



Executive

Date: Wednesday, 18 October 2023

Time: 2.00 pm

Venue: Council Antechamber, Level 2, Town Hall Extension

This is a **Revised Supplementary Agenda** containing an additional item of business (Item 9 - Manchester - Major Event Funding Model (Part A)) that was not listed on the original agenda and additional information about the business of the meeting that was not available when the agenda was published

Access to the Antechamber

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Membership of the Executive

Councillors

Craig (Chair), Akbar, Bridges, Hacking, Igbon, Midgley, Rahman, Rawlins, T Robinson, White

Membership of the Consultative Panel

Councillors

Ahmed Ali, Butt, Chambers, Douglas, Foley, Johnson, Leech, Lynch and Moran

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 decisions taken at the meetings.

Agenda

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| 6. ID Manchester SRF Update
Report of the Strategic Director (Growth and Development)
attached | Ardwick;
Hulme;
Piccadilly
3 – 22 |
| 9. Manchester - Major Event Funding Model (Part A)
Report to follow | |

Further Information

For help, advice and information about this meeting please contact the Committee Officer:

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This agenda was issued on **Friday, 13 October 2023** by the Governance and Scrutiny Support Unit, Manchester City Council, Level 2, Town Hall Extension, Manchester, M60 2LA

Manchester City Council Report for Resolution

Report to: The Executive – 18 October 2023

Subject: ID Manchester Strategic Regeneration Framework Update

Report of: Strategic Director (Growth and Development)

Summary

This report informs the Executive of the outcome of a public consultation exercise with local residents, businesses and stakeholders, on the draft Strategic Regeneration Framework (SRF) for ID Manchester (formerly the University of Manchester's North Campus) and seeks the Executive's approval of the Framework.

Recommendations

The Executive is recommended to:

- (1) Note the outcome of the public consultation on the draft Strategic Regeneration Framework for ID Manchester.
 - (2) Approve the Strategic Regeneration Framework for ID Manchester and request that Planning and Highways Committee take the Framework into account as a material consideration when considering planning applications for the site.
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Wards Affected: Piccadilly, Ardwick and Hulme.

Environmental Impact Assessment - the impact of the issues addressed in this report on achieving the zero-carbon target for the city
<p>The revised ID Manchester SRF is responding to the City Council's aim of achieving net zero-carbon and includes a commitment to being a world leader in tackling climate and ecological emergencies. One of the key principles of the SRF is to plan for net zero carbon and reduce resource use and waste.</p> <p>The SRF includes aims for the sustainable re-purposing of the most significant existing heritage buildings on-site; provision of new buildings with the highest standards of sustainable design; and the creation of new green space and connections. An increase of at least 10% in Biodiversity net gain is proposed following delivery of the scheme.</p> <p>Close to Piccadilly Station and Oxford Road, the area is well connected to all forms of public transport, minimising the need for car journeys to and from the area. The revised SRF also aligns with the city's active travel aspirations, providing attractive and safe walking and cycling routes for visitors and residents, and prioritising pedestrians and cyclists.</p>

Equality, Diversity and Inclusion - the impact of the issues addressed in this report in meeting our Public Sector Equality Duty and broader equality commitments

ID Manchester has the potential to provide a range of job, skills and leisure opportunities available to local residents from across the city. Enhanced connections will be provided to surrounding communities, to enable them to take advantage of the opportunities offered on the site and in the wider area beyond.

The proposals in the updated SRF will provide significant new public realm, accessible to all, providing wellbeing opportunities to residents, workers and visitors. In addition, there is a commitment to ensure that design standards throughout the development will comply with the highest standards of accessibility.

