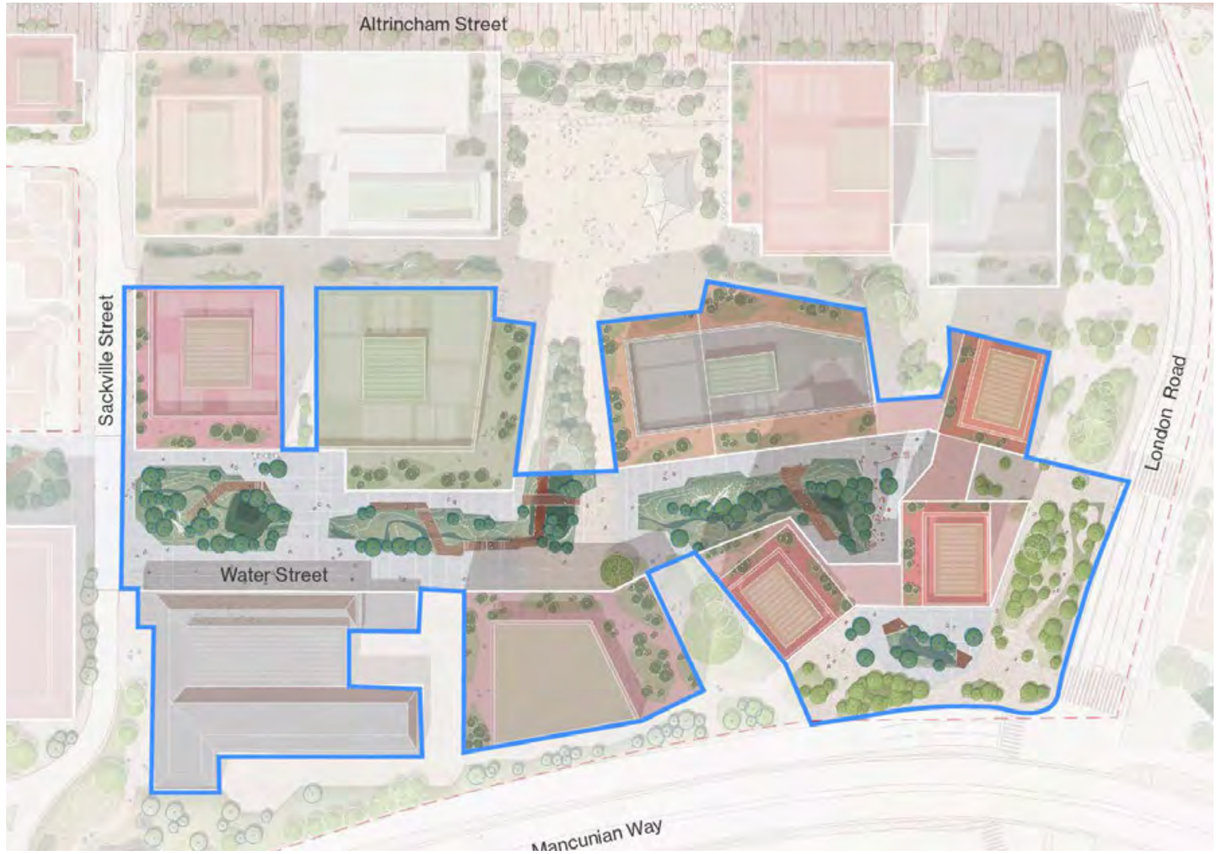
The second principal east west route runs through the southern part of IDM. This is envisaged as a blue and green biodiversity corridor that recalls the presence of the River Medlock that used to snake through the Framework Area.

The illustrative masterplan imagines Water Street an undulating space with green banks bursting with plants and trees, attracting new and increased biodiversity. Walkways, bridges and seating allow people to view and connect with this nature, whilst allowing the blue green landscape to grow largely undisturbed.

Further threshold spaces are envisaged at the southern entry points to IDM. There may be an opportunity to rationalise the road layout between Mancunian Way and London Road, coordinated with works associated to Mayfield, to create a new green space. Improved crossings and public realm can slow traffic and invite people into the space from south of the Mancunian Way. This landscape could be the first introduction to the green and blue corridor created along Water Street.

