

**Manchester City Council  
Report for Resolution**

**Report to:** The Executive - 13 December 2017  
**Subject:** Portland Street Strategic Regeneration Framework  
**Report of:** Strategic Director (Development)

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**Summary**

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

**Recommendations**

The Executive is recommended to:

1. Endorse in principle the SRF for the Portland Street area;
2. Request the Chief Executive undertake a public consultation exercise on the regeneration framework with local stakeholders and landowners; and
3. Request that a further report be brought back to the Executive, following the public consultation exercise, setting out comments received, and recommend a way forward.

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**Wards Affected** City Centre

<b>Manchester Strategy outcomes</b>	<b>Summary of the contribution to the strategy</b>
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	The collective and aligned redevelopment of the Portland Street area will act as a catalyst for new commercial investment within this and adjacent areas. The delivery of new city centre homes within the area will support the city's residential growth requirements, providing high quality new homes within a distinctive neighbourhood in close proximity to the employment opportunities within the city centre. With planning consent secured for a new hotel as an initial phase of development, the masterplan sets out the opportunity to deliver significant new commercial floor space alongside new city centre homes, new public space and enhanced leisure, hotel, retail and parking facilities, to support the city centres diverse and distinctive economy.

	<p>The SRF will also support direct employment opportunities through the creation of retail and leisure space at street level in addition to those created through the proposed hotel.</p>
<p>A highly skilled city: world class and home grown talent sustaining the city's economic success</p>	<p>The proposed mixed use development within the heart of the city centre is aligned with a number of the city's ambitions. The Portland Street SRF will support population growth, as well as facilitating the attraction and retention of the talent required to support Manchester's strong growth trajectory over a range of economic sectors.</p> <p>Residential development within the SRF area will facilitate the delivery of a well-connected neighbourhood, within close proximity to the range of employment opportunities offered within the city centre including those at the Corridor Manchester.</p>
<p>A progressive and equitable city: making a positive contribution by unlocking the potential of our communities</p>	<p>The SRF proposes additional street level uses. The framework sets out the potential for retail and leisure opportunities such as restaurants, cafes and local convenience stores. In addition to this the framework also incorporates community use space which could lend themselves to the creation of a range of facilities including a Medical Centre as detailed within the SRF. All of these amenity facilities will support both the Portland Street area and the wider city centre.</p>
<p>A liveable and low carbon city: a destination of choice to live, visit and work.</p>	<p>The SRF area benefits from excellent public transport connectivity, sitting in close proximity to rail, Metrolink and bus services at Oxford Road and Piccadilly Rail Station. This demonstrates the area's strong public transport links, which ensures that the area and its amenities are accessible by visitors, residents and commuters without a reliance on car usage.</p> <p>The framework includes new vehicle parking facilities improving access to quality car parking provision and providing separate private provision for residents. The addition of high quality public realm alongside new residential, commercial and leisure amenities will ensure the area is a popular neighbourhood of choice to live, visit and work.</p> <p>Sustainable design and development principles will be tested at the planning application stage.</p>

<p>A connected city: world class infrastructure and connectivity to drive growth</p>	<p>The Portland Street SRF area benefits from strong transport connectivity. The proposals set out within the framework detail the opportunities to further integrate the site with adjacent city centre neighbourhoods.</p> <p>Development of the site will enhance the connections between the Civic Quarter and Corridor Manchester.</p> <p>The framework area will also contribute towards the further realisation of the benefits attributed to recent key transport infrastructure investment schemes including improved cycling routes and the Cross City bus priority package.</p>
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**Full details are in the body of the report, along with any implications for**

- Equal Opportunities Policy
- Risk Management
- Legal Considerations

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

None

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

None

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**Background documents (available for public inspection):**