Manchester Strategy outcomes	Summary of how this report aligns to the OMS/Contribution to the Strategy
<p>A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities</p>	<p>Given the site's prominent location within the Oxford Road Corridor and in close proximity to Piccadilly Station, the site has potential to attract new businesses and jobs into the city centre. The area will become a new "Innovation District", built around existing research facilities, including the Graphene Engineering Innovation Centre (GEIC) and the Manchester Institute of Biotechnology, and new anchor occupiers providing high skilled jobs and commercialisation and clustering opportunities for local businesses. This will attract other science, technology, advanced materials and research-based business growth and jobs into the area.</p> <p>The regeneration framework proposes new residential accommodation at a key gateway to the city centre. This will contribute towards meeting the increasing demand for city centre homes, close to job opportunities.</p>
<p>A highly skilled city: world class and home grown talent sustaining the city's economic success</p>	<p>The vision in the SRF is to provide a world-class centre for innovation, driving skills, new ideas and economic growth and opportunity for Manchester. Development at ID Manchester will improve connectivity to the Oxford Road Corridor, Mayfield and other areas of the city centre, through to surrounding communities such as Brunswick and</p>

	<p>Ardwick. This would enable more people to access the educational and training facilities and employment opportunities located in the Corridor. The site has the potential to accommodate over 10,000 new jobs, at a range of levels, particularly in science and technology. The scheme will also support graduate retention in the city through the provision of new jobs close to the higher education and research institutions.</p> <p>The residential development provided at ID Manchester could allow talent that is both home grown and new to the city to live close to the range of new job opportunities within the area and the wider city centre.</p>
<p>A progressive and equitable city: making a positive contribution by unlocking the potential of our communities</p>	<p>The partners will seek to maximise local employment from this initiative. The scheme can provide new connections to other parts of the city centre, including the Oxford Road Corridor, Circle Square and Mayfield, and through to local communities such as Brunswick & Ardwick. The area has the potential to provide new open space and leisure opportunities, accessible to all residents.</p>
<p>A liveable and low carbon city: a destination of choice to live, visit, work</p>	<p>Development at ID Manchester has the potential to deliver a major mixed-use scheme, and an enhanced gateway to the city centre, which can become a desirable location in which to live, work and visit. New and improved public realm is proposed, contributing to climate resilience and increasing biodiversity, resulting in an improved local environment for this part of the city centre.</p> <p>The area is well connected to all forms of public transport, minimising the need for car journeys to and from the area, and pedestrian and cycle routes will be prioritised.</p>

A connected city: world class infrastructure and connectivity to drive growth	As outlined above, the site benefits from good access to public transport. As part of the development, new pedestrian connections will be provided from Piccadilly Station to the Oxford Road Corridor, other areas of the city centre, including Mayfield, and surrounding.
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Full details are in the body of the report, along with any implications for:

Equal Opportunities Policy
Risk Management
Legal Considerations

Financial Consequences – Revenue

None directly from this report.

Financial Consequences – Capital

None directly from this report.

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Background documents (available for public inspection):

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

- Corridor Manchester Strategic Vision to 2025
- Corridor Spatial Framework (2018)

- Manchester Corridor North Campus Strategic Regeneration Framework March (2017)
- Report to Executive - North Campus Strategic Regeneration Framework - 8 March 2017
- Report to Executive – Corridor Manchester: North Campus Strategic Regeneration Framework – 14 December 2016
- Report to Executive - ID Manchester Strategic Regeneration Framework Update - 28 June 2023
- Draft ID Manchester Strategic Regeneration Framework (2023)

1.0 Introduction

- 1.1 On 28 June 2023, the Executive endorsed, in principle, an updated Strategic Regeneration Framework (SRF) for the ID Manchester (IDM) area. The updated Framework sets out the rationale for the forming of the ID Manchester Joint Venture Partnership between the University of Manchester and Bruntwood SciTech; the relocation of the majority of the University's teaching functions from North Campus to the new Manchester Engineering Campus Development (MECD); and updated market conditions.
- 1.2 It sets a vision for a genuinely world-class innovation district within the city and how IDM is perfectly positioned to support Manchester's next phase of growth by providing a concentration of employment space tailored to the city's key growth sectors, a mix of new homes, and a destination that attracts visitors to the city.
- 1.3 As a world-class innovation district, acting as a cornerstone of the UK's innovation strategy, IDM can help to establish GM and the UK as an innovation powerhouse on the world stage, catalysing enterprise across the city region.
- 1.4 IDM can play a meaningful role in tackling the global climate and ecological emergencies, and the local imperative to deliver a more inclusive economic model for the city's residents.
- 1.5 This report summarises the outcome of the public consultation on the updated ID Manchester SRF; responds to the comments received; and details any changes made to the SRF as a result of the consultation.

