



Executive

Date: Wednesday, 24 July 2019

Time: 10.00 am

Venue: Council Antechamber - Level 2, Town Hall Extension

Everyone is welcome to attend this committee meeting.

Access to the Council Antechamber

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

Filming and broadcast of the meeting

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

Membership of the Executive

Councillors

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

Membership of the Consultative Panel

Councillors

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

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

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 26 June 2019. 5 - 20
- 4. Council Resolution on Declaring a Climate Emergency** **All Wards**
The report of the City Solicitor is to follow.
- 5. The Eastlands Regeneration Framework** **Ancoats and Beswick;
Clayton and Openshaw;
Miles Platting and Newton Heath
21 - 118**
The report of the Strategic Director – Growth and Development is enclosed.
- 6. Addendum to the Christie Hospital Christie Strategic Planning Framework** **Didsbury East;
Didsbury West; Old Moat;
Withington**
The report of the Chief Executive is to follow.
- 7. Expansion of the Residents' Parking Zone around the Christie Hospital** **Didsbury East;
Didsbury West; Old Moat;
Withington**
The report of the Director Highways is to follow.
- 8. Revenue Budget Monitoring 2019/20 to the end of May 2019** **All Wards
119 - 136**
The report of the Deputy Chief Executive and City Treasurer is enclosed.

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| 9. Capital Programme Update
The report of the Deputy Chief Executive and City Treasurer is to follow. | All Wards |
| 10. Revising the Ethical Procurement Policy
The report of the Deputy Chief Executive and City Treasurer is to follow. | All Wards |
| 11. Decisions from the Joint GMCA and AGMA Executive Board meeting on 28 June 2018
The Decision Notice from the joint GMCA and AGMA Executive Board meeting on 28 June is enclosed. | All Wards
137 - 144 |

Information about the Executive

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

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

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

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

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

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, 16 July 2019** by the Governance and Scrutiny Support Unit, Manchester City Council, Level 3, Town Hall Extension (Mount Street Elevation), Manchester M60 2LA

Executive

Minutes of the meeting held on Wednesday, 26 June 2019

Present: Councillor Leese (Chair)

Councillors: Akbar, Bridges, Craig, N Murphy, Ollerhead, Rahman, Stogia, and Richards

Also present as Members of the Standing Consultative Panel:

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

Apologies: Councillors S Murphy and Karney

Exe/19/41 Minutes

Decision

To approve as a correct record the minutes of the meeting on 13 March 2019.

Exe/19/42 Greater Manchester Transport Committee - Executive Functions

In May 2019 the Council had approved the establishment of the new Greater Manchester Transport Committee as a joint committee of the 10 districts, Greater Manchester Combined Authority and Mayor (Minute CC/19/47). The Council had also approved the Terms of Reference and Operating Agreement for the Committee and agreed to delegate functions as set out in the Terms of Reference. A report now submitted explained that some of the matters to be delated to the joint committee were Executive Functions and therefore their delegation lay with the Executive rather than the Council.

Decision

To note and endorse the establishment of the new GM Transport Committee as a joint committee of the 10 districts, GMCA and Mayor and the delegation of functions, including Executive Functions, as set out in the Terms of Reference to the Transport Committee.

Exe/19/43 Delegation of Executive Functions to the Executive and Council Officers

A report was submitted seeking approval for the delegation of various executive functions to officers of the Council; those functions being recorded at Part 3, Section A of the Council's 2019 Constitution. The report also sought approval for the delegation to officers of the Council's various executive functions set out in Part 3, Section F of the Council's 2019 Constitution.

The report explained the legal powers available to the Leader and to the Executive to arrange for the exercise of and delegation of executive functions within the Council. We supported the proposed delegations.

Decisions

1. To note the decision of the Leader of the Council to exercise his power under Section 9(E)(2) of the Local Government Act 2000 (as amended) to delegate the discharge of all of the Council's executive functions to the Executive.
2. Subject to 3 below, to note and endorses the arrangements agreed by the Leader to delegate to officers the discharge of all of the Council's executive functions recorded at Part 3, Section F of the Council's Constitution as set out in the version of that section presented to Council at its Annual Meeting on 15 May 2019.
3. To note and endorses subsequent minor amendments made to Part 3, Section F of the Council's Constitution by the City Solicitor under Article 15.2(a) of the Constitution.
4. To note and endorses the consequential amendments to the delegations of executive of functions to officers recorded at Part 3, Section A of the Council's Constitution, made by City Solicitor under delegated authority granted by the Leader.
5. In relation to the Scheme of Delegation to Officers set out in Part 3, Section F of the Council's Constitution, to note that delegations of executive functions include those functions that are designated as "Executive Functions" and those functions that are designated as "General Functions" insofar as these are executive functions.

Exe/19/44 Revenue Outturn Position 2018/19

The report from the Deputy Chief Executive and City Treasurer outlined the final outturn position for 2018/19 for the Council's revenue expenditure and income. For the previous financial year the outturn variance compared to the revised budget was an overspend of £293k. The summary of the overall position was:

Table 1 – outturn position for 2018/19	Revised Budget £000	Outturn £000	Variance £000
Available Resources	(578,828)	(580,628)	(1,800)
Corporate Budgets	122,578	119,972	(2,606)
Directorate Budgets			
- Children's Services	112,855	119,877	7,022
- Adult Social Care	182,901	186,126	3,225
- Homelessness	9,643	10,711	1,068
- Corporate Core	70,650	67,187	(3,463)

- Neighbourhoods and Highways	72,909	72,273	(636)
- Strategic Development	7,293	4,776	(2,517)
Total Directorate Budgets	456,250	460,949	4,699
Total Use of Resources	578,828	580,921	2,093
Total forecast over / (under) spend	0	293	293

The report examined and explained the most significant of the variances that had arisen in the directorate budgets and the corporate budgets, with large budget overspends in both Children's and Adult's Services as the Council had sought to cope with continuing high demands for support and service provision.

With respect to the General Fund reserve position, the 2018/19 budget had assumed there would be a transfer to the General Fund reserve of £31k, to give a balance of £22.338m. As the actual revenue budget outturn position was an overspend of £293k the balance on the General Fund Reserve at 31 March 2019 was £22.045m, with the budget overspend being taken from the reserve. The year-end General Fund balance was still deemed to be a reasonable amount for the risks the City Council is facing.

The report explained that the Housing Revenue Account (HRA) outturn position was a £11.064m favourable variance. That allowed for funding set aside to improve fire safety measures through the installation of sprinkler systems within council owned tower blocks. Those installations were to take place in 2019/20. The outturn also included £1.128m lower PFI payments due to delays in delivering the capital works on the Brunswick PFI scheme.

The report proposed the use of some of the Budget to be Allocated that had been set as part of the 2018/19 budget. These were:

- £1.4m contribution to Manchester Health Care and Commissioning to be returned in 2019/20
- £418k allocation to Homelessness to replace the Rough Sleepers grant allocation
- £663k allocation to the Cross Cutting Saving target to avoid further saving requirements
- £188k allocation for Waste and Street Cleaning Contract inflation in accordance with the methodology and formulae the annual inflation increase in accordance with the contract's documentation
- £340k to be released to support the revenue budget

Those were all supported.

The report also addressed requests for transfer to reserves and recommended the following:

- The transfer to reserves of £36k to allow the High Street Cleaning service to perform future street cleaning and waste activities in 2019/20.
- The transfer to reserves of £440k of Discretionary Housing Payments and Welfare Grant that had not been allocated at the end of 2018/19 and which could now provide increased capacity for welfare and housing support to Manchester residents in 2019/20
- The transfer to reserves of £524k of rental income from the Arndale in 2018/19 that had been announced late in the previous financial year.

Those transfers were all supported.

Decisions

- 1 To note the outturn position for 2018/19 as set out in the report and summarised in Table 1 above.
- 2 To note the Housing Revenue Account position for 2018/19 as outlined above.
- 3 To note the overall General Fund position for 2018/19 as outlined above.
- 4 To approve the use of budgets to be allocated as set out above.
- 5 To approve the use of reserves as set out above.

Exe/19/45 Capital Programme Outturn Position 2018/19

A report by the City Treasurer set out the outturn on the Council's capital expenditure in 2018/19. The total capital used in 2018/19 had been £361.6m compared to the revised budget of £400.0m approved in February 2019 (minute Exe/19/10). The 2018/19 Capital Outturn for the programme on behalf of Greater Manchester had been £91.2m compared to the revised budget of £95.8m.

The report set out an analysis of the capital expenditure in the functions and departments of Council's work, explaining the budget and actual outturn for each.

The report also set out the decisions that had been made by the City Treasurer regarding the funding of the capital expenditure incurred in 2018/19. These were:

- Any unused grant, subject to conditions, had been carried forward into 2019/20 to be matched against future spend.
- Any external contributions that had not been used were carried forward into 2019/20.
- The balance of available capital receipts carried forward from 2017/18 had been £72.0m. A further £51.0m receipts were received in 2018/19. Drawdown of capital receipts was £41.1m leaving a balance for use in future years of £81.9m, of which £54.9m relate to Housing.
- Revenue contributions were used to finance expenditure of £9.0m, including works on Strategic Acquisitions, the HRA, and to fund ICT expenditure.
- The Major Repairs Reserve was utilised to fund expenditure on the HRA capital programme.
- Borrowing of £300.0m had been used to fund the programme, including the £124.2m term loan facility paid to Manchester Airport to support their transformation project, and a further £74.6m borrowing used to support the Housing Investment Fund.
- The minimum revenue provision for 2018/19 was £20.9m. This was the funding set aside to repay the debt incurred through funding previous capital expenditure through borrowing. That had been funded from the Council's capital financing budget.

The report also proposed the virement of budget allocations within the 2019/20 and the 2020/21 capital programmes. These were all approved:

Table 2 – Capital Budget Virements Between Projects	2019/20 Virement	2020/21 Virement
Safe Routes to Loreto High School	58	
Safe Routes to Schools	-58	
Total Highways Programme	0	0
External cyclical works ph 3a		-1
2/4 Blocks Heating replacement with Individual Boilers		-5
Decent Homes mop ups ph 9 and decent homes work required to voids		20
Decent Homes mop ups ph 10 and voids		-20
Electricity North West distribution network ph 4 (various)	83	
Collyhurst - Mossbrook/Roach/Vauxhall/Humpries Court Internal Works	-100	
Northwards Housing Programme	17	6
Total Public Sector Housing (HRA) Programme	0	0
Brookside Rd Moston		11
North Hulme Adv Playground		6
Monsall Road (Burgess)		7
Roundwood Road		9
Education Basic Needs Unallocated		-33
Moston Lane Re-roof	19	
Abbott Primary School Fencing	10	
Broad Oak Primary School works	116	
School Capital Maintenance Unallocated	-145	
Paintpots Nursery	5	
Early Education for two year olds Unallocated	-5	
Total Children's Services Programme	0	0

We noted and accepted the views that the Resources and Governance Scrutiny Committee had expressed on this report at a recent meeting (Minute RGSC/19/28).

