



Executive

Date: Wednesday, 28 June 2023

Time: 2.00 pm

Venue: Council Antechamber, Level 2, Town Hall Extension

Everyone is welcome to attend this Executive meeting.

Access to the Public Gallery

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. **There is no public access from any other entrance.**

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

Councillors

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

- 1. Appeals**
To consider any appeals from the public against refusal to allow inspection of background documents and/or the inclusion of items in the confidential part of the agenda.
- 2. Interests**
To allow Members an opportunity to [a] declare any personal, prejudicial or disclosable pecuniary interests they might have in any items which appear on this agenda; and [b] record any items from which they are precluded from voting as a result of Council Tax/Council rent arrears; [c] the existence and nature of party whipping arrangements in respect of any item to be considered at this meeting. Members with a personal interest should declare that at the start of the item under consideration. If Members also have a prejudicial or disclosable pecuniary interest they must withdraw from the meeting during the consideration of the item.
- 3. Minutes**
To approve as a correct record the minutes of the meeting held on 31 May 2023. 5 - 12
- 4. Our Manchester Progress Update**
Report to follow
- 5. Capital Outturn 2022/23 and Capital Programme Update**
Report to follow
- 6. Establishment of the new GM Bee Network Committee** **All Wards**
Report of the City Solicitor and the Strategic Director (Growth and Development) attached 13 - 40
- 7. Implementation of new guidelines for council tax recovery as part of the Council's Anti-Poverty work.**
Report to follow
- 8. Update on the Regeneration of Ancoats Phase 3 and the Proposed City of Manchester (Phoenix Ironworks Developments) Compulsory Purchase Order 2023** **Ancoats and Beswick**
Report of the Strategic Director (Growth and Development) attached 41 - 84
- 9. ID Manchester - SRF update** **Ardwick;**
Report of the Strategic Director (Growth and Development) attached **Hulme;**
Piccadilly
85 – 100

- 10. Large Scale Renewable Energy Generation - Power Purchase Agreement (Part A)** **All Wards**
101 - 108
Report of the Deputy Chief Executive and City Treasurer attached
- 11. Exclusion of the Public**
The officers consider that the following item or items contains exempt information as provided for in the Local Government Access to Information Act and that the public interest in maintaining the exemption outweighs the public interest in disclosing the information. The Executive is recommended to agree the necessary resolutions excluding the public from the meeting during consideration of these items. At the time this agenda is published no representations have been made that this part of the meeting should be open to the public.
- 12. Large Scale Renewable Energy Generation - Power Purchase Agreement (Part B)** **All Wards**
109 - 126
Report of the Deputy Chief Executive and City Treasurer attached
- 13. Investment in the translation and industrialisation of diagnostic biomarkers in Manchester (Part B)** **All Wards**
127 - 142
Report of the Deputy Chief Executive and City Treasurer attached

Information about the Executive

The Executive is made up of 10 Councillors: the Leader and two Deputy Leaders of the Council and 7 Executive Members with responsibility for: Early Years, Children and Young People; Health Manchester and Adult Social Care; Finance and Resources; Environment and Transport; Vibrant Neighbourhoods; Housing and Development; and Skills, Employment and Leisure. 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
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Further Information

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

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This agenda was issued on **Tuesday, 20 June 2023** by the Governance and Scrutiny Support Unit, Manchester City Council, Level 2, Town Hall Extension, Manchester M60 2LA

Executive

Minutes of the meeting held on Wednesday, 31 May 2023

Present: Councillor Craig (Chair)

Councillors: Akbar, Bridges, Hacking, Igbon, Midgley, Rahman, Rawlins, T Robinson and White

Also present as Members of the Standing Consultative Panel:

Councillors: Ahmed Ali, Butt, Chambers, Foley, Leech, Lynch and Moran

Apologies: Councillors Douglas and Johnson

Also present: Councillor Wright (Hulme Ward Councillor)

Exe/23/47 Minutes

Decision

The Executive approved as a correct record the minutes of the meeting on 22 March 2023.

Exe/23/48 Appointment of Executive Members and their Portfolios

The Executive Leader advised that in accordance with Articles of the Constitution 7.4(c) and 7.5(a), she had given notice to the Monitoring Officer and Members in question of her appointment of Deputy Leader and Executive Members (and associated portfolios).

Decision

The Executive note the appointments of Deputy Leader and Executive Members.

Exe/23/49 Corporate Priorities 2023/24

The Executive considered a report of the Leader of the Council, which set out the Council's Corporate Plan priorities for 2023/24, how these aligned with the Our Manchester Strategy and in particular the commitments made in "A Fairer, Greener Future: People at the heart of everything we do", Manchester Labour's 2023 election manifesto.

The report explained that "A Fairer, Greener Future: People at the heart of everything we do" contained five core pledges, which alongside the Councils Corporate Plan priorities and approved budget for 2023/24, would determine the priorities for the Executive as a whole and for each individual Executive Member.

In relation to Corporate Priority 3 (Young People), Councillor Leech sought clarification as to what proportion of children attended a school which was deemed not be graded "good" or better by Ofsted and noted the challenges schools faced in

maintaining “good” or better ratings from Ofsted. He also enquired what measures would the Council be taking to ensure housing developers undertook appropriate viability assessments for the delivery of affordable housing in new developments, in relation to Corporate Priority 5 (Housing)

Decisions

The Executive:-

- (1) Note the key elements that will inform its priorities for the current municipal year.
- (2) Adopt the commitments made in the Manchester Labour 2023 manifesto as priorities for the Executive.

Exe/23/50 Our Manchester Progress update

The Executive considered a report of the Chief Executive which provided an update on key areas of progress against the Our Manchester Strategy – Forward to 2025 which reset Manchester’s priorities for the next five years to ensure the Council could still achieve the city’s ambition set out in the Our Manchester Strategy 2016 – 2025.

The Executive Member for Growth and Development reported that two planning applications had been submitted for the city’s emerging Red Bank neighbourhood, part of the wider Victoria North scheme. The plans, submitted by developer Far East Consortium as part of the Victoria North joint venture partnership with the Council, represented one of the largest residential schemes to be brought forward in Manchester in recent years and set out the ambition to transform more than 30 acres of largely brownfield land into a vibrant neighbourhood of 4,800 homes alongside commercial and social facilities to support the local community.

As well as this, a planning application had been submitted to create affordable ‘Later Living’ homes on the site of the former Chorlton Leisure Centre. The new development would provide 50 apartments (a mix of one bed and two bed) for the over 55’s. Seven of the apartments would be for sale by shared ownership, three would be neighbourhood apartments providing step up accommodation, with the remaining 40 capped at the Manchester Living Rent. Lettings would be prioritized to over 55’s with a housing priority need, including those wishing to right-size and free up a social rented family home in the local area for families on the housing waiting list.

The Executive Member for Growth and Development also reported that the Council had secured £21m in funding for retrofitting schemes to make existing homes more energy efficient. The Department for Energy Security and Net Zero (DESNZ) had awarded £11m through the Social Housing Decarbonisation Fund (SHDF) to support the retrofitting of the Council’s housing stock, sourced through a combined bid made by Greater Manchester Combined Authority. In addition to this, the Council had successfully bid to DESNZ for another £10m in funding through its Home Upgrade Grant 2 (HUG2). The Council was developing the details and would set out in the coming months the locations and properties which would be targeted and included, in line with eligibility criteria for the funding.

The Executive Member for Growth and Development reported that a further 700 private sector homes now required a landlord licence following the expansion of the city's Selective Licensing regime to five new schemes across four neighbourhoods. All residents in properties that now required a licence would receive a letter explaining that licensing was now in operation and that their landlord would be required to apply. Landlords would be contacted by the Council and were encouraged to apply for a licence at the earliest opportunity with an early bird discount being offered to all applications through until 8 August 2023.

The Executive Member for Environment and Transport reported that as part of the ongoing Manchester to Chorlton Cycleway project, the Council had been working to create a continuous link from the city centre to Chorlton. Over recent months a new CYCLOPS junction had been built, providing a way for cyclists, pedestrians and vehicles to safely travel through the junction whilst remaining segregated from one another. This was intended to both smooth journey times through the junction, but also to improve people's safety during their travels. As part of this project, some changes had been made to the existing road layout, with Shrewsbury Street being closed at Upper Chorlton Street, as well as a ban on motor traffic turning left from Chorlton Road into Moss Lane West.

The Executive Member for Skills, Culture and Leisure reported that Manchester had been put forward as one of eight host cities in a bid to bring the EURO 2028 football tournament to the UK and Ireland. If successful, the bid would see the Etihad Stadium host matches in the competition along with nine other stadiums in London, Cardiff, Liverpool, Newcastle, Birmingham, Glasgow and Belfast. In addition, the city was already confirmed as one of only four cities in the world to host the group stages of The Davis Cup. Hosting the matches in Manchester was part of the Lawn Tennis Association's strategic vision to broaden access to the sport and complements the city's range of high quality tennis facilities.

Councillor Leech sought clarification as to what percentage of the Redbank development within Victoria North scheme would be affordable housing and he also sought clarification as to how the Council assessed the success of CYCLOPS junctions.

The Executive Member for Growth and Development confirmed that at least 20% of the Redbank development would be affordable housing. The Executive Member for Environment and Transport stated that monitoring of the impact of CYCLOPS junction would take place over the next few months which would help determine its success.

Decision

The Executive note the report.

Exe/23/51 Global Revenue Outturn 2022/23

The Executive considered a report of the Deputy Chief Executive and City Treasurer, which set out the final outturn position for the Council's revenue budget in 2022/23. It

also highlighted the movements from the previous forecast for the year, which was reported to the Executive in February 2023, based on the position as at the end of December 2022.

The Executive Member for Finance and Resources reported that the final outturn position was an overspend of £4.5m for the year. The main drivers of the overspend were the higher than budgeted for pay award, pressures on Children's safeguarding services, Home to School Transport demand and price pressures, and lower than budgeted for parking income, driven by changes to commuter behaviour post-pandemic. An overachievement of investment income and underspends across the Corporate Core partly offset these pressures.

Since the last reported position to Executive in February 2023, based on information to the end of December, the overspend had increased by c£1m. This increase was largely made up of emerging pressures in both Adults and Children's services which are set out in this report, offset by improvements in other Directorates.

Whilst it had been possible to set a balance budget for 2023/24, the financial position beyond this would be challenging with significant budget shortfalls after the application of smoothing reserves and alongside uncertainty about the future funding settlement. The scale of the gap was set out in the Medium Term Financial Strategy report to Executive February 2023.

It was proposed that in order to maintain the General Fund reserve at the recommended level of around £25m a transfer of £2.723 from Smoothing reserves was made. This would result in a closing 2022/23 General Fund reserve balance of £25.850m and a balance of £48.731m on the Smoothing reserve.

Councillor Leech sought clarification as to whether the overspend in Adult Services was as a result from providers not expecting to have to pay the fee uplift and real living wage. He also sought clarification as to how the shortfall in parking income would impact on projections for this year.

The Deputy Chief Executive and City Treasurer commented that it was anticipated all providers would sign up to providing the real living wage and would check on the number that had not yet signed up to it. In relation to parking income, this would be monitored carefully to see if there would be any impact in this financial year.

Decisions

The Executive:-

- (1) Note the outturn position of £4.5m overspend.
- (2) Approve the proposed budget increases following grant notifications as set out in the report
- (3) Approve the carry forward request totalling £674k
- (4) Approve the use of reserve funding as set out in the report.

Exe/23/52 Capital Programme Update

The Executive considered a report of the Deputy Chief Executive and City Treasurer, which informed Members of requests to increase the capital programme, sought approval for those schemes that could be approved under authority delegated to the Executive.

The proposals which required Council approval were those which were funded by the use of reserves above a cumulative total of £10 million, where the use of borrowing was required or a virement exceeded £1m. These included the following proposed changes:-

- Public Sector Housing – Social Housing Decarbonisation Boiler Replacement. A capital budget increase of £2.550m in 2023/24 and £11.545m in 2024/25 was requested, funded by HRA Reserve, to enable the Council to move from gas to renewable forms of heating for properties which would come up for replacement within the next two years as well as bring forward other properties.
- Public Sector Housing – Operational Housing Programme 2023-24. A capital budget increase of £8.646m in 2023/24, £7.155m in 2024/25 and £0.968m in 2025/26 was requested, funded by HRA Reserve, for the continuation of essential health and safety work, security improvements and environmental improvements across the Council's Housing estate.

The proposals which only required Executive approval were those which were funded by the use of external resources, use of capital receipts, use of reserves below £10.0m, where the proposal could be funded from existing revenue budgets or where the use of borrowing on a spend to save basis is required. The following proposals required Executive approval for changes to the City Council's capital programme:-

- Private Sector housing – Home Upgrade Grant (HUG) 2. A capital budget increase of £4m in 2023/24 and £6m in 2024/25 was requested, funded by Government Grant, to provide energy efficiency and clean heating upgrades to improve energy performance for owner occupied and private rented sector off gas grid (no have mains gas for heating) and low energy performance (EPC D-G) properties occupied by fuel poor households.
- Growth and Development - Back of Ancoats Mobility Hub (AMH) & Public Realm. A capital budget increase of up to £2.3m in 2023/24 was requested, funded by Capital Receipts, to provide the essential changes required to the Ancoats Mobility Hub to ensure the full scheme could be delivered, without impacting on the delivery of the wider public realm project.

The report highlighted that there had been increases to the programme totalling £2.325m as a result of delegated approvals since the previous report to the Executive on 22 March 2023.

Approval had also been given for the following capital budget virements:-

- £0.057m to be allocated from Highways Patching budgets for additional repaving works outside Sinclair's Oyster Bar, adjacent to Exchange Square, following the re-paving of the main square of Exchange Square in 2022.
- £0.121m allocation from the Parks Development Programme for city wide tennis improvements
- £0.108m allocation from the Parks Development Programme for the Wythenshawe Cycling Hub to improve the visitor experience, visitor safety, encourage a longer dwell time, and improve access to park facilities

If the recommendations in the report were approved the General Fund capital budget would increase by £43.164 m across financial years which would also result in an increase in the prudential indicator for Capital Expenditure in corresponding years.

Decisions

The Executive:-

- (1) Recommend that the Council approve the following changes to Manchester City Council's capital programme:
 - Public Sector Housing – Social Housing Decarbonisation Boiler Replacement. A capital budget increase of £14.095m, funded by HRA Reserve.
 - Public Sector Housing – Operational Housing Programme 2023-24. A capital budget increase of £16.769m, funded by HRA Reserve.
- (2) Under powers delegated to the Executive, approve the following changes to the Council's capital programme:
 - Private Sector Housing – Home Upgrade Grant (HUG) 2. A capital budget increase of £10.0m, funded by Government Grant.
 - Growth and Development - Back of Ancoats Mobility Hub & Public Realm. A capital budget increase of up to £2.3m, funded by Capital Receipts.
- (3) Note the increases to the programme of £2.325m as a result of delegated approvals.
- (4) Note the virements in the programme of £0.286m as a result of virements from approved budgets

Exe/23/53 Purpose Built Student Accommodation

The Executive considered a report of the Strategic Director (Growth and Development), which provided an update on the provision of Purpose-Built Student Accommodation (PBSA) in Manchester and issues that had arisen since the last

report in December 2020. It also recommended that the Executive agreed to the establishment of a pipeline of schemes as set out in the report in order to address a projected shortfall of accommodation up to 2030.

The Executive Member for Growth and Development advised that providing a residential offer for students to address needs had been a long-held Council objective as part of its Housing Strategy and planning policy framework. It had been broadly recognized and accepted that there was a shortage of PBSA in Manchester. This was brought clearly into focus at the beginning of this academic year when some Manchester students could not be housed in PBSA in the City. This was in part a result of the Universities closing some sub-standard accommodation but also because sufficient new accommodation had not been delivered in appropriate locations.

Projections estimated that demand for new PBSA could be between 5440 bedspaces (representing a 1% growth per annum) and 11320 (representing 2% growth per annum) up to 2030. Whilst actual demand would depend on a number of factors, it was considered that around 750 new bed spaces were required per annum up to 2030.

20 sites had been identified which could potentially support around 12,500 PBSA bedspaces. Their suitability, availability and deliverability had been assessed to establish whether they were capable of meeting bedspace requirements, in line with identified and projected need. In order to establish a pipeline, each site had been categorised via a traffic light system. Sites that had planning permission were categorised as green. Sites that were amber required further action before they could be established as a fully defensible part of the pipeline, but there was a realistic prospect of delivery.. All sites identified as amber or green were considered to form part of the City Council's pipeline of potential PBSA sites.

Councillor Wright (Hulme Ward Councillor) addressed the meeting, raising concerns around the inclusion of particular sites within the report which could then be used to justify planning applications opposed by the local community and ward councillors. In addition she commented that there should be no reference to any site that would have a detrimental impact on the repeated request to have the Aquarius area being designated as a residential part of Hulme in the new Local Plan. Her largest concern was the proposed inclusion of the Gamecock Pub as a potential site, given this was a live planning application to which there had been repeated opposition by the local community. As such she requested the Executive removed the Gamecock Pub as a potential site for PBSA from the list.

The Executive Member for Growth and Development and the Strategic Director (Growth and Development) both reiterated that the list of schemes within the report were not an exhaustive list, and some may not be brought forward. The purpose of the report was to demonstrate that there was sufficient opportunity, and there was no obvious need to significantly depart from Policy H12 which had largely been effective in managing the supply of PBSA. It was noted that other schemes may also be progressed that were not on the list but nevertheless complied with policy H12.

The report had also been considered by the Economy and Regeneration Scrutiny Committee at its meeting on 23 May 2023, with the Committee endorsing the recommendations asked of the Executive subject to the amendment of recommendation (2) to read *“Consider the list of schemes set out in the report as the pipeline that will deliver the required amount of PBSA up to 2030, pending consultation with ward members”*.

Decisions

The Executive

- (1) Note the changes that have taken place regarding the provision of Purpose-Built Student Accommodation since December 2022.
- (2) Endorse the list of schemes set out in the report as the pipeline that will deliver the required amount of PBSA up to 2030 pending consultation with ward members.
- (3) Endorse the approach set out in the report to help guide the decision-making process in advance of the review of the Local Plan and request the Planning and Highways Committee take this approach into account as a material consideration until the Local Plan has been reviewed.

**Manchester City Council
Report for Resolution**

Report to: Executive – 28 June 2023

Subject: Establishment of the Bee Network Committee

Report of: The City Solicitor and the Strategic Director (Growth and Development)

Summary

The purpose of this report is to propose new governance arrangements, in particular a new joint transport committee, to enable a more coordinated and integrated approach to Greater Manchester transport governance.

Recommendations

The Executive is recommended to:-

1. Agree to the establishment of a new joint transport committee (the Bee Network Committee) of the Greater Manchester Combined Authority ('GMCA'), the Mayor of Greater Manchester and the ten Greater Manchester Constituent Councils.
 2. Approve the appointment of members to the Bee Network Committee as set out in Appendix 1 and appoint 1 member, preferably the Executive Member as decision-maker with responsibility for transport, and 1 substitute member to the Bee Network Committee.
 3. Approve the Terms of Reference of the Bee Network Committee as set out in Appendix 2.
 4. Note the delegation of the functions of the GMCA and of the Mayor of Greater Manchester as set out in the Terms of Reference to the Bee Network Committee attached at Appendix 2.
 5. Agree the delegation of the functions of the Council, as set out in the terms of Reference attached at Appendix 2.
 6. Approve the Rules of Procedure for the Bee Network Committee as set out in Appendix 3.
-

Wards Affected: All

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

The continued development and enhancement of a public transport network for Greater Manchester will help to reduce transport-related carbon emissions by increasing the share of journeys undertaken by bus, Metrolink and rail, encouraging active travel and reducing journeys by car.

Effective transport governance will help ensure that these objectives are achieved.

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

The continued development of the public transport network will require continued monitoring and assessment as services develop and change over time to ensure that services are responsive to need, and these interventions enable those with protected characteristics to benefit fully from access to public transport.

Effective transport governance will help ensure that the needs of those with protected characteristics are factored into transport decision-making.