Three tall residential buildings could act as a marker for IDM. They could be linked by a podium to form a protective ring around an inner courtyard, acting as a buffer to noise and air pollution of the road, creating a courtyard activated by shops and amenities, whilst large openings invite people through into the space.

A further threshold space could be created where Water Street meets Sackville Street. A small but important space with animated ground floors of large commercial buildings with collonaded routes that draw people into IDM. The square could give prominence and status to the Masdar building on its southern edge and help to reconnect the Framework Area with the University campus. As the SRF extends into the latter phases, there may be opportunity to extend this square westwards to further enhance this important east-west connection.




(Source: Image by Torben Petersen, SLA)


(Source: Image by Jens Lindhe, SLA)


(Source: Exterior Architecture, Tom Biddle Photography)

Images (clockwise):
1. Medlock Gardens and GEIC Square
2. Kampus, Manchester
3. Sund Nature Park, Copenhagen, Denmark
4. Naturkraft, Ringkøbing, Denmark

View looking north when arriving at IDM from the residential neighbourhoods to the south, with new routes leading up London Road and into the Framework Area

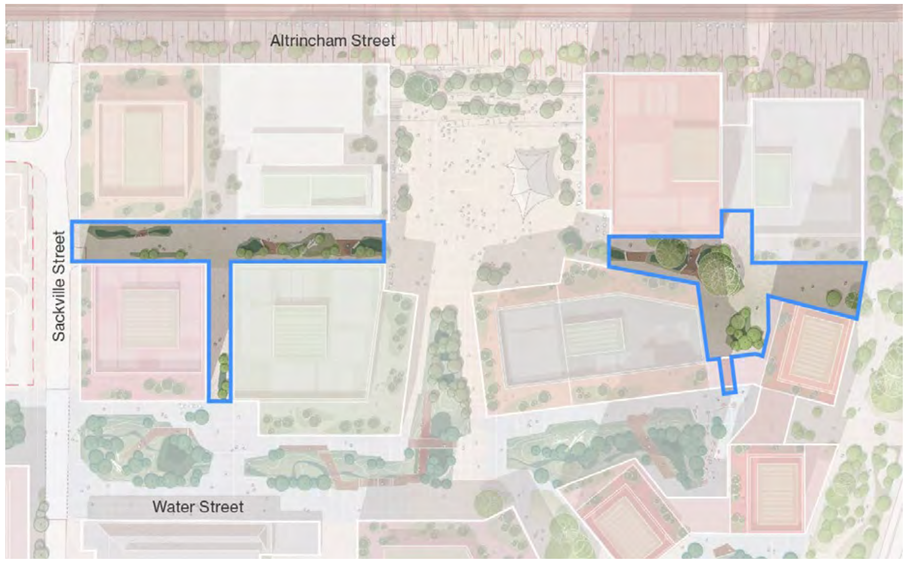
Illustrative view of GEIC Square looking east down Water Street into IDM

Section 7. Illustrative Masterplan
Connecting routes and spaces

Connecting routes and spaces can add layers of interest and diversity to the place, bringing opportunities for discovery and "found places" within IDM, activated by a smaller units and entrances.