Decisions

1. To note the outturn of capital expenditure 2018/19 for the Manchester City Council Programme was £361.6m. The outturn of capital expenditure 2018/19 for the Programme on behalf of Greater Manchester was £91.2m.
2. To note the changes to the outturn attributable to movement in the programme that occurred after the previous monitoring report (Minute Exe/19/10).

3. To approve the budget transfers between capital schemes as set out above in Table 2 above, to maximise the use of funding resources available to the Council.
4. To note the decisions of the Deputy Chief Executive and City Treasurer regarding the funding of capital expenditure in 2018/19.
5. To note the impact of final expenditure in 2018/19 on the revised Capital Programme 2019/20 to 2023/24.

Exe/19/46 Capital Programmes Update

A report concerning requests to increase the capital programme was submitted. We agreed to recommend two changes to the Council, and to make a further eight changes under delegated powers. These ten changes would increase the capital budget by £1.104m, financed by capital receipts, external contribution, borrowing, Highways Investment Plan budget and the Capital Fund.

Decisions

1. To recommend that the Council approve the following changes to Manchester City Council's capital programme:
 - a. Growth and Neighbourhoods – Velodrome Capital Project. A capital budget allocation through transfer of £0.530m from the Asset Management Programme budget is requested, funded by Capital receipts.
 - b. Highways – School Road Safety Measures – Other sites. A capital budget increase of £0.546m is requested, funded from External Contributions, with a further capital budget allocation through transfer of £2.779m from the Highways Investment Plan budget.
2. To approve the following changes to the City Council's capital programme under delegated powers:
 - c. Growth and Neighbourhoods - HSBC UK National Cycling Centre. A capital budget increase of £0.499m is requested, funded from £0.429m Waterfall Fund and £0.070m external contribution from UK Sport.
 - d. Highways - A6 Stockport Road Pinch Point Scheme. A capital budget increase of £0.200m is requested, funded from Growth Deal Two Government Grant, with a further capital budget allocation through transfer of £0.596m from the Highways Investment Plan budget and Congestion Target Performance budget, funded by borrowing.
 - e. Highways – NPIF Mancunian Way junction with Princess Parkway. A capital increase of £0.568m is requested, funded from External Contributions £2.400m, and a corresponding capital budget reduction in borrowing of £1.832m.

- f. Strategic Development – One Central Park – Passive Fire Stopping Issues. A capital budget allocation through transfer of £0.321m from Strategic Acquisitions Programme is requested, funded by Capital Fund.
- g. ICT – Income Management Solution. A capital budget decrease of £0.316m is requested and approval of a corresponding transfer of £0.316m to the revenue budget, funded by capital fund.
- h. ICT – Information Governance Management Solution including complaints. A capital budget decrease of £0.227m is requested and approval of a corresponding transfer of £0.227m to the revenue budget, funded by capital fund.
- i. ICT – Digital Experience Transformation. A capital budget decrease of £0.166m is requested and approval of a corresponding transfer of £0.166m to the revenue budget, funded by capital fund.
- j. ICT – Replacement Coroners System. A capital budget allocation and transfer of £0.143m from the ICT Investment Plan budget is requested, funded by borrowing.

Exe/19/47 Living Wage Accreditation

A report submitted by the City Treasurer and Deputy Chief Executive explained that becoming Living Wage accredited would require the Council to ensure that its minimum rate of pay is at least equivalent to real Living Wage rate as calculated by the Resolution Foundation. A new wage rate is announced every November and accredited organisations have until 1st April the following year to implement the increases in order to remain accredited. A detailed analysis of the Council's procurement and commissioning arrangements had therefore been undertaken to support a successful application to the Living Wage Foundation to become accredited. Work has also been undertaken to understand the potential financial and other implications of accreditation. That work had examined the Council as an employer and as a commissioner.

Overall the value of the City Council's contracts, including framework arrangements, totalled around £0.5bn. About 60% in value of those were already with suppliers already committed to paying the Manchester Living Wage as part of their tender for the contract. Consideration of a supplier's payment of the living wage was already embedded within the Council's procurement processes and a proactive approach would therefore be taken to commend suppliers and contractors to pay the Living Wage. This would continue to be taken into account as part of the assessment of Social Value within the tendering process.

We noted and accepted the views that the Resources and Governance Scrutiny Committee had expressed on this report at a recent meeting (Minute RGSC/19/31).

Decision

To recommend to the Council that Manchester City Council applies for accreditation with the Living Wage Foundation.

Exe/19/48 Former Boddingtons Brewery Site - Strategic Regeneration Framework (SRF) Addendum

In March 2019 we considered and endorsed for public consultation an addendum to the Development Framework for the former Boddingtons site (Minute Exe/19/39). The drafting of the addendum to the former Boddingtons Brewery Site SRF had been informed by the significant opportunity to locate a new Manchester College campus within the city centre boundary. The intention was for the draft addendum to guide the development of the new college campus, and the public realm land in the area. It would contain guidance of the size and form of the new buildings as well addressing the phasing of the overall development.

A report now submitted by the Strategic Director, Development informed us of the outcome of the consultation that had been undertaken. Consultation letters had been sent to 515 local residents, landowners, businesses, local community groups and stakeholders, informing them about the public consultation, how to participate, and engage in the consultation process, and where to access the SRF document. The draft framework was also made available on the Council's website, and comments were invited on this. The consultation opened Friday 22 March and following a six-week period of consultation closed on Friday 3 May.

The City Council received 7 responses to the consultation on the Strategic Regeneration Framework Addendum, all of which were submitted by email. The source of those had been: 2 from businesses, 2 from charitable organisations, 2 landowners within a joint response, a public body and an educational organisation.

The report examined the issues that had been raised by the respondents and set out the proposed responses from the Council to those issues. Many of the consultees had welcomed the creation of the campus, including new opportunities and links between the night time economy, creative industries sector and young people, and as a positive contribution to economic growth in the city.

Having considered the views raised by consultees and the proposed responses to those we agreed to adopt the addendum to the former Boddingtons Brewery Site Strategic Regeneration Framework.

Decisions

1. To note the outcome of the public consultation on the draft Strategic Regeneration Framework Addendum for the former Boddingtons Brewery site.
2. To approve the draft Strategic Regeneration Framework Addendum for the former Boddingtons Brewery site and request that Planning and Highways Committee take the framework into account as a material consideration when considering planning applications for the site.

Exe/19/49 Knott Mill Masterplan

The Knott Mill area is located south west of the city centre close to the Castlefield neighbourhood, Whitworth Street West, First Street and the Great Jackson Street regeneration area. Knott Mill is adjacent to the River Medlock and is close to Deansgate Railway Station and Deansgate-Castlefield Metrolink Station. Knott Mill has a distinctive sense of place and unique characteristics due to the presence of key buildings of architectural, historical and cultural importance. The area's important heritage buildings provide a very different look and feel to that of adjacent neighbourhoods. However, surface car parks, under-utilised buildings and gap sites diminish the local townscape as does the quality of public amenity space and public realm.

A report submitted by the Strategic Director, Development explained that a "Knott Mill Masterplan" had been prepared by the Knott Mill Association, representing the major landowners within the area. This sought to establish a strategy to guide future development within the area that acknowledged the area's character and improved environment quality and connections both within Knott Mill and with neighbouring areas.

The design principles set out in the draft Masterplan were:

- The scope for Knott Mill to accommodate commercially-led development alongside the provision of new homes. It was envisaged that at least 60% of the new space created will be allocated to employment uses. The ambition was to create a critical mass of workspace and residential accommodation to support a range of amenity uses, in particular independent, small-scale retail, and food and beverage outlets.
- The ground and first floors of all new development and building refurbishments should seek to incorporate workspace aimed at creative industries and independent operators. This would help enliven the area at street level and contribute to evening and weekend activity.
- As a city centre location with strong transport connections, the neighbourhood should be particularly attractive to small/medium sized creative industry businesses and start-ups, building on the sector's long-established success in Knott Mill. The masterplan set out a vision to further grow this sector within the area.

The report described other key elements of the draft Masterplan including a proposal to create a new "pocket park" at the junction of Commercial Street and Constance Street, surrounded by independent cafés.

The draft masterplan's economic analysis identified the capacity for Knott Mill to accommodate up to 21,400m² of new commercial floor space, including elements of retail and leisure. New commercial development could potentially generate up to 750 new jobs. The residential developments could result in around 150 new homes.

We agreed that Knott Mill is an intrinsic part of the city centre. Given its established business base and the existence of a number of development-ready sites, this distinctive area had the potential to play a significant part in meeting current and

future demand for commercial space and new homes in the city centre. This development could help to support the population and economic growth of the city. We therefore endorsed the draft Masterplan as the basis of public consultation.

Decisions

1. To approve in principle the draft Knott Mill Masterplan.
2. To request the Chief Executive undertake a public consultation exercise on the masterplan with local stakeholders and that a further report be brought forward, following the public consultation exercise, setting out comments received.

Exe/19/50 Proposed City of Manchester (Ben Street) Compulsory Purchase Order 2019

(Councillor Richards declared a personal interest in this item as a member of the Board of One Manchester)

The Strategic Director, Development submitted a report on proposals for the compulsory purchase of land within the Ben Street neighbourhood, being two void terraced properties and the sites of 2 former terraced properties under the provisions of section 17 of the Housing Act 1985 for the purpose of providing housing accommodation (“the Order Lands”).

The report explained that in 2015 a Regeneration Strategy was adopted for the area as part of meeting the increasing demand for housing in the city and attempt to address the long term sustainability of the area. That Strategy sought to raise the quality and range of housing offer through new build, refurbishment of vacant stock environmental improvements to existing stock covering facelifts and streetscape enhancements. The Council had allocated £15.61m to enable the investment to proceed. The investment plans would also be underpinned by improving the neighbourhood management of the area, working in partnership with local residents, a bona fide registered housing provider and private landlords.

Since 2015 many individually the elements of the Strategy had proceeded and had provided short term improvements to the neighbourhood. The details of those were set out in the report. However, to be sure that the Ben Street area could become a thriving and sustainable neighbourhood it was now felt that for the future they needed to be implemented collectively.

Given the history of the area, it was not considered likely that the owners of the Order Lands would come forward to negotiate the acquisition by the Council of their interest, or provide an undertaking to refurbish and return their void properties back to occupation. Therefore, compulsory purchase appeared to be the most appropriate way to bring the Order Lands back into beneficial use. It was considered that, following acquisition of the Order Lands and implementation of the works, there would be both a qualitative and a quantitative gain in housing provision.