2.0 Background

- 2.1 The relocation of most of the University's teaching and research functions from North Campus to MECD provides a unique opportunity to deliver the comprehensive regeneration of this 9-hectare site and develop a world-class innovation district in the heart of the city centre. Its delivery could provide over 10,000 new jobs, supporting the next phase of Manchester's growth and success. The area will also provide new homes and new public realm in addition to enhancing connections, benefitting local residents and supporting sustainable and inclusive growth.
- 2.2 The overall objective for IDM is to create a world-class innovation location, driving skills, collaboration, new ideas, and economic growth and opportunity for Manchester, the City Region and the UK.
- 2.3 Over its lifetime, the SRF has the potential to deliver:
 - Over £1.7bn investment in Manchester
 - Over 2m sq. ft of innovation and commercial space
 - Over 10,000 new jobs
 - Over 1,500 new homes

- At least 10% Biodiversity Net Gain

3.0 The Consultation Process

- 3.1 Consultation letters were sent out to 8,321 local residents, businesses, and stakeholders informing them about the public consultation, how to engage in the consultation process, and where to access the SRF. The SRF was made available on the Council's website, and comments were invited.
- 3.2 The ID Manchester Partnership also undertook in-person and online engagement with the local community, businesses, and other stakeholders, to raise awareness of the consultation and seek people's views. This consisted of:
- Hosting a consultation website, linking to the Council's website, including an online survey.
 - Distribution of a consultation newspaper to residents and businesses.
 - A University of Manchester staff briefing on 27 July 2023.
 - A pop up event in Manchester city centre on 9 August 2023.
 - An awareness raising business event on 5 September 2023.
 - An awareness raising community event on 6 September 2023.
- 3.3 The consultation provided all stakeholders with the opportunity to find out more about ID Manchester and provide their views.
- 3.4 Feedback gathered through these activities were fed into the Council's consultation process.
- 3.5 The formal consultation closed on Friday 8th September, following an eight-week period of consultation. This was extended from the usual 6 weeks due to the summer holiday period.
- 3.6 In total, 10 responses were received by the City Council in response to the consultation letters, broken down as follows:
- 7 from individual residents
 - 1 from landowners in a neighbouring area
 - 2 from statutory/public organisations
- 3.7 Additionally a range of stakeholders attended the consultation events hosted, with 25 responses provided via the comment cards, 97 responses via the online questionnaire and 8 via email to the partnership. In addition to this, a significant number of ideas were captured via the city centre pop-up ideas boards.
- 3.8 The next sections summarise the comments submitted directly to the City Council's consultation and arising from the consultation activity carried out by the ID Manchester Partnership.

4.0 Consultation Responses

- 4.1 The majority of the responses received in response to the consultation were generally supportive of regenerating the IDM SRF area. The engagement undertaken captured a range of specific points which either provided support or highlighted a particular issue with the SRF. These areas are categorised into themes and set out below.

Heritage

- 4.2 A key theme from the online responses was the importance of the heritage buildings and features within the SRF area, in particular the modernist buildings. Specific buildings identified as being of importance were Renold, Barnes Wallis/Wright Robinson, the butterfly stairs, the Hollaway Wall, MSS Tower, and the Pariser. Public art within the campus should also be retained. There was a level of opposition to the anticipated removal or altering of several of the buildings south of the viaduct and structures such as the “Butterfly Stairs” and the Hollaway Wall. Several responses also questioned the carbon impact of removing and replacing buildings, rather than refurbishing them.
- 4.3 There was support for keeping the best of the historic buildings, in particular retaining and enabling public access to the Sackville building, and for the use of the railway arches, for example, for cafes and bars. There was some concern that access to the Sackville building should not be only for paid uses. Another respondent suggested that the Sackville building could become a museum or cultural venue. In contrast, support was provided for the mix of uses that would bring a derelict area “alive again”, strengthening the creation of a community feel.
- 4.4 A comment was made referencing the need to involve heritage groups such as the Modernist and the Twentieth Century Society in future proposals.
- 4.5 One response stressed that the plans should make passive provision for the potential future widening of the railway viaduct by Network Rail through this area.