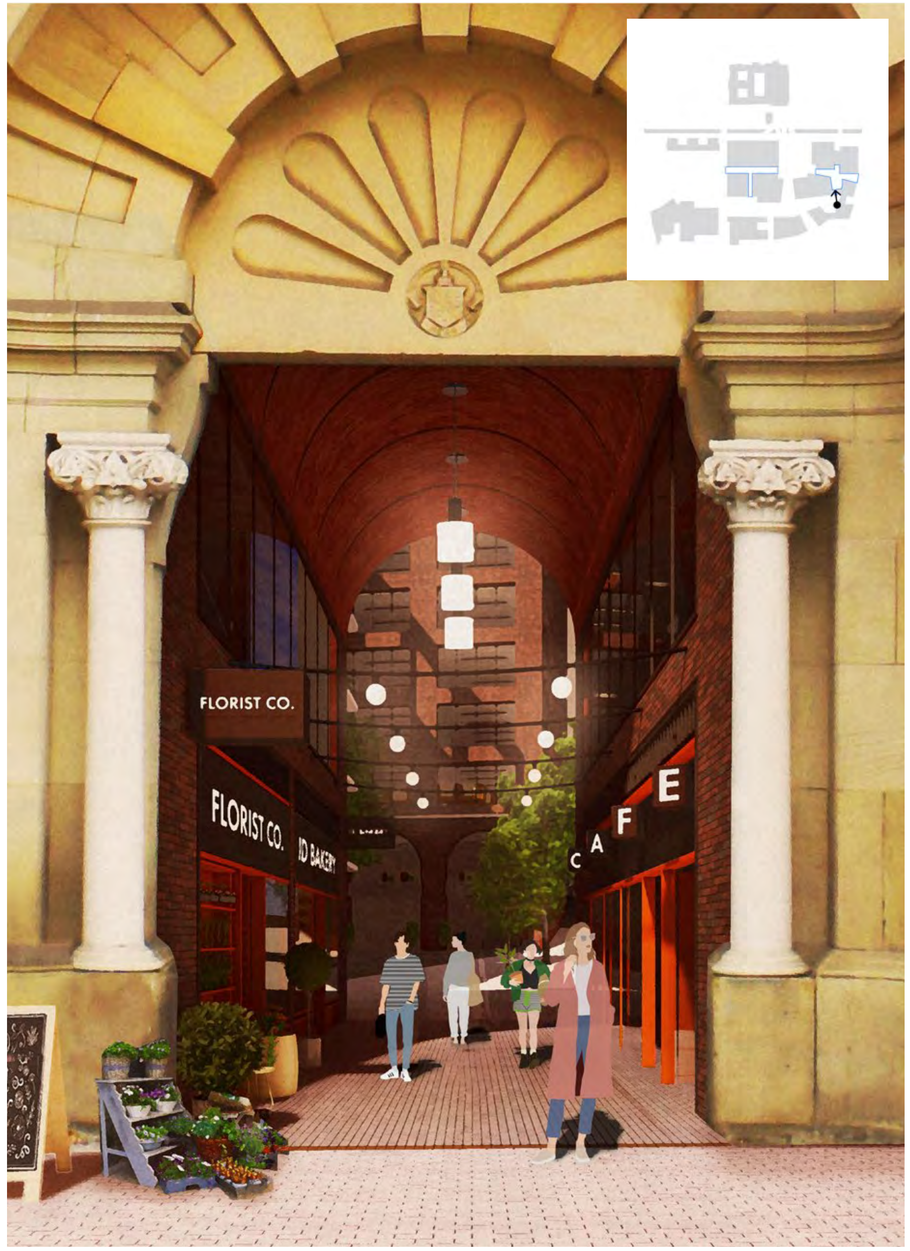
Mill Lane could be an intimate, characterful route weaving between buildings to draw people into the principal public spaces. The footpath could open out onto London Road, enhancing linkages with Mayfield. From the south, it could be accessed via the retained Jackson's Arch.

Other secondary routes can provide service access to keep vehicles away from the principal public spaces and routes. These routes can also act as important biodiversity connectors with plant-beds and water channels capturing rain water and allowing it to trickle down to Water Street.



Source: Image by SLA

Source: Exterior Architecture, Tom Biddle Photography



Images (clockwise):
1. Renold Street (left) and Mill Lane (right)
2. Visualisation of Jackson's Arch with Mill Lane beyond
3. Kampus, Manchester
4. Akerslev, Oslo

Section 7. Illustrative Masterplan
South-west quarter

The south western corner of the Framework Area is University retained land and does not form part of the first phase of IDM. In the future, it is anticipated to be fully integrated into the place, potentially by extending Water Street westwards to Princess Street and resolving the man-made level changes to improve permeability.