Appended to the report was a “Statement of Reasons” that would form part of the legal justification for why it was necessary to use Compulsory Purchase in this instance. The report explained that the Statement had been prepared in accordance with the legal and Government guidance.

Having considered the report and the Statement of Reasons we agreed that the use of Compulsory Purchase was appropriate and authorised the making of an Order.

Decisions

1. To authorise the making of the City of Manchester (Ben Street) Compulsory Purchase Order 2019 (“the Order”) under Section 17 of the Housing Act 1985, and the Acquisition of Land Act 1981 to acquire the Order Lands for housing purposes for the reasons set out in the Statement of Reasons appended to the report.
2. To 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 Compulsory Purchase Order by the Secretary of State for Communities and Local Government and the vesting of the land in the City Council.
3. To authorise the Strategic Director 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.
4. To authorise the Head of Development to 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.
5. To authorise the Strategic Director Development and the City Solicitor to make deletions from, and/or minor amendments, and modifications to the proposed Order and Order Lands plan or to agree to refrain from vesting any land included within the Order should this be in their opinion appropriate.
6. To authorise the Head of Development to negotiate terms for the acquisition by agreement of any outstanding interests in the land within the Order prior to its confirmation.
7. To authorise the Strategic Director (Neighbourhoods) to take all necessary steps to secure the closure of all relevant highways, streets and alleyways which are required for development to proceed, if requested by the Director of Housing.
8. To agree that the resources of the City Council are sufficient to carry out the duties resulting from the making of the Order as outlined in this report.

Exe/19/51 Proposed City of Manchester (20 Ilk Street and 22 Alpine Street, Clayton) Compulsory Purchase Order 2019

(Councillor Richards declared a personal interest in this item as a member of the Board of One Manchester)

The Strategic Director, Development submitted a report on proposals for the compulsory purchase of the sites of two former dwellings houses within the Ilk and Alpine street within the Clayton under the provisions of Section 17(1) (b) Housing Act 1985 to facilitate the provision of housing accommodation.

These Order Lands were related to the same overall Regeneration Strategy for the Ben Street area as referenced above in minute Exe/19/50. The Strategy was adopted by the Executive in March 2015 (Minute Exe/15/045). In this case, given that the owners of the Order Lands could not be traced it was not considered likely that the owners of the two subject plots would come forward to negotiate the sale of the Order Lands. Therefore, compulsory purchase appeared to be the most appropriate way to bring the land back into beneficial use and ensure that the objectives of the regeneration of the wider Ben Street scheme could be achieved. That will, in turn, achieve both a qualitative and quantitative gain in housing provision as judged against the housing provision currently existing in the neighbourhood.

Once acquired, these sites would then be disposed of to “One Manchester” to facilitate the development of new housing.

Appended to the report was a “Statement of Reasons” that would form part of the legal justification for why it was necessary to use Compulsory Purchase in this instance. The report explained that the Statement had been prepared in accordance with the legal and Government guidance.

Having considered the report and the Statement of Reasons we agreed that the use of Compulsory Purchase was appropriate and authorised the making of an Order.

Decisions

1. To authorise the making of the City of Manchester (20 Ilk Street and 22 Alpine Street) Compulsory Purchase Order 2019 (“the Order”) under Section 17(1) (b) of the Housing Act 1985, and the Acquisition of Land Act 1981 to acquire the Order Lands for housing purposes for the reasons set out in the Statement of Reasons appended to the report.
2. To note the contents of the attached Statement of Reasons appended to the report.
3. To 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 Housing, Communities and Local Government and the vesting of the land in the City Council.

4. To authorise the Strategic Director 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.
5. To authorise the Head of Development to 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.
6. To authorise the Strategic Director 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 appropriate.
7. To authorise the Head of Development to negotiate terms for the acquisition by agreement of any outstanding interests in the land within the order prior to its confirmation.
8. To 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.
9. To agree that the resources of the City Council are sufficient to carry out the duties resulting from the making of the City of Manchester (Ilk and Alpine Street, Clayton) Compulsory Purchase Order 2018.
10. To agree that compensation for owners and other interests will be paid in accordance with the law on compulsory purchase.

Exe/19/52 Northern Gateway Strategic Acquisition

(Councillor Richards declared a personal interest in this item as a member of the Board of the Joint Venture Company)

In March 2017 we had authorised the City Solicitor, City Treasurer and Strategic Director (Development) to enter into an agreement with the Council's preferred investment partner for the regeneration of the Northern Gateway lands, Far East Consortium International Limited (FEC). We had also delegated authority to the Chief Executive to dispose of the Council's interest in land at the Northern Gateway Site (Minute Exe/17/064).

The Council had entered into the Joint Venture (JV) with the Far East Consortium (FEC) in April 2017 for the comprehensive redevelopment of the Northern Gateway for housing and ancillary development. As part of the delivery arrangements, the Council and FEC established a JV company, Northern Gateway Operations Limited (OpCo), to have strategic input into and oversight of the development of the Northern Gateway.

In February 2019 we approved the Strategic Regeneration Framework for the Northern Gateway, the 155 hectare land area made up of the adjacent neighbourhoods of New Cross, the Lower Irk Valley and Collyhurst. This Framework was to support the opportunity to deliver up to 15,000 new homes over a 15-20 year period (Minute Exe/19/25).

A report now submitted by the Strategic Director, Development summarised the context and benefits associated with the provision of a commercial loan facility to Far East Consortium International Limited (FEC) to support strategic land acquisition as part of the Northern Gateway programme.

The report explained that there were some areas within the Northern Gateway area where the JV partners would be seeking to make strategic land acquisitions to facilitate comprehensive development activity. FEC have already acquired two sites within the area since formation of the JV and Heads of Terms have been agreed for a third large site. Given the potential upfront costs associated with acquiring sites for future development, the parties have explored opportunities for a co-investment arrangement. It was therefore proposed that co-investment in land assembly be in the form of a commercial loan set at a rate of interest acceptable to both parties and which would be State Aid compliant.

The report explained that the co-investment in land assembly via a fully recoverable commercial loan would provide significant benefits. We examined those and compared them to the alternative of the Council acquiring the lands for itself. On balance it was agreed that the loan facility approach would provide greater benefits and fewer risks. The loan would be expected to be provided on a maximum loan-to-value rate of 50% with the Council having first charge on the land in order to protect its position and with a parent company guarantee provided by FEC. The loan would be funded through the £25m allocated to Northern Gateway activity as part of the 2017-2022 Capital Strategy. The loan approach had the potential to facilitate delivery of the same, if not greater, quantity of new homes at considerably lower risk than if the Council were to acquire the land directly.

We noted and accepted the views that the Resources and Governance Scrutiny Committee had expressed on this report at a recent meeting (Minute RGSC/19/26).

Decision

To note the report and the proposed approach to facilitating strategic land acquisitions within the Northern Gateway SRF area and the proposal to provide a term loan Facility to Far East Consortium as set out in another report (Minute Exe/19/57 below).

Exe/19/53 Decision Agreed by GMCA

Decision

To receive and note the Decision Notices for the meetings of the GMCA on 1 March 2019 and 31 May 2019.

Exe/19/54 Exclusion of the Public

Decision

To exclude the public during consideration of the following items which involved consideration of exempt information relating to the financial or business affairs of particular persons, and on the terms to be proposed by the Council in negotiations for the acquisition or disposal of property, and public interest in maintaining the exemption outweighs the public interest in disclosing the information.

Exe/19/55 Proposed City of Manchester (Ben Street) Compulsory Purchase Order 2019 (PART B)

(Councillor Richards declared a personal interest in this item as a member of the Board of One Manchester)

The report considered set out the financial implication for the Council of the making of the proposed City of Manchester (Ben Street, Clayton) Compulsory Purchase Order 2019 described in the earlier report (Minute Exe/19/50 above). Those included the likely cost of acquiring the site as well as the costs arising from the making of the Order and a possible public inquiry should there be objections.

Decisions

1. To agreed that that the resources of the City Council are sufficient to carry out the duties resulting from making the of the City of Manchester (Ben Street, Clayton) Compulsory Purchase Order 2019, as contained in the report considered under Minute Exe/19/50 above.
2. Should the CPO be confirmed, to authorise the Head of Development to enter into a lease in respect of the two subject properties within the Order lands with One Manchester on similar terms as the that for the original 62 void properties.

Exe/19/56 Proposed City of Manchester (20 Ilk Street and 22 Alpine Street, Clayton) Compulsory Purchase Order 2019 (PART B)

(Councillor Richards declared a personal interest in this item as a member of the Board of One Manchester)

The report considered set out the financial implication for the Council of the making of the proposed City of Manchester (20 Ilk Street and 22 Alpine Street, Clayton) Compulsory Purchase Order 2019 described in the earlier report (Minute Exe/19/51 above). Those included the likely cost of acquiring the site as well as the costs arising from the making of the Order and a possible public inquiry should there be objections.

The report also proposed the terms of the subsequent disposal of the sites to One Manchester as part of the overall financing of a scheme that would result in the development of 66 new homes in the area. Those terms were approved.

Decisions

1. To approve the disposal of land at an undervalue to One Manchester as shown in the report and the plan appended to the report.
2. To authorise the Head of Development and the Deputy Chief Executive/City Treasurer to finalise the terms of the transaction and for the City Solicitor to execute the necessary documentation.

Exe/19/57 Northern Gateway Strategic Acquisition (PART B)

(Councillor Richards declared a personal interest in this item as a member of the Board of the Joint Venture Company)

The report submitted set out the draft Heads of Terms proposed for a commercial loan between the Council and the Northern Gateway Development Manager (Far East Consortium (FEC)) to support strategic land acquisitions in the Northern Gateway SRF area as part of the Joint Venture programme.

We noted and accepted the views that the Resources and Governance Scrutiny Committee had expressed on this report at a recent meeting (Minute RGSC/19/36).

Decisions

1. To note the proposed contractual and commercial arrangements between the Council and the Far East Consortium (FEC), the Northern Gateway Development Manager, as set out in the draft Heads of Terms, in respect of a commercial loan of up to £11million to support strategic land acquisitions in the Northern Gateway SRF area as part of the Joint Venture programme.
2. To approve the proposed loan of up to £11 million to FEC, as set out in the draft Heads of Terms included within the report.
3. To authorise the City Solicitor, Deputy Chief Executive and City Treasurer and Strategic Director – Development, in consultation with the Executive Member for Finance and Human Resources to conclude the details of the contractual and commercial negotiations in respect of the proposed loan and associated ancillary arrangements as set out in the report.
4. To authorise the City Solicitor to enter into and complete all documents or agreements necessary to give effect to the proposed loan and associated ancillary arrangements as set out in the report.
5. To recommend that the Council approve the funding of the loan to the Far East Consortium of up to £11 million from the capital programme budget.

