



## **Executive**

Date: Wednesday, 14 November 2018  
Time: 10.00 am  
Venue: Council Antechamber, Level 2, Town Hall Extension

This is a supplementary agenda containing additional information about the business of the meeting that was not available when the agenda was published.

### **Access to the Council Antechamber**

Public access to the Council Antechamber is on Level 2 of the Town Hall Extension, using the lift or stairs in the lobby of the Mount Street entrance to the Extension. That lobby can also be reached from the St. Peter's Square entrance and from Library Walk. **There is no public access from the Lloyd Street entrances of the Extension.**

### **Filming and broadcast of the meeting**

Meetings of the Executive are 'webcast'. These meetings are filmed and broadcast live on the Internet. If you attend this meeting you should be aware that you might be filmed and included in that transmission.

## **Membership of the Executive**

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### **Councillors**

Leese (Chair), Akbar, Bridges, Craig, N Murphy, S Murphy, Ollerhead, Rahman, Stogia and Richards

## **Membership of the Consultative Panel**

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### **Councillors**

Karney, Leech, M Sharif Mahamed, Sheikh, Midgley, Ilyas, Taylor and S Judge

The Consultative Panel has a standing invitation to attend meetings of the Executive. The Members of the Panel may speak at these meetings but cannot vote on the decision taken at the meetings.

## Supplementary Agenda

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|---|---|---------|
| <b>3. Minutes</b>   | To approve as a correct record the minutes of the meeting held on 17 October 2018 | 5 - 12  |
| <br>  |   |         |
| <b>7. Capital Programme Update</b>  | The report of the Chief Executive and City Treasurer is now enclosed.             | 13 - 20 |
| <br>  |   |         |
| <b>8. Manchester Science Park (MSP) Strategic Regeneration Framework Update</b> | The report of the Strategic Director (Development) is now enclosed.               | 21 - 34 |
| <br>  |   |         |
| <b>9. Oxford Road Corridor Strategic Regeneration Framework Guidance</b>        | The report of the Strategic Director (Development) is now enclosed.               | 35 - 50 |

## Information about the Executive

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The Executive is made up of ten Councillors: the Leader and two Deputy Leaders of the Council and seven Executive Members with responsibility for: Children Services; Finance & Human Resources; Adult Services; Schools, Culture & Leisure; Neighbourhoods; Housing & Regeneration; and Environment, Planning & Transport. The Leader of the Council chairs the meetings of the Executive

The Executive has full authority for implementing the Council's Budgetary and Policy Framework, and this means that most of its decisions do not need approval by Council, although they may still be subject to detailed review through the Council's overview and scrutiny procedures.

It is the Council's policy to consult people as fully as possible before making decisions that affect them. Members of the public do not have a right to speak at meetings but may do so if invited by the Chair.

The Council is concerned to ensure that its meetings are as open as possible and confidential business is kept to a strict minimum. When confidential items are involved these are considered at the end of the meeting at which point members of the public and the press are asked to leave.

Joanne Roney OBE  
Chief Executive  
Level 3, Town Hall Extension,  
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Manchester, M60 2LA

## Further Information

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For help, advice and information about this meeting please contact the Committee Officer:  
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This supplementary agenda was issued on **Friday, 9 November 2018** by the Governance and Scrutiny Support Unit, Manchester City Council, Level 3, Town Hall Extension (Mount Street Elevation), Manchester M60 2LA



## **The Executive**

### **Minutes of the meeting held on 17 October 2018**

Present: Councillor Leese (Chair)

Councillors: Akbar, Bridges, Craig, N Murphy, S Murphy, Ollerhead, Rahman, Stogia

Apologies: Councillor Richards and Sheikh

Also present as Members of the Standing Consultative Panel: Councillors Karney, Leech, M Sharif Mahamed, Midgley, Ilyas, Taylor and S Judge

#### **Exe/18/93 Minutes**

The draft minutes of the meeting on the Executive on 12 September were considered. For Minute Exe/18/88, Proposals for a Resident Parking Policy, it was agreed to add that in responding to the address given by Councillor A Simcock the Executive Member for Environment, Planning & Transport gave an undertaking to meet with the councillors for the wards around the Christie Hospital to discuss how the Christie Hospital Resident Parking Scheme would now progress.

#### **Decision**

Subject to the above change, to confirm as a correct record the minutes of the meeting on 12 September.

#### **Exe/18/94 Global Monitoring and Budget Update**

A report was submitted to provide a summary of the position of the 2018/19 revenue budget at the end of August 2018. The report gave details of the projected variances to budgets, the position of the Housing Revenue Account, Council Tax and business rate collection, revised prudential borrowing indicators, and the state of the Council's contingency funds. Projecting forward from the position at the end of August 2018 it was forecast that by the year-end in March 2019 the revenue budget would be overspent by £6.145m, which was better than the previous projection of an £13.749m overspend as reported in July (Minute Exe/18/77).

The report explained the steps that had been taken since July to reduce the size of the projected overspend. The budget recovery plan was referred to in July had been implemented

The report examined a proposed change in one of the Prudential Indicators for 2018/19 that had been set by the Council in March 2018 as part of the resolution of the Council's 2018/19 budget (Minute CC/18/17). The indicator for non HRA Capital Expenditure for 2018/19 was forecast to be higher than the target that had been set. It was therefore proposed that the non HRA Capital Expenditure limit now be set at £600m.

The following revenue budget virements were proposed and agreed:

- £292k in Revenue and Benefits and Shared Service Centre transferred from pay to non-pay to enable to service to meet non pay service pressures. Transfer of £189k budget (£283k in 2019/20) for the Research function from City Policy to Performance, Research and Intelligence Team following a service review.
- Transfer of £1.701m budget for Work, Skills and Manchester Adult Education Services and £495k budget for Planning Licensing and Building Control function from the Neighbourhoods Directorate to Strategic Development in line with the changes in Directorate functions approved by Personnel Committee (Minute PC/18/16).
- Transfer of £0.613m budget for the Commissioning Children's Placement Team from Adult Social Care Directorate to Children's services Directorate following a service review.

When setting the 2018/19 budget the Council has agreed to hold some funds that were to be allocated throughout the year. The report proposed the use of some of these budgets to be allocated. These were agreed:

- Pay Inflation - £5.150m for the costs of the pay award which was agreed as 2% at Grade 4 and above with higher percentage increases at Grades 1 to 3. This has been allocated across the council's pay budgets.
- Non pay inflation - Children's Services inflationary increase - £1.859m to support the continued delivery of the Looked After Children strategy.

The report also addressed use of the Council reserves. It explained that the draw-down of £18k of the English Institute of Sport Reserve was requested to invest in sports programmes. That was approved.

1. To recommend to Council that the revised Prudential Indicator for non HRA Capital Expenditure be set at £600m.
2. To note the report.
3. To approve the proposed virements as set out above.
4. To approve the use of budgets to be allocated and contingency as shown above.
5. To approve the use of reserves as set out above.

### **Exe/18/95 Capital Programme Monitoring 2018/19**

The City Treasurer's report informed us of the revised capital budget 2018/19 to 2023/24 taking account of agreed and proposed additions to the programme, profiling changes, and the latest estimates of forecast spend and resources for the 2018/19 capital programme. The report explained the major variations to forecast spend, and any impact that variations had on the five-year Capital Programme.

Appended to the report was a schedule of projects within the overall capital programme where the allocations needed to be revised and funding allocations vired between projects. The appendix showed the virement needed for each scheme and each project. We agreed to recommend to the Council the proposed virements greater than £500,000, as set out in the appendix to these minutes. The virements of less than £500,000 we approved.

Also appended to the report was a full schedule of all projects within the Capital Programme which set out the agreed budget for each project from 2018/19 to 2023/24.

1. To recommend that the Council approve the virements over £0.5m between capital schemes to maximise use of funding resources available to the City Council as set out in the appendix to these minutes.
2. To note that approval of movements and transfers to the full capital programme, including projects on behalf of Greater Manchester, will reflect a revised total capital programme budget of £616.1m and a latest full year forecast of £604.2m. Expenditure to the end of September 2018 is £197.8m.
3. To agree that the capital budget be amended to reflect movement in the programme, attributable to approved budget increases and updates to spending profiles.
4. To approve the virements below £0.5m between capital schemes to maximise use of funding resources available to the City Council as set out in the appendix to these minutes.
5. To note that capital resources will be maximised and managed to ensure the capital programme 2018/19 remains fully funded and that no resources are foregone.
6. To note that approval of movements and transfers to the Manchester City Council capital programme will reflect a revised capital programme budget of £474.3m and a latest full year forecast of £471.9m. Expenditure to the end of September 2018 is £154.2m.
7. In relation to projects carried out on behalf of Greater Manchester, to agree that the capital budget be amended to reflect movement in the programme, attributable to approved budget increases and updates to spending profiles.
8. To note that approval of movements and transfers to the Greater Manchester capital programme will reflect a revised capital programme budget of £141.8m against a latest full year forecast of £132.3m. Expenditure to the end of September 2018 is £43.6m.