Development Uses, Architecture and Placemaking

- 4.6 Some respondents felt that the site should be used for educational purposes, rather than, for example, creating commercial and residential accommodation. Demand for new homes and hotel accommodation was questioned along with how this linked to the concept of being an Innovation District.
- 4.7 One respondent expressed a view that the building plots should be given more exciting outlines, as the ones shown in the SRF could lead to boring design.
- 4.8 A respondent questioned whether new homes would be at an accessible price-point to local people, including provision of social housing.

- 4.9 A concern was noted that the proposed mix and density of uses proposed would strain local infrastructure, such as the doctors, childcare, and the highway network. There were various suggestions around specific uses that would be welcomed in the retail space, such as community facilities, social infrastructure, art spaces, and independent retailers (such as Kampus).
- 4.10 Some respondents felt that the commitment to capturing a sense of 'Manchesterness' was too vague a statement. Some comments cited the proposed removal of many of the distinctively 'Mancunian' Buildings.
- 4.11 Other comments suggested that to retain a sense of Manchester, buildings should architecturally reflect historic buildings located in Ardwick and the surrounding area. Careful selection of materials and colours was requested including the use of red brickwork as this has been historically prominent in Manchester.
- 4.12 A respondent reflected that proposals should seek to encompass the spirit of Manchester through core characteristics such as music, sport and diversity in order to create a unique and welcoming space.
- 4.13 A respondent raised concerns regarding building heights at ID Manchester, in particular the negative impact on heritage buildings, especially the Sackville Building and buildings along Granby Row, and on access to sunlight to existing residential buildings. The response requested that any taller buildings be positioned toward the back of the site, away from the Sackville Building.

Inclusivity & Amenity

- 4.14 Support for the inclusive approach at ID Manchester was very high. It was noted that the proposed modern buildings will promote inclusivity and diversity for all building users which would be a significant improvement to the current buildings. Offering opportunities to engage with sustainable innovations was highlighted as a key element of the plans - embracing the interface between the public and university.
- 4.15 There were a number of requests for a mix of housing on the site, including affordable housing and homes for sale as well as build to rent, alongside community facilities/amenities, such as a GP, dentist and community centre serving disadvantaged groups.
- 4.16 Questions were raised as to how various minority groups would be supported through IDM proposals including neurodiverse, religious and disability groups. It was suggested community spaces should be allocated to support these groups to enhance inclusivity within proposals. A committee for diverse membership was also requested alongside further information on how these groups would be supported.
- 4.17 A suggestion was made to bring all the arches back into full use repurposing them to provide access thoroughfares, shops, cafes and bars.

- 4.18 A concern was raised relating to the impact of construction on the local community.

Public Realm, Green Space and Biodiversity

- 4.19 The importance of the public realm, green space and biodiversity on the site was another key theme of responses.
- 4.20 Some respondents felt that the amount of green space proposed was limited, included too much hard landscaping, or reflected little expansion or improvement of the existing green space, with one suggestion that one of the plots should be removed to allow for more green space. On the other hand, there was support for the nature first approach, and for the proposals for Vimto Park and the new civic square. Other responses made specific requests for the green space, including:
- Uncovering the River Medlock.
 - An extended park, leading through from Mayfield.
 - Community gardens and a community centre
 - Accessibility
 - Educational opportunities for children
- 4.21 There was also a concern about a perceived loss of green space and mature trees and for more clarity on the nature-first approach identified in the SRF, adding that the proposed buildings would overshadow the public spaces.
- 4.22 The importance of designing public spaces to prevent anti-social behaviour was noted, together with ensuring careful consideration is given to accessible routes for wheelchairs and cycles.
- 4.23 A specific comment noted that biodiversity should be the primary consideration when developing green spaces and that opening up the River Medlock would allow greater biodiversity.

Sustainability

- 4.24 Support for the sustainable development approach was very high. A number of suggestions were put forward to maximise sustainability on the site, including:
- The achievement of BREEAM standards in building design
 - The use of local and re-used materials and the involvement of local people in construction
 - Inclusion of renewable energy
 - Recycling/reuse facilities, such as a repair café, bike shop, furniture swap.
- 4.25 The need to tackle the high level of pollution from the Mancunian Way was also raised.