**Manchester City Council
Report for Resolution**

Report to: Executive – 24 July 2019

Subject: Climate Emergency Motion to Council

Report of: City Solicitor

Summary

This report seeks to inform the Executive of the climate emergency motion passed by the Council at its meeting held on 10 July 2019.

Recommendation

To the extent that the motion concerns executive functions, the Executive is asked to also accept and adopt the motion and to request that the Chief Executive brings forward an implementation plan to a meeting of the Executive later this year.

Wards Affected All

Manchester Strategy outcomes	Summary of the contribution to the strategy
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	The decision of the Executive may affect the aim of a sustainable city
A highly skilled city: world class and home grown talent sustaining the city's economic success	Not directly applicable
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	Not directly applicable
A liveable and low carbon city: a destination of choice to live, visit, work	The decision of the Executive will affect the aim of a low carbon city.
A connected city: world class infrastructure and connectivity to drive growth	Not directly applicable

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 at this moment. However, the decision of the Executive may involve revenue considerations.

Financial Consequences – Capital

None directly.

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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 Notice of Motion

1.1 On the 10th July 2019 Council considered the following motion proposed by Councillor Annette Wright, seconded by Councillor Eve Holt, also signed by Councillors Jon-Connor Lyons, Yasmin Dar, Madeleine Monaghan, Emily Rowles, Angeliki Stogia, Nigel Murphy, Richard Leese, Mandie Shilton Godwin, Joanna Midgley, Marcus Johns, Williams Jeavons, Carl Ollerhead:

This Council notes:

- The serious risks to Manchester's people, of climate change/global heating affecting economic, social and environmental well-being, supply chains – including food security, financial systems and local weather, among many others;
- That in 2008 the 'Principles of Tackling Climate Change in Manchester' were agreed as a call to action to engage people from all walks of life in climate change action and, build support for a new way of thinking about climate change;
- That Manchester leads the way, with an agreed Paris compliant carbon budget set in December 2018 and an acceleration of the target for becoming a zero-carbon city by 12 years, setting 2038 as the new target for the city, based on research from the world-renowned Tyndall Centre for Climate Change;
- The recent and welcome upsurge of action by the young people of Manchester, exemplifying the radical traditions of which Manchester is proud.

This Council agrees (or to the extent that the below concern executive functions, recommends to the Executive) to:

- Declare a Climate Emergency;
- Continue working with partners across Manchester and GMCA to deliver the 2038 target, and determine if an earlier target can be possible, through a transparent and open review. Become carbon neutral by the earliest possible date;
- Encourage involvement in all wards by April 2020 through meetings as part of the Our Manchester strategy, to identify residents and partners who want to be actively involved in achieving the target, with provision for those who cannot attend. Ensure ward plans contain specific, measurable, achievable steps;
- Review all policies, processes and procedures to ensure the council can become carbon neutral. Present an action plan by March 2020 detailing how the city can stay within its carbon budget. Report back regularly to the NESC. Review the corporate plan;
- Work with the Tyndall Centre to review the actual emissions from aviation. Investigate the best way to include aviation in our overall carbon reduction programme in the long term;
- Make climate breakdown and the environment, an integral part of activity throughout the Council, including all decision making, ensuring key decisions take into account the impact on achieving the zero-

carbon target and including an environmental impact assessment in all relevant committee reports;

- Ensure that everyone in the council receives carbon literacy training by the end of 2020. Make attendance easier by varying times and length of sessions;
- Encourage all staff on council business to use the lowest carbon, appropriate, travel;
- Investigate measures to ensure future procurement is carbon neutral. Increase the percentage of social value with an additional environmental element;
- Work with suppliers to green their supply chains, and support local production;
- Work with training providers to ensure Manchester residents can take on green jobs;
- Investigate and introduce measures to help reach domestic zero carbon levels including addressing fuel poverty and retrofitting existing homes;
- Investigate ways to ensure that future local plans place a mandatory requirement for all new development to be net zero carbon by the earliest possible date;
- Push GMCA to decarbonise public transport, heat and energy as early as possible;
- Through our role on GMPF, encourage divestment in fossil fuels as early as possible;
- Call on the government to:
 - provide powers and resources to make the zero-carbon target possible including funding for big capital projects
 - accelerate the reduction of carbon emissions from aviation
 - accelerate the decarbonisation of the electricity grid, funding low carbon energy generation
 - ensure that the UK prosperity fund focuses on enable the transition to a low carbon economy

2.0 Amendment to the motion

2.1 At the Council meeting Councillor Richard Kilpatrick propose, and Councillor Greg Stanton seconded the following amendment to the above motion:

To include the additional bullet point:

- Explore the possibility of introducing a 2030 target in line with the IPCC report and request that a report on its viability be brought back to the Executive before the end of the year.

2.2 The amendment was accepted by the proposer and included as part of the motion.

3.0 Resolution of the Council

3.1 The motion was put to Council and voted on and the Lord Mayor declared that

is was carried unanimously.

3.2 The Council resolved as follows:

This Council notes:

- The serious risks to Manchester’s people, of climate change/global heating affecting economic, social and environmental well-being, supply chains – including food security, financial systems and local weather, among many others;
- That in 2008 the ‘Principles of Tackling Climate Change in Manchester’ were agreed as a call to action to engage people from all walks of life in climate change action and, build support for a new way of thinking about climate change;
- That Manchester leads the way, with an agreed Paris compliant carbon budget set in December 2018 and an acceleration of the target for becoming a zero-carbon city by 12 years, setting 2038 as the new target for the city, based on research from the world-renowned Tyndall Centre for Climate Change;
- The recent and welcome upsurge of action by the young people of Manchester, exemplifying the radical traditions of which Manchester is proud.

This Council agrees (or to the extent that the below concern executive functions, recommends to the Executive) to:

- Declare a Climate Emergency;
- Continue working with partners across Manchester and GMCA to deliver the 2038 target, and determine if an earlier target can be possible, through a transparent and open review. Become carbon neutral by the earliest possible date;
- Encourage involvement in all wards by April 2020 through meetings as part of the Our Manchester strategy, to identify residents and partners who want to be actively involved in achieving the target, with provision for those who cannot attend. Ensure ward plans contain specific, measurable, achievable steps;
- Review all policies, processes and procedures to ensure the council can become carbon neutral. Present an action plan by March 2020 detailing how the city can stay within its carbon budget. Report back regularly to the NESC. Review the corporate plan;
- Work with the Tyndall Centre to review the actual emissions from aviation. Investigate the best way to include aviation in our overall carbon reduction programme in the long term;
- Make climate breakdown and the environment, an integral part of activity throughout the Council, including all decision making, ensuring key decisions take into account the impact on achieving the zero-carbon target and including an environmental impact assessment in all relevant committee reports;
- Ensure that everyone in the council receives carbon literacy training by the end of 2020. Make attendance easier by varying times and length of

- sessions;
- Encourage all staff on council business to use the lowest carbon, appropriate, travel;
 - Investigate measures to ensure future procurement is carbon neutral. Increase the percentage of social value with an additional environmental element;
 - Work with suppliers to green their supply chains, and support local production;
 - Work with training providers to ensure Manchester residents can take on green jobs;
 - Investigate and introduce measures to help reach domestic zero carbon levels including addressing fuel poverty and retrofitting existing homes;
 - Investigate ways to ensure that future local plans place a mandatory requirement for all new development to be net zero carbon by the earliest possible date;
 - Push GMCA to decarbonise public transport, heat and energy as early as possible;
 - Through our role on GMPF, encourage divestment in fossil fuels as early as possible;
 - Explore the possibility of introducing a 2030 target in line with the IPCC report;
 - and request that a report on its viability be brought back to the Executive before the end of the year;
 - Call on the government to:
 - provide powers and resources to make the zero-carbon target possible including funding for big capital projects
 - accelerate the reduction of carbon emissions from aviation
 - accelerate the decarbonisation of the electricity grid, funding low carbon energy generation
 - ensure that the UK prosperity fund focuses on enable the transition to a low carbon economy

4.0 Key Policies and Considerations

(a) Equal Opportunities

None

(b) Risk Management

None

5.0 Legal considerations

Functions that are the responsibility of the Executive

- 5.1 Regulations provide that all decisions of a local authority are to be executive decisions unless the regulations provide otherwise. The regulations provide

that the following types of decision are none executive, and can therefore be taken by Council or one of its committees:

- individual applications for licences/consents, such as planning applications, taxi licences, etc;
- personnel matters;
- scrutiny of decisions;
- other regulatory functions, such as audit and standards;
- constitutional matters;
- setting the budget;
- Policy framework plans required by law, namely:
 - Crime and Disorder Reduction Strategy;
 - Youth Justice Plan;
 - Development Plan Documents;
 - Licensing Authority Policy Statement
- Policy framework plans the Council has decided to adopt (listed in Article 4.1(a)(ii) which include:
 - Climate Change Action Plan;
 - The Manchester Strategy ("Our Manchester")
- Those matters listed in Article 4.2, such as appointing the Leader, etc

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**Manchester City Council
Report for Resolution**

Report to: Economy Scrutiny Committee - 18 July 2019
Executive - 24 July 2019

Subject: The Eastlands Regeneration Framework

Report of: Strategic Director – Growth and Development

Summary

The purpose of this report is to seek the Executive's approval to the Eastlands Regeneration Framework following consultation with residents, businesses, landowners and other stakeholders.

Recommendations

The Economy Scrutiny Committee is recommended to comment on the report and, if minded to, endorse the recommendations to the Executive as detailed below.