**Exe/18/96 Capital Programme Update**

A report concerning requests to increase the capital programme was submitted. We agreed to recommend four changes to the Council and approved three other changes under delegated powers. These changes would change Manchester City Council's capital budget: +£0.926m in 2018/19, +£0.034m in 2019/20, -£150 in 2020/21 and -£150 in 2021/22. A total net increase of £0.66m.

1. To recommend that the Council approve the following changes to Manchester City Council's capital programme:

a) Strategic Development – Alexandra House. A capital budget allocation and transfer of £12.0m, £0.885m in 2018/19, £4.790m in 2019/20, £4.0m in 2020/21 and £2.325m in future years, to be met from £10.0m from the Estates Transformation budget funded by borrowing and £2.0m from the Asset Management Programme budget funded by capital receipts.

b) Neighbourhoods – Christmas Market Electrical Equipment. A capital budget increase of £0.137m in 2018/19, funded by borrowing.

c) Strategic Development – Car Hire, Etihad. A capital budget allocation and transfer of £0.960m in 2018/19, from the Strategic Acquisition budget, funded by Capital Fund.

d) Highways – Highways Asset Surveys. A virement from the capital budget to revenue of £1.5m, £1.2m in 2019/20, £0.15m in 2020/21 and £0.15m in 2021/22, funded via Capital Fund.

2. To approve the following changes to the City Council's capital programme:

e) Strategic Development – West Gorton Park. An increase in the capital budget of £0.514m in 2018/19 and £1.336m in 2018/19, funded by grant of £1.1m and capital receipts of £0.750m.

f) ICT – Care Leavers Phase 1. A capital budget allocation and transfer of £0.091m in 2018/19, from the ICT Investment Plan budget, funded by borrowing.

g) ICT – ONE System Developments. A capital budget allocation and transfer of £0.048m in 2018/19, from the Children and Families ICT Projects budget, funded by borrowing.

3. To note the increases to the Programme of £0.423m as a result of delegated approvals.

#### **Exe/18/97 Disposal of leasehold interests in land at Crown Street, Manchester**

The Great Jackson Street area is located in the south of the city centre and adjacent to Castlefield. It is bounded by Chester Road and the River Medlock to the north and west, the Mancunian Way to the south and the residential developments on City



Road East to the east. In July 2015 we had considered and endorsed a Development Framework for the area (Minute Exe/15/078). In September 2017 we learned that since 2015 the masterplan design for the area had further evolved and that a revised framework had been drafted. It was agreed that there should be a period of public consultation on that revised framework (Minute Exe/17/121). In January 2018 we had considered the outcome of that consultation and supported the adoption of the Strategic Regeneration Framework (SRF), delegating to the Chief Executive the final decision on adopting the framework document.

A report now submitted by the Strategic Director (Development) dealt with proposals for a land transaction that would support the implementation of the development goals set out in that SRF. The report explained that the Council owned the freehold reversion of three plots of land within the development area. These interests are arranged in three land registry titles, and were the subject of two existing leases to the lead developer in the SFR area, Renaker. The leases were restrictive in their use, permitting only industrial and car parking uses and the unexpired term was insufficient to secure funding for redevelopment of the site in accordance with the SRF. The proposed transaction would comprise an over-arching agreement between the Council and the developer with appropriate conditions to ensure proper and adequate progress with the objectives in the SRF.

1. To note the commitment by the Developer to provide new community amenities in the form of a new educational space, a medical centre and public park within their development proposals.
2. To approve the disposal of new development leases to the existing leaseholder by way of a conditional agreement for lease and lease, on principle terms outlined in the report.
3. To delegate authority to the Strategic Director, Strategic Development, in consultation with the Leader and Executive Member for Housing and Regeneration, to finalise the detailed terms of the commercial agreements.
4. To delegate authority to the City Solicitor to complete the necessary contracts to give effect to the above recommendations.

**Exe/18/98    Item withdrawn - First Street Development Framework Update 2018 Consultation**

This item of business had been withdrawn before the meeting.

## Appendix

**Exe/18/96 Capital Programme Monitoring 2018/19**

<b>Capital Virements October 2018 – Project Name</b>	<b>2018/19 Virement £m</b>	<b>2019/20 Virement £m</b>	<b>2020/21 Virement £m</b>	<b>2021/22 Virement £m</b>
<b>Highway Programme</b>				
<b>Highways Planned Maintenance Programme</b>				
Disabled Bays/ line markings		-150	-50	-50
Network Maintenance		-150	-50	-50
Carriageway Resurfacing		10		
Other Improvement works		300	100	100
<b>Highways Stand Alone Projects Programme</b>				
Velocity		-10		
<b>Total Highways Programme</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Public Sector Housing</b>				
<b>01.00 Northwards - External Work</b>				
Charlestown - Victoria Ave multistorey window replacement and ECW - Phase 1			-3807	
Collyhurst Environmental programme	45			
Updating of Electricity Northwest distribution network phase 2 to multi storeys, maisonettes and retirement blocks	-53			
Updating of Electricity Northwest distribution network phase 3	-52			
External cyclical works ph 3b Moston Estates (Chauncy/Edith Cliff/Kenyon/Thorveton Sq)	-1			
External cyclical works ph 3b Ancoats Smithfields estate	257			
External cyclical works ph 4b Charlestown Chain Bar low rise	5			
External cyclical works ph 4b Charlestown Chain Bar Hillingdon Drive maisonettes	-5			
External cyclical works ph 4b Newton Heath Assheton estate	-1			
Charlestown - Victoria Ave multistorey replacement door entry systems		-30	-100	
ENW distribution network phase 4 (various)	113	291		
Dam Head - Walk up flats communal door renewal	309	2		
<b>02.00 Northwards - Internal Work</b>				
Decent Homes mop ups phase 8 and voids	-115			

<b>Capital Virements October 2018 – Project Name</b>	<b>2018/19 Virement £m</b>	<b>2019/20 Virement £m</b>	<b>2020/21 Virement £m</b>	<b>2021/22 Virement £m</b>
One off rewires, boilers, doors, insulation etc	-15			
Retirement blocks lift programme	-2			
Multi-storey lift replacement	-8			
Boiler Replacement at Cheetham Hill Local Services Office	-1			
Lift replacement / refurbishment programme	-27			
Replacement warden call to Edward Grant Court	-1			
Fire precaution works - installation of fire seal box to electric cupboards on communal corridors in retirement blocks	-1			
Community Room emergency lighting at Victoria Square	-3			
Decent Homes mop ups ph 9 and decent homes work required to voids	-214			
Whitemoss Road and Cheetham Hill Road Local Offices - Improvements	8			
Job 40502 Aldbourne Court/George Halstead Court/Duncan Edwards Court works	20			
Install intercom systems to replace buzzers (various)	-172	-9		
Crumpsall - Bennet Rd flats fire upgrade works	-12	-1		
Collyhurst - Rainwater pipes/guttering rectification work		-62		
Boiler replacement programme - Job 40491		-62		
Kitchen and Bathrooms programme	109		60	
Decent Homes mop ups phase 10 and voids	329			
Installations of sprinkler systems - multi storey blocks		1400		
<b>14.00 Northwards - Adaptations</b>				
Disabled Adaptations	-145			
Adaptations	300			
Adaptations - Northwards	-575			
Adaptations - 18/19	420			
Northwards Housing Programme 2017/18	-512	-1529	3847	
<b>Total Public Sector Housing (HRA) Programme</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Children's Services Programme</b>				
<b>Basic Need Programme</b>				
Crab Lane - Increase capacity	-9			

<b>Capital Virements October 2018 – Project Name</b>	<b>2018/19 Virement £m</b>	<b>2019/20 Virement £m</b>	<b>2020/21 Virement £m</b>	<b>2021/22 Virement £m</b>
E-Act Academy - increase capacity	-36			
Crosslee - Increase capacity	-22			
Mauldeth Road - Increase capacity	-47			
Charlestown - Increase accommodation	-50			
St. John's CE Primary	-58			
Holy Trinity VC Primary	-28			
Stanley Grove - contribution to PFI	13			
Dean Trust Ardwick	-44			
Rodney House conversion	-63			
Basic need - unallocated funds	344			
<b>Schools Maintenance Programme</b>				
Moston Lane Primary	-68			
Wilbraham Primary Roof	-188			
Crowcroft Park PS-Rewire	10			
Pike Fold Community Primary - Ground Stabilisation	-1			
Charlestown Primary ED43076	-1			
All Saints PS	-5			
Collyhurst Nursery School	-35			
Armitage CE Primary	-28			
Crowcroft Park PS - Roof Repairs	-25			
Northenden Primary School - Part Reroof	-138			
Abbot Community Primary - Ext Joinery Repair	-15			
St Mary's PS - Joinery Repairs	-7			
Sandilands PS - Joinery Repairs	-65			
Lancasterian ID Secure Lobby	-4			
Cheetwood PS - Rewire	-112			
Schools Capital Maintenance -unallocated	682			
<b>Total Children's Services Programme</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>ICT Capital Programme</b>				
<b>ICT Infrastructure &amp; Mobile Working Programme</b>				
End User Computing	-64			
Internet Resilience	-101			
ICT Investment Plan	165			
<b>Total ICT Programme</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total CAPITAL PROGRAMME</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## **Manchester City Council Report for Resolution**

**Report to:** Executive – 14 November 2018

**Subject:** Capital Programme Update

**Report of:** Chief Executive and the City Treasurer

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### **Summary**

This report informs members of requests to increase the capital programme, seeks approval for those schemes that can be approved under authority delegated to the Executive and asks Executive to recommend to the City Council proposals that require specific Council approval.