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

- Draft Portland Street SRF – November 2017

## **1. Introduction**

- 1.1 The regeneration framework sets out the context and opportunity for the future development of the Portland Street area. The SRF details the vision to create a new, integrated commercially-led, mixed-use district that consists of high quality new buildings and proposals to extend existing buildings. The Portland Street SRF area is bounded by Portland Street, Chorlton Street, Bloom Street and Abingdon Street and comprises four existing city blocks (see attached appendix).
- 1.2 The framework has been developed to set an overarching strategic approach towards the regeneration of a neighbourhood at the heart of the city centre. The framework has been developed to respond and provide context to planned investment within the area.
- 1.3 The Portland Street framework is a high level strategic document which sets out the scope for future development within the area. The indicative proposals will all be subject to consultation with the existing businesses and other stakeholders within the area and will ensure proper planning and development of the area and enable individual developments to be brought forward.
- 1.4 The SRF area contains 4 sites. Three of these sites require significant changes and are therefore pose longer term aspirational development opportunities. Subsequently before development at Sites 2, 3 and 4 can come forward, discussion and consultation will be necessary with all landowners and stakeholders including National Express and NCP. Development of Site 3 could only be achieved should an alternative location for the coach station be identified and delivered.
- 1.5 The site is strategically positioned in the heart of the city centre, adjacent to key districts including Piccadilly, Corridor Manchester, the Chinatown and the Village. It has the ability to form strong physical and functional connections with those areas in order to support their continued development and success.
- 1.6 The framework sets out the ambition to introduce new commercially-led development with associated uses that complement the surrounding areas. This would include delivering new active frontages and high quality public realm to transform the pedestrian environment.

## **2.0 Context**

- 2.1 The area that is the focus of the SRF occupies a prominent location on key roads, encompassing Portland Street, which is an important south-east / north-west linkage through the city centre.
- 2.2 The area surrounding the SRF has a mixture of uses. These include commercial, leisure and retail uses including cafes, bars, restaurants, hotels, offices and nightclubs. Much of the area is associated with the night time economy.

- 2.3 The SRF area sits adjacent to both the Whitworth Street Conservation Area and the George Street Conservation Area which contain a number of Grade II and Grade II\* listed buildings. However, there are no heritage assets within the SRF area itself. The street character and urban context of this part of the city centre are smaller blocks with narrow back streets that run the long length of each block.
- 2.4 This area of the city centre has strong transport connectivity, with immediate access to a variety of public and private transport modes. It is within a short walk of both Piccadilly and Oxford Road rail stations, and Piccadilly bus and Metrolink stations and includes the Chorlton Street Bus Station. The framework area sits on a key bus route into and out of the city centre and has benefited from significant recent transport infrastructure investment to deliver improved cycling routes and the Second City Crossing bus priority package.
- 2.5 The regeneration framework comprises the following four blocks:

**Site 1**

The site is bounded by Portland Street, Sackville Street, Major Street and Abingdon Street. It is proposed to replace the existing office building with a new 4\* hotel.

**Site 2**

The site is bounded by Portland Street, Chorlton Street, Major Street and Sackville Street. This is the location of Manchester One, a commercial office building. The site also contains a vehicle access ramp to the multi-storey car park on Major Street. There is also a two storey public house, Yate's at ground floor level on the corner of Portland Street and Chorlton Street.

**Site 3**

The site is bounded by Major Street, Chorlton Street, Bloom Street and Sackville Street. It is the location of the National Express Coach Station at ground level and 4 storeys of multi-storey car park above. There is also a public house, the Thompsons Arms on the corner of Sackville Street and Major Street.

**Site 4**

The site is bounded by Major Street, Sackville Street, Bloom Street and Abingdon Street and comprises a surface car park and two storey public house, New York New York, on the corner of Bloom Street and Abingdon Street. This public house sits outside of the SRF area.

**3.0 SRF principles**

- 3.1 **Mix of uses:** The Portland Street SRF will contribute to a number of the future objectives for the city centre consistent with the City Centre Strategic plan 2015 – 2018. This includes innovative commercial space, high quality residential homes, new hotel and retail offers, alongside world class public realm and vehicle parking amenities.

- 3.2 **Access, movement & linkages:** An ambition of the framework is to create high quality development that provides an enhanced level of interaction at street level. The proposals create both active frontages and enhanced pedestrian connections and permeability into/through the area.
- 3.3 **Architectural quality:** The SRF prioritises the need for both buildings and public spaces to be of exceptional quality and design to ensure the surrounding heritage assets are preserved and enhanced.
- 3.4 **Vehicle parking:** There will be a new multi-storey car park to replace that which is lost to facilitate new development.
- 3.5 Development proposals for area are planned as follows:

**Site 1**

A circa 183 bed 10 storey 4\* Hotel and Casino is currently under development. It is proposed to develop a 329 bed 17 storey 4\* Hotel on the site of 55 Portland Street.

**Site 2**

The Manchester One tower will be retained within the SRF as commercial office space. The car park ramp at Major Street will be removed, which will enable the provision of ground floor uses, through including new retail and leisure amenities. A new building and associated public realm is proposed, located on the Chorlton Street, Portland Street corner which could form an extension of Manchester One.