The Executive is recommended to:

1. Note the summary of issues and comments received from residents, businesses and other interested parties set out in Section 3 to 5 of this report and approve the suggested amendments set out in these sections to the final version of the Eastlands Regeneration Framework;
 2. Approve the proposed approach set out in Section 3 of this report in respect of new commercial led opportunities associated with the Pollard Street Sub Area;
 3. Approve the proposed approach set out in Section 5 of this report in respect of new commercial led opportunities associated with the Etihad Campus Commercial Zone Sub Area;
 4. Delegate to the Strategic Director – Growth & Development, in consultation with the Leader of the Council and the Executive Member for Housing & Regeneration, authority to approve the final version of the Eastlands Regeneration Framework, with the intention that, if approved, it will become a material consideration in the Council's decision making as a Local Planning Authority.
-

Wards Affected:

Ancoats & Beswick; Clayton & Openshaw; Miles Platting & Newton Heath

Manchester Strategy Outcomes	Summary of the contribution to the strategy
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	The proposals contained within the Eastlands Regeneration Framework seek to deliver the Sports & Innovation Zone on the Etihad Stadium and also new opportunities to develop a new leisure and recreation offer with that can drive forward the growth of a sport, leisure and recreation economic cluster across the Eastlands area. Beyond the Etihad Campus the Framework seeks to promote the creation of new commercial development that will contribute to the creation of jobs within the area.
A highly skilled city: world class and home grown talent sustaining the city's economic success	The Eastlands area will provide direct employment opportunities and the wider area will also now provide for a range of affordable and higher value homes to support the needs of the wider city.
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	The Eastlands Regeneration Framework offers the potential to help deliver the targets set out within Manchester Residential Growth Strategy and the Housing Affordability Strategy to meet the growing demand for new homes in the City. In relation to the creation of new residential led neighbourhoods in the Eastlands area these will include the provision of new social infrastructure such as schools and new amenity space that will be accessible to the local community.
A liveable and low carbon city: a destination of choice to live, visit, work	The delivery of the Eastlands Regeneration Framework will embrace developments that will support the City Council's ambitions for Manchester to deliver a zero carbon footprint for the city by 2038.
A connected city: world class infrastructure and connectivity to drive growth	Eastlands will create a strong connection between the City Centre and the neighbourhoods of East Manchester, contributing to the vibrancy and attractiveness of these areas.

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

There are no immediate capital consequences arising as a result of these proposals.

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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.

- East Manchester Strategic Regeneration Framework, Executive, 19 December 2007
- A Strategic Partnership with Manchester City Football Club, Executive, 24 March, 2010
- Ancoats and New Islington Neighbourhood Development Framework, Executive, 29 October 2014
- Refresh of the Ancoats and New Islington Neighbourhood Development Framework, Executive, 14 December 2016
- The Eastlands Regeneration Framework, Executive, 8 March 2017
- Eastlands Regeneration Framework, Executive, 13 December 2017
- The Eastlands Regeneration Framework: Update, Executive, 25 July 2018
- Eastlands Regeneration Framework, Executive, 13 March 2019

1.0 Introduction

- 1.1 The regeneration of East Manchester has been a long term priority for the City Council. Over the last 25 years the Council has sought to transform the physical, economic, social and environmental fortunes of the area.
- 1.2 At the heart of the renaissance of East Manchester has been the Etihad (formerly the City of Manchester) Stadium and the complex of sporting assets on the Etihad Campus developed for the hosting of the 2002 Commonwealth Games. The Stadium has acted, and still acts, as the beacon of the economic transformation of East Manchester, a symbol of change and improvement in the fortunes of the area.
- 1.3 In the twenty year journey of transformation the Eastlands area, and specifically the Etihad Campus, has been consistently viewed as a major economic driver in its own right within a city region and national context. Successive Regeneration Frameworks have consistently identified the Campus as a place to drive forward the development of a globally competitive sport, leisure and recreation offer. This is also reflected in the approved planning policy framework.
- 1.4 Over the last 15 years the opportunities to transform the Eastlands area have ebbed and flowed. The loss of the opportunity for Manchester to have the only Regional Casino License within the UK in March 2008, and with it the option of delivering a leisure and visitor destination of national significance on the Etihad Campus, aligned with the impacts of the economic recession of 2009 and 2010, have undoubtedly held back the pace of regeneration and transformation in and around East Manchester. These impacts have, in part, been offset by the commitment of Manchester City Football Club to invest into the Etihad Campus to underpin the ownership's ambitions for the Club and for East Manchester.
- 1.5 In December 2017, Manchester City Council approved a further version of the Eastlands Regeneration Framework (ERF 2017) in order to guide the next phases of identified projects and development activity in and around the Etihad Campus as well as the westward expansion of activity along the Ashton Canal Corridor, joining up with the eastward expansion of the City Centre taking place in Ancoats and New Islington.
- 1.6 Over the 24 months since that Framework was developed, consulted upon and subsequently approved the economic growth momentum in the city has continued to grow at a pace not predicted by any forecast, with 10 to 15 years of employment growth likely to be delivered in half that time. The impacts of that positive economic dynamic are now clearly flowing into east Manchester and, in particular, the area between the Etihad Stadium and Great Ancoats Street. Such impacts present opportunities and challenges for the existing Eastlands Regeneration Framework. These include:
 - A significant demand for new commercial floorspace reflecting the potential to widen and deepen the business and employment base in

the area. Such demand is driving rising equity values and rents for commercial floorspace;

- Employment growth across the city is also fuelling the demand for new homes in the area, driving rising residential land values and the creation of higher value homes in both sale and rental terms. This dynamic requires a need to widen and deepen the housing offer in the area to ensure that there is a sufficient supply of new affordable homes to enable residents to share in the success of the area's ongoing transformation; and
- The profile of Manchester, the Etihad Campus and, in particular, the long held ambition to develop the Campus as a place with a globally competitive sport, leisure and recreation offer, is now attracting significant interest from investors wanting to develop a 21st century sport, leisure and recreation offer of national scale. This interest was market driven and not stimulated by the City Council.

1.7 These drivers have reshaped the commercial and residential prospects of the area not only between the Stadium and Great Ancoats Street but also radiating eastwards beyond the Etihad Stadium. As such the draft Eastlands Regeneration Framework embraced a wider geography than its December 2017 predecessor along with a broader ambition reflecting the opportunities and challenges arising from the growth of the city.

1.8 The March 2019 meeting of the Executive endorsed a draft Eastlands Regeneration Framework (See Annex 1) for consultation. This consultation was undertaken after the local and European Elections at the end of May 2019. This report sets out the feedback that the Council has received and proposes a response to the key issues that have been raised within the consultation process.

2.0 The Eastlands Regeneration Framework: The Public Consultation Approach

2.1 Following the endorsement of the draft Eastlands Regeneration Framework for consultation by the Executive in March 2019 a consultation process was conducted; this followed the May Local and European elections.

2.2 The consultation process ran from 31st May – 26th June 2019 and was managed by staff from the North Manchester Neighbourhood Regeneration Team in conjunction with officers from Strategic Development. The following consultation methods were used:

- Letters inviting residents and businesses to a consultation event were sent via email and post to circa 4000 residential addresses, landowners and local businesses in the area along with resident groups. The consultation event was also promoted via a press release in the local news media and also via the Council's social media feeds. The letter that was distributed provided details of the proposed drop in event and

also provided a link to provide comments on the draft Framework online;

- The drop in event organised for residents and local businesses was staffed by representatives from the City Council's North Neighbourhood Team and Strategic Development Teams along with representatives from One Manchester, the major Registered Social Landlord in the Eastlands area. The consultation event took place on the 6th June at Beswick Library;
- An Eastlands Regeneration Framework Consultation page was established on the Manchester.gov.uk website, which provided details of the draft Framework, with an opportunity to download the document and submit comments online. During the consultation period there were 2414 unique of the consultation website;
- An email briefing along with a copy of the draft framework document was sent via email to key public services and statutory providers and to elected members from the Bradford and Ancoats and Clayton wards. Elected Members from East Manchester wards were also invited to the City Council's meeting of the Economy Scrutiny Committee on the 1st March 2017 where a series of comments were received prior to the Framework being considered by the Executive on the 8th March 2017.

2.3 It should also be noted that in their submission to the City Council in respect of the draft Eastlands Regeneration Framework SMG (the operators of the Manchester Arena) state that they conducted a campaign to raise awareness of the proposed Arena in the Eastlands Regeneration Framework area. SMG commissioned a public relations agency Fleishman Hillard Fishburn (FHF) to help raise awareness of the consultation period, the arena proposal and the impacts it could have on the local community. The awareness campaign comprised:

- Canvassing at Eastlands ASDA on 14, 19, 20, 21 and 24 June;
- Distributing leaflets through door knocking in Miles Platting and the wider area on 19 June; and
- Distributing the leaflet to 5,700 households on 21 June across Clayton, West Bradford Road and Beswick.

2.4 The leaflet distributed encouraged those receiving it to submit their concerns and questions to the Council through the online portal with a link direct to the online page for responses. It did not provide a link to the draft Eastlands Regeneration Framework itself.

2.5 SMG have indicated that FHF communicated with in excess of 300 people at ASDA and at least another 150 through door to door knocking through estates in Clayton, Miles Platting and Beswick.

3.0 The Eastlands Regeneration Framework: Resident Consultation Outcomes and Responses

- 3.1 By way of comparison the previous version of the Eastlands Regeneration Framework that was approved by the Executive in December 2017 received a total of 39 responses following an eight week consultation period in the summer of 2017. The consultation that ran between the 31st May and the 26th June has stimulated 1445 unique responses onto the Council's website of which 492 responses are assessed to come from within the Eastlands Regeneration Framework area, 474 from other "M" postcodes; 355 from other Greater Manchester postcodes, 112 from outside GM and the remainder (12) did not give their postcode or location. In respect of the proposals for developing the land in and around the New Islington tram stop on Pollard Street this has stimulated an online petition of which, as of 4pm on the 8th July, 2607 individuals had signed electronically. Finally, the SMG awareness raising campaign generated 329 postcards.
- 3.2 In terms of the responses received there were two specific matters that drew a significant interest. These were:
- (i) the proposals within the Etihad Campus Commercial Zone Sub Area for a second large indoor arena; and
 - (ii) the proposals to bring forward a commercial led scheme – MXM – on Pollard Street, in and around the New Islington tram stop.
- 3.3 This section will address the Etihad Campus Commercial Zone, Pollard Street and finally any other significant comments raised about other issues in the draft Eastlands Regeneration Zone area.

The Etihad Campus Commercial Zone Sub Area

- 3.4 The draft Eastlands Regeneration Framework indicated that the area in and around the Etihad Stadium - the Etihad Campus Commercial Zone – was attracting interest from a number of international entertainment operators and investors who were looking at this location for new facilities. One such opportunity being a large indoor arena with a capacity in excess of 20,000. This interest was market driven and not stimulated by the City Council.
- 3.5 Issues raised in the consultation process have undoubtedly been impacted by the SMG sponsored awareness campaign referenced in the previous section. A copy of the leaflet distributed is attached in Annex 2 of this report. It states, amongst other things, that ***“Manchester City Council want to build a new arena on your doorstep”***. It goes on to imply that this arena is being funded by the City Council stating, under a heading ***“Where Your Council’s Investment Should Go”***, that ***“The funding of a damaging second arena redirects investment away from projects which would hugely benefit the community – affordable housing; improving public transport; reducing road congestion for residents; more funding for community and policing services; and protection from harmful congestion”***. The City Council has received no indication if these messages were repeated to residents at the

drop in events referenced or in any other verbal communications to residents and businesses in the area.