- 4.26 Whilst there was support for the vision for ID Manchester as a sustainable place, concerns were raised regarding the amount of demolition envisaged in the illustrative masterplan. Support was provided for retaining and repurposing as many existing buildings as possible to demonstrate a commitment to a sustainable future. Specific concern was raised regarding the perceived potential demolition of The Mill and Renold Building.
- 4.27 A respondent felt that the SRF lacks information as to how the sustainable vision will be reached, noting that having clear carbon capture targets, the use of sustainable building materials, sustainable ventilation, and futureproofing technologies in relation to climate change would support the realisation of the overarching vision.

Safety

- 4.28 Concern that the site currently feels dangerous, and unwelcoming was raised as an issue by some residents and that security and preventing anti-social behaviour needed to be carefully considered.

Connectivity, Travel & Transport

- 4.29 Support for the approach of connecting IDM with the surrounding environment was very high. Several respondents requested that car travel to the site is kept to a minimum (apart from emergency vehicles), and for priority to be given to pedestrians and cyclists before cars. Some noted the congestion on surrounding roads, and the potential for increased pressure on the surrounding infrastructure. Conversely, the development being car free was raised as a concern by some respondents who felt that this would displace parking to the surrounding area. It was also noted that not all journeys can be made using public or active travel. An additional point was raised questioning the feasibility of a car free approach as servicing and emergency vehicles would be necessary.
- 4.30 A respondent felt that EV vehicles supported by the provision of the necessary infrastructure should be encouraged within the site with restrictions for petrol and diesel vehicles.
- 4.31 Strong support was given for the creation of new routes and connections through the site. There was a query as to whether secure cycle parking would be provided.
- 4.32 Various suggestions were given to improve connectivity to the wider area including creating green bridges from Piccadilly and other key locations to help bring more people to the area and providing spaces for less abled users.
- 4.33 The site's proximity to key public transport connections was highlighted as an advantage, however, a respondent noted that investment would be needed to facilitate increasing demand on services, for example, enhancements at Piccadilly Station and Piccadilly Gardens.

- 4.34 It was suggested that free buses be routed through IDM, which would also improve transport options available for disabled people.

The SRF Document & Engagement

- 4.35 One respondent noted that the SRF is a long document and included jargon. Another comment queried the purpose of an illustrative masterplan if future development will look different.
- 4.36 One commentator was dissatisfied with the consultation undertaken and the quality of the community presentation.

Statutory and landowner consultees

- 4.37 Engagement undertaken with Network Rail focused on the developments proposed proximity to railway infrastructure. As development of the site continues further liaison with Network Rail will occur to confirm requirements for each phase
- 4.38 United Utilities highlighted that any proposals should consider any impacts on their properties, assets, infrastructure, waste and wastewater services. They requested to be consulted and engaged as the development moves forward. Specific points included:
- The need for further detail on the site design and full consideration of flood risk.
 - A request that surface water management (including sustainable drainage) be considered at the outset of the design process as IDM is situated in a Critical Drainage Area.
 - Consideration of how water efficiency measures can be incorporated into the future detailed design of the site.
 - Full consideration of the HS2 works in the area including any utility diversions that may be necessary as a result of HS2 progressing.
- 4.39 The Environment Agency noted that they have been working with IDM partners and are keen to continue to be consulted and engaged as the development moves forward. Specific points included:
- The role of the natural environment and the associated ecosystem services should be part of the 'Be sustainable and regenerative' approach.
 - IDM could provide the opportunity to 'open up' this section of the River Medlock as part of the development.
 - The need to embed nature-based solution design principles, recognising the range of solutions available for both new build and retrofit (e.g., green roofs, green walls etc.).
 - Additional reference to the consideration of water efficiency and integrated water management, to support the wider vision to deliver sustainable growth and management.
 - As a minimum, the residential development within IDM should meet the mandatory water efficiency standard, but could seek to increase this to

- align with higher sustainability targets
 - Additional reference to how buildings will be designed to consider the Places for Everyone Development Plan draft policy for all new development to be 'Net Zero Carbon' from 2028 onwards.
- 4.40 A response from a neighbouring landowner was supportive of the proposals and requested to be consulted and engaged as the development moves forward.