**Site 3**

The development of Site 3 would require significant changes to the existing site conditions which would require extensive discussions with the current occupiers. However it is important to position this important site within the wider regeneration context of the SRF area. This site could deliver new commercial or residential led, mixed use development complemented by ground floor leisure and retail units and a proposed community use facility, and could include amenity that would support the local community such as a medical centre on Bloom Street.

**Site 4**

A new multi storey public car park could be located on Major Street, which could also provide roof level garden space. Site 4 could also deliver retail and restaurant units. Part of this building could also provide space for community use. This SRF details community space with a gross internal area (gia) of circa 22,000 sq. ft. at street level, over multiple levels.

**Public Realm**

New high quality public realm is proposed that improves connectivity and permeability through the area, enhances the setting of both the proposed and existing buildings, and facilitates greater interaction at street level.

#### **4.0 Conclusion**

- 4.1 The Framework aims to facilitate the long term, phased delivery of development within the Portland Street area, ensuring that development is complementary and capitalises on the early phases of development at site 1.
- 4.2 The framework seeks to enhance connections into and around the area to ensure that it is integrated with surrounding regeneration schemes at Kampus, Manchester New Square, North Campus and Mayfield.
- 4.3 All indicative proposals will be subject to dialogue and consultation with existing businesses and other stakeholders within the SRF area, to ensure that it responds where possible to their requirements.
- 4.4 The initial phase of development is the delivery of the 183 bed 10 storey 4\* Hotel and Casino that has planning consent within Site 1 of the SRF area. A second phase would see the development of a second hotel at 55 Portland Street.
- 4.5 Recommendations can be found at the front of this report.

#### **5.0 Contributing to the Manchester Strategy**

##### **(a) A thriving and sustainable city**

- 5.1 The collective and aligned redevelopment of the Portland Street area will act as a catalyst for new commercial investment within this and adjacent areas. The delivery of new city centre homes within the area will support the city's residential growth requirements, providing high quality new homes within a distinctive neighbourhood in close proximity to the employment opportunities within the city centre. With planning consent secured for a new hotel as an initial phase of development, the masterplan sets out the opportunity to deliver significant new commercial floor space alongside new city centre homes, new public space and enhanced leisure, hotel, retail and parking facilities, to support the city centres diverse and distinctive economy.

The SRF will also support direct employment opportunities through the creation of retail and leisure space at street level in addition to those created through the proposed hotel.

##### **(b) A highly skilled city**

- 5.2 The proposed mixed use development within the heart of the city centre is aligned with a number of the city's ambitions. The Portland Street SRF will support population growth, as well as facilitating the attraction and retention of the talent required to support Manchester's strong growth trajectory over a range of economic sectors.

Residential development within the SRF area will facilitate the delivery of a well-connected neighbourhood, within close proximity to the range of employment opportunities offered within the city centre including those at the Corridor Manchester.

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

- 5.3 The SRF proposes additional street level uses. The framework sets out the potential for retail and leisure opportunities such as restaurants, cafes and local convenience stores. In addition to this the framework also incorporates community use space which could lend themselves to the creation of a range of facilities including a Medical Centre as detailed within the SRF. All of these amenity facilities will support both the Portland Street area and the wider city centre.

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

- 5.4 The SRF area benefits from excellent public transport connectivity, sitting in close proximity to rail, Metrolink and bus services at Oxford Road and Piccadilly Rail Station. This demonstrates the area's strong public transport links, which ensures that the area and its amenities are accessible by visitors, residents and commuters without a reliance on car usage.

The framework includes new vehicle parking facilities improving access to quality car parking provision and providing separate private provision for residents. The addition of high quality public realm alongside new residential, commercial and leisure amenities will ensure the area is a popular neighbourhood of choice to live, visit and work.

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

**(e) A connected city**

- 5.5 The Portland Street SRF area benefits from strong transport connectivity. The proposals set out within the framework detail the opportunities to further integrate the site with adjacent city centre neighbourhoods.

Development of the site will enhance the connections between the Civic Quarter and Corridor Manchester.

The framework area will also contribute towards the further realisation of the benefits attributed to recent key transport infrastructure investment schemes including improved cycling routes and the Cross City bus priority package.

**6.0. Key Policies and Considerations**

**(a) Equal Opportunities**

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

**(b) Risk Management**

- 6.2 Not applicable

**(c) Legal Considerations**

- 6.3 None