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>Improving public transport and other non-car modes will support the growth of the economy by improving accessibility to jobs and opportunities for all residents.</p> <p>Effective transport governance will help ensure that this objective is achieved.</p>
<p>A highly skilled city: world class and home grown talent sustaining the city's economic success</p>	<p>Excellent public transport connections will allow all residents in the city to access high-quality employment and education opportunities in the city and facilitate growth.</p> <p>Improving infrastructure and unlocking regeneration opportunities will attract investment, in turn boosting the local economy and creating jobs.</p> <p>Effective transport governance will help ensure that these objectives are achieved.</p>
<p>A progressive and equitable city: making a positive contribution by unlocking the potential of our communities</p>	<p>Good quality and affordable public transport will facilitate opportunities for communities across the city to make more sustainable travel choices, and open up opportunities for residents and businesses to access employment and education across the city.</p> <p>Effective transport governance will help ensure that these objectives are achieved.</p>

<p>A liveable and low carbon city: a destination of choice to live, visit, work</p>	<p>High quality public transport, combined with other sustainable transport measures such as walking, wheeling and cycling can offer residents a viable alternative to the private car, therefore reducing short car journeys and therefore carbon emissions.</p> <p>Reducing dependency on the private car can help to create a more liveable city through reduced traffic congestion, road danger and create a safer, cleaner environment.</p> <p>Effective transport governance will help ensure that these objectives are achieved.</p>
<p>A connected city: world class infrastructure and connectivity to drive growth</p>	<p>World class infrastructure will attract investment and promote a globally successful city. High quality public transport will make it easier for residents to access high quality jobs, education and leisure opportunities across the city.</p> <p>Effective transport governance will help ensure that these objectives are achieved.</p>

Full details are in the body of the report, along with any implications for:

- Equal Opportunities Policy
- Risk Management
- Legal Considerations

Financial Consequences – Revenue

None.

Financial Consequences – Capital

None.

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Background documents (available for public inspection):

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

None.

1.0 Introduction/Background

- 1.1. The creation of Greater Manchester's integrated transport system, the Bee Network, will require a more coordinated and integrated approach to transport governance, that places accountability to local people at its heart.
- 1.2. Local control of the Greater Manchester transport network, and bus franchising in particular, will change the type and number of decisions being made. Greater Manchester therefore needs to change the make-up of its decision-making bodies so as to ensure Greater Manchester's new responsibilities are discharged in an effective and transparent way.

2.0 Current Arrangements

- 2.1 The GMCA, the Mayor of Greater Manchester and the 10 Greater Manchester Constituent Councils have delegated some of their functions to the Greater Manchester Transport Committee ('GMTC'). The functions delegated provide limited opportunities for GMTC to influence strategic decision-making and therefore transport policy. Its role combines elements of both decision-making around relatively minor issues and performance monitoring which is usually considered to be a scrutiny committee function. This has led to a lack of clarity both within and outside of the Greater Manchester system.

3.0 Principles for Future Governance

- 3.1 To help shape future governance, seven principles that set out the requirements of any new structures have been identified. They should:
 - Support shared ownership of the transport agenda across Greater Manchester, informed by local priorities and driven by consensus.
 - Support an integrated approach to policy development to support the delivery of an integrated network.
 - Separate decision-making and policy development from oversight and scrutiny.
 - Strengthen decision-making, scrutiny and local involvement.
 - Be simplified and transparent.
 - Support enhanced member and public engagement.
 - Ensure delegation to officers to enable operational flexibility, as appropriate.

4.0 The Way Forward

4.1 In alignment with these principles, the proposal is:

- A new, smaller, and more strategically focused 'Bee Network Committee' (BNC), which would lead transport decision-making at a regional level, taking greater ownership and responsibility for the Greater Manchester integrated transport network.
- Strengthened local engagement by increasing opportunities for local councillors and members of the public to contribute to and influence transport policy and services in their area.
- Formal scrutiny of the Bee Network Committee being part of the work programme of the newly strengthened Greater Manchester Overview & Scrutiny Committee.

4.2 Although the new committee itself would have greater delegated powers, no additional Constituent Council functions are to be transferred or delegated to the GMCA. As the functions being delegated by the Council to the new committee are executive in nature, the approval of the Council's Executive is needed to establish the committee.

4.3 The GMCA would delegate additional functions that are already conferred on or delegated to it, to Transport for Greater Manchester ('TfGM'). Such functions would be of a day-to-day operational nature, for example, local bus information, consultation procedures, transport and road safety studies. This will require corresponding amendments to the GMCA constitution which will be included in the annual review of that constitution.

5.0 The Bee Network Committee (BNC)

5.1 As with the present GMTCC, the Bee Network Committee ('BNC') would be structured as a joint committee, able to exercise decision-making powers and develop policy on behalf of the GMCA, the Mayor of Greater Manchester and the ten Constituent Councils.

5.2 It is anticipated that the new committee would have no more than 16 members, as set out below:

- Greater Manchester Constituent Councils appoint one member each to ten places (expected to be the transport portfolio holder – see below);
- GMCA appoints to one place;
- The Mayor of Greater Manchester;
- Additional members appointed by Mayor of Greater Manchester for political balance (up to a maximum committee size of 16).

- 5.3 The Constituent Councils would be expected to nominate their cabinet member with transport responsibility to the committee, or another councillor with decision-making responsibility where more appropriate.
- 5.4 By bringing together executive members from across the city region, the BNC will be able to take a holistic and integrated view of transport in Greater Manchester, and can better support and co-ordinate activity across district boundaries e.g. co-ordination of highways management.
- 5.5 Functions of the new committee would include:
- a) Decision-Making – Approving significant changes to transport network operations, and the draw down of funding to invest in transport infrastructure and operations.
 - b) Performance Monitoring – Oversight of the performance and financial sustainability of the transport network, holding transport operators and TfGM to account.
 - c) Policy Development – Developing transport policy to support the delivery of the Local Transport Plan (Greater Manchester 2040 Transport Strategy) and the Greater Manchester Strategy, within the parameters of the budgets set by GMCA.
 - d) Local Coordination – Facilitating coordination between the Constituent Councils to support effective highways management and infrastructure delivery. For example, oversight of the coordination of road works through the Greater Manchester Road Activity Permit Scheme (GMRAPS).
- 5.6 The GMCA would continue to approve:
- Transport Budgets
 - The Local Transport Plan and any sub-strategies
 - Metrolink and Bus Franchise contract awards
 - TfGM Executive and Non-Executive Appointments
- 5.7 TfGM would make day-to-day operational decisions within agreed parameters and policies.
- 5.8 The TfGM Executive Board would retain responsibility for ensuring TfGM has or develops the organisational capabilities and culture to deliver the transport strategies, policies and interventions of the Transport Authority as directed by the Mayor, the GMCA, Greater Manchester Constituent Councils and the BNC.

6.0 Strengthen Member and Public Engagement

- 6.1 A key part of these new governance arrangements will be an increased number of opportunities for local councillors and members of the public to influence transport policy and services in their area and better hold TfGM and other agencies to account for the operational performance of the network (e.g. around safety and personal security). These will include:
- Opportunities for local members to inform reviews of the transport network, including regular reviews of the franchised bus network, through direct engagement and consultation.
 - Virtual and in-person drop-ins established for local members to raise issues/concerns directly with TfGM officers.
 - Opportunities for local members to input via Transport Executive Members represented on Bee Network Committee.
 - Opportunities for Constituent Councils to refer petitions regarding the transport network to the Bee Network Committee, providing they comply with the requirements of that Constituent Council's petitions scheme.

7.0 Clear Scrutiny Arrangements

- 7.1 As Greater Manchester takes on new responsibilities and functions, it is important that scrutiny arrangements are appropriately strong. Under these proposals, the GMCA's single, integrated Overview & Scrutiny Committee will consider transport matters in one place, alongside other policy areas, allowing for integrated consideration of issues. This approach has been highlighted within the Government's recently published English Devolution Accountability Framework as an example of good practice.
- 7.2 The Overview & Scrutiny Committee will scrutinise the decisions of the BNC and will be able to call in decisions as it feels appropriate. It may also initiate task and finish groups, which can provide greater opportunity to focus on a particular issue.

8.0 Implementation

- 8.1 The attached draft Terms of Reference (Appendix 2) set out the proposed functions of and delegations to the Bee Network Committee. Appendix 3 sets out a draft of the proposed Rules of Procedure.
- 8.2 The GMCA and the Mayor at the GMCA meeting held on 26th May 2023 approved the new arrangements and the establishment of the Bee Network Committee as set out in the appendices and recommended it on for approval by the Greater Manchester district councils. Each Greater Manchester Constituent Council will need to agree to the establishment of the new Bee Network Committee, approve the proposed terms of reference and rules of

procedure and appoint an appropriate representative and substitute to the committee.

- 8.3 On conclusion of this process, it would be the intention to hold the first meeting of the new Bee Network Committee in July 2023, prior to the first franchised bus services entering operation in September 2023.

9.0 Recommendations

- 9.1 The recommendations to the Executive are set out at the beginning of this report.

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Appendix 1 – Appointment of Members to the Bee Network Committee

Bee Network Committee – Joint Committee of the Mayor, the GMCA and the Constituent Councils pursuant to the Greater Manchester Combined Authority (Functions and Amendment) Order 2019 (the GM Transport Order)

1. The number of members of the Bee Network Committee shall not exceed 16.
2. Each Constituent Council shall appoint one of their elected members to be a member of Bee Network Committee.
3. Each of the Constituent Councils is expected to appoint their district's executive member with responsibility for transport to be a member of the Bee Network Committee.
4. Each Constituent Council shall appoint one of their elected members to act as substitute member of the Bee Network Committee in the absence of the member appointed in accordance with clause 3 above.
5. The GMCA will appoint one member of the GMCA to be a member of the Bee Network Committee.
6. The GMCA will appoint one member or substitute member of the GMCA to act as substitute member of the Bee Network Committee in the absence of the member appointed in accordance with clause 5 above.
7. The Mayor will be a member of the Bee Network Committee.
8. The Mayor will appoint, one member or one substitute member of the GMCA (insofar as is reasonably practicable) or (if not reasonably practicable) an elected member of one of the constituent councils to act as substitute member of the Bee Network Committee in the Mayor's absence.
9. The Mayor will appoint up to 4 additional members to the Bee Network Committee, from the elected members of the Constituent Councils. The appointments to the Bee Network Committee made by the Mayor under this clause 9 will be made so as to ensure that the members of the Bee Network Committee, taken as a whole, reflect as far as reasonably practicable the balance of political parties for the time being prevailing among the Constituent Councils when taken together. The appointments to the Bee Network Committee made by the Mayor under this clause 9 will reflect the wishes of the relevant political group as to the members to be appointed to any seat on the Bee Network Committee allocated to that political group.
10. The GMCA will appoint elected members of the Constituent Councils to act as substitute members of the Bee Network Committee in the absence of the members appointed in accordance with clause 9 above.

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Appendix 2 - Bee Network Committee – Terms of Reference

1. Overview

- 1.1 As a joint committee of the ten Greater Manchester district councils ('the Constituent Councils'), the GMCA and the Mayor, the Bee Network Committee brings together the principal transport decision-makers in Greater Manchester, allowing a holistic, integrated view of transport to be taken.
- 1.2 The Bee Network Committee is responsible for overseeing delivery of Greater Manchester Local Transport Plan set by GMCA and within the transport budgets set by the GMCA.
- 1.3 The Committee leads transport decision-making at a city regional level, and is responsible for monitoring the performance of Greater Manchester's transport network, and the performance of Transport for Greater Manchester (TfGM), the local government body responsible for delivering Greater Manchester's transport strategy and commitments.
- 1.4 The Committee has an important role in developing transport policy, and advising and supporting the Constituent Councils, the GMCA and Mayor on specific transport issues.
- 1.5 The Committee also supports shared ownership of the transport agenda across the city region, informed by local priorities and driven by consensus. It facilitates an integrated approach to policy development to support the delivery of Greater Manchester's fully integrated transport system, the 'Bee Network', which will change the way people travel across the city region.
- 1.6 In summary, the four key roles for the Bee Network Committee are:
 - a) **Decision-Making** – Determining changes to transport network operations as set out in Part 2, and the draw down of funding to invest in transport infrastructure and operations.
 - b) **Performance Monitoring** – Oversight of the performance and financial sustainability of the transport network, holding transport operators and TfGM to account.
 - c) **Policy Development** – Developing transport policy to support the delivery of the Local Transport Plan and the Greater Manchester Strategy, within the parameters of the budgets set by GMCA.
 - d) **Local Coordination** – Facilitating coordination between the Constituent Councils to support effective highways management and infrastructure delivery.

2. Transport functions of the GMCA delegated or referred to the Bee Network Committee

- 2.1 The following transport functions of the GMCA are delegated or (where indicated) referred for the making of recommendations, by the GMCA or, as the case may be, the Mayor to the Bee Network Committee, without prejudice to

the GMCA's or, as the case may be, the Mayor's right to discharge such functions directly, and subject to the Bee Network Committee exercising these functions in accordance with any transport policies of the GMCA and the Mayor, the Local Transport Plan and the agreed transport budget and borrowing limits:

- a) Determining a programme of reviews to inform changes to the transport network;
- b) Determining any proposed changes to the transport network resulting from the programme of network reviews, subject to compliance with any statutory requirements. For example, the introduction of new routes, withdrawal of existing routes, or major changes to routes, frequencies or vehicle specifications;
- c) Receiving updates, where appropriate, on other operational changes to the transport network, such as: schedule changes to improve reliability, minor route changes, capacity changes, changes in response to emergency events and planned temporary changes;
- d) Determining the operation of subsidised bus services in Greater Manchester;
- e) Determining the operation of the GMCA's accessible transport provision pursuant to Sections 106(1) and 106(2) of the Transport Act 1985;
- f) Approving the draw down of capital funds to invest in transport infrastructure, services and operations in accordance with the budgets set and the capital programme/s approved by the GMCA;
- g) Monitoring the performance of Greater Manchester's transport network, including the parts of the network which are not within the control of the Mayor, the GMCA or local authorities such as rail services and the strategic highways network managed by National Highways;
- h) Monitoring delivery of the Local Transport Plan and other transport policies of the Mayor and the GMCA;
- i) Monitoring delivery of key transport programme including, but not limited to, the transport capital programme;
- j) Monitoring and overseeing the activities and performance of TfGM (and where appropriate recommending that the GMCA exercise the power pursuant to Section 15(6) of the Transport Act 1968 to give to TfGM such directions as appear to the Bee Network Committee to be appropriate to secure the observance of the rights of the GMCA);
- k) Ensuring that TfGM secures the provision of appropriate public passenger transport services pursuant to Section 9A(3) of the Transport Act 1968 and monitoring the operation and performance of these services and initiating appropriate action, including making recommendations to the GMCA and/or the Mayor;
- l) Ensuring that TfGM implements those actions delegated to it for promoting the economic, social and environmental well-being of Greater Manchester and its residents pursuant to Section 99 of the Local Transport Act 2008;
- m) Undertaking policy reviews and development, to support the delivery of the Local Transport Plan and the Greater Manchester Strategy, in accordance with any transport policies of the GMCA or Mayor, and the GMCA's agreed transport budget and borrowing limits;

- n) Reviewing fares, tariffs, charges and concessions functions and making recommendations to the GMCA, in accordance with any transport policies of the GMCA and the Mayor, the Local Transport Plan and the agreed transport budget and borrowing limits;
- o) Considering proposals by TfGM to promote or oppose any Bill in Parliament pursuant to Section 10(1)(xxix) of the Transport Act 1968 and making recommendations to the GMCA as to whether it should approve such proposals; and
- p) Promotion of Greater Manchester's transport and travel interests as set by the GMCA and the Mayor.

2.2 In respect of functions under section 39(2) and (3) of the Road Traffic Act 1988 ('the road safety function'), which may be exercised concurrently with Constituent Councils, the GMCA delegates to the Bee Network Committee responsibility for:

- a) Producing and developing policies in relation to the road safety function;
- b) Drawing up budgets in relation to the road safety function insofar as it is exercised by the TfGM. Determining the tasks to be carried out in relation to the road safety function by TfGM;
- c) Making recommendations to the GMCA and the Mayor in respect of the development of policies for the promotion and encouragement of safe transport to, from and within its area under s108 Transport Act 2000; and
- d) Monitoring and overseeing the activities and performance of TfGM, in respect of the road safety function.

3. Transport functions of the Constituent Councils delegated directly to the Bee Network Committee

3.1 The following transport related functions of the Constituent Councils are delegated directly to the Bee Network Committee subject to the Bee Network Committee exercising these functions in accordance with any policies of the GMCA (as local transport authority), the Local Transport Plan and the terms of the delegation from the Constituent Councils:

- a) Carrying out actions to facilitate the performance by local traffic authorities of their duty to manage their road traffic on their own roads and facilitating the same on other local authorities' roads pursuant to Sections 16 and 17 (except for sub-sections 17 (2) and (3)) of the Traffic Management Act 2004, including in particular –
 - i. establishing processes for identifying things (including future occurrences) which are causing or have the potential to cause road congestion or other disruption to the movement of traffic on the road network;
 - ii. determining specific policies and objectives in relation to strategic roads; and
 - iii. monitoring the effectiveness of traffic authorities in managing their road network.

- 3.2 The delegated functions referred to in paragraph 3.1 enable the Bee Network Committee to coordinate local authority transport responsibilities, where cross border cooperation is required.

Appendix 3 - Rules of Procedure

1. Interpretation, Suspension and Variation/Revocation of Rules of Procedure

- 1.1 These Rules shall apply to the Bee Network Committee.
- 1.2 The ruling of the Chair on the interpretation of these Rules in relation to all questions of order and matters arising in debate shall be final.
- 1.3 References in these Rules to the "Chair" mean the member of the Bee Network Committee for the time being presiding at the meeting of the Bee Network Committee. References in these Rules to the "Secretary" means the officer of the GMCA who is appointed to discharge the role of the Secretary to the Bee Network Committee.
- 1.4 * Except for those provisions which accord with the provisions of the Local Government Acts (and which are indicated with an asterisk *) any Rule may be suspended at a meeting of the Bee Network Committee with the consent of the majority of the whole number of members of the Bee Network Committee but not otherwise.
- 1.5 * These Rules (except for those Rules marked with asterisk*) may be varied or revoked by a decision of a two-thirds majority of the Bee Network Committee and any motion to vary or revoke any of these Rules shall, when proposed and seconded, stand adjourned without discussion to the next ordinary meeting of the Bee Network Committee which shall determine the matter having considered a report of the Secretary to the Bee Network Committee on the proposed variation or revocation.

2. Chair

- 2.1 *The Chair of the Bee Network Committee will be appointed annually by the Mayor from among its members and shall, unless they resign, cease to be members of the Bee Network Committee or become disqualified, act until their successor becomes entitled to act as Chair.
- 2.2 The appointment of the Chair, for recommendation to the Mayor, shall be the first business transacted at the Annual Meeting of the Bee Network Committee.
- 2.3 *On a vacancy arising in the office of Chair for whatever reason, the Bee Network Committee shall recommend an appointment to fill the vacancy at the next ordinary meeting of the Bee Network Committee held after the date on which the vacancy occurs, or, if that meeting is held within 14 days after that date, then not later than the next following meeting. The member appointed shall hold such office for the remainder of the year in which such vacancy occurred.

3. Meetings

- 3.1 The Annual Meeting of the Bee Network Committee shall be held in June or the month after local elections on a date and at a time determined by the Bee Network Committee.
- 3.2 Ordinary meetings of the Bee Network Committee for the transaction of general business shall be held on such dates and at such times as the Bee Network Committee shall determine.
- 3.3 An Extraordinary Meeting of the Bee Network Committee may be called at any time by the Chair.

4. Notice of Meetings

- 4.1 At least five clear days before a meeting of the Bee Network Committee:
 - (a) notice of the time and place of the intended meeting shall be published by the Secretary and posted at Broadhurst House, Oxford Street, Manchester, M1 6EU; and
 - (b) a summons to attend the meeting, specifying an agenda for the meeting, shall be sent by electronic email to the usual email address of each member of the Bee Network Committee, or any other email address notified to notified to the Secretary by a member of the Bee Network Committee.
- 4.2 Lack of service on a member of the Bee Network Committee of the summons shall not affect the validity of a meeting of the Bee Network Committee.
- 4.3 A member of the Bee Network Committee may require a particular item of business, including any motion, which is relevant to the powers of the Bee Network Committee, to be discussed at an ordinary meeting of the Bee Network Committee subject to at least eight clear days' notice of such intention being given to the Secretary in writing, signed by the member concerned and specifying the business to be discussed. The Secretary shall set out in the agenda for each meeting of the Bee Network Committee the items of business requested by members (if any) in the order in which they have been received, unless the member concerned has given prior written notice to the Secretary prior to the issue of the agenda for the meeting, for it to be withdrawn. If the member concerned is not present at the meeting when an item of which they have given notice comes up for discussion, this item shall, unless the Bee Network Committee decides otherwise, be treated as withdrawn. A member shall not have more than one item of business, or motion, standing in their name to be discussed at any meeting of the Bee Network Committee.