5.0 Response to consultation comments

Heritage

- 5.1 Thorough studies have been undertaken to appraise each building within the SRF area. This will help to understand whether each can be re-used, either in the short-term for temporary use, or longer-term. Amongst other aspects, this assessment includes how easily buildings can be adapted to meet modern standards and the needs of future occupiers; their embodied carbon and how sustainable they can be when in use; their historic and architectural significance; and how they support the place-making priorities of IDM. The principle of some key place-making retention is acknowledged in the SRF. The detail of precisely which buildings south of the viaduct are retained, in what way and for what purpose, is a matter which will be determined by future planning applications for the site.
- 5.2 The SRF envisages that the most important heritage buildings on-site – the Sackville Building, the arches and Renold Building – will be retained and given a new lease of life as part of the plans.
- 5.3 The place-based principles set out within the Framework provide guidance to support a sensitive and proportionate approach to future proposals that affect designated and non-designated heritage assets. All detailed development proposals for the redevelopment of existing buildings and construction of new buildings and public realm will be fully considered against the relevant policies of the Development Plan and national planning policy.
- 5.4 The SRF also sets out how the Hollaway Wall creates a physical barrier to the site and impacts on accessibility. However, the importance of the Wall as an architectural and historic structure is recognised within the SRF. Acknowledging the need for creative thinking to incorporate it within the development area, the illustrative masterplan shows the Wall encapsulated within a building, as one such option.
- 5.5 To achieve the outputs and vision set out within the SRF, and based on the detailed studies referred to above, the SRF does envisage that the majority of buildings south of the viaduct are likely to need to be removed. However, specific proposals for each of the plots within the framework area will be considered and determined through a detailed and evidence-based process which will feed in to all planning and listed building consent applications.

Development Uses, Architecture & Placemaking

- 5.6 The site has not been used as a place for education for some time, as the University has consolidated its campus along Oxford Road. The aim of the SRF is to bring this important area back to life. The vision for IDM is to create a world-leading innovation district, which will become a place where large, leading-edge research institutions and companies are brought together and connected with small start-ups and entrepreneurs, so that each can collaborate and benefit from the other's skills and ideas.
- 5.7 Manchester continues to receive recognition as a leading place to live, work, visit and specifically as the UK's top digital city. In 2022, a Cushman & Wakefield study listed Manchester as one of 12 global tech cities in Europe. Manchester is home to a wide range of tech-focused spaces and innovation hubs, creating a thriving tech and digital ecosystem which enables start-ups, SME's and larger firms converge, collaborate and drive innovation. To capitalise on this success and maximise the opportunity for Manchester presented by this key growth sector, the city must ensure that the right spaces and communities are created. ID Manchester represents a key opportunity to support further growth within the sector and its range of sub-sectors.
- 5.8 ID Manchester will become a fully engrained city centre neighbourhood. The mix of uses proposed including new homes, hotel development, retail and leisure uses will support not only the framework area but the wider communities and neighbourhoods and will help make IDM a place for everyone. These facilities will bring a vibrancy to the area, creating a lively, welcoming place at all times of the day.
- 5.9 Both the city overall, and the city centre continues to experience significant demand for new housing. The city centre population has over the past 30 years grown from a few hundred residents to more than 70,000 within the wider city centre boundary. This growth is driven by the attractive residential offer and by residents seeking to live close to the range of employment opportunities and cultural and leisure facilities offered within the city centre. Talent is attracted by the strength of Manchester's educational institutions, the job opportunities, and the quality of life. With demand continuing to increase. ID Manchester represents a key site to support this growth through the creation of a varied mix of high-quality homes.
- 5.10 The meanwhile uses suggested within the SRF are anticipated to activate buildings in the short- and medium-term, potentially elongating the economic life of some buildings that would otherwise lie empty. This approach will also help to address the immediate issues of safety and anti-social behaviour resulting from the campus currently being vacant, whilst potentially providing early low-cost space for innovation uses that can kick-start the success of the innovation district.
- 5.11 Delivering a place which is distinctive and retains a sense of Manchester is a core objective of the SRF and is supported by the vision, key pillars of success, and the place-based principles. Combining this with the delivery of

high-quality design is essential to the success of the neighbourhood. A mix of creative re-use of existing buildings (on a temporary and permanent basis), reimagining structures and spaces, and sensitively designed new buildings that reflect to the essence of the site can create a development that is distinctive whilst being rooted in Manchester.