- 3.6 Suffice to say the leaflet distributed as part of the SMG awareness campaign is very misleading. The leaflet invites recipients to believe that the Council (and / or other public sector organisations) will deploy public resources to directly support the financing of a new arena thus diverting investment away from the delivery of local priorities. It is not unreasonable to conclude therefore, that in the light of the responses received via the Council website and the postcards which accompanied the distribution of the leaflet distributed by SMG's PR agency, that many residents believe that it is proposed that the Council intends to invest in a second arena at the Etihad Campus. This is not the case.
- 3.7 The draft Eastlands Regeneration Framework does not change the existing statutory planning framework which will be observed in light of any planning applications made. Section 5 of this report sets out in more detail the planning status of the draft Framework. However, it is important to note here that the revised draft Framework does not seek to allocate land for an arena. Any future planning application for an arena would be determined through the statutory planning process. Furthermore, Manchester City Council has not made any investment decision to support a new indoor arena in Manchester. If a second large indoor arena was to be brought forward then it would need to be funded in its entirety by the private sector with no use of City Council financial resources. The draft Eastlands Regeneration Framework makes no reference to Manchester City Council funding or part funding a second large indoor arena nor does it not identify the Council as a promoter or co-promoter of any new Arena.
- 3.8 In light of the above it is not surprising that the numbers of responses received on the City Council website were significant nor is it a surprise that there was a very significant weight of opposition to the proposals from local residents. Within the M4 postcode area in and around New Islington the focus of the responses was directed at the issue of the development of the Pollard Street Sub area. Of those 374 responses received in this area 33 were opposed to a second large arena. Within the M11 and M40 postcodes that cover the neighbourhoods in the immediate environs of the Etihad Campus the responses received take a negative position reflecting back the issues raised in the leaflet distributed on behalf of SMG. Of the 118 responses received from within these postcodes 93 expressed concerns and opposition to the second Arena opportunity.
- 3.9 Beyond the responses received from M4, M11 and M40 postcodes there were 474 responses received from other M postcodes. Of those responses received 312 responses were not supportive of the draft Framework with concerns associated with the opportunity to host a second Arena very strongly represented in those comments. Reasons for objections were primarily focussed on views that a second arena was not needed; there would be traffic congestion and parking problems; the impact on the city centre and that the investment should be used on other things. In other Greater Manchester postcodes and outside of Greater Manchester there were 459 responses with

399 expressing concern about the proposal for a second arena on the Etihad Campus. Again views were expressed that a second arena was not needed; there would traffic congestion and parking problems; the impact on the city centre and that the investment should be used on other things.

- 3.10 Notwithstanding the concerns that can be levelled at the leaflet distributed the following issues were raised by respondents.
- 3.11 **Feedback:** The issue of transportation to and from the Etihad Campus, traffic congestion, air pollution and the potential for car parking to become a significant neighbourhood issue were all raised as linked issues with a potential new large indoor arena.
- 3.12 **Response:** The Eastlands Regeneration Framework area will bear two separate pressures over the next ten to fifteen years. The continuing growth of the City Centre in residential and commercial terms, and the eastwards expansion of that growth, will continue to spill over and expand into this area. Separately the growth of the Etihad Campus as an all year round commercial, education and visitor / leisure destination will also place new demands on the Campus in respect of both the transportation infrastructure and the disruptive impacts of car parking on the wider area.
- 3.13 The draft Framework stresses that new development will continue to **“promote the use of public transport”**. The proposed Development Principles set out in Section 8 of the draft Framework, amongst other things, **“encourage sustainable transport through a range of measures including; car charging, bicycle facilities, well lit streets and paths and access to the tram and other forms of public transport”**.
- 3.14 In respect of any proposal for a second large indoor arena (and indeed any other destination use on the Etihad campus) the draft Framework is very explicit on the need for any application for such a proposal to **“to address detailed transport impacts and would need to be accompanied by detailed proposals for the management of the network (and any necessary modifications) to sustain the demands for different facilities cumulatively and at different times of the day.”**
- 3.15 With regard to the disruptive impacts of car parking on the wider area the draft Framework is again very explicit. It states that **“of paramount concern to the Council and residents will of course be the need to protect and enhance amenity in adjacent neighbourhoods to the Etihad Campus. If proposals for facilities are brought forward which are likely to generate significant increased demands on the transport network, it will be essential that detailed proposals are also brought forward for the implementation of a controlled parking scheme with a coverage to be agreed by the Council following consultation with residents and businesses and with the costs of provision and operations underwritten by commercial third parties rather than directly by the Council”**.
- 3.16 **Feedback:** A new second large indoor arena will create an increase in littering and anti-social behaviour in the environs in and around the Etihad Campus.

- 3.17 **Response:** As already indicated the draft Framework recognises the “**need to protect and enhance amenity in adjacent neighbourhoods to the Etihad Campus**”. The final version of the Framework will explicitly reference the need for the matters of littering and anti-social behaviour to be addressed if development is brought forward.
- 3.18 **Feedback:** A need for more Affordable Housing in the area.
- 3.19 **Response:** The draft Eastlands Regeneration Framework is very explicit in addressing the issue of affordable housing across the whole of the Framework area. Section 2 of the draft Framework “The Vision for Eastlands” states that “**opportunities for new affordable housing in areas such as Beswick, Riverpark Road, Clayton, Miles Platting and New Islington must be captured to provide the opportunities for all residents to capture the benefits of growth to be found in the area and the wider city**”. With the exception of New Islington, these named areas are all in the immediate vicinity of the Etihad Campus.

Pollard Street Sub Area

- 3.20 The draft Eastlands Regeneration Framework sets out a clear intent to bring a scheme forward – the MXM scheme. This proposal and ambition reflects the decisions previously made in respect of this area of land as set out in the Ancoats and New Islington Development Framework that was approved by the Executive in December 2016. The MXM scheme has been developed in line with the approved Ancoats and New Islington Development Framework. Amongst other things that Framework stated that “The New Islington Metrolink stop should be promoted as a threshold into the wider city and as a hub of activity within the area, including commercial, residential, retail and leisure uses...”. The Framework that was approved in December 2016 by the Executive changed the previous Framework that was approved in October 2014 which promoted residential development on land in and around the New Islington tram stop.
- 3.21 A series of Character Area Principles were also set out within the Ancoats and New Islington Development Framework. Paragraphs 6.115 to 6.138 set out the approach to be adopted for the Ashton Canal Corridor that includes the land in and around the New Islington tram stop on Pollard Street. These principles, amongst other things, state that “the area has the potential to become a more effective and sustainable location for commercial activity” and that “at the confluence of key pedestrian routes within the heart of the character area, adjoining the Metrolink stop on the south side of the canal, there is an opportunity to create new green public space. This could be delivered as a larger space or a series of public spaces, with a variety of character and functions responding to the canal and intensity of use.”
- 3.22 The development of this area, together with enhancements of the canal corridor is mirrored in a long held planning policy objective. This was initially set out in the early development plan for the city (the UDP) which identified the site for mixed use and is currently part of a wider city centre fringe

employment area in the Core Strategy.

- 3.23 **Feedback:** Within the M4 postcode 374 responses were received. The Pollard Street Sub area lies within that postcode area. Of those responses received 286 responses were opposed to development on the green space within the immediate environs of the New Islington tram stop on Pollard Street, with 259 of those responses citing the loss of and lack of green space in Manchester and 137 citing the loss of amenity use for local residents. A minority of responses were supportive of development.
- 3.24 **Response:** The draft Eastlands Regeneration Framework makes explicit reference to the undeveloped land adjacent to Pollard Street, which is bisected by the Metrolink line and incorporates the New Islington tram stop. It outlines that the site has been identified as suitable for employment or employment-led, mixed-use development and that **“a specific scheme has been identified and is coming forward for the site. The scheme, known as MXM, has been developed by General Projects, which encapsulates the latest thinking in providing a range of flexible workspaces for businesses.**
- 3.25 Since December 2016 proposals to bring forward this land have been progressed with General Projects for the MXM scheme. The inclusion of the Pollard Street area and the explicit reference to the MXM scheme was intended to highlight the intention to bring a development forward that delivers on the requirements set out within the 2016 approved Ancoats and New Islington Development Framework as set out in paragraphs 3.17 to 3.19.
- 3.26 It is anticipated that a planning application for the MXM scheme will be submitted in the Autumn of 2019. The overall ambition for this proposal is to help strengthen the employment creation capacity of this part of the city. The vision for the MXM scheme is to deliver a new creative workspace campus that will bring together small and medium sized enterprises (SMEs), Makers, growth companies and creative businesses into a new collaborative community. Over 220,000 sq ft of workspace will be delivered, this will include a mix of workshops, design studios and media-style office space, so as to attract a wide range of businesses. A mix of independent cafes and restaurants will sit alongside new space for craft manufacturing and making.
- 3.27 With regard to green public space the 2016 Ancoats & New Islington Development Framework is also very explicit. It states that:
- “at the confluence of key pedestrian routes within the heart of the character area, adjoining the Metrolink stop on the south side of the canal, there is an opportunity to create new green public space. This could be delivered as a larger space or a series of public spaces, with a variety of character and functions responding to the canal and intensity of use. This can establish yet another fantastic neighbourhood amenity; it can start to support higher density forms of development adjoining this key public transport and can significantly contribute to the creation of a real sense of place in this locality.”

The proposals being developed for the MXM respond to the guidance set out above. The scheme that will be submitted for planning in the Autumn will create a new linear green park along the canal from Great Ancoats street all the way through to Milliners Wharf. The park will run over 300 meters in length, and measure over 35,000 sq ft. It will completely activate the canal and provide a very unique green space for the community to enjoy. In addition to this new asset a new central square adjacent to New Islington tram stop will also be created. This new public piazza will be the heart of the MXM scheme and connect Pollard Street with the canal. The square will measure circa 15,000 sq ft and be a mix of open green space and high quality public realm. The design will encourage it to be used throughout the week and on weekends as a focal point public space for New Islington. Finally, the MXM development will include a variety of incidental public spaces between buildings that can be enjoyed. Of the entirety of the site, over 2 acres will not be developed on and will remain fully publicly accessible every day and all day.

- 3.28 The proposals for the MXM are well advanced and, as indicated above, a planning application is expected to be submitted in the early autumn. This application will be based on the Ancoats and New Islington Development Framework approved by Executive in December 2016. In light of any submission for planning being made residents and other stakeholders will then have the opportunity to review the detail of the proposal and make further representations based on these detailed proposals. Given the information set out in this response the Executive are requested to encourage an application based on the 2016 Ancoats & New Islington Development Framework to be brought forward for consideration by the City Council's Planning & Highways Committee.

Other Issues Raised

- 3.29 **Feedback:** A number of comments were received concerning the future redevelopment of the former Central Retail Park site on Great Ancoats Street with views being expressed about the type of development and the facilities that should be provided on the site.
- 3.30 **Response:** A detailed set of proposals for the Central Retail Park are currently under preparation and it is expected that the Executive will consider those proposals in the Autumn of this year in advance of undergoing public consultation.