- 4.4 No motion by way of notice to rescind any resolution which has been passed within the preceding six months, nor any motion by way of notice to the same effect as any motion which has been negated within the preceding six months, shall be in order, unless the notice thereof shall have been given in time for inclusion on the agenda for the meeting, in accordance with paragraph 4.3 above, and the notice shall have been signed by four other members in addition to the member who is to propose the motion.
- 4.5 * Except in the case of business required by these Rules to be transacted at a meeting of the Bee Network Committee, and other business brought before the meeting as a matter of urgency, and of which the Secretary shall have prior notice and which the Chair considers should be discussed at the meeting, no business shall be transacted at a meeting of the Bee Network Committee other than that specified in the agenda for the meeting.
- 5. Chair of Meeting**
- 5.1 * At each meeting of the Bee Network Committee the Chair, if present, shall preside.
- 5.2 * If the Chair is absent from a meeting of the Bee Network Committee, the Secretary shall invite the members present to elect a member to preside for the duration of the meeting or until such time as the Chair joins the meeting.
- 5.3 Any power or function of the Chair in relation to the conduct of a meeting shall be exercised by the person presiding at the meeting.
- 6. Quorum**
- 6.1 * No business shall be transacted at any meeting of the full Bee Network Committee unless at least 6 of the members are present).
- 6.2 If at the time for which a meeting is called, and for 15 minutes thereafter, a quorum is not present, then no meeting shall take place.
- 6.3 If during any meeting of the Bee Network Committee the Chair, after counting the number of members present, declares that there is not a quorum present, the meeting shall stand adjourned to a time fixed by the Chair. If there is no quorum and the Chair does not fix a time for the reconvened meeting, the meeting shall stand adjourned to the next ordinary meeting of the Bee Network Committee.
- 7. Order of Business**
- 7.1 At every meeting of the Bee Network Committee the order of business shall be to select a person to preside if the Chair is absent and

thereafter shall be in accordance with the order specified in the agenda for the meeting, except that such order may be varied -

- (a) by the Chair at his/her discretion, or
- (b) on a request agreed to by the Bee Network Committee

- 7.2 The Chair may bring before the Bee Network Committee at their discretion any matter that they consider appropriate to bring before the Bee Network Committee as a matter of urgency.

8. Rules of Debate

Motions

- 8.1 A Motion (or amendment) shall not be discussed unless it has been proposed and seconded. It shall, if required by the Chair, be put in writing and handed to the Chair, who shall determine whether it is in order before it is further discussed or put to the meeting.
- 8.2 A member when seconding a Motion or amendment may, if they then declare their intention to do so, reserve their speech until a later period of the debate. No member may, except at the discretion of the Chair, address the Bee Network Committee more than once on any Motion. The mover of the original Motion may reply but shall confine such reply to answering previous speakers and shall not introduce any new matter into the debate. After the reply the question shall be put forthwith.
- 8.3 A member when speaking shall address the Chair. If two or more members signify their desire to speak, the Chair shall call on one to speak: the other or others shall then remain silent. While a member is speaking no other member shall intervene unless to raise a point of order or by way of personal explanation.
- 8.4 A member shall direct his/her speech to the question under discussion or to a personal explanation or to a point of order. No speech shall exceed five minutes except by consent of the Chair.

Amendments to Motions

- 8.5 An amendment shall be relevant to the Motion and shall be:-
- (a) (i) to leave out words from the Motion
 - (ii) to leave out words from, and insert or add others to, the Motion:
 - (iii) to insert words in, or add words to, the Motion:

but such omission, insertion or addition of words shall not have the effect of negating the Motion before the Bee Network Committee.

- 8.6 Only one amendment may be moved and discussed at a time and no further amendment shall be moved until the amendment under discussion has been disposed of. The mover of an amendment shall read the same before speaking to it.
- 8.7 If an amendment is rejected, other amendments may be moved on the original Motion. If an amendment is carried, the Motion as amended shall take the place of the original Motion and shall become the substantive Motion upon which any further amendment may be moved, except any amendment which would be inconsistent with that already carried. The right of reply under paragraph 9.2 above shall not extend to the mover of an amendment which, having been carried, has become the substantive Motion. No member shall move more than one amendment on any Motion.
- 8.8 A member with the consent of the Bee Network Committee, signified without discussion:-
- (a) alter a Motion of which they have given notice
 - (b) with the consent of their seconder alter a Motion which they have moved:
- if in either case the alteration is one which could be made as an amendment thereto.
- 8.9 A Motion or amendment may be withdrawn by the mover with the consent of the Bee Network Committee (which shall be signified without discussion) and no member may speak upon it after the mover has asked permission for its withdrawal, unless such permission has been refused.
- 8.10 When a Motion is under debate no other Motion shall be moved except the following:-
- (a) That the Motion be amended
 - (b) That the Bee Network Committee proceed to the next business
 - (c) That the question be put
 - (d) That the debate be adjourned
 - (e) That the meeting be adjourned
 - (f) That the member named be warned
 - (g) (By the Chair under paragraph 11.2 below) That the member named leave the meeting, or
 - (h) That the press and public be excluded (in accordance with Section 100A of the Local Government Act, 1972)

- 8.11 A member who has not already spoken on the item under consideration may move without comment at the conclusion of a speech of another member “That the Bee Network Committee proceed to the next business”, “That the question be put”, “That the debate be adjourned” or “That this meeting of the Bee Network Committee be adjourned” and on the seconding of that Motion the Chair shall proceed as follows:
- (a) on a Motion to proceed to the next business, unless in their opinion the original Motion or amendment has been insufficiently discussed, they shall first give the mover of the original Motion a right of reply, and then put to the vote the Motion to proceed to the next business; if this latter Motion is carried, the original Motion or amendment under discussion shall be deemed to be withdrawn
 - (b) on a Motion that the question be put, unless in their opinion the Motion or amendment before the meeting has not been sufficiently discussed, they shall first put to the vote the Motion that the question be put and, if it is carried, they shall then give the mover of the original Motion their right of reply under paragraph 9.2 above, before putting the Motion or any amendment then under discussion to the vote
 - (c) on a Motion to adjourn the debate, if, in the Chair’s opinion, the Motion or amendment before the meeting has not been sufficiently discussed, and cannot reasonably be sufficiently discussed on that occasion, they shall put to the vote a Motion to adjourn the debate to the next meeting of the Bee Network Committee, or to a time stated, without giving the mover of the original Motion their right of reply on that occasion; if the adjournment Motion is carried, then, on the resumption of the debate, the Chair shall reintroduce the Motion or amendment before the meeting at the time the debate was adjourned, and the member who moved the adjournment of the debate shall be entitled to speak first
 - (d) on a Motion to adjourn a meeting of the Bee Network Committee until a specified date and time, the Chair shall forthwith put such a Motion to the vote without giving any right of reply to the mover of any Motion under discussion and, if the Motion is carried, the remaining business of the day shall stand adjourned until the date and time stated in the Motion. On the resumption of the meeting of the Bee Network Committee the procedure in paragraph 9.11(c) above shall apply
- 8.12 No member may move any of the Motions in paragraph 9.11 above on more than one occasion at each meeting and, when such a Motion is not carried, a second Motion of the like nature shall not be made within

half an hour unless, in the opinion of the Chair, the circumstances of the question are materially altered.

Points of Order

- 8.13 A member may, with the permission of the Chair, raise a point of order or in personal explanation, and shall be entitled to be heard forthwith. A point of order shall relate only to an alleged breach of the Rules of Procedure or statutory provision and the member shall specify which part of the Rules of Procedure or statutory provision and the way in which they consider it has been broken. A personal explanation shall be confined to some material part of a former speech by the member which they consider to have been misunderstood in the present debate.
- 8.14 The ruling of the Chair on a point of order, or the admissibility of a personal explanation, shall not be open to discussion.
- 8.15 Whenever the Chair intervenes during a debate a member then speaking or offering to speak shall give way.

Motion to exclude the Press and Public

- 8.16 A Motion to exclude the press and public in accordance with Section 100A of the Local Government Act, 1972 may be moved, without notice, at any meeting of the Bee Network Committee during an item of business whenever it is likely that if members of the public were present during that item there would be disclosure to them of confidential or exempt information as defined in Section 100A of the Local Government Act 1972.

9. Voting

- 9.1 Whenever a vote is taken at meetings of the Bee Network Committee it shall be by a show of hands. On the requisition of any member of the Bee Network Committee, supported by four other members who signify their support by rising in their places, and before the vote is taken, the voting on any question shall be recorded so as to show whether each member present gave their vote for or against that question or abstained from voting.
- 9.2 * In the case of an equality of votes, the Chair shall have a second, or casting, vote.
- 9.3 *A member may demand that his/her vote be recorded in the Minutes of the meeting.

10. Conduct of Members at meetings

- 10.1 If at a meeting any member of the Bee Network Committee, misconducts him or herself by persistently disregarding the ruling of the

Chair, or by behaving irregularly, improperly or offensively, or by willfully obstructing the business of the Bee Network Committee, the Chair or any other member may move "That the member named be warned" and the Motion if seconded shall be put and determined without discussion.

- 10.2 If the member named continues such misconduct after a Motion under the foregoing paragraph has been carried, the Chair shall either:-
- (a) move "That the member named leave the meeting" (in which case the Motion shall be put and determined without seconding or discussion)
 - (b) adjourn the meeting of the Bee Network Committee for such period as they consider expedient
- 10.3 In the event of general disturbance, which in the opinion of the Chair, renders the due and orderly dispatch of business impossible the Chair, in addition to any other power vested in him or her may, without question put, adjourn the meeting of the Bee Network Committee for such period as he or she considers expedient.

11. Disturbance by Members of the Public

- 11.1 If a member of the public interrupts the proceedings at any meeting the Chair shall warn him or her. If they continue the interruption the Chair shall order his or her removal from the room. In the case of general disturbance in any part of the room open to the public the Chair shall order that part to be cleared.

12. Interests of Members

- 12.1 * A member must have regard to the Code of Conduct for Members of the local authority for which they are an elected member and their obligations in relation to the disclosures of, and possible withdrawal from a meeting, for reason of personal, prejudicial interests and disclosable pecuniary interests.

13. Publication of Reports

- 13.1 * Reports or other documents for the consideration of the Bee Network Committee shall be marked "Private & Confidential Not for Publication" only if the Secretary, as Proper Officer under Section 100B(2) of the Local Government Act 1972 determines that this should be done on one or more of the grounds specified in the Act.
- 13.2 A Member of the Bee Network Committee or a member of the public may request that an item of business containing exempt information should be taken in public and such a request should be dealt with by the meeting at which the item is to be considered in private as the first

item on the agenda. The procedure for dealing with such requests is set out in Rules 14 and 15 below.

- 13.3 * Copies of the agenda of meetings of the Bee Network Committee, including prints of reports or other documents to be submitted to the Bee Network Committee (other than reports or other documents marked "Not for Publication") shall be furnished prior to the meeting to representatives of the press, radio and television and shall also be furnished at the meeting to members of the public attending such meetings. Such documents shall also be made available for public inspection, at least five clear days before any meeting, at Broadhurst House, Oxford Street, the Town Hall, Manchester, M1 6EU.
- 13.4 * Where an item or report has been added to an agenda, any revised agenda or additional report shall be available for public inspection as soon as the item or report has been added to the agenda, provided copies are also, at that time, available to members of the Bee Network Committee.
- 14. Access to Information Procedure Rules**
- 14.1 Except as otherwise indicated, these rules apply to all meetings of the Bee Network Committee.
- 14.2 The Rules in Section 14 do not affect any more specific rights to information contained elsewhere in these Rules of Procedure or the law.
- 14.3 The Bee Network Committee will supply copies of:
- (a) any agenda and reports that are open to public inspection
 - (b) any further statements or particulars, if any, as are necessary to indicate the nature of the items in the agenda
 - (c) if the Secretary thinks fit, copies of any other documents supplied to members in connection with an item
 - (d) to any person on payment of a charge for postage and any other costs.
- 14.4 The Bee Network Committee will make available copies of the following for six years after a meeting:
- (a) the minutes of the meeting, excluding any part of the minutes of proceedings when the meeting was not open to the public or which disclose exempt or confidential information
 - (b) a summary of any proceedings not open to the public where the minutes open to inspection would not provide a reasonably fair and coherent record;
 - (c) the agenda for the meeting
 - (d) reports relating to items when the meeting was open to the public

14.5 The relevant Chief Officer will set out in every report a list of those documents (called background papers) relating to the subject matter of the report that in his/her opinion:

- (a) disclose any facts or matters on which the report or an important part of the report is based
- (b) which have been relied on to a material extent in preparing the report but does not include published works or those which disclose exempt or confidential information

15. Admission of the Public

15.1 *All meetings of the Bee Network Committee shall be open to the public (including the press) except to the extent that they are excluded whether during the whole or part of the proceedings either:

- a. In accordance with Section 100A(2) of the Local Government Act 1972; or
- b. By resolution passed to exclude the public on the grounds that it is likely, in view of the nature of the proceedings, that if members of the public were present there would be disclosure to them of exempt information as defined in Section 100I of the Local Government Act 1972. Any such Resolution shall identify the proceedings or the part of the proceedings to which it applies and state the description, in terms of Schedule 12A to the Local Government Act 1972 of the exempt information giving rise to the exclusion of the public.

15.2 Exclusion of access by the public to meetings

(a) Confidential information – requirement to exclude public

15.2.1 The public must be excluded from meetings whenever it is likely in view of the nature of the business to be transacted or the nature of the proceedings that confidential information would be disclosed.

15.2.2 Where the meeting will determine any person's civil rights or obligations, or adversely affect their possessions, Article 6 of the Human Rights Act establishes a presumption that the meeting will be held in public unless a private hearing is necessary for one of the reasons stated in Article 6.

(b) Meaning of confidential information

15.3 Confidential information means information given to the Bee Network Committee by a Government department on terms that forbid its public disclosure or information that cannot be publicly disclosed by reason of a Court Order or any enactment.

(c) Meaning of exempt information

15.4 Exempt information means information falling within the following categories (subject to any qualifications):

- (i) information relating to any individual
- (ii) information which is likely to reveal the identity of any individual
- (iii) information relating to the financial or business affairs of any particular person (including the authority holding that information)
- (iv) information relating to any consultations or negotiations, or contemplated consultations or negotiations in connection with any labour relations matter arising between the Bee Network Committee or a Minister of the Crown and employees of, or office holders under, the Bee Network Committee
- (v) information in respect of which a claim to legal professional privilege could be maintained in legal proceedings
- (vi) information which reveals that the Bee Network Committee proposes a) to give under any enactment a notice under or by virtue of which requirements are imposed on a person; or b) to make an order or direction under any enactment
- (vii) information relating to any action taken or to be taken in connection with the prevention, investigation or prosecution of crime

In each case, information is exempt information if and so long, as in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

(d) Exclusion of Access by the public to reports

15.5 If the Secretary thinks fit, the Bee Network Committee may exclude access by the public to reports which in his/her opinion relate to items during which the meeting is likely not to be open to the public. Such reports will be marked "Not for Publication" together with the category of information likely to be disclosed.

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**Manchester City Council
Report for Resolution**

Report to: Executive – 28 June 2023

Subject: Update on the Regeneration of Ancoats Phase 3 and the Proposed City of Manchester (Phoenix Ironworks Developments) Compulsory Purchase Order 2023

Report of: Strategic Director (Growth and Development)

Summary

The purpose of this report is to update the Executive on the activities to bring forward investment and development in the next phases of Ancoats. There has been significant work underway to deliver further sustainable growth within Ancoats Phase 3. Strategic plans for public realm and infrastructure improvements, the Ancoats Mobility Hub and new homes are now advancing to the construction phases and others are programmed to come through the planning process.

Along with noting progress, this report highlights further key recommendations associated with the use of CPO powers to facilitate land assembly to deliver new homes and infrastructure in line with the agreed development and public realm strategies for the neighbourhood.

Recommendations

The Executive is recommended to: -

Delivery

1. Note the significant progress made in delivering the projects contained within the Public Realm Strategy for Ancoats Phase 3 and the consented scheme for Ancoats Green improvements, TRO processes and construction of Ancoats Mobility Hub to support housing delivery as more particularly detailed in this report

CPO

2. Authorise the making of the City of Manchester (Phoenix Ironworks Developments Ltd) Compulsory Purchase Order 2023 (“the Order”) under Section 226(1)(a) and (1A) of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004 and the Acquisition of Land Act 1981 to acquire the Order Lands for the purpose set out in the Statement of Reasons attached at Appendix 4.
3. Note that all costs associated with the CPO and the acquisition of the Order Lands will be met by Phoenix Ironworks Developments Ltd who will reimburse the City Council for all costs incurred in accordance with a CPO Indemnity

Agreement to be entered into between the City Council and Pheonix Ironworks Developments Ltd.

4. Authorise the City Solicitor to seal the Order and to take all necessary steps, including the publication and service of all statutory notices and presentation of the Council's case at Public Inquiry, to secure confirmation of the Order by the Secretary of State for Levelling up, Housing and Communities and the vesting of the land in the City Council.
5. Authorise the Strategic Director of Growth and Development (if the Secretary of State notifies the Council that it has been given the power to confirm the Order) to confirm the Order, if the Secretary of State is satisfied that it is appropriate to do so.
6. Authorise the Strategic Director of Growth and Development and the City Solicitor to make deletions from, and/or minor amendments, and modifications to the proposed Order and the Order Plan or to agree to refrain from vesting any land included within the Order should this be in their opinion appropriate.
7. Authorise the Director of Development to:
 - (a) approve agreements with landowners setting out the terms of withdrawals of objections to the Order including where appropriate the exclusion of land from the Order
 - (b) negotiate terms for the acquisition by agreement of any outstanding interests in the land within the Order prior to its confirmation.
8. Authorise the Strategic Director of Neighbourhoods to take all necessary steps to secure the closure of all relevant highways streets and alleyways which are required for the development to proceed, if requested by the Director of Growth and Development.

Wards Affected: Ancoats and Beswick

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

The Ancoats and New Islington Neighbourhood Development Framework and the draft Poland Street Zone public realm strategy recognise that future development within the area will be required to contribute to the City Council's objective of achieving a zero carbon target by 2038 through the active utilisation and deployment of leading building Technologies.

The Ancoats Mobility Hub is a key component in delivering a highly sustainable neighbourhood. It will directly reduce car trips and on street parking in this area, promoting a modal shift to cycling, walking and the use of public transport networks. There is also the potential for a logistics hub within the building which will provide a central location for parcel deliveries with 'final mile' delivery via a fleet of electric vehicles. The City Council is and will continue to use its land interests in the area to

deliver this outcome and this will be integrated into all aspects of the public realm delivery strategy.

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

Consideration has been given to how the projects within Ancoats could impact on different protected or disadvantaged groups. Where applicable proposals will be subject to completion of an Equality Impact Assessment (EqIA) and an Anti-Poverty Assessment.

Our Manchester Strategy outcomes	Summary of how this report aligns to the OMS/Contribution to the Strategy
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	Ancoats Phase 3 will extend the city centre boundary as a sustainable mixed-use neighbourhood including new jobs and employment opportunities and access to the regional centre economy.
A highly skilled city: world class and home-grown talent sustaining the city's economic success	The proposals outlined in the Ancoats Phase 3 public realm strategy supports the opportunity to create a new mixed-use neighbourhood including new jobs and employment opportunities and easy access to the regional centre economy for residents.
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	Ancoats Phase 3 will continue to provide direct employment opportunities and meet the demand for housing from residents who wish to live close to the regional centre.
A liveable and low carbon city: a destination of choice to live, visit, work	The Ancoats Phase 3 public realm strategy and the approved Ancoats and New Islington Neighbourhood Development framework offers the potential to drive forward the Manchester Residential Growth Prospectus and meeting the growing demand for new homes in the city, through the provision of high-quality neighbourhood infrastructure to serve the local community.
A connected city: world class infrastructure and connectivity to drive growth	The vision for Ancoats Phase 3 is to create a high-quality sustainable neighbourhood within the extended city centre. The public realm strategy will support the creation of a new neighbourhood in a sustainable location, adjacent to the city centre and the range of jobs, culture and leisure opportunities contained therein.

Full details are in the body of the report, along with any implications for:

- Equal Opportunities Policy
- Risk Management

- Legal Considerations

Financial Consequences – Revenue

There are no new revenue financial resources associated with this report. Any costs associated with the use of CPO will be covered by an indemnity agreement with the Developer “Phoenix Ironworks Developments Ltd”.

Financial Consequences – Capital

There are no new capital resource consequences associated with this report. Homes England and GMCA Brownfield Land Funds have been approved and delivery of projects is proceeding in line with agreed strategies.

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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.