### **Recommendations**

To recommend that the Council approve the following changes to Manchester City Council's capital programme:

1. Neighbourhoods – Smart Litter Bins. A capital budget increase of £0.258m in 2018/19, funded by borrowing of £0.208m and reserves of £0.050m.
2. ICT – Data Centre Network Design and Implementation. A capital allocation and transfer of £3.108m, £2.964m in 2018/19 and £0.144m in 2019/20 to be met from the ICT Investment Plan budget, funded by borrowing.
3. Public Sector Housing – Northwards Replacement of Prepayment meters in High Rise Blocks. A capital allocation and transfer of £0.752m, £0.058m in 2018/19 and £0.694m in 2019/20 to be met from the Northwards unallocated budget, funded by capital receipts.

Under powers delegated to the Executive, to approve the following changes to the City Council's capital programme:

1. ICT – Legal Case Management System. A virement from the capital budget to revenue of £0.320m in 2018/19, funded via Capital Fund.
  2. Strategic Development – One Central Park. A capital budget increase of £1.791m in 2018/19 to be funded from borrowing on a spend to save basis.
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### **Wards Affected**

Various

<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	Contributions to various areas of the economy including investment in ICT services, Housing, and leisure facilities.
A highly skilled city: world class and home grown talent sustaining the city's economic success	Investment in ICT services.
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	Improvements to services delivered to communities and enhanced ICT services.
A liveable and low carbon city: a destination of choice to live, visit, work	Investment in public buildings
A connected city: world class infrastructure and connectivity to drive growth	Investment in the enhanced provision of ICT services.

**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**

The recommendations in this report, if approved, will increase the revenue budget by £0.320m, funded from a corresponding decrease in the capital budget.

### **Financial Consequences – Capital**

The recommendations in this report, if approved, will increase Manchester City Council's capital budget by £1.729m, across the financial years as detailed in Appendix 1.

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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.

- Report to the Executive 7<sup>th</sup> February 2018 – Capital Strategy and Budget 2018/19 - 2022/23)
- Report to the Executive 7<sup>th</sup> March 2018 – Capital Programme – Proposed Increases
- Report to the Executive 21<sup>st</sup> March 2018 – Capital Programme – Proposed Increases
- Report to the Executive 30<sup>th</sup> May 2018 – Capital Programme Monitoring 2017/18 Outturn
- Report to the Executive 30<sup>th</sup> May 2018 – Capital Programme – Proposed Increases
- Report to the Executive 27<sup>th</sup> June 2018 – Capital Programme Update
- Report to the Executive 11<sup>th</sup> July 2018 – Capital Programme Update
- Report to the Executive 25<sup>th</sup> July 2018 – Capital Programme Monitoring
- Report to the Executive 25<sup>th</sup> July 2018 – Capital Programme Update
- Report to the Executive 12<sup>th</sup> September 2018 – Capital Programme Update
- Report to the Executive 17<sup>th</sup> October 2018 – Capital Programme Monitoring
- Report to the Executive 17<sup>th</sup> October 2018 – Capital Programme Update

## **1 Introduction**

- 1.1 This report outlines the requests for increases and decreases to the five-year capital budget 2018/19 to 2022/23.

## **2 Background**

- 2.1 In February each year, the Executive receives a report on the capital budget for the forthcoming five financial years and approves a series of recommendations to make to the City Council. The City Council's resolutions on these recommendations constitute the approval of the five year capital programme for the City Council. Proposals for the 2018/19 to 2022/23 capital budget were presented to the Executive on 7<sup>th</sup> February 2018, including a revised 2017/18 budget.
- 2.2 The following requests for a change to the programme has been received since the previous report to the Executive on 17 October 2018.
- 2.3 Please note that where requests are made in the report to switch funding from capital to revenue and to fund the revenue spend from the Capital Fund, this is a funding switch from within the capital programme and will not have a negative impact on the Fund itself.
- 2.4 For the changes requested below, the profile of the increase, decrease or virement is shown in appendix 1 for each of the projects.

## **3 City Council's Proposals Requiring Specific Council Approval**

- 3.1 The proposals which require Council approval are those which are funded by the use of reserves above a cumulative total of £2.0m or where the use of borrowing is required. The following proposals require Council approval for changes to the capital programme
- 3.2 Neighbourhoods – Smart Litter Bins. This proposal is to fund 51 smart litter bins to be placed in key locations in the city centre, where litter bins are heavily used and the greatest operational efficiencies can be derived from the reduction in the number of waste collections. Smart litter bins can hold up to 8 times more litter than a conventional bin due to the solar powered compression technology contained inside the unit. The smart litter bin solution will promote environmental sustainability by reducing the Council's carbon footprint and CO2 emissions, with fewer refuse vehicle visits, reduced fuel consumption, and air pollution. It will also result in less littered public spaces for an overall cleaner, more sustainable environment thanks to increased bin capacity and smart collection routines. A capital increase of £0.258m in 2018/19 is requested, funded by borrowing of £0.208m and reserves of £0.050m.
- 3.3 ICT – Data Centre Network Design. The investment is required to fund the detailed network design and the purchase and installation of the essential infrastructure items including: hardware, firewalls, N3 connectivity and WAN



connectivity. This is a key element of the ICT Investment Strategy which will allow the implementation of data centre core network, connectivity, and core services and will also mitigate corporate risk by supporting the Council's disaster recovery ability within the data centre. This is the third phase of the Data Centre Programme following on from the Core Infrastructure Refresh project and the Co-location Facility and Migration project. A capital budget allocation and transfer of £3.108m, £2.964m in 2018/19 and £0.144m in 2019/20, from the ICT Investment Plan budget is requested, funded by borrowing.

- 3.4 Public Sector Housing – Northwards Replacement of Prepayment Meters in High Rise Blocks. An upgrade of obsolete heat and prepayment meters where tenants are supplied heat and hot water through communal heating systems in high rise blocks. The existing systems are inefficient and obsolete and are therefore becoming difficult and expensive to repair. This will also provide tenants with a range of payment methods. In terms of social value, the current suite of key performance indicators for the project include community benefit, equality and diversity and environmental targets, for example, contractors are required to provide trainee and work experience placements. A capital budget allocation and transfer of £0.752m, £0.058m in 2018/19 and £0.694m in 2019/20, from the Northwards unallocated budget is requested, funded by capital receipts.

#### **4 Proposals Not Requiring Specific Council Approval**

- 4.1 The proposals which do not require Council approval and only require Executive approval are those which are funded by the use of external resources, the use of capital receipts, the use of reserves below £2.0m or where the proposal can be funded from existing revenue budgets and where the use of borrowing on a spend to save basis is required. The following proposals require Executive approval for changes to the City Council's capital programme:
- 4.2 ICT – Legal Case Management System. The current case management solution used by legal services will come to its end of life in 2020 and does not lend itself to modern working practices. To ensure that Legal Services has a fit for purpose, cost effective solution that will drive and deliver efficiencies to improve service performance, a new Legal Services Case Management System is required. A capital budget decrease of £0.320m is requested and approval of a corresponding transfer of £0.320m to the revenue budget, funded by capital fund.
- 4.3 Strategic Development – One Central Park. Further funding is required for the project due to additional instructions required to the construction contract. These include improvements to the external façade of the building, works to allow for greater sub division of office space which will improve our ability to let the building and the separate funding of tenant fit out costs which will increase rental income. The additional funding for the fit out costs will only be utilised where a tenant is legally committed to occupy, ensuring there is additional income to fund the invest to save borrowing. The tenant fit out funding is

considered to be beneficial to the scheme following discussions with prospective tenants and independent market advice. A capital budget increase of £1.791m is requested, funded by borrowing on a spend to save basis.