Detailed design analysis has not to-date been carried out on this part of the Framework Area; however, it is anticipated that new large footprint commercial, research or innovation buildings could be developed to further enhance the IDM offer.

The land north of Mancunian Way could be transformed through new buffer planting and routes suitable for those on foot or wheels. The route under the Mancunian could be enlivened to enhance connections to the University campus.

(Source: Image by SLA)

(Source: Image by Mikkel Eye, SLA)

Images (clockwise):
1. South-west quarter of Framework Area
2. Herlev Hospital, Herlev, Denmark
3. Novo Nordisk Nature Park, Bagsvaerd Denmark

Illustrative masterplan concept diagram

Section 8
Illustrative Delivery Plan

Section 8. Illustrative Delivery Plan

The principles set out in this SRF envisage a 15 to 20-year delivery plan – allowing the Framework Area to grow in a manner that will maximise the benefits that IDM can bring to the city region.

The development principles offer a flexible framework that supports commercially viable development capable of meeting the future occupier requirements, whilst allowing the masterplan to evolve and adapt to changes in demand, design and technology over time.

Essential infrastructure and public realm interventions are also anticipated to be phased and could be delivered such that the public and occupiers can enjoy the emerging place as the site and buildings are re-activated and plots are developed out.

Meanwhile uses can form a vital component of this strategy, bringing early activation and identity to the place.

Whilst IDM will be delivered in phases, with details of each being developed and tested as part of detailed planning proposals, a holistic approach which takes into account the vision, objectives and outcomes of the project as a whole can best support the overarching success of IDM. Provision of infrastructure, such as drainage, is also anticipated to be considered on a masterplan-wide basis.