- Ancoats and New Islington Neighbourhood Development Framework July 2014;

- Ancoats and New Islington Neighbourhood Development Framework, report to the Executive October 2014;
- Refresh of the Ancoats and New Islington Neighbourhood Development Framework, report to the Executive December 2016;
- Refresh of the Ancoats and New Islington Neighbourhood Development Framework Poland Street Zone, report to the Executive February 2020
- Refresh of the Ancoats and New Islington Neighbourhood Development Framework Poland Street Zone, report to the Executive July 2020
- Mobility Hub proposal for the Back of Ancoats, report to the Executive November 2020;
- Development Strategy for the Back of Ancoats, Progress report to the Executive September 2021;
- Manchester Zero Carbon 2018 – Manchester City Council’s Commitment, report to the Executive March 2019;
- Council Resolution on declaring a Climate Emergency, report to the Executive July 2019;
- Eastland Regeneration Framework, report to the Executive July 2019;
- Revised City Centre Transport Strategy, report to the Executive October 2019 and City Centre Engagement Outcomes, report to the Executive February 2020;
- Draft City Centre Transport Strategy, Report to the Executive September 2020.
- Executive Summary – Back of Ancoats Public Realm Strategy December 2021;
- Outcomes of the public realm consultation on the Back of Ancoats – Report to the Executive March 2022

1.0 Introduction

- 1.1 The Ancoats neighbourhood is located on the eastern edge of the city centre and is part of the Eastlands Regeneration Framework area, a refresh of which was taken to the Executive in 2018. Ancoats is an important part of the growing city centre, and its importance is further enhanced by the opportunity to complete investment in the area, within a sustainable approach to development within a place based public realm strategy.
- 1.2 The Ancoats and New Islington Neighbourhood Development Framework (NDF) was approved by the Executive in 2014, to enable the City Council to provide development principles in line with adopted planning policy in this key location on the north-eastern edge of the city centre. It was further updated in 2016 and broke the area down into several character zones.
- 1.3 One of the zones within the approved Neighbourhood Development Framework was identified as character area 3, Back of Ancoats, referred to as the Poland Street Zone which spans the area between Oldham Road, Bengal Street, the Rochdale Canal and Butler Street. (See Appendix 1). This area is now known as Ancoats Phase 3. This area has become the focus for developer interest in the area and because of this an illustrative masterplan for the area was commissioned.
- 1.4 In order to ensure that the NDF reflected these aspirations, a further review and update of the NDF Poland Street Zone (Ancoats Phase 3) was undertaken in 2020. This review took account of updated City Council strategies and adopted planning policy and provides a framework to ensure that compatible residential and commercial development opportunities are realised, and that connectivity and access to quality public amenity space area is maximised with associated changes to the movement strategy across the area. This document proposed 1,500 new residential units to be delivered in the area.
- 1.5 The NDF highlighted the provision of supporting public realm, a clear approach to place making and connectivity through the area and a coordinated approach to parking requirements and street design as central to the NDF vision for a distinctive and successful residential led neighbourhood that meets the needs of the local community. To this end, the City Council working with consultants led on the development and delivery of a public realm strategy that established development and design principles for the area providing a co-ordinated approach to public realm provision, underpinned by an implementation plan that can be referenced when working with key stakeholders in the area as development is brought forward.
- 1.6 The Public Realm Strategy (PRS) was approved by the Executive in March 2022, following a period of public consultation. To support the delivery of the projects within the strategy, successful bids were made to both Homes England and GMCA Brownfield Land Fund. £28.1m was secured from Homes England to deliver off site infrastructure including the Ancoats Mobility Hub

and public realm improvements and a further £4.7m was secured from GMCA's Brownfield Land Fund for further public realm works.

2.0 Background

- 2.1 The area referred to as Ancoats Phase 3 is located within the north-eastern fringe of the city centre, and forms part of the wider Ancoats neighbourhood. The area between Great Ancoats Street and Butler Street is a conservation area and is home to several listed and architecturally important buildings. The area borders the neighbourhoods of Miles Platting in the East, New Cross to the West, the core of Ancoats with New Islington and the city centre to the south.
- 2.2 Developer interest has for the last 20 years focused on the core of Ancoats in the area between Great Ancoats Street and Bengal Street. There are now limited development opportunities remaining in this area. The Poland Street Zone as referred to in the NDF, also known Ancoats Phase 3, is now the subject of developer interest and represents the final elements of the regeneration of Ancoats.
- 2.3 The area has been characterised by low value, low density light industrial units, surrounding an area of green space that has been the focus of antisocial behaviour and does not reflect the quality of open space elsewhere in the city. The breakdown of the grid street pattern in this area has resulted in there being no clear street hierarchy and consequently it is difficult for pedestrians to navigate. This is further manifested in the fact that the area suffers from being used as a 'rat run' for vehicles seeking to avoid Oldham Road and Great Ancoats Street. The poor physical quality of the area is also compounded by commuter and fly parking during the day adding to traffic movements. There has been very limited new build development activity in the area as sites are unviable, often contaminated and unlocking their redevelopment requires a high level of public and private co-ordination.
- 2.4 The NDF for the Ancoats Phase 3 approved in July 2020, responded to the increase in developer activity by establishing development and design principles for the area that recognised the need to establish place making objectives that underpin a public realm strategy that supports delivery of 1,500 new homes and provides the infrastructure to create a sustainable urban neighbourhood.
- 2.5 Throughout 2021 a public realm strategy for Ancoats Phase 3 was developed and consulted on in early 2022. The City Council Executive endorsed this strategy in March 2022 paving the way for the delivery of several key projects that would create the conditions to bring forward several housing developments within this area. The strategy is accompanied by a Delivery Plan that identifies a series of costed projects and interventions in a programmed schedule of activity which will support the delivery of a sustainable neighbourhood which can continue to attract an increasingly diverse population, including young families.

2.6 At the heart of the public realm strategy is the innovative Ancoats Mobility Hub which gained planning consent in summer 2021. The funding for the Hub was secured through Homes England in July 2022 and procurement of the contractor through the North West Construction Hub and further detailed design proceeded. Design changes were required through a section 73 application. Preliminary site works, and ground preparation including demolition advanced in early 2023. The construction contract between Manchester City Council and Bowmer and Kirkland was completed on 23 May 2023 and mobilisation for a formal start on site is now underway.

3.0 Update on Infrastructure Delivery Programme

3.1 The projects identified within the delivery plan, respond to feedback from both the NDF and public realm strategy consultations and are key in establishing a new neighbourhood that meets the City Council's ambitions around housing delivery, carbon zero and reducing traffic movements within the area (Appendix 2). The projects are:

- Removal of Jersey Street Bridge to create level access to both Ancoats Green and the Rochdale Canal;
- Investment and improvement of Ancoats Green to provide quality green space and play amenities for residents and visitors;
- Delivery of the Ancoats Mobility Hub – an innovative project that will deliver 406 parking spaces, removing the requirement for in curtilage parking within development plots, parcel delivery hub, cycle club, car share facility, and 25% EV charging; along with commercial ground floor uses to help animate the new neighbourhood;
- Delivery of a TRO strategy that reduces rat running, creating streets that prioritise pedestrians and cyclists over vehicles and delivers a coherent movement strategy related to the new development plots and open spaces.
- Creation of a movement strategy that reinstates key pedestrian routes through the area and into the surrounding neighbourhoods connecting Miles Platting, Ancoats and New Islington;
- Creation of an Implementation Plan that identifies a palette of materials for highways and adopted public realm that are in keeping with the conservation area and can be referenced when working with developer partners who are bringing forward schemes in the area.

3.2 Homes England and GMCA's Brownfield Land Funds amount to £32.8 million available to implement the approved Public Realm Strategy with all grants to be spent by March 2026. This funding is the subject of grant funding agreements and is to invest in place making to facilitate new homes.

Jersey Street Bridge

3.3 The removal of the bridge is an integral first step in delivering a movement strategy that creates pedestrian and cycle routes that link Ancoats Green with the Rochdale Canal and the neighbourhoods of Miles Platting and New Islington. The bridge removal and the level access it will create is the first

phase in the delivery of new links from Ancoats Green to Jersey Street and onto the Rochdale Canal.

- 3.4 A successful procurement exercise was undertaken in late 2022, and Eric Wright Civil Engineering has been appointed as principal contractor for the project. Design development has been ongoing, and work on site commenced in April 2023. The current programme indicates an October 2023 completion date for the first phase. Development of two schemes either side of the bridge will commence in late 2023 and will deliver 308 residential units and ten commercial units. On completion of these developments in Autumn 2025, the final surfacing to the bridge will be completed.

Ancoats Green

- 3.5 The delivery of quality green space at the heart of a new neighbourhood of 1500 homes has been a key objective of both the NDF and the public realm strategy. Following the endorsement of the PRS in March 2022, officers have been working with a team of consultants to bring forward a scheme that met the needs of new and existing residents and provided a level of amenity commensurate with a neighbourhood such as Ancoats.
- 3.6 A draft proposal was consulted on in Summer 2022, and further detailed design workshops were undertaken with interested parties in Autumn 2022. The outcomes of these workshops were detailed in the final design and a planning application for the park was submitted in January 2023 with planning permission being granted in March 2023.
- 3.7 The design of the park has been extended to include a plot adjacent to the Rochdale Canal that is currently unmanaged green space that cannot be developed because of 2 easements that run through it. The proposal is to create a quiet reflective area with paths that link to pedestrian routes via Jersey Street to Ancoats Green and Oldham Road, and routes to Miles Platting and New Islington.
- 3.8 The scheme went out to tender on 16 June and tender submissions are due in mid-July. The current programme indicates that contracts will be signed in early Autumn with a start on site on the main park in October 2023. The contract will run until summer 2024. It is the intention to deliver the main Ancoats Green element first, and to achieve this it will be necessary to close the park for the duration of the works. This will ensure the work can be delivered in the shortest possible time and is a more cost-effective approach to delivery. The second phase of works to Jersey Green will commence in late autumn 2025 and will be completed in early 2026.

Ancoats Mobility Hub

- 3.9 The Ancoats Mobility Hub is an innovative project that will deliver 406 parking spaces, removing the requirement for in curtilage parking within development plots, parcel delivery hub, cycle club, car share facility, and 25% EV charging;

along with commercial ground floor uses to help animate the new neighbourhood.

- 3.10 This innovative project is now on site at Poland Street and completion is expected November 2024. An operator for this facility will be procured during 2023/24.

Movement Strategy

- 3.12 A central ambition of the public realm strategy is to rebalance movement towards active travel: establishing a new people-focused street network, reducing the dominance of vehicles in the street, including measures to reduce rat running and fly parking and facilitating a clear entrance and exit strategy for the Ancoats Mobility Hub.
- 3.13 The Ancoats Mobility Hub will provide parking for several residential developments within the area alongside a central delivery facility with a last mile delivery service. This will negate the need for parking provision within individual developments and creates an opportunity to review the traffic flow through the area allowing for a modal shift away from vehicular movements and promoting pedestrian and cyclist priority. The establishment of a hierarchy of streets and lanes will create clear and legible routes through the area, and a number of nature-based interventions will act as vehicular traffic management devices while adding value to the street setting.
- 3.14 Work has been progressing to agree a movement strategy for the area that provide this hierarchy of streets and reduce vehicular movements while still enabling residents, businesses and visitors operate and move about the area in a managed way. To this end, a draft Experimental Traffic Regulation Order (ETRO) strategy has been produced and a Consultation Report to the Executive Member is currently being drafted, as well as work with key stakeholders in the area to confirm the movements still enable their businesses to operate. The ETRO is expected to be finalised and installed at the end of the summer for a period of up to 18 months, during this time members of the public and other interested parties could make objections to the proposal. It is proposed that a formal review will be undertaken at 6 months to assess the impact of the ETRO and if agreed by the Exec Member for Environment, the ETRO would then be made permanent via legal orders, once all objections and amendments to the ETRO have been agreed.

4.0 Residential development

Eliza Yard

- 4.1 This residential scheme by Manchester Life will start the regeneration of the Ancoats Phase 3 by delivering 118 new homes through a mix of one, two and three-bedroom apartments for sale on the corner of Jersey Street and Poland Street, along with commercial and workspaces on the ground floor. Disabled parking and secure cycle storage will be included in the development, with all

further parking and mobility options provided by the AMH. Current programme indicates a start on site in Autumn 2023 with completion in Autumn 2025.

Jersey Wharf

- 4.2 The second residential development by Manchester Life will deliver 190 new homes for rent and up to 7771 sq ft of commercial space on a plot between Jersey Street and the Rochdale Canal. The scheme will provide public external space that will link Prussia Street Greenway to the Rochdale Canal and Jersey Green. Disabled parking and secure cycle storage will be included within the development with all further parking requirements being provided by the Ancoats Mobility Hub. A start on site is expected in Autumn 2023 with completion in Autumn 2025.

This City/Rodney Street

- 4.3 This City's plans for the development of 128 new homes of a range of sizes and tenure types, all of which are designed to be adaptable and cater to different needs was approved by the Executive in early 2023 and is now on site with completion expected in early 2025. The Rodney Street site adjoins Ancoats Green and has been designed to create seamless pedestrian routes that link Poland Street to Butler Street via Ancoats Green and the Rodney Street site. The development will provide 27 x 1 bed, 91 x 2 bed, 8 x 3 bed and 2 x 4 bed homes with 30% rented at Manchester Living Rent levels.

Phoenix Ironworks

- 4.4 Working with the City Council, our strategic partner Manchester Life propose to develop the site known as "Phoenix Ironworks" in accordance with the NDF. The site is at the heart of Ancoats Phase 3 and critical to the delivery of the regeneration of the area. It is bounded by Naval Street to the north, Poland Street to the east, Jersey Street to the south and Radium Street to the west and currently comprises a mixture of hardstanding and warehouses developments. (Appendix 3)
- 4.5 Manchester Life via its wholly owned company "Phoenix Ironworks Developments Ltd" has already acquired the majority of the land and buildings required for the scheme with the City Council having acquired the industrial units at 1, 2 and 3 Naval Street. These strategic acquisitions demonstrate Manchester Life and the City Council's long-term commitment to deliver the regeneration of the Ancoats Phase 3 area.
- 4.6 Once fully assembled, Phoenix Ironworks Developments Ltd is proposing to deliver 256 homes made up of 1, 2 and 3 bedroom apartments and town houses with ground floor commercial space, new maker spaces and associated hard and soft landscaping.
- 4.7 Whilst the majority of the land interests have been acquired, there is the unregistered freehold interest in three plots and other rights such as rent

charges and restrictive covenants over several plots, remaining as the only outstanding acquisitions required to deliver the proposed scheme.

- 4.8 The scheme for this site has been carefully designed to leave out neighbouring buildings at 97 Jersey Street and 23 Radium Street. These are left as they are. Following an extensive public consultation, the planning application for the Phoenix Ironworks scheme was submitted to the local planning authority in June 2023.

5.0 Requirement for a Compulsory Purchase Order

- 5.1 In order for Phoenix Ironworks Developments Ltd to have clean title for the delivery of the development, certain outstanding interests must be acquired.
- 5.2 Whilst between the City Council and Phoenix Ironworks Developments Ltd the majority of interests have been acquired the unregistered freehold interest of Plots numbered 3 and 4 shown on the plan at Appendix 1 have not been purchased as Phoenix Ironworks Developments Limited has been unable to identify the ownership details to begin a dialogue.
- 5.3 Furthermore, several rights of way, rent charges, restrictive covenants and other rights to the benefit of others remain across all plots shown numbered on the plan. These rights need to be acquired for the development to successfully proceed with clean title.
- 5.4 The City Council's legal representatives have been consulted on the best way to resolve the above issues and to produce clean title for the development to progress and it has been suggested that the way forward would be for the Council to exercise its Compulsory Purchase Powers to acquire the unidentified land interests and rights required.

The Order

- 5.5 The Order Lands are in the Ancoats and Beswick Ward of North East situated within the Ancoats neighbourhood.
- 5.6 The Council's legal team has carried out a Land Referencing exercise which further details the interests and rights to be included in the Order.

Statement of Reasons

- 5.7 The Statement of Reasons attached at Appendix 4 which must be submitted with the Order and has been prepared in compliance with the revised guidance from the Department for Levelling up, Housing and Communities on Compulsory Purchase process and the Crichel Down Rules, Section 11 preparing a statement of reasons ("the Guidance").
- 5.8 The Guidance states that the Statement of Reasons should include information on the following:

- i. a brief description of the order land and its location, topographical features and present use;
- ii. an explanation of the use of the particular enabling power;
- iii. an outline of the authority's purpose in seeking to acquire the land;
- iv. a statement of the authority's justification for compulsory purchase, including reference to how regard has been given to the provisions of Article 1 of the First Protocol to the European Convention on Human rights, and Article 8 if appropriate;
- v. a statement justifying the extent of the scheme to be disregarded for the purposes of assessing compensation in the 'no scheme world' ;
- vi. a description of the proposals for the use or development of the land;
- vii. a statement about the planning position of the order site;
- viii. information required in the light of Government policy statements where orders are made in certain circumstances;
- ix. any special considerations affecting the order site, eg. ancient monument, listed building, conservation area, special category land, consecrated land, renewal area, etc.;
- x. if the mining code has been included, reasons for doing so;
- xi. details of how the acquiring authority seeks to overcome any obstacle or prior consent needed before the order scheme can be implemented, e.g. need for a waste management licence;
- xii. details of any views which may have been expressed by a Government department about the proposed development of the order site;
- xiii. What steps the authority has taken to negotiate for the acquisition of the land by agreement;
- xiv. any other information which would be of interest to persons affected by the order, e.g. proposals for re-housing displaced residents or for relocation of businesses;
- xv. details of any related order, application or appeal which may require a coordinated decision by the confirming Minister, e.g. an order made under other powers, a planning appeal / application, road closure, listed building; and
- xvi. if, in the event of an inquiry, the authority would intend to refer to or put in evidence any documents, including maps and plans, a list of such

documents, or at least a notice to explain that documents may be inspected at a stated time and place.

Conclusions

- 5.9 A CPO should only be made where there is a compelling case in the public interest which justifies the overriding of private rights in the land being sought to be acquired. Without the acquisition of the Order Lands it will not be possible to fully deliver the Scheme, which accords with the NDF and the recently submitted planning permission and so there is therefore a compelling case in the public interest for the acquisition of the lands. The City Council would in normal circumstances attempt to acquire all interests through negotiation, however as we are unable to identify the owners this has not been possible.
- 5.10 Notwithstanding the acknowledged impact that the Order will have in respect of human rights, regard should be had to the provision of Articles 1, the right to peaceful enjoyment of your possessions, Article 6, the right to a fair and public hearing and Article 8, the right to respect for private family life, of the First Protocol to the European Convention on Human Rights. As regards Article 1 whilst owners will be deprived of their property if the Order is confirmed and implemented, this will be done in accordance with the law and compensation will be payable under the statutory compensation code.
- 5.11 The Executive is therefore requested, having regard to the Statement of Reasons, attached at Appendix 4, to approve the recommendations outlined at the start of this report to authorise the use of compulsory purchase powers under s.226(1)(a) and s.226 (1A) of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.
- 5.12 On the basis that approval is given for the City Council to exercise its Compulsory Purchase powers the legal team will progress and submit an Order to the Secretary of State for consideration.

Timescales

- 5.12 The timescales depend on whether there are any objections to the Order. Should there be objections then there is a possibility that the matter will be brought for a Public Inquiry for the Secretary of State to consider the objections. If this was to be the case then it is estimated that it would take circa 18 – 24 months for a decision to be made, however, on the basis that no objections the process would take circa 12 -18 months.
- 5.13 Pheonix Ironworks Developments Ltd has been notified of the timescales and do agree however the two parties are in constant dialogue to do all they can to reduce the timescales and get a successful Order made.

Costs

- 5.14 Phoenix Ironworks Development Ltd has agreed to indemnify the City Council against all costs associated with the Compulsory Purchase Order.

6.0 Recommendations.

The Executive is recommended to:-

Delivery

- 6.1 Note the significant progress made in delivering the projects contained within the Public Realm Strategy for Ancoats Phase 3 and the consented scheme for Ancoats Green improvements, TRO processes and construction of Ancoats Mobility Hub to support housing delivery as more particularly detailed in this report.