## **5 Prudential Performance Indicators**

- 5.1 If the recommendations in this report are approved the General Fund capital budget will increase by £1.729m, across financial years as detailed in Appendix 1.
- 5.2 This will also result in an increase in the prudential indicator for Capital Expenditure in corresponding years. Monitoring of all prudential indicators is included within the Global Revenue Monitoring report.
- 5.3 There is an increase in the requirement for prudential borrowing, however, this has already been assumed within the City Council's revenue budget and therefore there is no impact on the City's Council Tax.

## **6 Conclusions**

- 6.1 The capital budget of the City Council will increase by £1.729m, if the recommendations in this report are approved.
- 6.2 The revenue budget of the City Council will increase by £0.320m, via the capital fund, if the recommendations in this report are approved.

## **7 Conclusions**

- 7.1 The recommendations appear at the front of this report.

## Appendix 1 - Requests for Adjustments to the Capital Budget Provision

Department	Scheme	Funding	2018/19 £'000	2019/20 £'000	2020/21 £'000	Future £'000	Total £'000
<b>Council Approval Requests</b>							
Neighbourhoods	Smart Litter Bins	Borrowing	208	0	0	0	208
Neighbourhoods	Smart Litter Bins	Reserve (Clean City)	50	0	0	0	50
ICT	Data Centre Network Design and Implementation	Borrowing	2,964	144	0	0	3,108
ICT	ICT Investment	Borrowing	-2,964	-144	0	0	-3,108
Public Sector Housing	Northwards Replacement of Prepayment Meters in High Rise Blocks	Capital Receipts	58	694			752
Public Sector Housing	Northwards Unallocated	Capital Receipts	-50	-702	0	0	-752
<b>Total Council Approval Requests</b>			<b>266</b>	<b>-8</b>	<b>0</b>	<b>0</b>	<b>258</b>
<b>Executive Approval Requests</b>							
ICT	Legal Case Management System	Funding Switch to Revenue via Capital Fund	-50	-270			-320
Strategic Development	One Central Park	Borrowing (Spend to Save)	1,791	0	0	0	1,791
<b>Total Executive Approval Requests</b>			<b>1,741</b>	<b>-270</b>	<b>0</b>	<b>0</b>	<b>1,471</b>
<b>Total Budget Adjustment Approvals</b>			<b>2,007</b>	<b>-278</b>	<b>0</b>	<b>0</b>	<b>1,729</b>

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## Manchester City Council Report for Resolution

**Report to:** The Executive – 14 November 2018

**Subject:** Manchester Science Park (MSP) SRF update

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

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### Summary

This report presents Executive Members with a draft update of the 2014 Strategic Regeneration Framework for Manchester Science Park, and requests that the Executive approve the framework in principle, subject to a public consultation on the proposals.

### Recommendations

The Executive is recommended to:

- i) Approve in principle the updated regeneration framework for Manchester Science Park;
  - ii) Request the Chief Executive undertake a public consultation exercise on the regeneration framework with local stakeholders; and
  - iii) Request that a further report be brought forward, following the public consultation exercise, setting out comments received, and responses to the comments.
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**Wards Affected** Deansgate & Hulme

Manchester Strategy outcomes	Summary of the contribution to the strategy
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	<p>The SRF will deliver a range of employment opportunities within the Oxford Road Corridor. This district is one of the most economically important area within Greater Manchester, generating £3 billion GVA per annum and with more job creation potential than anywhere else.</p> <p>Assets within Manchester Science Park and the wider Oxford Road Corridor area are vital to capture the commercial potential of research and innovation. The range of employment opportunities include construction through the ten year development phases and end use opportunities within both retail and knowledge</p>

	intensive sectors including tech, med-tech and digital.
A highly skilled city: world class and home grown talent sustaining the city's economic success	<p>The Manchester Science Park Strategic Regeneration Framework sets out the development opportunities in recognition of the scope for the ambitious expansion of MSP. in order to ensure that this unique commercial location is maximised for the benefit of Greater Manchester.,</p> <p>The further expansion of MSP is driven by the requirements of both new and existing technology business with the potential for rapid growth, particularly those developing and commercialising new products and processes. The creation of an optimum environment for this sector will assist in developing a high calibre talent pool and retaining talent within with city.</p>
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	<p>The SRF includes proposals for the delivery of new purposed built student residential accommodation. This development will be aligned with the objectives and aspirations of the universities and meet increasing demand resulting from Manchester's position, within both the UK and internationally, as a leading city for higher education.</p> <p>MSP continues to support a range or training programmes and initiatives to increase the skills of those seeking to work within the science, digital and technology sectors. Occupants within the MSP site have facilitated a number of apprenticeships and enterprise / training programmes.</p>
A liveable and low carbon city: a destination of choice to live, visit, work	The delivery of high quality public realm forms a critical component of maximising the future expansion of MSP. Adding high quality public realm will improve the local communities experience as a place to walk through and dwell. It will also ensure the delivery of an environment that appeals to future commercial occupiers and create a fitting environment for occupants to showcase the world-leading work and activities that are taking place at MSP.

A connected city: world class infrastructure and connectivity to drive growth	The MSP site will benefit from continued investment and enhancements delivered in relation to the city's public transport infrastructure. The framework promotes a modal shift from a reliance on car travel to the site, utilising the locations strong sustainable transport links including the recently delivered bus priority scheme, the Metrolink network, cycling infrastructure and walking routes that connect the MSP site and Oxford Road Corridor with the city centre and Hulme.
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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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#### **Contact Officers:**

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Telephone: 0161 234 3329  
Email: p.bartoli@manchester.gov.uk

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

The following documents disclose important facts on which the report is based and have been relied upon in preparing the report. Copies of the background documents

are available up to 4 years after the date of the meeting. If you would like a copy please contact one of the contact officers above;

- Report to Executive – Manchester Science Park Draft Regeneration Framework – 12 March 2014
- Report to Executive – Manchester Science Park Draft Regeneration Framework – 3 September 2014
- Manchester Science Park – Strategic Regeneration Framework September 2014
- Draft updated Manchester Science Park Strategic Regeneration Framework – August 2018



## **1.0 Introduction**

- 1.1 Manchester Science Park (MSP) is a strategic employment area on the Oxford Road Corridor. The Oxford Road Corridor covers a 243-hectare area, running south from St Peter's Square to Whitworth Park along Oxford Road. The district is one of Greater Manchester's most economically important areas, with more job creation potential than anywhere else. The area generates £3billion GVA per annum, consistently accounting for 20% of Manchester's economic output over the past five years. The area has more than 60,000 jobs, over half of which are within knowledge-intensive sectors, including health, education and professional, scientific and technical sectors.
- 1.2 In September 2014, the Executive approved a Strategic Regeneration Framework (SRF) for the Science Park.
- 1.3 The framework sought to guide the future expansion and intensification of MSP: it identified principles to underpin future development in a manner that would help to translate the site's locational advantages into positive economic, social and environmental benefits, as well as maximising the opportunity to secure further knowledge-intensive, science-based activities that could positively contribute to the continued growth of Manchester and the wider City-region's economy. Since 2012, MSP has grown from approximately 220,000 sq.ft. to more than 320,000 sq.ft. The average occupancy continues to remain high, now at 96.9% (90% where instructions are excluded). A number of buildings maintain a 95%-100% occupancy. MSP is also home to more than 120 innovative businesses.
- 1.4 The Oxford Road Corridor has finite and increasingly scarce land resources, and there are significant demands from all of the existing institutions for additional space to support the delivery of their core functions, as well as for other uses that support the economic growth of the area and the wider city. Therefore, if the economic growth objectives for the Corridor are to be met, it is necessary to ensure that land is used effectively and efficiently. As demand for accommodation continues to grow, we will need to continue to monitor the capacity of sites that have been identified to support commercial activities within the Corridor.
- 1.5 In March 2018, a Strategic Spatial Framework for the Oxford Road Corridor was approved. This framework will guide decision-making on future planning applications, and provide an important point of reference in the formulation of future policy and masterplanning work within the Oxford Road Corridor. Further spatial planning work is currently being undertaken, to assess the opportunities for additional development space that can support the activities of the key institutions and other potential commercial occupiers, which will contribute to the growth of the Corridor and the city's economy.

## **2. Background**

- 2.1 Following the endorsement of the 2014 regeneration framework, MSP has clearly taken significant strides towards becoming a leading global urban science park.
- 2.2 The updated SRF responds to the need to consider how MSP can be further enhanced as a key interface between science, research, academia and business. The scarcity of developable land make it imperative to optimise MSP's existing buildings through redevelopment or remodelling, in order to deliver the identified growth strategy, meet market demand, and continue to drive economic output in key knowledge sectors.
- 2.3 The draft updated SRF and accompanying indicative masterplan sets out how an expanded MSP could successfully deliver circa 1.3m sq. ft. in a manner that aligns with the key development and urban design principles established in 2014.