- 5.12 The SRF envisages a distribution of height across the area that steps up from the proposed new civic square and Vimto Park, to ensure sunny and attractive public realm. Key markers are identified at each “corner” of the framework area, where taller buildings could potentially be appropriate. The impact of all tall buildings will need to be assessed against the policies of the Development Plan, including criteria of Policy EN2, as part of detailed planning applications, which will include consideration of impacts on the setting of heritage assets, townscape, wind microclimate, and daylight amenity.

Inclusivity & Amenity

- 5.13 The plans for IDM include amenities to meet the needs of existing and future communities. The delivery of affordable housing will be reviewed as detailed planning applications for residential plots are developed. The SRF also set out four major areas of public and greenspace, important for people’s health and wellbeing, as well as for the environment and biodiversity.
- 5.14 IDM will create opportunities for residents across Manchester and Greater Manchester, through access to education, training, apprenticeships and jobs.
- 5.15 The aim of the SRF is to provide the services and facilities that support the whole community using the area. These could potentially include services such as those suggested by respondents, for example, a GP and dentist surgery, post office, hairdresser, grocery stores and childcare/community facilities. Recent examples of how key community amenities are being delivered within new city centre developments include:
- The creation of a new 6.5-acre public park within the adjacent Mayfield neighbourhood, including a children’s play area.
 - The provision of the Crown Street Primary School and New Jackson Medical Centre as part of the Great Jackson Street development.

Public Realm, Green space and Biodiversity

- 5.16 The public spaces on the IDM site are currently poorly used. The SRF aims to create new public spaces that are dynamic, lively, safe, and accessible to all, using planting and water to create attractive landscapes and new homes for wildlife, increasing biodiversity. The existing greenspace at Vimto Park will be enhanced and improved.
- 5.17 Different public spaces are envisaged to serve different functions within the area. Green spaces will provide spaces for people to relax, play and spend time with nature, while hard landscaped areas will play an important role to support vibrant urban life and a mix of activities and events throughout the

year. Primary and secondary routes can guide people safely through the space and minimize conflict between different users such as pedestrians, cyclists, and any vehicular traffic servicing the area. All public spaces are envisaged to be fully accessible and welcoming to all users at all times of day and night.

- 5.18 Planning applications across the site will need to demonstrate a minimum 10% biodiversity net gain and at each phase, the IDM Partnership will consider the opportunities for biodiversity and anticipate that the whole site will see a higher biodiversity gain than this.
- 5.19 A significant number of new trees are envisaged, to provide shelter from the sun, wind and rain. Whilst actual numbers can only be defined through detailed planning proposals, the SRF envisages that a net increase of some 400 trees could be delivered across the neighbourhood once it is complete. Existing trees will be retained where possible. If a mature tree requires removal, it will be replaced on a 3:1 ratio.
- 5.20 The River Medlock currently sits outside the development site, but the SRF highlights the opportunity to explore options for returning the memory of the River Medlock to the site, subject to feasibility studies.

Sustainability

- 5.21 One of the pillars of success for IDM is to be a world-leader in tackling the climate and ecological emergencies by planning for net zero carbon, building climate change resilience, bolstering green and blue networks, and reducing resource use and unnecessary waste, all of which are currently putting pressure on our planet.
- 5.22 It is intended that IDM will be a net zero carbon development. All buildings will be designed in line with UK net zero targets and will explore new innovations and materials to achieve this. Where possible, all materials will be reused on site and materials will be sourced locally. It is anticipated that the possibilities of delivering zero carbon development will progress significantly throughout the lifespan of the project, potentially utilising innovations created within IDM itself.
- 5.23 Bruntwood, one of the Joint Venture partners, already sources 80% of its energy from renewables and was the first property developer to invest in a wind farm. This commitment to sustainability will be brought into IDM.
- 5.24 Prioritising walking, wheeling and cycling to, from and through the site will minimise car travel, contribute to reduced air pollution and demonstrate the commitment to sustainable transport.

Safety

- 5.25 The current site is under-used and unwelcoming, largely due to the lack of footfall in the area. By animating public spaces with events, cafes, restaurants,

workspaces and homes, we will bring people and activity back to the site – which is key to making the area feel safer. People living, working and visiting IDM will mean a constant presence right across the area.

- 5.26 During the development stages, ‘meanwhile’ uses in various buildings can bring activity and life to the site from the very outset and in advance of permanent development plans being delivered.