CPO

- 6.2 Authorise the making of the City of Manchester (Phoenix Ironworks) Compulsory Purchase Order 2023 (“the Order”) under Section 226(1)(a) and (1A) of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004 and the Acquisition of Land Act 1981 to acquire the Order Lands for the purpose set out in the Statement of Reasons attached at Appendix 4.
- 6.3 Note that all costs associated with the CPO and the acquisition of the Order Lands will be met by Phoenix Ironworks Developments Ltd who will reimburse the City Council for all costs incurred in accordance with a CPO Indemnity Agreement to be entered into between the City Council and Phoenix Ironworks Developments Ltd.
- 6.4 Authorise the City Solicitor to seal the Order and to take all necessary steps, including the publication and service of all statutory notices and presentation of the Council’s case at Public Inquiry, to secure confirmation of the Order by the Secretary of State for Levelling up, Housing and Communities and the vesting of the land in the City Council.
- 6.5 Authorise the Strategic Director of Growth and Development (in the event that the Secretary of State notifies the Council that it has been given the power to confirm the Order) to confirm the Order, if the Secretary of State is satisfied that it is appropriate to do so.
- 6.6 Authorise the Strategic Director of Growth and Development and the City Solicitor to make deletions from, and/or minor amendments, and modifications to the proposed Order and Order Plan or to agree to refrain from vesting any land included within the Order should this be in their opinion.
- 6.7 Authorise the Director of Development to:

- (a) approve agreements with landowners setting out the terms of withdrawals of objections to the Order including where appropriate the exclusion of land from the Order;
- (b) negotiate terms for the acquisition by agreement of any outstanding interests in the land within the Order prior to its confirmation.

6.8 Authorise the Strategic Director of Neighbourhoods to take all necessary steps to secure the closure of all relevant highways streets and alleyways which are required for the development to proceed, if requested by the Director of Housing and Residential Growth.

7.0 Contributing to a Zero Carbon City

7.1 The Ancoats and New Islington Neighbourhood Development Framework and the draft Poland Street Zone public realm strategy recognise that future development within the area will be required to contribute to the City Council's objective of achieving a zero carbon target by 2038 through the active utilisation and deployment of leading building Technologies.

7.2 The Ancoats Mobility Hub is a key component in delivering a highly sustainable neighbourhood. It will directly reduce car trips and on street parking in this area, promoting a modal shift to cycling, walking and the use of public transport networks. There is also the potential for a logistics hub within the building which will provide a central location for parcel deliveries with 'final mile' delivery via a fleet of electric vehicles. The City Council is and will continue to use its land interests in the area to deliver this outcome and this will be integrated into all aspects of the public realm delivery strategy.

8.0 Contributing to the Our Manchester Strategy

(a) A thriving and sustainable city

8.1. Ancoats Phase 3 will extend the city centre establishing sustainable mixed-use neighbourhoods including new jobs and employment opportunities.

(b) A highly skilled city

8.2. The proposals outlined in the Ancoats Phase 3 public realm strategy supports the opportunity to create a new mixed-use neighbourhood including new jobs and employment opportunities and easy access to the regional centre economy for residents.

(c) A progressive and equitable city

8.3. Ancoats Phase 3 will continue to provide direct employment opportunities and meet the demand for housing from residents who wish to live close to the city centre.

(d) A liveable and low carbon city

- 8.4. The Ancoats Phase 3 public realm strategy and the approved Ancoats and New Islington Neighbourhood Development framework offers the potential to drive forward the Manchester Residential Growth Prospectus and meeting the growing demand for new homes in the city, through the provision of high-quality neighbourhood infrastructure to serve the local community.

(e) A connected city

- 8.5. The vision for Ancoats Phase 3 is to create a high-quality sustainable neighbourhood within the extended city centre. The public realm strategy will support the creation of a new neighbourhood in a sustainable location, adjacent to the city centre and the range of jobs, culture and leisure opportunities contained therein.

9.0 Key Policies and Considerations**(a) Equal Opportunities**

- 9.1 A key aim of Ancoats Phase 3 is to deliver residential led development providing a significant number of high-quality homes and alongside commercial development. This will both meet increasing levels of demand for housing and create new City Centre employment opportunities.
- 9.2 The new housing, commercial space and the environment created will be accessible for all sections of the community. Residents have been involved throughout the design development process and will be provided with further opportunities to engage during the delivery stage of the new development.

(b) Risk Management

- 9.3 The Ancoats Phase 3 programme will continue to be progressed in accordance with existing internal governance arrangements and within the framework of the NDF.

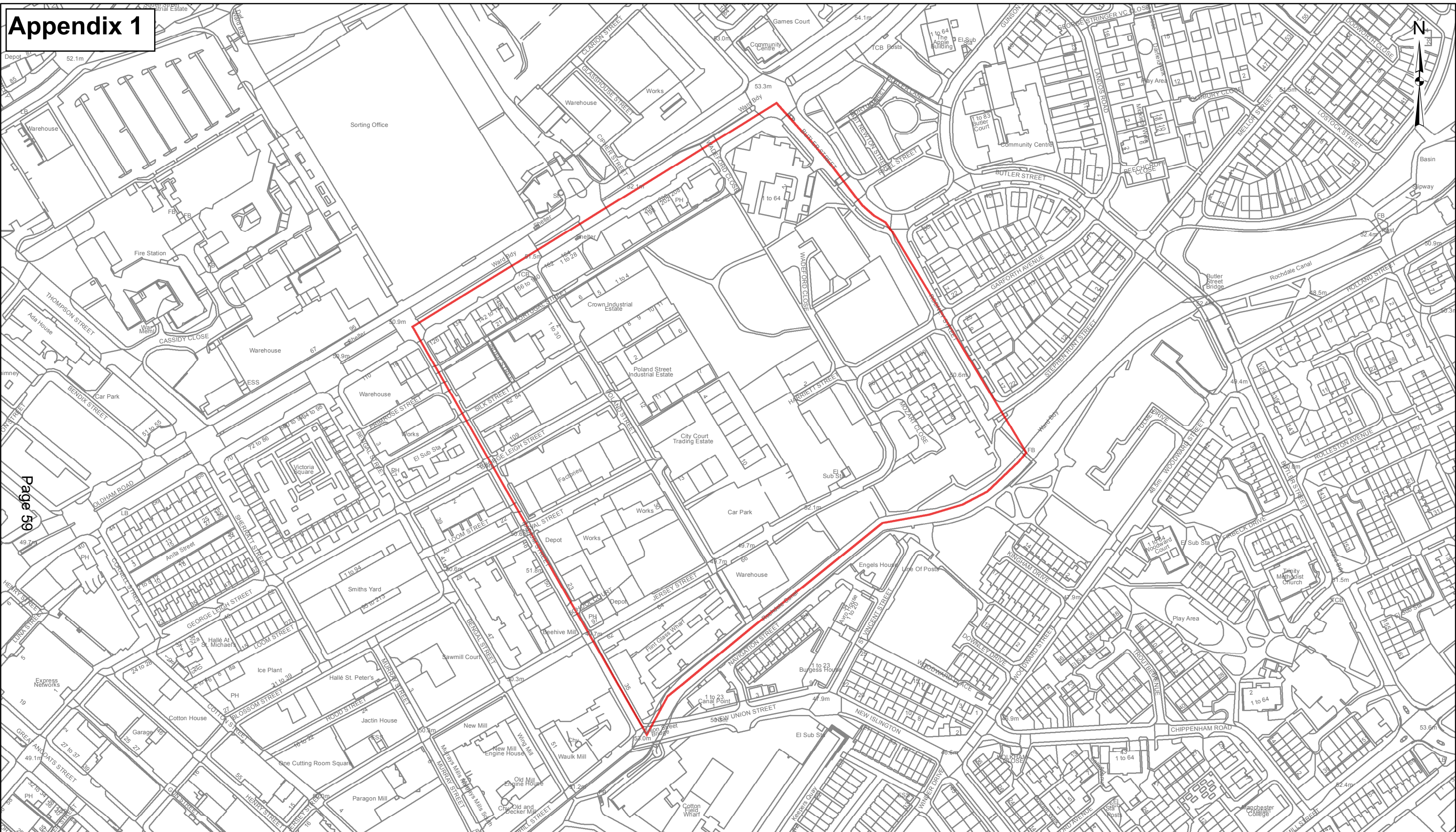
(c) Legal Considerations

- 9.4 Legal Services work closely with the project team to provide legal advice on all aspects of the Ancoats Phase 3, including in respect of contractual arrangements for the delivery of Phoenix Ironworks, and in relation to land assembly and disposal to facilitate scheme delivery. Legal Services will continue to support and advise the team on all aspects of this project to facilitate delivery and ensure compliance with all relevant legislation, regulations and contractual terms.

Appendices

1. Plan showing the area defined as Ancoats Phase 3

2. Plan showing the area defined as Ancoats Phase 3 with development plots and public realm projects.
3. Site Plan of Phoenix Ironworks
4. Statement of Reasons



A3 Scale 1:2,500

PLAN FOR IDENTIFICATION PURPOSES ONLY

Development Team
 Growth & Development Directorate
 P.O. Box 532
 Manchester M60 2LA



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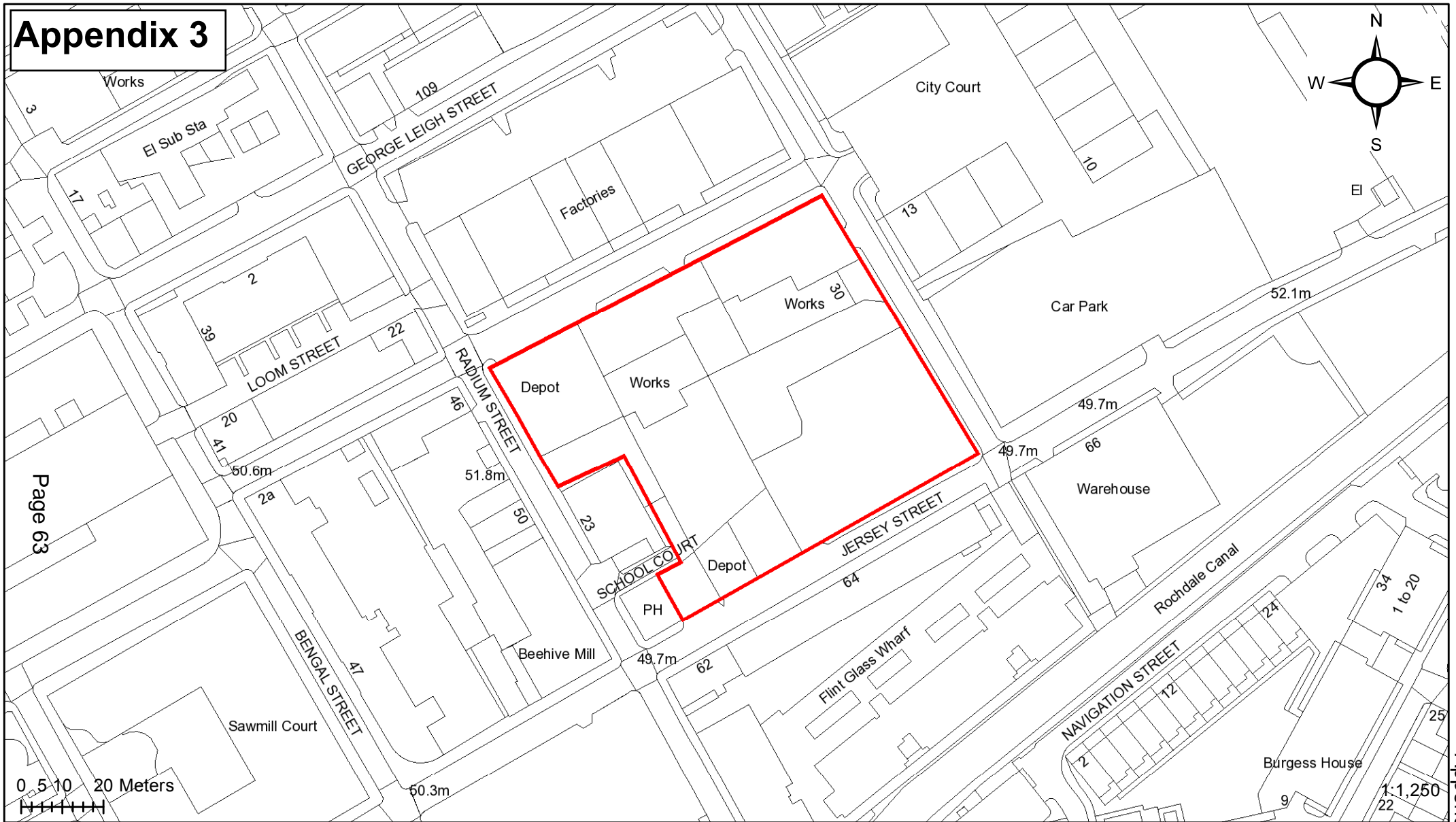
Ancoats Public Realm Projects



- 1 Ancoats Green
- 2 Jersey Green
- 3 Mobility Hub
- 4 Rodney Street
- 5 Northern Group
- 6 Jersey Wharf
- 7 Eliza Yard
- 8 Henry Boot Development
- 9 Pheonix Iron Works

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Appendix 3



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**PLAN FOR IDENTIFICATION
PURPOSES ONLY**

Manchester City Council
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Appendix 3, Item 8

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Appendix 4**PLOT A - STATEMENT OF REASONS****1. DEFINITIONS**

In this Statement of Reasons, the following definitions are used;

“The Council”	means Manchester City Council
“The CPO Guidance”	means the Guidance on compulsory purchase process and The Crichel Down Rules 2019 issued by the Department for Levelling Up, Housing & Communities
“The Developer”	means Phoenix Ironworks Developments Ltd
“The Order”	means the City of Manchester (Phoenix Ironworks, Ancoats) Compulsory Purchase Order 2023
“The Order Lands”	means the land, interests and rights included in the Order and contained within the land bounded by Jersey Street, Poland Street, Naval Street and Radium Street, shown edged red on the Plan at Appendix 1
“The Scheme”	means the redevelopment of the land edged red in Appendix 2 , for which a planning application [Ref. xxxxxx/xx/20xx has been submitted – TBC once submitted]. The proposed site layout is shown on the Plan at Appendix 3

2. INTRODUCTION

- 2.1 This document is the Statement of Reasons of the Council for making a compulsory purchase order entitled the *“The City of Manchester (Phoenix Ironworks, Ancoats) Compulsory Purchase Order 2023”*.
- 2.2 The Order is made pursuant to s.226(1)(a) and s226(1A) of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004. The Council considers that there is a compelling case in the public interest to acquire land and interests to facilitate development of the Order Lands for the provision of 256 new residential dwellings together with up to 1,350 sq.m of commercial space ("the Scheme") and that the

proposed acquisition is likely to contribute to the achievement of the promotion or improvement of the economic, social and/or environmental well-being of the area.

- 2.3 Planning permission [has been submitted] for the Scheme which comprises the demolition of vacant industrial buildings and the construction of 256 new homes with up to 1,350 sq.m of commercial space as detailed in the description of this proposal in Section 8.
- 2.4 The Scheme will deliver much needed development on previously used brownfield land, providing new housing and commercial space. It will progress the regeneration of this part of Ancoats, to create a positive impact on the character and appearance of the area bringing environmental, economic and social benefits. The purpose of the Order is to secure the acquisition of all interests in the Order Lands to facilitate delivery of the Scheme.
- 2.5 The Scheme is being promoted by the Council and the Developer.
- 2.6 The Order has been made by the Council for the purposes of acquiring the Order Lands which are required for the implementation of the Scheme located in the Ancoats neighbourhood, the need for which is fully explained in this Statement of Reasons.
- 2.7 This Statement of Reasons has been prepared in accordance with the provisions of the CPO Guidance.

3. DESCRIPTION OF THE ORDER LANDS AND ITS LOCATION, TOPOGRAPHICAL FEATURES AND PRESENT USE AND OWNERSHIP

- 3.1 The Order Lands, as detailed in the Order, comprise land and buildings interests within the Ancoats neighbourhood of Manchester. The comprehensive redevelopment outlined in this statement will not be possible without the acquisition of the Order Lands.
- 3.2 The Ancoats Neighbourhood is located in the Ancoats and Beswick Ward of Manchester. Spatially, the Neighbourhood is located at the outer edge of the City Centre and lies approximately 1.45 kilometres (0.9 miles) east of Manchester Town Hall. The Order Lands is bounded by Naval Street to the north, Poland Street to the east, Jersey Street to the south and Radium Street to the west and is edged red on the plan attached at Appendix 1. It extends to approximately 0.79 hectares.
- 3.3 The Order Lands consist of land and light industrial building interests that are in the ownership of the Council and the Developer, as well as other interests that have been identified, including restrictive covenants, rights of way, rentcharges and unregistered freeholds.
- 3.4 The Council is seeking powers to acquire the remaining interests in the Order Lands, to enable the Scheme to proceed.

4. AN EXPLANATION OF THE USE OF THE PARTICULAR ENABLING POWER; S226 PLANNING POWERS

- 4.1 Section 226(1)(a) of the Town and Country Planning Act 1990 (“the 1990 Act”), as amended by the Planning & Compulsory Purchase Act 2004, enables the Council to compulsorily acquire land if it thinks that the acquisition will facilitate the carrying out of development, redevelopment or improvement on, or in relation to the land being acquired.

- 4.2 Section 226(1A) of the 1990 Act states that a local authority must not exercise its powers under this section unless it thinks that the proposed development, redevelopment, or improvement is likely to contribute to achieving the promotion or improvement of the economic, social, or environmental well-being of its area.
- 4.3 The Council has resolved to make the Order because it considers that the requirements of s226(1)(a) and s226(1A) of the 1990 Act are met. The Order has been made for the following reasons:
- 4.3.1 Delivery of the Scheme is not possible without acquisition of the Order Lands.
 - 4.3.2 The Scheme would facilitate the commencement of development, redevelopment, and improvement of the Poland Street Zone/Ancoats neighbourhood and improve and promote economic, social and environmental well-being within the area.
 - 4.3.3 Without implementation of the Scheme the Poland Street Zone/Ancoats will continue to comprise mostly vacant industrial land and buildings and a poor-quality environment.
 - 4.3.4 It is unlikely that all the interests in the Order lands can be acquired by agreement or other methods. Therefore, in order to ensure the comprehensive delivery of the Scheme and as outlined in the CPO Guidance, a compulsory purchase timetable has been planned as a contingency measure and formal procedures initiated.
- 4.4 The Council is satisfied that section 226(1)(a) is the appropriate enabling power to rely upon.
- 4.5 The Council recognises that a compulsory purchase order can only be made if there is a compelling case in the public interest which justifies the interference with the human rights of those with interests in the Order Lands.
- 4.6 The Council is satisfied that it may lawfully exercise its powers of compulsory purchase under the powers set out above and, for the reasons set out in this Statement of Reasons, that there is a clear and compelling case in the public interest for such exercise and that the public interest is sufficiently important to justify the interference with human rights of those holding interests in the Order Lands.

5. AN OUTLINE OF THE AUTHORITY'S PURPOSE IN SEEKING TO ACQUIRE THE LAND

- 5.1 Manchester has experienced rapid population growth since 2000. The number of residents has risen from 422,000 to almost 600,000 - a figure that is expected to increase to 630,000 in the next six years. The regeneration of the Poland Street Zone is a strategic priority for the Council to ensure that the neighbourhood and its residents are able to benefit from the ongoing economic growth that is being experienced by the city and the region.
- 5.2 In 2014, the City Council entered into a Joint Venture Partnership with the Abu Dhabi United Group and created Manchester Life to deliver the residential-led redevelopment of Ancoats and New Islington. To date, Manchester Life has delivered nearly 1,500 new homes in Ancoats and New Islington. The Developer is a Manchester Life company.
- 5.3 The Order Land is also located within the Ancoats area. The regeneration and development that has taken place so far has been guided by the Ancoats and New Islington Development Framework which was originally endorsed by the Council in October 2014.

- 5.4 In July 2020, the Council endorsed a refreshed Neighbourhood Development Framework which focused on the Poland Street Zone in Ancoats (the NDF) and was prepared to ensure future development preserved the character of the area whilst meeting future housing, sustainability, and community needs. The NDF states that the future development will be a welcoming residential area with a range and mix of accommodation befitting a neighbourhood of choice within a low car use area with high levels of cycle parking. The NDF aims to create up to 1,500 new homes and 31,000 sq.m of commercial space in the Poland Street Zone.
- 5.5 Since the endorsement of the NDF, Manchester Life has sought to translate the vision into delivery and in July 2021 planning permission was granted for Eliza Yard, a scheme comprising 118 apartments and associated commercial space. In January 2023 Manchester Life secured planning permission for a scheme called Jersey Wharf, which comprises 190 apartments and associated commercial space.
- 5.6 Manchester Life have been progressing the land assembly of the Order Lands since 2017 and have acquired the majority of the land and buildings required for the Scheme with the Council having acquired additional industrial units within the Order Lands. There are however some interests which have not been acquired e.g., restrictive covenants, rights of way, rentcharges and unregistered freeholds. A legal agreement will be signed between the Developer and the Council, for the Developer to acquire any remaining Council owned interests once the compulsory purchase process has been completed. As a result, the residential-led scheme on this site will be the next stage of new residential development in the neighbourhood, delivering against the objectives of the NDF, in the following respects:
- 5.7 The NDF outlines the following objectives that have been considered in developing the proposals for the Scheme: -

- To provide for a range and mix of residential accommodation in a high quality and well managed environment that will ensure the emergence of a vibrant new neighbourhood of choice.