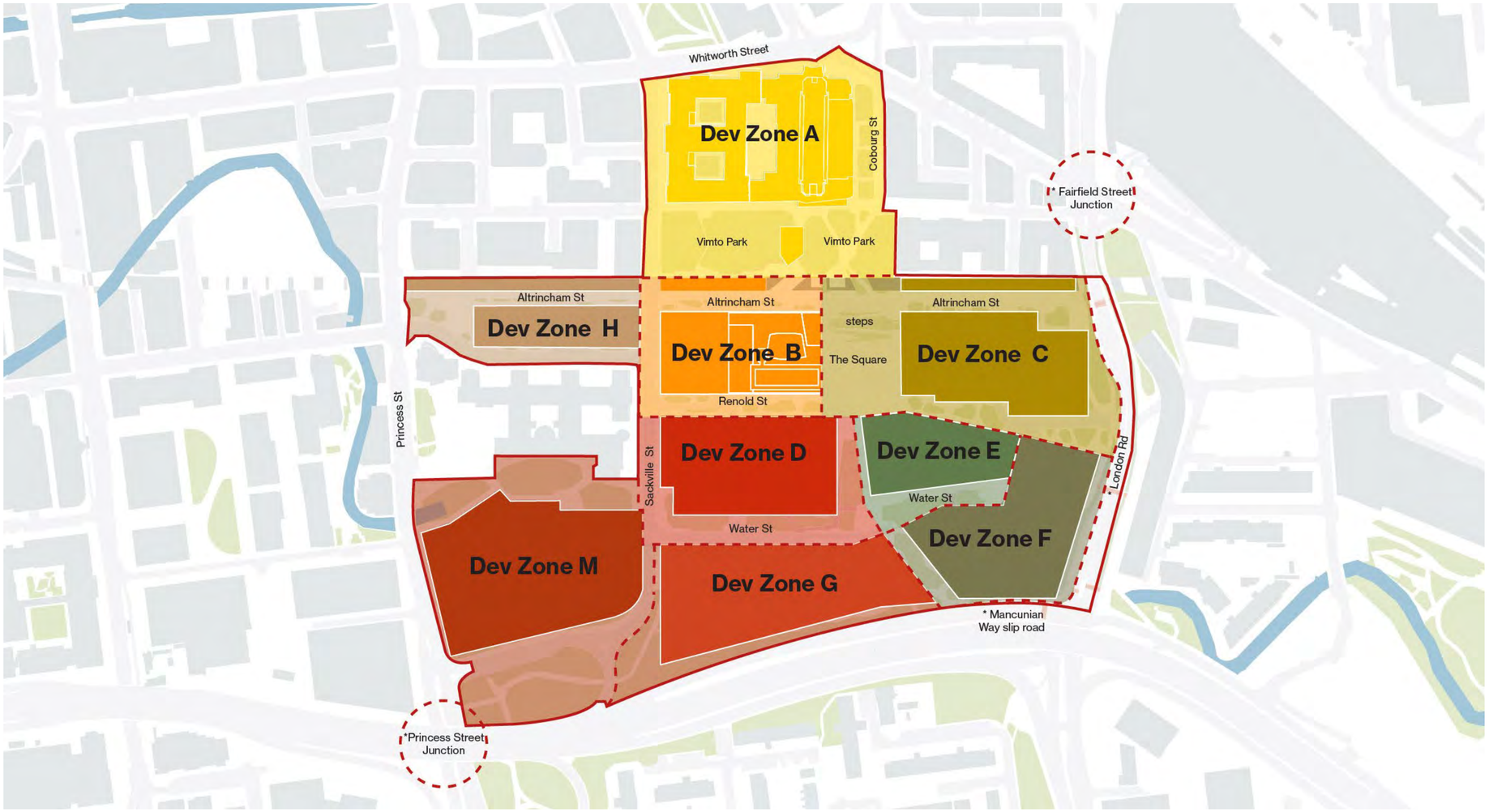


Image (right):
Indicative delivery plan showing potential development zones

Glossary

Glossary

Active frontage. The ground floors of buildings used for things like shops, cafes, restaurants or leisure, often along streets and pavements.

Agglomeration. The ‘clustering’ or collecting of businesses, services, and people in a specific area, often leading to more jobs, innovation, and productivity.

Biodiversity net gain. A way to contribute to the recovery of nature when developing land that leaves habitats for wildlife in a better state than before the development, so more species can live there.

Blue infrastructure. Water-based features, water bodies and systems, including rivers, canals, and wetlands, included within developments for purposes such as flood control and recreation or leisure use.

Blue networks. A system of water bodies and features, including rivers, lakes, and waterfronts, that contribute to the urban environment and its connectivity.

Brown / green roof. A green roof is covered with vegetation, soil, and plants and reduces how much rain runs off the building, improving air quality, and reducing energy consumption. A brown roof is a variation which aims to increase biodiversity and provide a home for local plants affected by development on a disused urban site.

Climate change mitigation. Actions and strategies as part of development aimed at reducing greenhouse gas emissions and addressing the causes of climate change.

Clustering. The concentration of similar businesses or activities in a specific area, encouraging ollaboration and specialisation.

Commercialisation. Making urban areas or developments more attractive for businesses and therefore more economically active.

Conservation Area. An important area of historical or architectural significance where special planning restrictions protect its character.

Consultation. Seeking input, feedback, and opinions from those with an interest in development and regeneration plans, often including local residents and community groups.

Development Plan. Legal planning document that sets out the Council's policies and proposals to guide land use and development. Planning authorities must consider planning applications in accordance with the Development Plan.

Disruptive technologies. An innovation that changes the way people and businesses operate because it delivers an improvement.

Economic / social / environmental drivers. Factors in specific subject areas that influence development and regeneration – for example, finance, society, and the environment.

Embodied carbon. The carbon emissions involved in the production, transportation, and construction of buildings and building materials.

Executive Committee. Manchester City Council’s governing body, chaired by the Leader of the Council, with full authority for implementing the Council’s budgets and policies.

Façade. The exterior face or frontage of a building, including its architectural design and appearance.

Green infrastructure. Natural or semi-natural green features within developments which improve the environment, such as parks, green roofs, and wooded areas.

Green networks. A network of green spaces, parks, and natural areas that promote environmental sustainability and help create better places to live.

Habitats. The natural home or environment of an animal, plant or other organism. Protecting habitats helps to improve biodiversity and enhance the local environment.