### **3. Progress Since the 2014 Development Framework**

- 3.1 Since 2014, significant progress has been made including: delivery of the Bright Building at the heart of the park; development of partnerships and initiatives, including CityVerve, Mi-IDEA and Med-TECH Incubator; supporting infrastructure, including new multi-functional public realm; acquisition and refurbishment of Hillel House, now known as BASE, the refurbishment of Greenheys Business Centre and the acquisition of Synergy House; support for a range of training programmes and apprenticeships, including for local schools; and continued business support through events and services.
- 3.2 Over the last 6 years, MSP has grown from approximately 220,000 sq. ft. to more than 320,000 sq. ft. Average occupancy remains high, now at 96.9%, and the site is home to more than 120 innovative businesses.
- 3.3 The success and growth of MSP illustrate that it is moving towards its vision of becoming a leading global urban science park. The continued strength of the science, digital and technology sectors and on-going demand from existing customers and potential new occupiers looking to benefit from the sectors clustering within the Oxford Road Corridor, demonstrate that MSP is still capable of achieving further growth.
- 3.4 The award of Enterprise Zone status with a specialism in Life Sciences, provides competitive advantages to drive future growth, for example, the ability to claim business rate relief for new and expanding occupants.
- 3.5 A joint initiative between the City Council and Bruntwood, utilising funding provided by DCMS, has seen the launch of the newly operational Manchester Tech Incubator within both the Bright Building and at Manchester Technology Centre (Circle Square). This provides specialist business growth services to help new and early stage businesses in the data science and technology innovation sectors. Occupiers receive access to funding and finance, world class talent and skills development services, as well as networking and

business support. There are already 87 businesses in occupation, which was launched in May this year.

- 3.6 The increased profile of MSP has led to the attraction and retention/ expansion of many high profile businesses. Examples include; Qiagen, Zilico, SteamaCo, Cubic Motion and Premaitha Health.
- 3.7 The Bright Building is home to CityVerve, Innovate UK's "Internet of Things" (IOT) city demonstrator, in which MSP and the City Council are lead partners. The CityVerve project brings together the latest IOT technologies, deployed at city scale to deliver transformative benefits: new business and jobs for Manchester; better healthcare, transport and environment; and more engaged and empowered citizens.
- 3.8 The launch of Mi-IDEA, a partnership between MSP and Cisco, working with early-stage companies to develop innovative technologies and solutions. The partnership focuses on the areas of smart cities, IOT, digital healthcare and the digital creative sector. Since launching, 8 companies have been accommodated, facilitating 17 new FTE jobs and 5 internships.

#### **4. Development Framework Principles**

- 4.1 The 2018 draft SRF Update sets out a refreshed strategy which recognises that there is increasing pressure for additional floorspace to support the growth in science-based economic activity. There needs to be an ambitious expansion of MSP in order to ensure that the unique opportunity to capture this activity is grasped, for the benefit of the city and Greater Manchester, including the local community. MSP is one of a limited number of sites in close proximity to the universities and hospital, and all must be supported to play their fullest part in the future growth of the Corridor and the city.
- 4.2 This approach is fully in accordance with the Oxford Road Corridor Strategic Vision to 2025 and the Oxford Road Corridor Strategic Spatial Framework. It will support MSP as it looks to further expand its accommodation in a manner that takes account of the needs of new and existing technology business with the potential for rapid growth, particularly those developing and commercialising new products and processes.
- 4.2 The updated draft SRF includes a series of refreshed core development principles, which will guide a comprehensive approach to the further expansion and diversification of MSP. The principles are set out below.

#### **4.3 Economy**

- Development at Manchester Science Park will facilitate the progress and strengthen activities within key growth sectors, such as science and technology which will support both the future growth potential of the Corridor's institutional partners and also the development of high value added and high growth companies.

- Increasing the contribution of the private sector is a key driver for the Oxford Road Corridor. A combination of the Corridor's leading and innovative institutions, and the area's Life Science Enterprise Zone status, will fuel this growth and attract international companies, who wish to carry out R&D functions in Manchester.
- Central to the MSP Masterplan is the need to increase the quantum of available space, including for incubation facilities and grow-on support for businesses. Creating the quality of environment and amenities that both existing occupants and future national and international occupiers require.
- There is significant scope to increase density within the MSP site to overcome the existing constraints which hinder the ability to facility new business occupants and to enable existing occupants to expand within the site.
- The indicative MSP Masterplan provided at Appendix A of the draft SRF indicates how a well-considered, masterplanned approach can result in a significantly enhanced environment and an increase in net floorspace from circa 320,000 sq. ft. to circa 1.3 million sq. ft.

#### **4.4 Place**

- The delivery of high quality public realm and new amenities and infrastructure continues to be a critical component of maximising the future expansion of MSP. This will ensure the delivery of an environment that appeals to future occupiers and creates amenity value for existing customers and local communities, as well as helping to showcase the world-leading work and activities that are taking place at MSP.
- The creation of a central, predominantly green space, which will provide a focal point for the area – a place where all pedestrian and cycle routes will ultimately lead – offering a range of activities from quiet relaxation to pop up events and outside sports activities.
- The masterplan sets out a network of multi-functional smaller squares and plazas to create vibrancy and a sense of community.
- The public realm strategy recognises and lays the foundations for a strategy that will deliver a sense of place and clear identity, which is inclusive, welcoming, safe and distinctive in supporting the needs of the MSP community and appealing to the innovative businesses wishing to locate there.
- A key design principle underpinning the masterplanning of the site is to continue to open it up and enhance permeability and connectivity with adjoining areas, emphasising that the park is fully accessible to the public. Additional east – west linkages through the site are required, building on the success of the new access from Lloyd Street North delivered through the Bright Building scheme, in order to connect the site to the universities and NHS campus to the east, and local communities such as Moss Side and Hulme to the west.

- Further legible pedestrian routes through the site will be provided. Enhancing connections to the University of Manchester and NHS campus and the wider Oxford Road Corridor area.
- The site's areas of public realm will be carefully managed and maintained, with continuing investment to guarantee safety and security, while maintaining a welcoming, permeable and open experience for workers, visitors and residents.
- The current position of the MSP site predicates access by car. However, this does not reflect the availability of sustainable transport modes within Central Manchester. A comprehensive travel survey of MSP employees was undertaken in August, which identified that currently 42% of respondents travel to MSP by car; 21% by cycle; 21% by bus, train or Metrolink; 10% walk; 3% use motorcycles; and 3% via other, which includes car sharing and private taxi services. MSP encourages employees to use sustainable travel modes, including through the introduction of enhanced cycle facilities across the site. An area-wide workplace travel plan is being developed for the wider MSP site, which will provide a framework for further measures. This will include better facilities for those who cycle, walk or run to work with secure cycle parking, shower, changing and storage facilities.
- Whilst surface level parking will be rationalised and sustainable transport links promoted, there will inevitably be a requirement for car parking from occupiers. In order to compensate for the loss of surface car parking, and to assist with the place making strategy for the site, a carefully designed and located multi-storey car park (MSCP) is proposed as part of a later phase of development. The requirement for this will be kept under review as development comes forward and further travel planning measures are implemented. However, it is anticipated that the MCSP will provide a similar level of car parking as existing at MSP (i.e. no net increase) for a significantly increased quantum of commercial floorspace (and therefore number of employees and visitors) which would require an associated reduction in the modal split for people travelling by car. The MSCP would include provision for electric vehicle charging points.
- The Council operate a Resident Parking Scheme in the vicinity of MSP. This currently has two areas: H2 – Arnott Crescent and Monton Estate to the south and west.
- Denmark Road is currently subject to a variety of restrictions that limit parking, but there are also large areas where on-street parking is allowed. As part of the Bright Building proposals, MSP has agreed a revised scheme of Traffic Regulation Orders with the Council, to provide more short-term parking and alleviate some of the issues that occur with congestion on Denmark Rd and Pencroft Way. The scheme includes the addition of proposed limited waiting for 30 minutes and 2 hours, with no return within 1 hour. The scheme is currently being progressed by the Council through a Section 278 Agreement.