The proposed residential use includes a mix of dwelling sizes and types to cater for a range of households. These include 256 units: - 82 x 1 bed (32.03%) – 147 x 2 bed (57.42%) - 19 x 3 bed (7.42%) – 6 x townhouse (2.34%) – 2 x duplexes (0.79%). This proposed high-quality development will include attractive landscaping which will be well managed.

- Whilst regeneration of the NDF area will be residential-led, opportunities for a wider mix of uses including office, workspace, retail, leisure and community uses should be sought that combine to create a distinctive sense of place and neighbourhood, ensuring life and vitality on weekdays and evenings.

Commercial floorspace will be provided at the ground floor of the proposed development. This will provide opportunities for a wider mix of uses within the neighbourhood and will assist in creating a Live Work neighbourhood as set out within the NDF.

- New development should exploit the area's locational advantages in terms of its proximity to the city centre, public transport nodes and the inner relief route and take maximum advantage of the area's key assets – its heritage, canal-side settings, public spaces and infrastructure including public transport nodes, schools, cultural facilities, public spaces and retailing.

The Proposed Development is located in a highly sustainable location within walking distance of Manchester City Centre and its wide range of employment, residential, leisure, and retail opportunities. It is also within walking distance of Manchester Piccadilly (a key regional mainline rail station).

- Creating a spatially integrated neighbourhood will require enhanced north south connections back to the city centre core and improved inter-radial (east-west) connectivity for pedestrians and cyclists.

Residents will be encouraged to travel into neighbouring areas using sustainable transport. The proximity to the forthcoming Mobility Hub will encourage active travel.

- New development proposals should be accompanied by an appropriate car parking strategy which allows the potential demand generated by future residents to be met whilst considering the promotion of alternative sustainable forms of transport. This may include on-site solutions or off-site solutions where site constraints and viability considerations dictate (e.g., listed buildings). Onsite car parking solutions should be incorporated into development proposals in a manner that does not detract from the character or animation of the street.

The Poland Street Zone seeks to embrace low car usage policies consistent with an accessible city centre location. The Proposed Development includes limited parking provision on the site (disabled parking bays and loading bay only). The Scheme is in a highly sustainable location with numerous public transport hubs within reasonable walking distance. Additional parking for residents will be facilitated by the provision of spaces at the Ancoats Mobility Hub. The Hub is to be located off Poland Street and is a short walk from the proposed development site. It is proposed that the 30% provision of car park spaces for the Scheme will be located at the Mobility Hub... There will also be 4 disabled access parking spaces on site at the Scheme.

- To ensure that the area is fully accessible to all and create a safe and secure environment using the principles of “Secured by Design.”

The Proposed Development has been designed in line with the recommendations from the Secure by Design Team at Greater Manchester Police.

5.8 The Scheme would transform this part of Ancoats and make a significant contribution to the economic, social and environmental well-being of the area and the wider Ancoats neighbourhood, delivering significant benefits including:

- Significant enhancement to the landscape through the redevelopment of mostly vacant sites at the edge of the City Centre.
- Sustainable regeneration of the area with modern, high quality, energy efficient new homes as part of a mixed-use neighbourhood.
- 256 residential units at a density which supports other local amenities and promotes the long-term sustainability of the area.

6. JUSTIFICATION FOR COMPULSORY PURCHASE

- 6.1 The Order Lands are located within the Ancoats area that has seen significant investment and transformation over the last 20 years. The proposed development represents a key opportunity to build on the transformative work that has taken place to date.
- 6.2 The Order Lands currently comprise mostly vacant industrial land and buildings. There are no residential dwellings located within the Order Lands and the only business within the Order Lands is due to vacate their premises by December 2023.
- 6.3 The Proposed Development seeks the effective re-use of the Order Lands which have been identified for regeneration in the NDF. The proposed Scheme has been prepared to ensure future development preserves the character of the area whilst meeting future housing, sustainability and community needs.
- 6.4 Without the acquisition of the Order Lands, it will not be possible to deliver the Scheme, which accords with the NDF and there is therefore a compelling case in the public interest for the acquisition of The Order Lands. There is no prospect of the market realising a comprehensive redevelopment of the site without intervention. It is essential therefore that all of the interests in the Order Lands are acquired.
- 6.5 With respect to the proposed Scheme, consideration has been given to the issue of the Order's conformity with the European Convention on Human Rights ("ECHR"), which has been directly enacted into UK law through the Human Rights Act 1998.
- 6.6 Of particular relevance is Article 1 of the First Protocol of the ECHR, which provides that "Every natural or legal person is entitled to the peaceful enjoyment of his possessions. No one shall be deprived of his possessions except in the public interest and subject to the conditions provided for by law and by the general principles of international law." Compulsory acquisition of a person's property is clearly a deprivation of that person's possession and is, prima facie, an infringement of their Article 1, Protocol 1 right.
- 6.7 Article 8 of the ECHR is also relevant in this context. It provides that "(1) Everyone has the right to respect for his private and family life, his home and his correspondence," and that "(2) There shall be no interference by a public authority with the exercise of this right except such as is in accordance with the law and is necessary in a democratic society in the interests of national security, public safety or the economic well-being of the country, for the prevention of disorder or crime, for the protection of health or morals, or for the protection of the rights and freedoms of others." This means that the compulsory acquisition of a home or the compulsory relocation of a tenant would, on the face of it, be an interference with this fundamental right.
- 6.8 When considering compulsory purchase order proposals, the local authority has to have regard to the impact the proposals may have in respect of the above Articles. It is expected that the "doctrine of proportionality" will be applied to ensure "that a measure imposes no greater restriction upon a Convention right than is absolutely necessary to achieve its objectives". Simply put, the interference with the fundamental rights is no more than is reasonably necessary to achieve the legitimate aim being pursued.
- 6.9 The Council must take into account both public and private interests in the exercise of its powers and duties as an Acquiring Authority (and Local Planning Authority). For the reasons set out in this Statement of Reasons the Council is satisfied, that there is a compelling case in the public interest for compulsory acquisition of the Order Lands which justifies interfering with the Convention rights referred to in the foregoing, and that the use of compulsory

purchase powers in this matter is both necessary and proportionate in order to secure the economic, social and environmental well-being benefits that this Scheme will promote.

- 6.10 Building on previous success in this area, every effort will be made to acquire the interests in the Order Lands on a voluntary acquisition basis, including payment of all reasonable legal and surveyor fees in relation to any voluntary acquisition. If The Order is confirmed, any dispossessed owner(s) will receive market value compensation for their interests in the Order Lands, wherever required. The CPO powers are being invoked as a necessary contingency measure to ensure the Scheme can be delivered should voluntary acquisition of the necessary interests not be possible.
- 6.11 The improvement of the Poland Street Zone Neighbourhood is a legitimate aim and without the use of compulsory purchase powers, the much-needed regeneration and redevelopment of this area will be jeopardised as there is a real prospect that not all of the interests required to implement the Scheme will be acquired without a compulsory purchase order.
- 6.12 Having regard to the above, it is considered that the compulsory purchase of the Order Lands is an appropriate and proportionate way forward.

7. A STATEMENT JUSTIFYING THE EXTENT OF THE SCHEME TO BE DISREGARDED FOR THE PURPOSES OF ASSESSING COMPENSATION IN THE NO SCHEME WORLD.

- 7.1 The Neighbourhood Planning Act 2017 (Commencement No.2) Regulations 2017 SI No 936 came into effect on 22nd September 2017. One of the key provisions of this was the amendment of the Land Compensation Act 1961, sections 6A to 6E. These sections deal with the concept of the 'no scheme world' in relation to valuations for the purposes of compulsory purchase compensation.
- 7.2 The basic 'no scheme' principal can be summarised in the following terms. For the purposes of the valuation, it is assumed that the Scheme was cancelled on the relevant valuation date, thus creating the 'no scheme' world. Any increase or decrease in the value of the subject land or property which might be caused as a consequence of the Scheme being undertaken – or the prospect of it - should be disregarded for the purposes of valuation.
- 7.3 This Scheme will result in the development of a significant number of new dwellings and additional commercial space.
- 7.4 The Scheme will generate a significant improvement to the area (in environmental, social, and economic terms). Any associated rise in property values would be disregarded when assessing values of the Order Lands, where required.

8. DESCRIPTION OF THE PROPOSAL

- 8.1 The Scheme will provide:
- 256 new homes with up to 1,350 sq.m of commercial space.
 - Total car parking provision [expected to be 30% provision]. Parking spaces on site will be 4 disabled access parking spaces. 1 Loading Bay. The remainder of the parking provision will be provided in the nearby Mobility Hub.
 - Cycle parking will be 1:1 (256 secure cycle spaces).

To enable the development, the demolition of existing light industrial buildings will be necessary.

8.2 The proposed development has been designed with a central courtyard space that is surrounded by apartments buildings and commercial space around the perimeter of the site. The Scheme has been designed to meet the requirements of the Poland Street Zone NDF. The Scheme aims to reactivate the area by creating a new place for people to live, work and play.

8.3 **Apartments** – The Scheme will provide:

- 256 new homes including 82 x 1 beds, 147 x 2 beds, 19 x 3 beds, 6 x townhouses and 2 x duplexes.
- **Community & Commercial Space** - The proposals include up to 1,350 sq.m of commercial floorspace (Use Class E), located at the ground floor of the building on Jersey Street. This space is divided into 3 main spaces included a dual aspect commercial space that also faces a communal courtyard to the rear.
- In addition, the courtyard includes private makers spaces for individual studios which can be opened up to become part of a maker's market offer.
- **Car and Cycle Parking** - Total car parking provision is expected to be 30% provision. Parking spaces on site will be 4 disabled access parking spaces and there will also be 1 loading bay. The remainder of the parking provision will be provided in the Mobility Hub.

Cycle parking will be provided on the ground floor, at Naval Street, and will comprise 256 secure cycle spaces.
- **Appearance** - The Scheme incorporates high-quality residential apartments and houses with flexible commercial space which complements and enhances the character of the surrounding area.
- **Access** - The principle means of vehicular access to the Scheme is from Naval Street. There is also a layby space that has been provided adjacent to the car park lobby entrance.

Pedestrians can access the Scheme from Jersey Street and Radium Street (via School Court). The access points are gated and provide access for residents only rather than the general public.

Residents of the proposed development will be able to access the development using existing public transport services. There are bus services that run along Oldham Road.

- **Sustainability** - The development has been designed with a holistic low energy design concept involving a fabric first approach.

9. PLANNING POLICY JUSTIFICATION

- 9.1 The Scheme is located within the Ancoats and New Islington area. The regeneration and development that has taken place so far has been guided by the Ancoats and New Islington Development Framework which was originally endorsed by the Council in October 2014.
- 9.2 In July 2020, the Council endorsed a refreshed Neighbourhood Development Framework which focused on the Poland Street Zone in Ancoats and was prepared to ensure future development preserved the character of the area whilst meeting future housing, sustainability and community needs. The Neighbourhood Development Framework states that the development will be a welcoming residential area with a range and mix of accommodation befitting a neighbourhood of choice within a low car use area with high levels of cycle parking.
- 9.3 In March 2022, an addendum to the Poland Street Zone NDF was endorsed at the Council's Executive on 16 March 2022. The addendum provides a strategy for the public realm in the area and is intended to guide the design of public realm across the neighbourhood, this is known as the 'Poland Street Zone Public Realm Strategy'.
- 9.4 The Scheme benefits from its location on the northeastern edge of Manchester City Centre. In addition, it benefits from excellent connections to public transport. In this regard, the Scheme is located within walking distance of Manchester Piccadilly Station and Victoria Station which provide national and regional rail links, as well as acting as transport interchanges for local rail services and Metrolink services across Greater Manchester. In addition, Shudehill Bus Station and Metrolink Station and Market Street Metrolink station are within walking distance of the Scheme, providing connectivity to all lines on the Metrolink network and a number of regional bus services.
- 9.5 Policy guidance at national and local level is supportive of the Scheme.
- 9.6 **National Planning Policy Framework (March 2021) ("the Framework")**
The Framework document sets out the Government's planning policies for England and how these are expected to be applied. The main aims of the document are to outline that the purpose of the planning system is to contribute to the achievement of sustainable development.

It explains that there are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:

- an economic role, contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- a social role, supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high-quality built environment, with accessible local services that reflect the communities needs and support its health, social and cultural well-being; and;
- an environmental role, contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

The Scheme seeks positive improvements in the quality of the environment as well as improving people's quality of life by building a strong, competitive economy, promoting

sustainable transport, delivering a wide choice of high-quality homes, requiring good design, promoting healthy communities and conserving and enhancing the natural environment.

9.7 **Manchester Core Strategy 2012 – 2027 (adopted July 2012) (“the Core Strategy”)**

The Core Strategy was adopted on 12 July 2012. It sets the overall strategic direction for planning in Manchester over the plan period from 2012 to 2027. The policies of the Core Strategy establish where major development and other forms of investment should be located in order to be sustainable, meet local needs and take full advantage of opportunities.

The Scheme falls within two allocations in the Core Strategy:

- Regional Centre (Policy EC3) – development for employment generating uses (including offices, and other commercial development) will be encouraged within the Regional Centre. Housing will also be an appropriate use within the Regional Centre, although this should complement the development of mixed-use employment areas. The Regional Centre will generally be a location where higher density residential development is appropriate.
- East Manchester Sub Areas (Policy EM8 – Ancoats) – within the Ancoats Conservation Area development will be permitted which includes high density mixed use development; a diverse mix of residential uses in terms of type, size and tenure; retention of the grid iron street pattern; improved links between the City Centre and Ancoats; provision of public open space; and, development which defines the line of the Rochdale Canal and provides space for a widened area of canal-side open space.

9.8 **Saved Policies within the Unitary Development Plan for the City of Manchester (1995) (UDP)**

The UDP is contained within the City Council’s Local Development Scheme as a ‘saved’ document. Specific Part 1 policies of relevance to this proposal include Environmental Improvement and Protection policy E3.3.

There are a number of city-wide development control policies, including ones concerning accessibility, housing and commercial development that are of relevance to this proposal, including DC7 New Housing Development, DC14 Shop fronts and Related Signs, DC20 Archaeology, and DC26 Development and Noise.

9.9 **Guide to Development in Manchester - Supplementary Planning Document and Planning Guidance (SPD) – 2007**

The SPD was formally adopted in April 2007 and is therefore relevant to the Scheme. In the City of Manchester, it is the relevant design tool, and it outlines the importance of creating a sense of place, high quality designs, and respecting the character and context of an area. It provides a framework for all development in the city and requires that the design of new development incorporates a cohesive relationship with the street scene, aids natural surveillance through the demarcation of public and private spaces, the retention of strong building lines, appropriate elevational detailing and strong design.

9.10 **Manchester Residential Quality Guidance (2016)**

The City Council's Executive has endorsed the Manchester Residential Quality Guidance. As such, the document is a material planning consideration in the determination of planning applications and weight should be given to this document in decision making.

The purpose of the document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all, the guidance seeks to ensure that Manchester can become a city of high-quality residential neighbourhoods and a place for everyone to live.

The document outlines nine components that combine to deliver high quality residential development, and through safe, inviting neighbourhoods where people want to live. These nine components are as follows:

- Make it Manchester;
- Make it bring people together;
- Make it animate street and spaces;
- Make it easy to get around;
- Make it work with the landscape;
- Make it practical;
- Make it future proof;
- Make it a home; and
- Make it happen.

9.11 **Ancoats and New Islington Neighbourhood Development Framework (2014) and update (2016) and further update (2020) - Poland Street Zone Neighbourhood Development Framework**

The Neighbourhood Development Framework ('Ancoats and NI NDF') was originally endorsed by the Council's Executive in October 2014. In December 2016, an updated version was endorsed as a formal regeneration framework superseding the 2014 document. The 2016 Ancoats and NI NDF highlights Ancoats and New Islington's excellent location within the City Centre and sets out that the area will play a critical role in terms of meeting the City's housing needs. The 2016 Ancoats and NI NDF identified six-character areas across Ancoats and New Islington, providing further development principles for these character areas alongside the neighbourhood wide development and urban design principles proposed within the original Ancoats and NI NDF. The Scheme falls within the Poland Street Zone as described within the 2016 Ancoats and NI NDF.

The neighbourhood also sits within the wider East Manchester regeneration area and on the doorstep of a number of major regeneration projects which are providing further momentum to this part of the city and reinforcing its potential as a focal point for this increasingly established neighbourhood of choice. Significant new development around Eastlands has either been delivered or is planned, including the Co-op Live Arena which is currently under construction and will be a world-leading venue delivered by OVG.

The substantial amount of investment over time within the Framework area has provided a legacy of infrastructure provision, assembled sites primed for development and a supportive planning policy framework. This includes wholesale landscaping and public realm work throughout the neighbourhood which was firstly delivered through the creation of the

Marina, Cutting Room Square and Cotton Field Park. These community assets are completed by the transformational impact that development activity has had on the neighbourhood, delivering new homes, offices, and an associated ecosystem of food and beverage operators.

These factors place Ancoats and New Islington not just as one of the key opportunity areas in Manchester, but one of the relatively limited number of places in Manchester where there is an opportunity to plan and deliver high density development in a sustainable manner. However, to date much of this sustainable development has been focused within the areas of the neighbourhood that are closest to Manchester City Centre.

In recognition of increased developer interest in other areas of Ancoats and New Islington a further update to the NDF was endorsed by the Council's Executive in July 2020, which further refined the development principles for the Poland Street Zone (the Poland Street NDF) and to ensure that future development preserved the character of the area whilst meeting future housing, sustainability and community needs.

9.12 **Poland Street Zone Public Realm Strategy (2022)**

An addendum to the Poland Street Zone NDF was endorsed by the Council's Executive in March 2022. The addendum provides a strategy for the public realm in the area and is intended to guide the design of public realm across the neighbourhood, this is known as the 'Poland Street Zone Public Realm Strategy'. It provides both spatial and detailed design principles to ensure that the public realm develops into an attractive and sociable setting. These principles celebrate heritage and support public life to facilitate a successful new residential and mixed-use neighbourhood. The Public Realm Strategy will support the creation of a sustainable neighbourhood of 1,500 homes and bring activity and vitality to the area through the creation of inclusive routes and connections which will be accessible to all including those visiting, living and working in Ancoats and New Islington regardless of age and ability. Additionally, the public realm improvements will improve the safety and security in the area both during the day and at night.

9.13 **Planning Position in Relation to The Order Lands**

Within the Order Lands there are no listed buildings. The planning application for the Scheme was submitted on [16 June 2023 - TBC]. Detailed pre-application consultation was undertaken with the Local Planning Authority prior to submitting the planning application.

Full details of the Scheme are set out in Section 8 of the Statement of Reasons.

10. ANY SPECIAL CONSIDERATIONS AFFECTING THE ORDER SITE, EG. ANCIENT MONUMENT, LISTED BUILDING, CONSERVATION AREA, SPECIAL CATEGORY LAND, CONSECRATED LAND, RENEWAL AREA, ETC;

10.1 The order site is located within the Ancoats conservation area. and the wall bounding Jersey Street and Poland Street is of heritage interest. A significant proportion of this wall will be retained for the Scheme.

10.2 The nearest listed asset to the order site is the Grade II* Listed Beehive Mill, located approximately 13m to the west of the Scheme.

11. IF THE MINING CODE HAS BEEN INCLUDED, REASONS FOR DOING SO.

N/A

12. DETAILS OF HOW THE ACQUIRING AUTHORITY SEEKS TO OVERCOME ANY OBSTACLE OR PRIOR CONSENT NEEDED BEFORE THE ORDER SCHEME CAN BE IMPLEMENTED, EG. NEED FOR A WASTE MANAGEMENT LICENCE;

12.1 If the redevelopment proposals require any prior consent associated with the Order Lands then the relevant orders will be applied for in due course using the appropriate powers.

13. DETAILS OF ANY VIEWS WHICH MAY HAVE BEEN EXPRESSED BY A GOVERNMENT DEPARTMENT ABOUT THE PROPOSED DEVELOPMENT OF THE ORDER SITE;

N/A

14. WHAT STEPS THE AUTHORITY HAS TAKEN TO NEGOTIATE FOR THE ACQUISITION OF THE LAND BY AGREEMENT.

14.1 Manchester Life have been progressing the land assembly of The Order Land since 2017 and most of the interests are now in the ownership of the Developer and the Council.