Connectivity, Travel & Transport

- 5.27 IDM’s city centre location means that it is easily accessible by foot, bike and public transport. The SRF proposals seek to prioritise walking, wheeling and cycling. Whilst the nearby public transport hubs largely sit outside of the SRF area, they are identified as “Areas of Influence”. The SRF has the potential to influence improvements to the surrounding routes, improving connections to nearby bus, tram and train facilities and breaking down barriers between local residential communities and the city centre.
- 5.28 No multi-storey car parking is envisaged within IDM and limited car movements are expected within the area. This supports Manchester’s City Centre Transport Strategy. Consideration could be given to introducing residents’ parking permits in local neighbourhoods to prevent parking being displaced to the local area.
- 5.29 Sustainable travel planning to deliver a shift away from a reliance on car usage will be a critical component of realising the IDM vision. Travel plans, transport analysis and construction management plans would be required as part of any planning application.
- 5.30 The proposals set out within the SRF have been developed to ensure unrestricted emergency vehicles access in addition to the inclusion of accessible parking for those who need it. Designated roads will also allow for services and deliveries at specified times.
- 5.31 The illustrative masterplan takes into account future planning considerations around potential expansions to the railway and cycle infrastructure, and future planning applications would need to demonstrate that they do not prejudice delivery of this important infrastructure.

The SRF Document & Engagement

- 5.32 The Framework was drafted to be accessible to all and the format of the document is fully compliant with accessibility guidance. However, given the content of the SRF, a level of technical language is required. To mitigate this, a glossary will be added to the document to provide further clarity where technical terminology is used.

Statutory & Landowner Responses

- 5.33 The IDM Partnership are committed to continuing to engage with statutory consultees and interested groups beyond this SRF stage, throughout the lifespan of the project. This will include with the groups specifically identified in the consultation responses, and the general public, as part of the commitment to an ongoing collaborative and inclusive approach to development.
- 5.34 The range of comments made by both the Environment Agency (EA) and United Utilities (UU), have been noted. These relate to aspects of development that would be addressed within detailed planning applications rather than the SRF for the site. As noted, engagement with both the EA and UU is scheduled to continue taking place to work through the wider strategies and detailed future phases.

6.0 Conclusion & Recommendations

- 6.1 ID Manchester represents a major strategic opportunity to create a world-class innovation district at a key city centre gateway site, contributing to support the next phase of Manchester's inclusive growth and future economic resilience. The site is in a pivotal location within the Oxford Road Corridor and is a key part of the regeneration "spine" running from Great Jackson Street to Piccadilly.
- 6.2 The proposals in the updated ID Manchester SRF have the potential to create over 10,000 jobs; encourage new business growth and clustering, linked to the city's research and development strengths; and provide significant new homes, public space and facilities for local people. They will also provide new and improved routes and connections to Piccadilly, the rest of the Oxford Road Corridor, other parts of the city centre and adjacent communities.
- 6.3 As detailed within paragraph 5.5, the SRF is a high-level document which sets out the vision and aspiration for IDM. All future detailed plans for each of the plots within the framework area should be considered and determined through a detailed and evidence-based design process which in turn feeds in to all planning and listed building consent applications.
- 6.4 A number of minor amendments to the SRF are proposed arising from the outcome of the consultation. The proposed updates are set out below:
- Reference to enhancing sustainable drainage and water efficiency has been included within the Framework in response to comments from the Environment Agency and United Utilities.
 - The Human Collider diagram on page 48 updated to show a potential mix of uses within Plot E (the Mill).
 - A paragraph has been added to page 85 within the SRF to stress that the impacts of all development will need to be thoroughly tested for impacts at planning application stage, including Policy EN2 with regards to tall buildings where relevant.
 - Reference to adopting a holistic approach when considering individual

applications within the context of the whole project has been added at page 62, 76 and 105.

- As noted in paragraph 5.32, a glossary of any technical language will be added to the SRF document.

6.5 Recommendations appear at the front of the report.

7.0 Legal Considerations

7.1 If the draft updated IDM SRF is approved by the City Council, it will not form part of the Council's Development Plan but would be a material consideration for the Council as Local Planning Authority when determining any applications within the IDM SRF area.

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