## 4.5 People

- The creation of new employment opportunities is a key element of the SRF proposals, which will be delivered through a significant increase in floorspace at a major employment location.
- The total employment on the site following completion of the masterplan has been estimated at 7,500 Full Time Equivalent (FTE) jobs. This is a potential increase of 5,700 FTE jobs over the 10 year implementation of the masterplan.
- Many of the existing jobs are in skilled roles and this trend would continue with the proposed employment growth.
- The creation of new employment within high value, key growth sectors such as science and technology, will provide opportunities for strengthening the skills profile of the workforce, which is a priority for the region.
- The SRF sets out MSP's commitment to supporting an outstanding range of programmes and initiatives, which are designed to attract and retain young people to develop careers within digital, science and technology sectors. A number of the apprenticeships have resulted in FTE positions at MSP.
- MSP works with Manchester Sharp Futures, a social enterprise that supports diverse young people into employment in the creative digital and tech sectors. Manchester Sharp Futures supports the running of Mi-IDEA and the TECH Incubator through their POD services programme, enabling entry level talent to provide valuable support to fledgling and fast-growing businesses in the digital sector.
- MSP has immediate adjacencies to the residential areas of Hulme and Moss Side, which are located to the north-west and south-east respectively. The importance of the residential communities surrounding MSP is recognised; a number of initiatives and investments have been made to improve conditions for local residents and ensure that they share in the benefits of MSP's continued success and growth. These include enhancements to the public realm, and a number of active retail uses, such as the Old Abbey public house, and the new café at Bright Building, where visitors and residents are encouraged to use the facilities.

## 4.6 Smart Sustainable Cities

- Sustainability lies at the heart of the proposed development at the MSP site. Re-use of existing buildings, promotion of sustainable transport, promotion of health and well-being and place-making all form part of the core development principles.
- With significant recent and planned investment in public transport provision and shifting attitudes of workers towards their commute to work, there is a desire to gradually manage a reduction in the car parking requirements on site

over time. This is further supported by the attitude of many of the forward thinking companies who occupy science parks, which genuinely seek to encourage sustainable transport behaviour of their employees through various travel planning initiatives.

- The City Council operate a Resident Parking Scheme in the vicinity of MSP, in order to prevent employees and visitors parking on street. The existing schemes currently covers two areas; Arnott Crescent, and Monton Estate. Within these areas a permit is needed to park for more than two and three hours respectively between 8am and 6pm, Monday – Friday.
- Further control of on-street parking is currently being developed following the construction of the Bright Building.

## **5.0 Key Projects & Phasing**

- 5.1 The draft updated SRF sets out a development plan phased over a 10 year period to ensure the maximum economic benefit for the city.
- 5.2 An initial phase of development (2019-2021) is proposed to deliver:
  - An extension to the existing Greenheys' building, to provide circa 60,000 sq. ft. of commercial floor space.
  - A new 5 / 6 storey building located adjacent to the Greenheys' building, providing circa 100,000 sq. ft. of flexible commercial floor space and facilities for collaborative working on the site currently occupied by the BASE Building.
  - Public Realm facilitated by the closure of the northern end of Pencroft Way, which will enable the provision of new and enhanced areas of public realm within MSP.
- 5.3 This initial phase of development of 160,000 sq. ft. at MSP is expected to deliver up to 1,300 FTE jobs.
- 5.4 Future phases of development will come forward within a considered ten year programme. This will take into account interdependencies between specific elements of MSP, the need to minimise disruption, and continuing to enhance the quality and character of the MSP environment.
- 5.5 It is proposed to include purpose-built student accommodation in the future phased element. This accommodation will replace existing provision at Whitworth Park, which is owned and managed by the University of Manchester. These facilities are in poor condition and will need replacing in the medium term. They are also of low density and do not utilise the site effectively. This reprovision would be consistent with Core Strategy Proposal Policy H12, which affords priority to the Universities to provide managed student facilities in accordance with the requirements identified in their respective residential strategies.

This phasing is likely to include:

- Flexible commercial laboratory and workspace, with a range of floorplates.
- A multi storey car park located off Charles Halle Road.
- Pavilion Building located within the heart of the park, providing additional food and beverage amenity for customers and local residents.
- Infrastructure and public realm; including new public spaces, servicing facilities and cycle parking.
- Purpose-built student accommodation on the vacant McDougall Centre site. The site has the capacity to accommodate buildings of between 6 and 10 storeys.

## **6. Conclusion**

- 6.1 The enhancement and expansion of MSP represents a key opportunity for the city to capture new opportunities for sustained growth in key sectors such as biotechnology and life sciences in an increasingly competitive and dynamic global marketplace. It represents an opportunity for the city to build upon the further development of its network of alliances and partnerships throughout the world.
- 6.2 The Masterplan proposals would help to drive forward the city's competitive offer as a principal destination for inward investment and employment in key growth sectors, and contribute substantially to the further expansion and diversification of its economic base in a manner that can be fully aligned with its economic development, sustainability and regeneration objectives for the wider benefit of residents across Manchester.

## **7.0 Contributing to the Manchester Strategy**

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

- 7.1 The SRF will deliver a range of employment opportunities within the Oxford Road Corridor. This district is the most economically important area within Greater Manchester, generating £3 billion GVA per annum and with more job creation potential than anywhere else.

Assets within Manchester Science Park and the wider Oxford Road Corridor area are vital to capture the commercial potential of research and innovation. The range of employment opportunities include construction through the ten year development phases and end use opportunities within both retail and knowledge intensive sectors including tech, med-tech and digital.

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

- 7.2 The Manchester Science Park Strategic Regeneration Framework sets out the development opportunities in recognition of the scope for the ambitious expansion of MSP, in order to ensure that this unique commercial location is maximised for the benefit of Greater Manchester.



The further expansion of MSP is driven by the requirements of both new and existing technology business with the potential for rapid growth, particularly those developing and commercialising new products and processes. The creation of an optimum environment for this sector will assist in developing a high calibre talent pool and retaining talent within with city.

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

- 7.3 The SRF includes proposals for the delivery of new purposed built student residential accommodation. This development will be aligned with the objectives and aspirations of the universities and meet increasing demand resulting from Manchester's position, within both the UK and internationally, as a leading city for higher education.

MSP continues to support a range or training programmes and initiatives to increase the skills of those seeking to work within the science, digital and technology sectors. Occupants within the MSP site have facilitated a number of apprenticeships and enterprise / training programmes.

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

- 7.4 The delivery of high quality public realm forms a critical component of maximising the future expansion of MSP. Adding high quality public realm will improve the local communities experience as a place to walk through and dwell. It will also ensure the delivery of an environment that appeals to future commercial occupiers and create a fitting environment for occupants to showcase the world-leading work and activities that are taking place at MSP.

**(e) A connected city**

- 7.5 The MSP site will benefit from continued investment and enhancements delivered in relation to the city's public transport infrastructure. The framework promotes a modal shift from a reliance on car travel to the site, utilising the locations strong sustainable transport links including the recently delivered bus priority scheme, the Metrolink network, cycling infrastructure and walking routes that connect the MSP site and Oxford Road Corridor with the city centre and Hulme.

**8.0. Key Policies and Considerations**

**(a) Equal Opportunities**

Over the next decade, it is anticipated around 5,700 jobs will be created at MSP.

**(b) Risk Management**

- 8.2 Not applicable

**(c) Legal Considerations**

- 8.3 If approved by the Executive, following consultation, the updated Manchester Science Park (MSP) SRF will not form part of the Council's Development Plan but would be a material consideration when development control decisions are made.

## Manchester City Council Report for Resolution

**Report to:** Executive – 14 November 2018

**Subject:** Oxford Road Corridor Strategic Regeneration Framework Guidance

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

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### Summary

The purpose of this report is to seek the Executive's support for a new Strategic Regeneration Framework Guidance (SRFG) for the Oxford Road Corridor area. It seeks the Executive's endorsement in principle of the draft framework, which would help to guide the development of specific sites in a consistent way, reflective of the Oxford Road Corridor's physical and locational characteristics. The report also seeks agreement for a consultation exercise to be undertaken on the draft framework.

If approved by the Executive the final version of the Oxford Road Corridor SRFG will guide development and investment activity, and provide a framework for supporting planning proposals.