14.2 The leasehold interests for plots 4, 7 and 8 identified in Appendix 1 have been acquired by the Developer. A report on title was prepared as part of the due diligence prior to acquiring these plots and they were identified as having unregistered freehold interests. The report on title provided the following information:

14.3 Plot 4:

The Property is registered under title numbers GM276544, GM276545 and GM308712. Each title is registered with good leasehold title.

The Land Registry will have registered the Property with good leasehold title as a result of the freehold title being unregistered at the time the application to register the Lease was made and the party making the application being unable to produce any evidence of the landlord's title.

A search of the Land Registry confirmed that there are no further registered titles affecting the Property and the seller was unable to produce any title deeds relating to any superior interest in the property.

14.4 Plots 7 and 8:

The Property is registered under title number LA243748 with good leasehold title.

The Land Registry will have registered Title Number LA243748 with good leasehold title as a result of the freehold title being unregistered at the time the application(s) to register the

First Lease and the Second Lease were made and the party making the application(s) being unable to produce any evidence of the landlord's title.

A search at the Land Registry confirms that there are no further registered titles affecting the part of the Property registered under Title Number LA243748 and the Seller has been unable to produce any title deeds relating to any superior interest in the part of the Property registered under Title Number LA243748.

15. ANY OTHER INFORMATION WHICH WOULD BE OF INTEREST TO PERSONS AFFECTED BY THE ORDER EG PROPOSALS FOR REHOUSING DISPLACED RESIDENTS OR FOR RELOCATION OF BUSINESSES.

15.1 The Order Lands comprise land and commercial building interests. There are no existing residential properties within the boundary of the Order Lands, and the only business is due to vacate their premises by December 2023, so no relocation of residents or businesses will be required.

15.2 The Developer has engaged with the landlord of 23 Radium Street. 23 Radium Street is a commercial property adjoining, but outside the boundary of the Order Lands and is understood to be occupied by circa 12 businesses on short-terms leases/licenses. In person meetings have been held with the landlord and his representatives to share the details of the proposed Scheme.

15.3 As part of the planning application process, a public consultation of the Scheme proposal was undertaken, in line with the policy requirements of the Local Planning Authority.

16. DETAILS OF ANY RELATED ORDER, APPLICATION OR APPEAL WHICH MAY REQUIRE A COORDINATED DECISION BY THE CONFIRMING MINISTER, E.G., AN ORDER MADE UNDER OTHER POWERS, A PLANNING APPEAL / APPLICATION, ROAD CLOSURE, LISTED BUILDING; AND

16.1 There are no related orders, applications or appeals in connection with this compulsory purchase order.

17. IF, IN THE EVENT OF AN INQUIRY, THE AUTHORITY WOULD INTEND TO REFER TO OR PUT IN EVIDENCE ANY DOCUMENTS, INCLUDING MAPS AND PLANS, IT WOULD BE HELPFUL IF THE AUTHORITY COULD PROVIDE A LIST OF SUCH DOCUMENTS, OR AT LEAST A NOTICE TO EXPLAIN THAT DOCUMENTS MAY BE INSPECTED AT A STATED TIME AND PLACE

17.1 If objections are lodged against the Order and a local inquiry is to be held, any relevant information will be provided in due course and arrangements will be made for them to be available for public inspection.

17.2 This Statement of Reasons is intended to fulfil the Council's non-statutory obligations in accordance with the CPO Guidance. It is not intended to be the statement referred to in rule 7 of the Compulsory Purchase (Inquiries Procedures) Rules 2007 and a further statement of case and accompanying information will be forwarded at the appropriate time to all persons who object to the Order. However, in the event of a Local Inquiry being necessary the Council reserves the right to add to or supplement the information contained herein as may be necessary and / or to respond to any objections that may be made.

- 17.3 Potential objectors are advised to seek independent legal advice with regard to any matter set out in this Statement of Reasons.

18 INQUIRY COSTS

- 18.1 If objections are lodged against the Order and a local inquiry is to be held, any award of costs shall be considered and determined in accordance with the advice given in Planning Practice Guidance – the award of costs and compulsory purchase and analogous orders.
- 18.2 A successful objector who satisfies the criteria set out in the above-mentioned planning guidance will receive an award of costs unless there are exceptional reasons for not doing so. A successful objector may, however, where they have acted unreasonably, have their award of costs reduced. A potential objector should, however, be aware that a dispute over the valuation of their property, or other compensation connected with the Order, is not a matter for a Local Inquiry. Such a dispute will be dealt with by the Lands Tribunal.

19 FINANCIAL ABILITY OF THE COUNCIL AND/OR THE DEVELOPER TO CARRY OUT THE PROPOSED DEVELOPMENT OF THE ORDER LANDS

- 19.1 The Developer has identified sufficient funds from its own resources, to meet the costs associated with acquiring the interests in the Order Lands.
- 19.2 The acquired interests along with the Developer and the Council's interest will then be developed by Manchester Life via the Developer, to deliver the Scheme.
- 19.3 The Scheme is considered to be deliverable by both the Council and Manchester Life. Following a number of pre-application meetings with the local planning authority, a planning application was submitted in [June 2023] and it is anticipated that planning permission for the Scheme will be granted in [September 2023]. The Scheme has been carefully considered and requires all the Order Lands to create a comprehensive redevelopment to meet the regeneration requirements of the Poland Street Zone NDF.
- 19.4 The Developer has identified sufficient funds from their own resources to meet the costs associated with the construction of the Scheme.
- 19.5 The Developer will procure the construction team to build the Scheme.

20 CONCLUSION

- 20.1 Without the acquisition of the Order Lands and other interests within the Order Lands, it will not be possible to deliver this comprehensive redevelopment scheme, which accords with the Poland Street Zone NDF, and there is therefore a compelling case in the public interest for the acquisition of the Order Lands.
- 20.2 It is essential that all of the Order Lands are acquired, as failure to achieve regeneration will adversely affect the potential for further investment in the wider area.
- 20.3 The Council believes that for the reasons set out in this Statement of Reasons, there is a compelling case in the public interest to justify the making of this Order.

Appendices

Appendix 1 The Order Lands

Appendix 2 Ancoats neighbourhood and the location of the Scheme

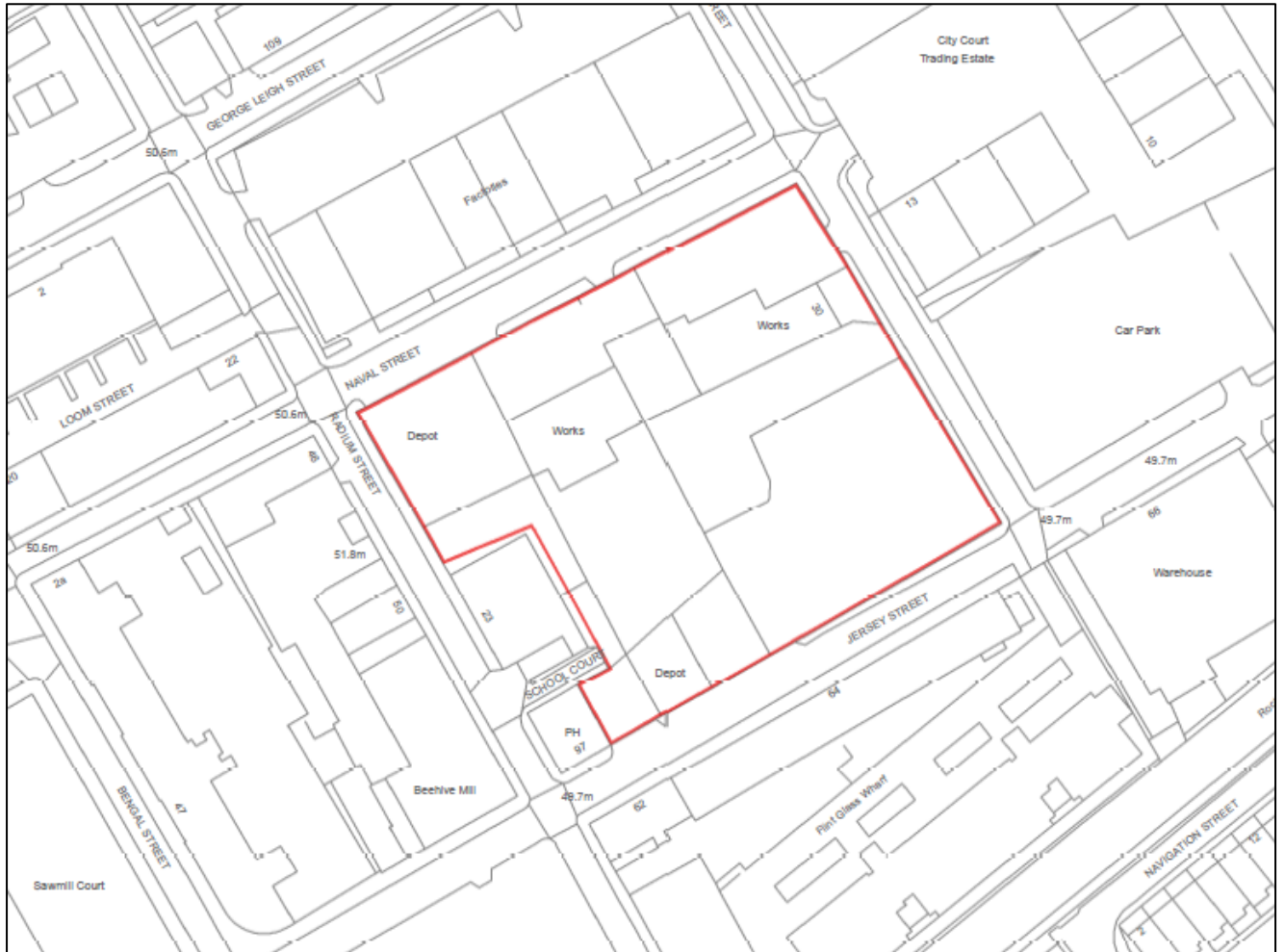
Appendix 3 The Scheme

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Appendix 1 – The Order Lands



Appendix 2 - Ancoats neighbourhood and the location of the Scheme



Appendix 3 – The Proposed Scheme



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**Manchester City Council
Report for Resolution**

Report to: Executive – 28 June 2023

Subject: ID Manchester Strategic Regeneration Framework Update

Report of: Strategic Director – Growth & Development

Summary

This report presents Executive Members with a draft updated Strategic Regeneration Framework (SRF) for ID Manchester (formerly the University of Manchester’s North Campus), and requests that the Executive endorse the framework in principle, subject to public consultation on the proposals.

Recommendations

The Executive is recommended to:

- (1) Endorse in principle the updated Strategic Regeneration Framework for ID Manchester;
 - (2) Request the Chief Executive undertake a public consultation exercise on the regeneration framework with local stakeholders; and
 - (3) Request that a further report be brought forward, following the public consultation exercise, setting out comments received.
-

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 anticipated 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
- Draft ID Manchester Strategic Regeneration Framework (2023)

1.0 Introduction

- 1.1 In March 2017, following public consultation, the Executive approved a Strategic Regeneration Framework (SRF) for the University of Manchester's North Campus site, within the Oxford Road Corridor. This document set out the overarching strategic principles and planning context for the future development of the site, as a vibrant new mixed-use area, combining high quality public realm with a mixture of technology, learning and research facilities, residential accommodation and office campuses, and complementing and connecting to surrounding areas.
- 1.2 Following the publication of the 2017 SRF, in 2021 the ID Manchester Joint Venture Partnership has been formed between the University of Manchester and Bruntwood SciTech. The relocation of the majority of the University's teaching functions have also been moved from North Campus to the new Manchester Engineering Campus Development (MECD).
- 1.3 Working in close collaboration with Manchester City Council, the JV partnership has produced a refreshed ID Manchester (IDM) SRF, to take account of these new arrangements and updated market conditions and opportunities, in order to maximise the benefits that can be delivered for the city and its residents. The remainder of this report summarises the updated SRF, for consideration by the Executive.

2.0 Background

- 2.1 ID Manchester lies at a strategic location, forming a gateway to the Oxford Road Corridor from Piccadilly station and the city centre core. It is a key regeneration area on the southern side of the city centre, stretching from Great Jackson Street through to Mayfield. The site is bounded by the Mancunian Way, Princess Street, Whitworth Street, London Road and Coburg Street. It is located in close proximity to a number of other key developments, including Mayfield, the Piccadilly SRF area, Circle Square, Kampus and Manchester New Square. A plan showing the site's location is attached at Appendix 1.
- 2.2 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, building on the key growth sectors linked to the University and Manchester NHS Foundation Trust (including health innovation, digital technology and advanced materials). The scheme is, therefore, of strategic importance to the future success of the city. Its delivery could provide over 10,000 new jobs, supporting the next phase of Manchester's growth and success, critical in the current economic context. It would also deliver new homes and new public realm and connections, benefitting local residents and supporting sustainable and inclusive growth.
- 2.3 The revised SRF establishes opportunities to enhance linkages in all directions: integrating ID Manchester into the city centre; enhancing the

entrance to the Oxford Road Corridor from Piccadilly station, via to Mayfield, increasing permeability through the Corridor; and reducing barriers to the Brunswick and Ardwick communities.

3.0 Vision

3.1 The overall objective for IDM is for a world-class innovation platform, driving skills, new ideas, and economic growth and opportunity for Manchester, the City Region and the UK. The vision described in the SRF is that:

“ID Manchester will be recognised internationally as one of the world’s leading applied innovation districts. Home to the UK’s most exciting new ideas and disruptive technologies, it is a place founded on the belief that ideas flourish where business, education and communities come together. ID Manchester will be a world-class innovation platform in the heart of one of the most exciting global cities, all set within an abundantly green and vibrant new neighbourhood. It will honour the heritage of Manchester while driving inclusive, sustainable and economic growth for the city region and beyond.”

3.2 The IDM vision is founded on a number of pillars, which subsequent development proposals should adhere to, in order to ensure that they are contributing to the vision. These are:

- **A world-leading innovation district** - providing a platform to accelerate growth, partnership and collaboration.
- **An exemplar of urban regeneration** – new mixed-use development, creating homes, jobs and vibrant public realm.
- **A place for collaboration, innovation and commercialisation** – providing a Research & Development intensive model of growth, and the creation of sustainable and resilient jobs and prosperity.
- **A platform for growth** - building on the current and future strengths of the University of Manchester.
- **A commitment to inclusivity, diversity and creativity** – an inclusive destination, where research ideas can improve people’s lives.
- **Creating opportunities for Manchester’s residents** - through access to education, training and jobs; delivery of homes; stimulating cultural assets; and provision of high-quality public realm and green infrastructure.
- **Be distinctively Manchester** - a place that is immediately identifiable as being “of Manchester” through the design and use of its buildings and public spaces.
- **Supporting the City Council’s Climate Change Framework** - a world-leader in tackling the climate and ecological emergencies - planning for

net zero carbon; enhancing green and blue networks; and reducing resource use and waste.

- **The cornerstone of the UK's Innovation Strategy** – by 2035, recognised internationally as one of the world's leading applied innovation districts, providing unique access to technologies and ideas, centred around advanced materials, health innovation, digital technologies and bio-materials.

3.3 By implementing the pillars planning for net zero carbon and waste reduction; providing a platform for growth; by creating jobs, training and learning opportunities; enhancing access to nature and public realm; and breaking down physical and perceptual barriers between the city centre and adjacent communities, IDM can deliver sustainable, inclusive growth to the benefit of all Manchester's residents.

3.4 Over its lifetime, the SRF has the potential to deliver:

- Over £1.7bn investment in Manchester
- Over 2m sq feet of innovation and commercial space
- Over 10,000 new jobs
- Over 1,500 new homes
- At least 10% Biodiversity Net Gain

4.0 Site-wide Principles

4.1 The SRF sets out a number of place-based principles that will guide detailed development proposals coming forward in the SRF area. These principles are set out below.

4.2 **A Human Collider:** Bringing together a diverse mix of people and companies, set within a framework of buildings and spaces that create a vibrant place, designed to maximise collaborations between people that encourage innovation, lead to breakthroughs and inspire new ideas.

4.3 It is proposed to achieve this by providing:

- A series of shared spaces at the heart of the site.
- An ecosystem of innovators, ranging from large anchor institutions through to start-ups and SMEs, researchers and supply chain organisations.
- Homes and hotels to bring 24/7 life and activity to the area, with opportunities for a range of housing types.
- Movement patterns of people through the site, walking or wheeling, that strengthen connections with the rest of the city.
- Spaces for catalysts, interspersed through the area, creating opportunities for clusters to form and to grow connections with adjacent communities.

- 4.4 **Connected, permeable and accessible:** Seamlessly connected, breaking down physical and perceptual barriers to create an integral and immediately identifiable part of Manchester, with characterful routes and spaces welcoming people into and through the heart of the place.
- 4.5 Characterful, well-defined and accessible routes and spaces are proposed to concentrate movement through the central shared spaces, making them the focal point for social interaction. A series of shared spaces and connections are proposed, including:
- A new civic-scale square to form the centre-point of the area, where the former bowling green currently sits.
 - A connection from the Civic Square to the upper level of the site to extend the space and support the quantum of people passing through, and fully accessible routes.
 - Extending and enhancing Vimto Park by removing the car park and rationalising servicing routes along Granby Row. There is also potential to create a light-weight pavilion structure to activate the space.
 - Transforming the Renold Building into a public commons hub for ID Manchester, providing an internal extension of the public realm, and helping to negotiate the level change between upper and lower parts of the site.
 - Reinforcing east-west routes between London Road and Princess Street, through enhancing Altrincham Street and Water Street, including opportunities to incorporate Sustainable Urban Drainage Systems (SuDS) and planting.
 - Creating a north-south route from Cobourg Street through the shared spaces at the centre of the SRF down towards Water Street.
 - Introducing a series of threshold spaces: welcoming, outward-looking spaces at the edges, each with its own character, that act as animated gateways to the SRF area, in particular, repairing and enhancing the green space along London Road.
 - Adding secondary routes and spaces to tie together and strengthen connectivity, including Granby Row, Renold Street, and Charles Street.
- 4.6 Active travel should be prioritised, with safe and legible routes for those walking or wheeling, no matter their mobility needs. Delivery and servicing would be limited to the periphery of the area where possible.
- 4.7 Outside of the SRF area (and, therefore, not covered directly by the SRF), opportunities could be explored for repairing connections underneath the Mancunian Way, to reduce the barriers to the Brunswick and Ardwick Green communities and improve routes through to the University campuses.
- 4.8 **Platform for the future, built on the foundations of the past:** Evolving a renewed structure from the SRF area's rich urban legacy to create a place that is both new but also rooted in its context and history.
- 4.9 A holistic, place-based approach should be adopted, which seeks to retain and breathe new life into the most significant heritage assets within the SRF

area, namely the Grade II listed Sackville Building and the Renold Building. It is acknowledged that consideration would need to be given to how buildings could be redeveloped, to achieve the aims of the SRF in terms of the indicative amount, flexibility and diversity of accommodation, and enable IDM to achieve its potential and maximise the benefits to the people of Manchester. By retaining the most important assets, the SRF can support both their long-term retention and re-activation, and the Framework's overarching project and placemaking objectives.

- 4.10 The SRF area comprises two distinct character areas: Sackville and Vimto Park, north of the viaduct, which is within the Whitworth Street Conservation Area; and land to the south, comprising the mid-20th century campus and later buildings.
- 4.11 **North Area** - The IDM SRF presents the opportunity to repurpose and restore the Sackville Building, one of Manchester's largest and most important heritage assets, to provide a mixture of residential, leisure, commercial and innovation uses. New entrances and openings for bars, restaurants, work and event spaces would increase opportunities for public access and enjoyment of the building.
- 4.12 The distinctive setting of the **railway arches** should be used as an opportunity to activate and open up the structure as a seamless and inviting connection between the areas north and south of the viaduct, reinforcing Altrincham Street as a principal pedestrian route through the SRF area.
- 4.13 **South Campus Area** – proposals should respond to the existing campus layout, with decisions to be made on individual buildings formed on robust analysis, as the detailed design of each zone is progressed. The Renold is considered the most important asset south of the viaduct and has the potential to play an important role in the emerging masterplan.
- 4.14 The **Hollaway Wall** currently acts as a visual and physical barrier along the eastern boundary of the area, and directly conflicts with many of the place making priorities in the SRF, including integration with Mayfield and Piccadilly. The wall is Grade II Listed and a detailed options analysis will be required to determine how best to secure these place-making priorities.
- 4.15 Across the site, detailed design proposals should respond to the setting of retained assets and seek to capture the essence of the place and specific heritage benefits wherever possible. This should be reflected in the siting and design of buildings, choice of materials, and the public realm framework.
- 4.16 **A flexible framework for flexible buildings:** A masterplan framework capable of establishing a strong sense of place and identity, whilst allowing the flexibility to respond to occupier requirements and be adaptable over time.
- 4.17 A series of Development Zones (or plots) are envisaged across the SRF area. The zones are flexible areas, which can accommodate different uses, forms and appearances of buildings which will be defined through detailed planning

applications when each phase comes forward. Each Development Zone could contain a single or multiple buildings.