4.0 The Eastlands Regeneration Framework: Other Stakeholder Comments and Responses

- 4.1 Responses were received from the following organisations:
- A New Leaf
 - Bridge 5 Mill
 - Northern Group
 - Evonic Chemicals Limited

- Lawn Tennis Association
- Manchester Active
- UK Sport
- The Manchester College
- The University Campus of Football Business (UCFB)
- The Canals & Rivers Trust
- Groundwork Manchester
- United Utilities
- Hope Mill Theatre

- 4.2 **A New Leaf** are a registered charity established to champion space in Manchester, deliver community greening projects and support others who share their vision for Manchester as a green city. The written submission clearly states their opposition to the proposed use of the land at Pollard Street for employment or employment led mixed use development.
- 4.3 A New Leaf welcome the proposals for new public space on the Central Retail Park that connects to Cottonfield Park in New Islington. They suggest that “the public realm should not only be high quality green space but that thought should be given as to the scale of this green space, noting that the tranquillity and character of the marina in part derives from the wide vistas, naturalistic tree planting, and limited high rise development”. Support is also given to the proposal for safe and attractive walking and cycling routes through the site.
- 4.4 Finally in relation to the Lower Medlock Valley, A New Leaf appreciate the potential of new residential development to rejuvenate the river valley actively supporting proposals to improve the accessibility to the river corridor. They suggest, as they did for the Pollard Street area that ecological baselining is undertaken with a view to any development delivering a net gain in biodiversity.
- 4.5 **Response:** In respect of Pollard Street Paragraphs 3.19 to 3.27 of this report set out the City Council’s position. The comments on the Central Retail Park are noted and will be considered as part of any proposals as referenced in Paragraph 3.29 above. Similarly, the comments received on the Lower Medlock Valley are noted.
- 4.6 With regards to a net gain in biodiversity on individual sites, this is a matter that will be addressed fully in any planning application. Ecology, biodiversity and impacts for green and blue infrastructure are all key factors for consideration in a development proposal. This is underpinned by a planning policy framework which supports strategic objectives in seeking an environmental uplift across the city. The draft ERF reflects this position.
- 4.7 **Bridge 5 Mill** is a not for profit organisation based in the Holt Town area. Their building is a conference and events venue with 16 tenants (small businesses, social enterprises and charities). They express concern that not enough emphasis has been placed within the Framework on local and regional investment into the area and that there is an over-emphasis on national and international investors. Bridge 5 Mill are not convinced there is a need for a

- second Arena.
- 4.8 Bridge 5 Mill consider the plans to support the development of business premises for small, medium and large technology and creative industries at differing price points to be positive along with the proposals to support live-work space.
- 4.9 Finally, Bridge 5 Mill are broadly supportive of the proposals for Holt Town Central Sub Area but have concerns about the use of Compulsory Purchase Powers (CPO). They are keen to see residents and businesses connected into the development process in a genuine and active way – especially if there is a potential for CPO powers to be deployed by the Council.
- 4.10 **Response:** The views expressed on the source of investment are noted but the City Council are of the view that the future growth and success of the city is dependent on being able to stimulate local and regional investment along with national and international investment into the city. Limiting sources of investment as suggested would significantly curtail new homes being developed and new employment opportunities being created.
- 4.11 Section 5 of this report sets out the City Council's position on the opportunity for a new second Arena within the city.
- 4.12 The comments on the type of premises are noted as are those made in respect of Holt Town Central Sub Area. With regard to any possible CPO this would be an action of last resort and would only be taken forward by the City Council if there was a strong case in the public interest to do so. In arriving at that position the views of landowners, businesses and residents will be of paramount importance.
- 4.13 The **Northern Group** are a property company and local developer based in East Manchester. They hold several significant land interests, particularly around the Holt Town area.
- 4.14 The Company are generally supportive of the revised Framework and recognise the opportunity and needs contained within the document. In relation to the Holt Town area the Northern Group agree with the majority of the sentiments on this area within the ERF, however, they do not agree with the blanket height restriction of 8 storeys in this location. They state that opportunities must be given, especially along the canal side locations, to create new focal point buildings which commercially then enable some of the ambitious public realm improvements to take place. In addition, aside from Brunswick Mill, the Northern Group do not agree with the retention of other (non-listed) buildings in this area, in particular, Wellington House which they believe would severely restrict the development potential of Holt Town in a key canal side location.
- 4.15 **Response:** With regard to the specific comments about building heights, especially along the Ashton Canal, and those that relate to non-listed buildings in the area the draft framework sets out to establish some key guiding principles. The comments received from the Canal & River Trust regarding the height of development along the Ashton Canal (set out elsewhere in this

Section) should also be noted.

- 4.16 The existing mills along the canal corridor are an important feature in the area and together with the designated heritage assets provide the setting and context for further development. This includes re-establishing the historic urban grain. Any proposal which exceeds the guidance would need to be supported by a full planning, heritage and townscape justification. There are also potential ecological issues which could arise from overshadowing of parts of the canal.
- 4.17 **Evonic Chemicals Limited** (formerly Air Products) have indicated that they continue to trade successfully and have no plans for closure. As such they object to their site that fronts onto Gorton Lane and the Ashton Canal being designated for residential purposes within the Croft Street Triangle and Eccleshall Street Sub Area.
- 4.18 **Response:** The Council notes the current trading position of the Evonic Chemicals facility and welcomes the employment given to Manchester residents. The plans for this part of the Eastlands Regeneration Framework, like the other Sub Areas, set out intended uses of the land if, at some point in the future, the factory ceased to trade. The Council accepts that this situation may never arise.
- 4.19 The **Lawn Tennis Association** (LTA) are supportive of the draft Eastlands Regeneration Framework seeing the proposals as very exciting and showing an opportunity to really put Manchester at the heart of sporting excellence, participation, commercial sporting enterprise. The LTA are keen to continue to explore how they can support further the development of the indoor tennis centre on the Etihad Campus developing a high class performance programme, driving participation and developing young people.
- 4.20 **Response:** The continued support and commitment of the LTA to Manchester and the Etihad Campus is welcomed.
- 4.21 **Manchester Active** (MCRactive) provides leadership and a common narrative for sport and physical activity in Manchester, working with the whole sport and physical activity sector to activate all publicly accessible sport and leisure facilities that exist across Manchester.
- 4.22 MCRactive recognise that the large “collar site” on the Etihad Campus (to the east of the Stadium) clearly presents vast commercial opportunities and are to be welcomed where they are complimentary and add real value to the existing infrastructure and to partners’ on the Campus and in the city. MCRactive would encourage efforts to ensure that the community are connected wherever possible and that the any new opportunity on the Campus benefits local resident’s prospects and opportunities with a key focus on investment and employment. MCRactive would want to see time/use specified within any new agreements to deliver community events and activation with a particular focus on increasing levels of physical activity and wellbeing.
- 4.23 MCRactive also advocate the need for a clear car parking strategy for the

Etihad Campus that enables the continued use of the current sporting facilities - the plan should ensure continued accessibility and adequacy at no additional cost to both users and staff.

- 4.24 MCRactive also indicate that the current arrangements for estate management, given the complexity of facilities and organisations based on and around the Etihad Campus, have led to the creation of an efficiently well managed Estate Management model. Any new development on the Etihad Campus should be connected in a similar manner to ensure that the excellent communication and partnership working continues and that no negative impacts are experienced by existing occupiers on the Campus.
- 4.25 MCRactive are keen to see how cycling and walking routes in particular throughout the Campus could be incorporated into the future development - opening up the site and removing the current physical and virtual barriers.
- 4.26 MCRactive are supportive of bringing forward the opportunity of a large second arena on the Etihad Campus as it adds value to the existing facilities within East Manchester, will enable Manchester to secure additional major sporting events including those that the City are currently unable to host. In addition, it will provide a unique offering in that a major event can be held in a venue in very close proximity to a permanent sport specific facility that can be used for warm-up. MCRactive have stated that many major sporting championships require a competition venue alongside a warm-up facility and so the opportunity of an arena in East Manchester sat alongside the various national sporting centres is of real benefit which would attract events that Manchester can currently not secure.
- 4.27 **Response:** The comments from MCRactive in respect of the opportunity to deliver community events and activation with a view to increasing physical activity are noted as are the comments relating to securing local employment benefits.
- 4.28 The comments on car parking are noted but the issue of cost is a matter that will need to be carefully considered as part of any future strategy for on-Campus parking.
- 4.29 **UK Sport Elite Training Centre** works in partnership with National Governing Bodies (NGBs) through their UK Sport funded World Class Programme, English Institute of Sport (EIS) and Host (MCR Active) to "enable World Class Programmes (WCP), Host and Institute to deliver world leading hub environments to accelerate athlete performance". This is solely within UK Sport's remit to deliver medal success at Olympic and Paralympic Games.
- 4.30 In respect of the future development of the Etihad Campus and the wider Eastlands area the UK Sport ETC are keen to see opportunities taken to explore new sports technology enhancements to the current environment – for example a Wind Tunnel, for use by Cycling and EIS (to support other sports such as Skeleton, Wheelchair Racing, Alpine and others). They are also supportive of the need to support and invest in 'resident' WCPs (Cycling,

Taekwondo and Para Swimming) and the EIS to enable the current hub environments to continually improve and deliver world leading opportunities.

- 4.31 The UK Sport ETC submission also encourages the City Council and partners to continue to work in partnership with Sport England to ensure that any future developments meet not only the needs of elite but community and other users are also connected and enabled to benefit from the investments.
- 4.32 The UK Sport ETC submission also support the need for new venues to provide better provision to enable world class events to be staged in Manchester. In their view the current provision is limited to existing venues or hosting within busy / less than ideal venues across the city. In their view a new Arena on the Etihad Campus could add huge benefit.
- 4.33 **Response:** The City Council will work with Sport England and UK Sport to develop a robust set of investment proposals for new facilities and technologies based on the Etihad Campus that can meet our shared ambitions for elite and community sports development and improved health and well-being outcomes in east Manchester and the city along with strengthening the ambition to deliver a new “Sportstech” cluster on the Campus.
- 4.34 **The Manchester College** have welcomed the proposals in the draft Eastlands Regeneration Framework which they see aligning with their plans to transform The Manchester College estate which over the life of the new facilities will benefit more than one million students of Manchester and Greater Manchester, using skills and education to underpin personal success and economic futures for the Region’s businesses over the next fifty years.
- 4.35 The vision for the College’s educational learning strategy is to develop ‘centres of excellence’ in partnership with the Region’s employers, and with a strong focus on the skills required by the region’s growth sectors. The Openshaw campus, of particular interest in the context of the Eastlands framework, will be transformed with two Centres of Excellence. These plans include:
- a Centre of Excellence in Construction & Logistics and a Centre of Excellence in Sport, Health & Wellbeing, preparing students for careers and/or further learning in sectors with strong projected job growth and which are pivotal to Manchester’s future economic success;
 - An engagement curriculum for harder-to-reach learners of all ages including those furthest from the job market and those who haven’t yet chosen an area of specialisation;
 - A broader curriculum including pre-employment information, advice and guidance; and
 - Welfare and wraparound support to help all learners achieve their goals, including SEND, care leavers/looked-after children, migrants, and mental health needs.
- 4.36 The College indicate that these plans and the development of the curriculum offer at Openshaw were specifically designed to align to the existing and planned sport developments at the Etihad. We need to ensure that the existing plans are linked to new proposals for the area. The College note that there is

no mention of the significant expansion plans of the Manchester College Openshaw site in the draft Framework.