### Recommendations

The Executive is recommended to:

- i) Endorse in principle the Strategic Regeneration Framework Guidance for the Oxford Road Corridor area;
  - ii) Request the Strategic Director undertake a public consultation exercise on the framework with local stakeholders; and
  - iii) Request that a further report be brought forward, following the public consultation exercise, setting out comments received.
- 

**Wards Affected:** Piccadilly, Ardwick, Hulme,

Manchester Strategy outcomes	Summary of the contribution to the strategy
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	The Oxford Road Corridor is economically the most important area within Greater Manchester, with more job creation potential than anywhere else. The area generates £3billion GVA per annum, consistently accounting for 20% of Manchester's economic output over the past five years. The area has more than 70,000 jobs, over half of which are within knowledge-intensive sectors, including health, education and professional, scientific and

	<p>technical sectors.</p> <p>Assets within the Oxford Road Corridor area are vital to capture the commercial potential of research and innovation.</p> <p>There is the potential to create further significant job opportunities on the sites included within the Strategic Regeneration Framework Guidance.</p>
A highly skilled city: world class and home grown talent sustaining the city's economic success	<p>The Oxford Road Corridor Strategic Spatial Framework sets out the development opportunities to create the optimum environment for the knowledge economy to thrive and grow. Alongside the local business community, the Oxford Road Corridor contains the city's key knowledge institutions that create a high calibre talent pool. The creation of a range of new employment opportunities and enhanced connections to these roles will assist in retaining talent retention from a critical mass of activity to strengthen the economy.</p>
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	<p>Oxford Road Corridor partners have worked, and continue to work, on the development of skills to ensure the city can meet its potential.</p> <p>Partners continue to focus on 'Increasing Oxford Road Corridor's contribution to Economic and Social Inclusion' as an objective of the Strategic Vision to 2025. Enhanced connections to surrounding communities are prioritised, to help spread the benefits of regeneration investment.</p>
A liveable and low carbon city: a destination of choice to live, visit, work	<p>The Oxford Road Corridor is a neighbourhood of choice that contains a wealth of cultural, leisure and educational assets. These attractions which include The Whitworth Gallery and park, Manchester Museum, Contact Theatre and Manchester Academy, make the area a key visitor destination and a place to spend time.</p> <p>Oxford Road Corridor is also the home to a leading research and teaching hospital campus which serves the wider region.</p> <p>The Strategic Regeneration Framework Guidance sets out the priorities for further place-making activity, including new public realm, within the sites included.</p>
A connected city: world class infrastructure and connectivity to	<p>Oxford Road Corridor partners work together on transport issues on a variety of scales and modes</p>

drive growth	<p>all with the aim of enabling transport services to function within the area, enabling people to travel in a sustainable manner including walking and cycling.</p> <p>The framework alongside the Oxford Road Corridor Spatial Framework considers connections and routes between surrounding wards; improving wayfinding; and enhancing key transport routes to be important.</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**

There are no immediate consequences arising as a result of the framework. If the Council does seek to use its CPO powers in the future, on the basis set out by the Council's Executive in June 2017, then further reports will be brought to the Executive.

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### **Contact Officers:**

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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;

- Oxford Road Corridor Strategic Vision to 2025.

- Report to the Executive - Oxford Road Corridor Enterprise Zone (formerly known as GM Life Science Enterprise Zone) - January 6 January 2016
- City Centre Strategic Plan 2015 – 2018
- Report to the Executive – MMU Estates Strategy - 28 June 2017
- Report to the Executive – Oxford Road Corridor Strategic Spatial Framework – 28 June 2017
- Report to the Executive – Oxford Road Corridor Strategic Spatial Framework – 8 March 2018
- Oxford Road Corridor Strategic Spatial Framework – March 2018
- Draft Oxford Road Corridor Strategic Regeneration Framework Guidance – October 2018

## **1.0 Introduction**

- 1.1 This Strategic Regeneration Framework Guidance is intended to sit alongside the endorsed Oxford Road Corridor Strategic Spatial Framework (SSF) and provide further detail relating to four specific sites within the Oxford Road Corridor area.
- 1.2 The Oxford Road Corridor is economically the most important area within Greater Manchester, with more job creation potential than anywhere else in the city region. The area generates £3billion GVA per annum, consistently accounting for 20% of Manchester's economic output over the past five years. The area has more than 70,000 jobs, over half of which are within knowledge-intensive sectors, including the health, education and professional, scientific and technical sectors.
- 1.3 The area contains one of the largest higher-education campuses in the UK, with close to 75,000 undergraduates and postgraduates studying at The University of Manchester, Manchester Metropolitan University and the Royal Northern College of Music. Alongside the universities sits the Central Manchester University Hospitals NHS Foundation Trust (a leading Trust for teaching, research and specialist services. Also within the area is Manchester Science Partnership's (MSP's) Manchester Science Park, which is home to a thriving and diverse community of more than 160 high growth science and technology businesses, ranging from start-ups to global companies.
- 1.4 The Oxford Road Corridor Partnership consists of Manchester City Council, Manchester Metropolitan University (MMU), The University of Manchester (UoM), Central Manchester University Hospitals NHS Foundation Trust (CMFT), Bruntwood, ARUP, and Manchester Science Partnerships (MSP).
- 1.5 The successful development of the Oxford Road Corridor is fundamental to driving future economic growth and investment in the Greater Manchester City Region. By 2025, the planned development programme within the area will deliver over four million sq. ft. of high quality commercial, leisure, retail and residential space.

## **2.0 Background**

- 2.1 In March 2018, following a public consultation on the proposals, the Council's Executive endorsed the Oxford Road Corridor Strategic Spatial Framework (SSF). This document identified a series of overarching spatial principles for the Oxford Road Corridor as a whole, providing a masterplan and guidance document for the future development of sites, as they come forward for development within this strategically important area.
- 2.2 A number of regeneration sites within the Oxford Road Corridor already benefit from individual Strategic Regeneration Frameworks (SRF's), including North Campus, First Street, Circle Square and Manchester Science Park. SRF's are developed in accordance with Manchester's Core Strategy, to ensure that individual strategies for sites complement the city's wider strategic

objectives and contribute towards the social, economic and environmental well-being of Manchester. These endorsed SRF's have helped to facilitate the regeneration of these key regeneration areas over recent years, in a way that will maximise their contribution to Manchester's strategic objectives.

- 2.3 This SRFG is being brought forward by the Oxford Road Corridor Partners in relation to four key sites, which are integral to the Oxford Road Corridor Strategy. These sites are:
- Upper Brook Street
  - Former Elizabeth Gaskell Campus
  - Wilmott Street (Former Salvation Army)
  - Birchall Way
- 2.4 These sites, with the exception of Wilmott Street (which is located within the First Street SRF area), do not currently benefit from an endorsed development or regeneration framework. There is a need therefore to establish site-specific urban design, place-making and development principles as well as planning guidance that will enable similar positive regeneration outcomes to be secured.
- 2.5 A summary of the principals for each of the four areas is provided in the following sections of this report. For each area, the SRFG provides the key principles for the site included in SSF, and the site priorities of the Oxford Road Corridor Partners, in line with the principles within the SSF. A detailed set of development and masterplanning objectives are then set out under each of the partner priority areas, including, for example, development heights, connectivity, sustainability, car parking strategies and future maintenance, in order to guide future planning applications and decisions.

### **3.0 Upper Brook Street**

#### **Spatial Context**

- 3.1 The Upper Brook Street (UBS) site is identified within the SSF as a “future development opportunity”, with scope for increased density, providing mixed commercial uses. The site is adjacent to an area of the University of Manchester estate identified as a Science, Research and Innovation cluster (including the National Graphene Institute and Sir Henry Royce Institute) and the North Campus development area. It is also close to the Piccadilly, Mayfield and Circle Square regeneration areas, providing a significant opportunity to connect the Corridor into surrounding development areas and beyond to Ardwick and East Manchester, opening up employment, leisure and commercial opportunities to local residents. A plan of the site is included at Appendix 1.
- 3.2 The UBS site is identified as providing a major opportunity for large-scale employment generating uses, with a mix of uses which are complementary to the nearby regeneration areas.



## **Site Priorities**

### **3.3 Economy**

- A commercially-led masterplan, focused on further workspace in the research and development sector, along with education and research facilities.
- Scope for rationalisation and re-location of uses, including the car dealerships and supermarket, to facilitate development and consideration of the relationship to the adjacent Brunswick Private Finance Initiative area.
- The possibility of residential development will be considered only where it can be demonstrated that it would facilitate delivery of the employment led masterplan.

### **3.4 Place**

- Explore the potential for height in appropriate locations, but with lower density development to the eastern end of the site, towards Brunswick Estate and Gartside Gardens, and which complements the building line across Upper Brook Street, supporting positive townscape.
- Deliver high quality, inclusive new public realm, integrating with, and enhancing, existing space at Gartside Gardens and Brunswick Park.
- Improving the pedestrian environment and reducing the dominance of traffic, through setting back buildings, tree planting and animation.
- Enhance pedestrian connections to Upper Brook Street and east west through the Oxford Road Corridor to Ardwick and Hulme.
- Improving north south cycle connectivity.
- Identify appropriate locations for anchor community, retail and leisure uses to serve existing and new communities.
- Sustainable development, including promotion of health and well-being, sustainable building design, and provision of cycling facilities.

### **3.5 People**

- Support a mix of uses that will create new employment, training and apprenticeship opportunities, accessible to local residents.
- Provision of new and improved public realm and social infrastructure (as described under 3.4).