- 4.18 The public realm framework has been based on the structure of the existing campus. This supports a delivery strategy where decisions for removal or retention of existing buildings are based on a rigorous, holistic analysis that considers heritage, embodied carbon, opportunities for viable re-use, and ability to deliver the critical mass and flexibility of floorspace, and the public routes and spaces, needed to support a successful innovation district at IDM.
- 4.19 **A living landscape:** Making use of planting and SuDS within the public realm and upper levels of buildings to support people's well-being, habitats, biodiversity, and climate change mitigation.
- 4.20 The public realm should be designed to showcase the character and heritage of the area, whilst restoring the ecological value of blue-green habitats in nature areas and creating access to a thriving urban life. A variety of new and enhanced open spaces are proposed, tied together through common planting and materials, comprising:
- A north-south "spine" of shared spaces, from a formal green setting within Vimto Park, through a large civic space in the heart of the site, to smaller spaces to the south.
 - The railway viaduct arches and Altrincham Street including two welcome plazas at the east and west, and landscaped steps.
 - Water Street through the southern part of the area, where water and natural habitats shape the space's identity.
- 4.21 Public spaces should be designed for a full spectrum of future users, including families and children, older people and those with mobility needs, and promote equity and free access to nature. They should encourage interaction and play, include seating and be activated through a range of measures. Proposals should look to improve blue and green, biodiversity and social links.
- 4.22 Microclimate considerations should be considered through the design and selection of hard and soft landscaping materials and orientation of buildings and spaces. Low points on the site should be utilised for water capture, creating varied and changing landscapes that support a wide range of biodiversity and reduce surface water run-off, including (SuDS).
- 4.23 Development within the SRF should aim for a minimum 10% biodiversity net gain. A holistic, site wide strategy for biodiversity net gain should therefore be taken. The retention of high value mature trees will be prioritised where practical, and trees to be removed will be replaced at a ratio of at least 3:1 with appropriate use of native species. The area will also form part of the Manchester Tree Trail. The planting strategy should seek to re-introduce habitats and provide a range of types, for example, woodland, wildflower, wetlands and scrublands. Opportunities should be explored to re-use and recycle materials from the building works within the site where practical.

- 4.24 **Curated commons:** Animated ground floors, first floors and spaces outside buildings, activated by events and exhibitions, leisure opportunities, and amenities that support the needs of those living in and around IDM.
- 4.25 Encouraging a variety of uses in the building edges, public realm and active spaces within buildings are likely to be an important consideration for the long-term success of the innovation district. Interfaces between public realm and buildings are also an essential part of the strategy. Active frontages should be prioritised where possible at ground and upper-ground floors where these address principal routes and spaces. Ground and upper-ground floor uses should be diverse, to suit the needs of those living and working at IDM, local communities, and visitors, and could include leisure, food and drink; exhibition and gathering; and local amenities.
- 4.26 **Critical mass:** Opportunities for buildings of scale to accommodate over 10,000 workers and around 3,000 residents, who will energise the place, and enhance Manchester's skyline whilst protecting the setting of heritage assets and allowing sun and light to fill its generous public realm spaces.
- 4.27 A critical mass of commercial, innovation and supporting uses (such as homes and hotels) is needed to make ID Manchester a genuinely world-class innovation district, with a vibrant, inclusive, 24/7 community, that can deliver the anticipated benefits to the city. It is envisaged that over 4m sq ft of total floorspace can be accommodated across the SRF. Uses should be commercially led, and capable of meeting the requirement of a diverse range of occupiers who may wish to be located in the innovation district.
- 4.28 It is anticipated that buildings would be highest around the edges of the SRF area (along London Road, the Mancunian Way, Sackville Street, and Princess Street), stepping down towards Renold Building and ID Square. This distribution maximises the amount of sunlight into ID Manchester's major public open spaces in the heart of the site, including the civic square and Vimto Park. Stepped building forms could create opportunities for green roof terraces that respond to the public realm and add animation to the top of buildings.
- 4.29 Buildings located at the site's entrances could be taller and more assertive, creating landmarks to identify and draw people into ID Manchester, particularly at the north-east corner of the site where buildings will be the first visual entry point for IDM and the Oxford Road Corridor from Piccadilly Station. There is opportunity in the south-eastern corner of the SRF area to continue the development pattern of tall residential towers located around the inner ring road of the city centre.
- 4.30 **An identity that expresses purpose and place:** Creating a powerful and distinctive identity for IDM by building on the strong character of Manchester, revealing the innovation at its heart, and expressing exemplary sustainability in its buildings and landscape.

- 4.31 The buildings and spaces should have a strong Manchester identity, including a material pallet which ties into the city’s industrial past. Buildings should showcase innovation and feel open, welcoming and lively. “Healthy buildings” will be encouraged, designed to support the physical, mental, and social health of occupants and visitors, and a “long life, loose fit, low carbon” approach to building design should be followed to allow for future adaptability and flexibility.
- 4.32 **Meanwhile strategy:** An evolving mix of uses that bring early activity and identity to the place alongside and ahead of plans for permanent re-development of buildings.
- 4.33 **Intelligent infrastructure:** A site-wide approach to drainage and utilities, digital infrastructure, servicing and management, and sustainable energy strategies.
- 4.34 The main transport modes for the site are proposed to be walking, wheeling and public transport. The public realm and green spaces should prioritise walking and cycling as the principal modes. The energy strategy for the site should seek to supply energy so far as possible by on-site renewables. Physical digital infrastructure should be integrated through flexible, resilient connections, SMART-enabled buildings and site wide infrastructure.

5.0 Delivery & Phasing

- 5.1 The development principles offer a flexible framework that supports commercially viable development capable of meeting future occupier requirements, whilst allowing the masterplan to evolve and adapt to changes in demand, design and technology over time. Essential infrastructure and public realm will also be phased and be delivered in a way that allows the public and occupiers to enjoy the emerging place as the site and buildings are re-activated and plots are developed. Meanwhile uses will form a vital component of this strategy, bringing early activation and identity to the place.

6.0 Conclusions & 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.

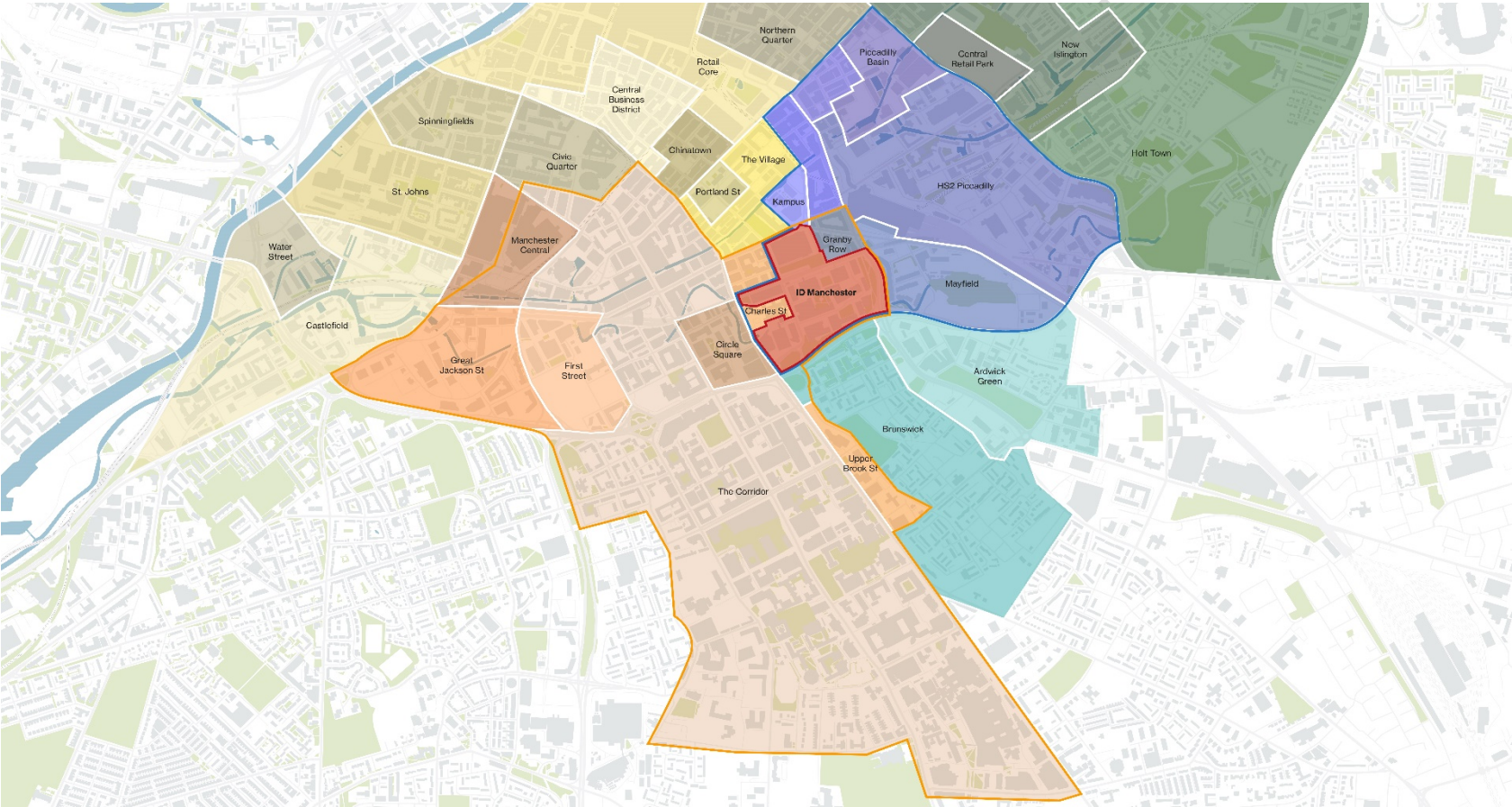
6.3 Recommendations appear at the front of the report.

7.0 Legal Considerations

7.1 Subject to Executive approval, a further report will be brought forward after the public consultation exercise, setting out the comments received and any changes to the final version of the draft updated IDM SRF.

7.2 If the draft updated IDM SRF is subsequently approved by the City Council, it will become a material consideration for the Council as Local Planning Authority when determining any applications within the IDM SRF area.

Appendix 1 – ID Manchester Site Plan



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Manchester City Council Report for Information

Report to: Executive – 28 June 2023

Subject: Large Scale Renewable Energy Generation – Power Purchase Agreement (Part A)

Report of: The Deputy Chief Executive and City Treasurer

Summary

This report provides an update on the progress of the City Council's proposal to purchase renewable energy supplies via a Power Purchase Agreement (PPA) to ensure the Council has a long term, cost effective supply of renewable energy to meet its energy needs and achieve its Zero Carbon objectives to reduce the Council's CO₂ emissions.

Recommendations

To note and comment on the contents of the report. Further details and recommendations are set out in Part B to this report

Wards Affected - All

Environmental Impact Assessment - the impact of the decisions proposed in this report on achieving the zero-carbon target for the city
Action 1.3 of the Council's Climate Change Action Plan 2020-25 targets 7,000 tonnes of annual CO ₂ savings. The Plan sets out the actions that will be delivered to ensure that the Council plays its full part in delivering the city's Climate Change Framework 2020-25 which aims to half the city's CO ₂ emissions over the next 5 years.

Our Manchester Strategy outcomes	Contribution to the strategy
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	The transition to a zero-carbon city will help the city's economy become more sustainable and will generate jobs within the low carbon energy and goods sector. This will support the implementation of the Our Manchester Industrial Strategy and Manchester Economic Recovery and Investment Plan.

A highly skilled city: world class and home-grown talent sustaining the city's economic success	Manchester is one of a small number of UK cities that have agreed a science-based target and is leading the way in transitioning to a zero-carbon city. It is envisaged that this may give the city opportunities in the green technology and services sector.
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	Transitioning to a zero-carbon city can help to tackle fuel poverty by reducing energy bills. Health outcomes will also be improved through the promotion of more sustainable modes of transport and improved air quality.
A liveable and low carbon city: a destination of choice to live, visit, work	Becoming a zero-carbon city can help to make the city a more attractive place for people to live, work, visit and study.
A connected city: world class infrastructure and connectivity to drive growth	A zero-carbon transport system would create a world class business environment to drive sustainable economic growth.

Full details are in the body of the report, along with any implications for

- Equal Opportunities Policy
- Risk Management
- Legal Considerations

Financial Consequences – Revenue

The requirement for ongoing external technical support means that costs are being incurred through the early stages of agreeing the PPA contract, and these costs are funded from existing budgets. Once entered into, the PPA costs will form part of future years' energy revenue budgets. Details of the accounting treatment of the proposed PPA can be found in Part B.

Financial Consequences – Capital

None

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Background documents (available for public inspection):

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

Manchester City Council Climate Change Action Plan 2020-25:
[2020-25 MCC Climate Change Action Plan \(Refresh 2022\)](#)

Executive Report, January 2023: Large Scale Renewable Energy Generation Solar Farm Purchase:
[Large Scale Renewable Energy Generation Solar Farm Purchase Part A.pdf \(manchester.gov.uk\)](#)

1.0 Introduction

- 1.1 The Council's Climate Change Action Plan (CCAP) has a science-based target calculated by the Tyndall Centre for Climate Research to reduce the Council's direct emissions of CO₂ by 41% over the five-year period of 2020-25. In addition, the Council has committed to be zero carbon by 2038 at the latest, also based on the science-based targets developed by the Tyndall Centre.
- 1.2 The Council's CCAP includes a commitment to research and identify options for large scale renewable energy generation to deliver either a solar asset and / or suitable Power Purchase Agreements (PPAs) to achieve a traceable, renewable energy source to deliver CO₂ savings and maximise long-term benefits for the Council.
- 1.3 A Power Purchase Agreement (PPA) is the direct purchase of renewable energy. Investment in a PPA enables additional renewable power generation to be created and added to the national grid. The investment in a PPA is traceable directly to specific renewable energy projects such as wind and solar farms across the UK and guarantees supply of renewable energy over a long-term supply agreement, typically between 5 and 15 years.
- 1.4 This report sets out: the background to the work undertaken to date including an assessment of the City Council's energy demand; and relevant details of the potential purchase of a PPA.

2.0 Background

- 2.1 In January 2022, the Executive granted delegation for the Deputy Chief Executive and City Treasurer, in consultation with the Leader, Executive Member for Finance and the Executive Member for Environment to negotiate for the purchase of a solar asset / PPA and any associated corporate documentation to establish a Special Purpose Vehicle if required.
- 2.2 The volatility in the energy markets linked to the war in Ukraine, combined with uncertain government energy policy over the summer and autumn of 2022 including a likely Government ban on new solar farm developments (since abandoned), plus the financial volatility arising from the UK Government's short-lived financial policies of September 2022 have all contributed to a volatile market over the past 18 months.
- 2.3 In common with many other local authorities, the Council has felt exposure to the volatile energy markets over the past 18 months and is keen to obtain a more secure energy pricing framework. For example, the Council's electricity contract cost has risen by approximately 70% in the 2022-23 contract period (October to September); resulting in a projected contract uplift of over £15m. Manchester City Council's operational estate accounts for approximately half of this. Despite prices having dropped significantly in the recent period, this

project to secure a long-term renewable energy supply gives greater energy security and a degree of long-term protection on future energy prices.

2.4 In November 2022, officers identified a potentially suitable large scale solar PV facility available for purchase and submitted an initial non-binding offer to the developer. A report on the potential purchase was made to Executive in January 2023. However, during the Council's detailed assessment of the proposition, the Council took the decision to withdraw from this potential purchase as the site did not pass our due diligence thresholds for viability and therefore did not offer a sound investment opportunity for the Council.

2.5 Since the last report to Executive in January 2023, Council officers have continued to explore suitable renewable energy supply options considering the available options for an asset purchase, such as a solar farm, or purchase of renewable energy via a Power Purchase Agreement (PPA) taking advice from external advisors including the Tyndall Centre for Climate Research. Advice from Tyndall is that:

- MCC will likely **remain within its science-based carbon budget by 2025** through its existing programme of actions to reduce CO₂ emissions across our estate, street-lighting, fleet and staff business travel
- **Planning and action is needed now** to ensure that the 2025-30 carbon budget is not exceeded
- Using a solar PV farm or **a PPA is recommended to meet carbon targets** where additional renewable electricity generation is created by MCC and applied to reduce electricity related emissions

2.6 In purchasing a PPA of this kind, the City Council's commitment to purchase power, gives the power provider certainty of a guaranteed off taker which helps them to fund the construction of an additional renewable energy supply to the grid, thereby reducing the Council's CO₂ emissions for the production of the energy that the Council uses to supply its buildings and to charge its electric vehicles etc. The Council have confirmed with its advisors, including the Tyndall Centre for Climate Research, that the purchase of a PPA is a valid, and indeed essential, contribution towards the Council meeting its Zero Carbon 2038 objectives between 2025/26 and 2038.

2.7 To ensure that the Council has appropriate expertise in relation to the securing of a suitable renewable energy supply, MCC has sought commercial advice from EY (Ernst & Young) on the options and viability of purchasing a fixed asset such as a solar farm or purchasing renewable energy through a PPA. Considering the availability of suitable sites, risks and benefits, and the availability of sites and PPAs on the market, the City Council's preferred option is to purchase a PPA.

3.0 City Council Energy Demand Assessment and Energy Purchasing Policy

3.1 Throughout April and May 2023, Council officers reviewed and updated the Council's energy demand assessment, which will inform the amount of

renewable offtake needed from the PPA. Additional major energy conservation works by the Council have been fully incorporated into the projection. Technical consultants EY have reviewed and supported the methodology used to amend the energy demand assessment figures. The full energy demand assessment is included in Part B of this report.

- 3.2 Currently, the Council's Energy Management Unit and Procurement colleagues are finalising procurement documents required to establish a new retail electricity supply framework, projected to be in place by September 2023 to replace the now expired previous framework. It is expected that, unlike the framework this replaces, the new framework will accommodate a single supplier across all lots, so that energy taken from a renewable project can be more easily integrated (or "sleeved") into the contracts which make up the demand under consideration for this PPA.
- 3.4 The Council intends to seek additional support and advice from EY and our legal advisors DLA Piper for consideration in establishing this framework agreement.

4.0 Recommendations

- 4.1 Recommendations are set to at the beginning of this report.

5.0 Contributing to a Zero-Carbon City

Action 1.3 of the CCAP targets 7,000 tonnes of annual CO₂ savings and is a key action to ensure that the Council plays its full part in delivering the city's Climate Change Framework 2020-25 which aims to halve the city's CO₂ emissions over the next 5 years.

6.0 Contributing to the Our Manchester Strategy

(a) A thriving and sustainable city

The transition to a zero-carbon city will help the city's economy become more sustainable and will generate jobs within the low carbon energy and goods sector. This will support the implementation of the Our Manchester Industrial Strategy and Manchester Economic Recovery and Investment Plan.

(b) A highly skilled city

Manchester is one of a small number of UK cities that have agreed a science-based target and is leading the way in transitioning to a zero-carbon city. It is envisaged that this may give the city opportunities in the green technology and services sector.

(c) A progressive and equitable city

Transitioning to a zero-carbon city can help to tackle fuel poverty by reducing energy bills. Health outcomes will also be improved through the promotion of more sustainable modes of transport and improved air quality.

(d) A liveable and low carbon city

Becoming a zero-carbon city can help to make the city a more attractive place for people to live, work, visit and study.

(e) A connected city

A zero-carbon transport system would create a world class business environment to drive sustainable economic growth.

7.0 Key Policies and Considerations

(a) Equal Opportunities

There are no equal opportunity issues to note that should arise from the content of this report.

(b) Risk Management

The key risk is to successful delivery of the Council's Zero Carbon 2038 objectives and remaining within the science-based carbon budgets set by the Tyndall Centre.

(c) Legal Considerations

The legal issues are as set out in part B of this report.

Legal Services will provide support and advice in regard to this project, seeking such appropriate expert technical and professional support and advice as shall be appropriate.

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