Heritage baseline significance appraisal. An assessment of the historical and cultural significance of a heritage site or area, which is taken into account in decisions on how to develop the area.

High-density development. The concentration of buildings, building floors and people in a compact area, to allow a high number of homes or office space.

Historic setting. The context and surroundings of a heritage site, building or structure (eg a railway arch) that contribute to its historical significance and character.

Illustrative Masterplan. A visual representation or plan of the concepts giving a broad overview of how a development or regeneration may look in the future.

Innovation district. A place where research institutions (such as universities or hospitals), large companies, and small businesses and entrepreneurs are brought together and connected to benefit from each other’s skills and ideas.

Infrastructure. Basic services necessary for people to live their lives, for example, roads, public transport, electricity, sewerage, water, education, and health facilities.

Innovation. The introduction of something new, such as a new idea, method, or device.

Glossary

Innovation ecosystem. A network of organisations, resources, and individuals that support and drive innovation within a specific region or industry.

Innovation hub. A physical or virtual space where innovation-related activities, such as research, development, and collaboration, take place.

Joint venture. A partnership, often between public and private organisations, to undertake a development or regeneration project in a particular area.

Levelling up. A government policy aimed at making different parts of the country more equal, by investing in infrastructure (e.g. transport, education, and economic development) in less wealthy areas.

Listed building. A building of historical or architectural importance that is legally protected and cannot be demolished or altered without approval from the Local Planning Authority.

Material considerations. Factors that planning authorities can take into account when making planning decisions, including the guidelines and principles in this Strategic Regeneration Framework.

Micro-climate. The climate conditions within a small area, often influenced by surrounding buildings, vegetation, and geography.

Mixed-use. Different uses, such as housing, offices, and leisure, within a single development or area.

Net zero carbon. A goal aiming to balance the carbon emissions produced with those removed from the atmosphere in a defined area or development.

Non-statutory consultee. An organisation or group that may have an interest in proposals (eg a business next to a development) and that may be consulted during the planning process, but does not have a legal right to be consulted.

Meanwhile use. A temporary use for a building or open space used to bring activity to a place before a new permanent use (eg homes or offices) begins.

Operational carbon. The carbon emissions generated by the daily operation and use of buildings and infrastructure.

Pedestrianised. Areas or streets where vehicles are restricted or banned, allowing for pedestrian only use.

Permeability. How easy it is for people to move through an area, often related to the design of streets, sidewalks, and pathways.

Placemaking. Creating and enhancing open spaces to make them more attractive, and contribute to a sense of community, so that people want to spend time there.

Planning programme. A schedule or timetable for various planning activities and key points in a development or regeneration project.

Public realm. Shared public spaces in urban areas such as streets, parks, and squares.

Regeneration. Improving and revitalising urban areas, often involving physical, economic, and social improvements.

Retrofit / retrofitting. Work to an existing building to improve it or make it suitable for a new use. This could include improving its energy efficiency, making it easier to heat and keep warm.

Sense or quality of place. The overall character, identity, and atmosphere of a location, which make people want to live in, work in, and visit it.

Soft landscaping. The use of plants, trees and shrubs, as opposed to hard materials like concrete and pavement, in urban design.

Statutory consultee. An organisation with a legal right to be consulted about planning applications and policy and guidance documents.

Strategic Regeneration Framework. A document setting the Council's vision, objectives and guiding principles for future development in a specific area of the city.

Supplementary Planning Document (SPD). A document that has been formally adopted by the local planning authority that gives detailed guidance on how policies or proposals in development plan documents will be implemented. An SPD can take the form of a design guide, development brief, master plan or an issue-based document.

Threshold spaces. Areas between indoor and outdoor spaces, often serving as entrances or points of connection within a building or development.

Topography. Natural features and physical characteristics of the land that influence development, including slopes, and what the ground surface is made of.

Townscape and visual impact. The assessment and consideration of how a development project will affect an area's visual appearance.

Transport hub. A central location where people can get on or off different forms of transport, such as buses, trains, and trams.

Urban fabric. The overall physical structure and layout of a city or urban area, including its buildings, streets and public spaces.

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