## **4.0 Former Elizabeth Gaskell Campus**

### **Spatial Context**

- 4.1 The former Elizabeth Gaskell Campus site is identified within the Oxford Road Corridor SSF as a “Transformational Strategic Investment Site” and part of the existing and emerging cluster of Health, Innovation and Well-being, including at Citylabs. It is located immediately adjacent to the existing Manchester University NHS Foundation Trust, at the southern edge of the Oxford Road Corridor. A plan of the site is included at Appendix 2. It is considered essential to safeguard the site to provide further floorspace to support the health and innovation cluster, and the overall growth objectives of the Oxford

Road Corridor, for example, as would be provided through the existing the Nuffield Health hospital proposal.

- 4.2 The SSF also identifies the opportunity to strengthen and enhance east to west connections from development of the site, through new wayfinding and activation of the key frontage to Hathersage Road.

### **Site Priorities**

#### **4.3 Economy**

- A commercially-led masterplan, which supports the delivery of new floorspace which can facilitate the commercialisation of health research, science, technology and innovation. This could be a new hospital facility, clinical and laboratory, commercial or educational floorspace.
- Creation of new employment opportunities within these key growth sectors

#### **4.4 Place**

- Enhance the east west pedestrian route along Hathersage Road, by facilitating new animation and connecting to the main Manchester Science Park campus.
- Strengthened north west linkages from Citylabs and the wider Hospital Trust estate through to communities to the south.
- Development that makes a positive contribution to the Victoria Park Conservation Area, including through retention and refurbishment of existing heritage assets (Brook House and Shepherd House).
- Retention of existing mature trees and hedge planting, and potential for new public realm that contributes to the existing green environment on the southern edge of the site.

#### **4.5 People**

- Development that will contribute to the strategic priority of Manchester to deliver more effective and sustainable healthcare services, contributing to Greater Manchester's devolved health and social care activities.
- Enhanced east to west connections and appropriate wayfinding within new development.

#### **5.0 Wilmott Street**

### **Spatial Context**

- 5.1 The Willmott Street (former Salvation Army) site is also identified within the Oxford Road Corridor SSF as a "Transformational Strategic Investment Site". It is part of an existing and emerging cluster of creative, cultural and mixed-use development within the First Street regeneration area. A plan of the site is included at Appendix 3.

- 5.2 In order to capitalise on the popularity of First Street as an office location, as demonstrated through existing demand, and to respond to the urgent on-going demand for Grade A office accommodation in the city centre, the use of further plots within First Street, to promote office-led use with supporting retail and leisure facilities, may now be considered appropriate.

### **Site Priorities**

#### **5.3 Economy**

- A mixed-use masterplan, which facilitates either the delivery of new large office floorspace, or residential use, together with complementary retail and leisure uses.
- Redevelopment of a gap site that will contribute towards the regeneration “arc” from First Street to Circle Square.
- Creation of new employment opportunities.

#### **5.4 Place**

- Development that makes a positive contribution to the townscape and sensitively responds to the existing Grade II Listed Macintosh Mill and warehouse buildings.
- Retention of the existing trees and an opportunity to create new public realm, through setting back the building line, enhancing connections between First Street and Circle Square and the environment of the listed buildings.
- Active ground floor uses across all frontages.

#### **5.5 People**

- Create new employment opportunities that are accessible to local residents.
- Enhanced east to west connections and appropriate wayfinding within new development.
- Opportunities for new public realm, resulting in an improved environment for local residents.

### **6.0 Birchall Way**

#### **Spatial Context**

- 6.1 The Birchall Way site is identified within the Oxford Road Corridor SSF as a “future development opportunity”, and part of an existing and emerging cluster of education uses, including health education and student living. The site is located in Hulme ward, adjacent to Princess Road. It is a key route between Manchester Metropolitan University’s Oxford Road Estate and the Birley Fields Campus. A plan of the site is included at Appendix 4.

### **Site Priorities**

#### **6.2 Economy**

- A longer-term (10-20 year) masterplan opportunity, which should be reserved for education expansion or commercial floorspace, as part of a mixed-use destination, also incorporating social and community infrastructure. There is also the potential for an element of residential use.
- Creation of new employment opportunities within the education or other key growth sectors

### **6.3 Place**

- Provide new community infrastructure and public realm, which allows the integration of the site with existing residential neighbourhoods.
- Connect to the enhanced public realm and linkages being delivered through Manchester Metropolitan University's estate masterplan.

### **6.4 People**

- Create new employment opportunities that are accessible to local residents.
- Enhanced east to west connections and appropriate wayfinding within new development.

## **7.0 Conclusions**

- 7.1 The successful development of the Oxford Road Corridor is fundamental to driving future economic growth and investment in the Greater Manchester City Region.
- 7.2 The Oxford Road Corridor SRFG relates to four key sites, which are integral to the Oxford Road Corridor Strategy – Upper Brook Street, Former Elizabeth Gaskell Campus, Wilmott Street (Former Salvation Army) and Birchall Way – but (apart from Willmott Street in the First Street area) are not covered by existing development or regeneration frameworks. It provides site-specific urban design, place-making and development principles, and planning guidance, to enable positive regeneration of the sites, contributing to the economic growth of the city.
- 7.3 Subject to Members' agreement, it is the intention that the draft Oxford Road Corridor SRFG will undergo a period of public consultation following the Executive. The outcomes of that consultation will be evaluated and brought back to a future meeting of the Executive.
- 7.4 Detailed recommendations appear at the front of this Report.

## **8.0 Contributing to the Manchester Strategy**

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

- 6.1 Within the Our Manchester Strategy, there is the specific reference to "Capture the commercial potential of research and innovation – particularly in advanced materials and at key employment areas such as Oxford Road Corridor and Airport City". Clusters linked to university expertise will be crucial

to the development of the city and having the ability to work closely with university and health trust expertise is indeed one of the key ways in which Manchester can develop at scale and pace. The assets within the Oxford Road Corridor area are vital and, therefore, it is important that there is space for businesses to grow which benefit from proximity to the knowledge assets which fuel jobs growth. In order to deliver jobs growth and economic output, the space for commercial activity, institution's developments should be protected alongside the uses which develop an improved sense of place, such as retail, culture and leisure.

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

- 6.2 Talent retention, both home-grown and the attraction of global talent, is imperative in this aim. The city as well as the universities' offer has to be attractive to ensure we retain the talent required to strengthen our economy. Manchester's future success as an economy depends on combination of a critical mass of students, graduates, universities, public research institutions, research-intensive companies and growth sectors that exist here and work dynamically together. The growth of the Oxford Road Corridor will provide further highly skilled jobs within the city. Enhanced connections are proposed by the SRFG, which would provide improved access for residents of surrounding communities to the learning and job opportunities within the Oxford Road Corridor.

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

- 6.3 For a number of years, the Oxford Road Corridor partners have worked on the development of skills so the city can meet its potential, with partners continuing to focus on 'Increasing Oxford Road Corridor's contribution to Economic & Social Inclusion' as one of the objectives within the Strategic Vision to 2025. As highlighted above, enhanced connections to surrounding communities are prioritised, to help to spread the benefits of regeneration investment.

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

- 6.4 The Oxford Road Corridor area is a destination of choice, with the cultural venues a key part of the attraction. A recognition that harnessing the potential of technology to improve the city's liveability, sustainability and connectivity can be achieved by integrating green and smart ideas into new developments and investment proposals, is also included in Oxford Road Corridor's Strategic Vision. The SRFG contains a priority to improve public realm and open spaces. All of these factors can contribute to making the Oxford Road Corridor an attractive place to live, work and spend time.

### **(e) A connected city**

- 6.5 Oxford Road Corridor partners work together on transport issues on a variety of scales and modes, all with the aim of enabling transport services to function within the area, enabling people to travel in a sustainable manner including

walking and cycling. The Bus Priority Scheme on Oxford Road has been transformational in this regard. The SRFG also considers connections and routes between surrounding wards; improving wayfinding; and enhancing key transport routes to be important.

## **7.0 Key Policies and Considerations**

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

- 7.1 The Oxford Road Corridor Strategic Regeneration Framework Guidance will be consulted on with a wide range of stakeholders, enabling all interested parties to engage in the process.

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

- 7.2 Not applicable

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

- 7.3 Once the Framework has been adopted by Council it will become a material consideration for the City Council as Local Planning Authority.
- 7.4 The Executive agreed in June 2017 to the Council considering the use of its Compulsory Purchase Order (CPO) powers in appropriate cases, where strategically important sites are identified by the Oxford Road Corridor Partners in accordance with the Strategic Spatial Framework, and where the use of such powers may facilitate the development of such sites. Any proposed CPO will be the subject of a further report to the Executive, which will detail the justification for the exercise of the powers and will seek approval for their exercise in the particular case.



Appendix 1