- 4.37 The College would also welcome an opportunity to be part of the plans for the development of the Manchester Institute of Sport and the creation of a curriculum offer through to higher education.
- 4.38 The College also state that there are challenges currently in the movement of football traffic into the Eastlands area and they would welcome more detail on how other activities on the site could be accommodated without impact on the wider neighbourhood.
- 4.39 **Response:** The final version of the Eastlands Regeneration Framework will reference the Openshaw Campus, the plans the College have for its transformation, and how the College can support and deliver a wide set of educational outcomes for east Manchester and Manchester residents.
- 4.40 **The University Campus of Football Business (UCFB)** welcomes and endorses the vision set out in the Eastlands Regeneration Framework. Specifically, UCFB directly supports the plans set out in the Sports and Innovation Zone, Commercial Zone and Local Neighbourhoods. UCFB is ready and willing to build on the success they have achieved over the last few years as a resident organisation on the Etihad Campus and assist the exciting vision for Eastland's.
- 4.41 **Response:** Proposals for the Institute of Sport will be finalised in the coming year with the City Council, Manchester City Football Club and other partners such as UK Sport and Sport England determining the overall approach and the partnering arrangements needed to underpin the ambitions of these strategic partners.
- 4.42 The **Canal & Rivers Trust** is a charity entrusted with the care of over 2000 miles of canals, rivers, docks and reservoirs in England and Wales. Within the Eastlands Regeneration Framework area the Trust is responsible for the Ashton and Rochdale Canals, which are connected (for pedestrians) via New Islington.
- 4.43 The Canal & Rivers Trust welcome the many positive references to the canal throughout the ERF. They have provided a very detailed response setting out a series of suggestions in terms of design, towpath use, boater facilities, drainage and flood risk, ecology, sustainable development. The following provides a summary of the salient points:
- 4.44 In respect of the Etihad Campus Sport & Innovation Zone, the Etihad Campus Commercial Zone, Holt Town Central, Holt Town East, Lower Medlock Valley, Beswick, the Croft Street Triangle & Eccleshall Street, Pollard Street and Central Retail Park Sub Areas the Trust see significant opportunities for development to secure and to contribute to improvements to the blue infrastructure and to provide connections to such infrastructure. This will support, amongst other things, sustainable and active travel along with providing a community asset that can support other health and well-being

outcomes.

- 4.45 Specific comments on the height and massing of development are made in relation to the Holt Town Central and Holt Town East Sub areas seeking support to prevent development giving a “canyoning” effect along the Ashton Canal. They suggest introducing a variety of heights up to the 8 storeys suggested in the draft Framework.
- 4.46 Comments are also made about the opportunity to use the towpath as a sustainable walking/cycling route but that any potential impact on the unlisted assets of heritage value (bridges) will need to be considered.
- 4.47 Finally in respect of Pollard Street the Trust suggest that the existing lock crossing will need improvement or replacement to accommodate and mitigate the impact of planned development in the wider area.
- 4.48 **Response:** The advice submitted by the Trust will be taken into consideration in respect of new development along and adjacent to the blue infrastructure in the Framework area.
- 4.49 With regard to the suggestions that new development should secure and to contribute to improvements to the blue infrastructure and to provide connections to such infrastructure, the Framework should be amended to make that expectation clear. The comments regarding “canyoning” are noted and the Framework will be amended to mitigate against such an outcome. It is recognised that these are matters that would also be key considerations on future planning applications.
- 4.50 **Groundwork Manchester** have noted the transformational nature of the draft Framework and have commented that the Framework should make the role of the Voluntary, Community and Social Enterprise sector more explicit as a key partner to harness all the good work already happening within communities covered by the Framework.
- 4.51 **Response:** The final version of the Framework will emphasise the role of the Voluntary, Community and Social Enterprise sector as a key partner in ensuring that the Framework’s ambitions can be successfully secured.
- 4.52 **United Utilities (UU)** have commented that UU has water and wastewater infrastructure passing through the Eastlands Regeneration Framework area and that all UU assets will need to be afforded due regard in the masterplanning process and deliverability due to the location of such assets. UU encourage early dialogue in advance of any land transactions, and certainly prior to planning application stage, to explore options as early as possible.
- 4.53 **Response:** The City Council as landowner, a partner in a number of schemes and as an enabler of development in the Framework area will work with UU to ensure that the Framework ambitions can be successfully secured.
- 4.54 **Hope Mill Theatre** have requested a meeting with the City Council to discuss

the draft Framework.

4.55 **Response:** This meeting will be organised.

5.0 The Eastlands Regeneration Framework: Responding to Key City Centre Stakeholder Submissions

- 5.1 The draft Eastlands Regeneration Framework indicated that the area in and around the Etihad Stadium - the Etihad Campus Commercial Zone – was attracting interest from a number of international entertainment operators and investors who were looking at this location for new facilities. One such opportunity being a large indoor arena with a capacity in excess of 20,000. This interest was market driven and not stimulated by the City Council. As part of the online submissions a number of city centre organisations made representations. Submissions were received from: Aviva Investors (owners and asset managers of the Corn Exchange); Crowne Plaza (Manchester City Centre) / Holiday Inn Express Manchester Arena; Hard Rock Café Manchester; Harvey Nichols; Inside by Melia Manchester; Manchester Theatres.com; Vapiano Manchester; William Edwards – Street Trader outside the Manchester Arena. Each of these submissions made very similar comments - all were opposed to any second Arena at the Etihad Campus as the current proposal for a 20,000 capacity arena would directly compete with the Manchester Arena, reducing the number of events at the Manchester Arena with a consequential impact upon the city centre as a destination and leading to a reduction in footfall and trading performance.
- 5.2 In addition to the above, three substantive submissions have been made by representatives on behalf of SMG (Operators of the Manchester Arena), MJV who own the long leasehold interest of, and operate, the Manchester Arndale) and DTZ Investors (owners of the Printworks) all of whom have a clear interest in the existing Manchester Arena in the city centre. The issues raised by each party are set out below. As their concerns, to a degree, overlap a single response to these comments is then set out.

SMG's Comments:

- 5.3 SMG have made a detailed representation. The central argument set out in SMG submission is that, in their view, the underlying supply analysis of the UK arena market does not support another venue of this type to a Manchester market, which is already one of the most saturated markets in the UK. They argue, in their view, that there is no market case in terms of venue supply, and that a second Arena would compete directly for entertainment events with the existing Arena. In SMG's view the number of events required for both arenas to survive is not supported by the market so trade and spend will be drawn away from the City Centre, impacting on its economic function. As such SMG strongly objects to the introduction of a new 20,000+ capacity arena through the ERF 2019 Update.
- 5.4 The main arguments underpinning SMG's objection are set out below:

- a) A non-statutory Eastlands Regeneration Framework (ERF) is not the correct vehicle to bring forward an allocation for major strategic development such as that proposed. It should be widely considered through a statutory development plan and subject to independent Strategic Environmental Assessment and Sustainability Appraisal.
- b) Any such proposal should be subject to independent and objectively assessed need and widely consulted upon before it is proposed to be enshrined in adopted policy, after which the principle would carry material weight, even though it had not been tested. The City Council should devote time to allow this important work to be completed and not rush a proposal through into a policy document without a thorough and clear understanding of all the likely implications.
- c) The consultation for the ERF does not meet the Council's own minimum standards set out in the Statement of Community Involvement (SCI). It has been too short a period (less than four weeks) and far too narrow in extent, with the City Council not consulting with businesses in the City Centre that will be directly affected by the proposals or a wide enough sample of local residents in the Eastlands area. It is unclear what other stakeholders have been consulted, but we would expect Greater Manchester Police, Transport for Greater Manchester, surrounding local authorities, the Greater Manchester Combined Authority and other statutory bodies to have a thorough and informed opportunity to assess the implications of this proposal.
- d) There is no market for an additional 20,000+ capacity arena in Manchester, unless the aim is to remove the existing Manchester Arena venue from the market.
- e) The city venue offer is, in any event, expanding through the provision of complementary facilities in better and more sustainable locations, such as at The Factory (6,500 capacity) and the recent proposal at Mayfield Depot (10,000 capacity). These diverse facilities add to the City's ecosystem and the transformation of Manchester Arena itself will keep Manchester City Centre at the forefront of global culture and entertainment.
- f) SMG supports these complementary facilities although their full impact is not yet known and has always (and continues to) be supportive of the City Council in the regeneration of East Manchester at Eastlands, focused on a complementary sporting offer.
- g) With a finite market for arena shows and no market evidence to suggest Manchester being able to attract an additional 140+ events, a new arena is likely to render the existing Manchester Arena unviable, with major knock on implications for the future of the complex at Victoria station, potential to frustrate development of nearby land, and material damage to the City Centre food, beverage, retail and hotel markets that the Arena programming supports.

- h) This would inevitably lead to job losses in the City Centre, which would be a clear offset to any job creation at Eastlands, which is in a far less sustainable location. National and MCC's planning strategies have long sought to protect the function of the City Centre and this approach has been demonstrably successful. A new arena of the proposed capacity in an out of centre location brings into question the strategy and function for the City Centre as a whole.
- i) Any employment associated with a new arena in East Manchester would simply be direct displacement and would have a negative impact on the eco-system that has grown in the City Centre.
- j) If the objective was to transfer arena entertainment from the City Centre to Eastlands, the economic impact of the same operation out of town would be smaller given visitors' stated propensity to spend less and reduce destination leisure dwell time because they are not in the City Centre.
- k) The existing transport network at Eastlands could not cope with introducing an average of three arena events per week, which could rise to five or even seven per week at peak times.
- l) It would not be possible to avoid clashes with football fixtures or other events which often have a very short lead in time, which would add even greater strain to transport and police resources. Where major events have taken place in parallel previously (such as the One Love concert and Michael Carrick's testimonial), it took huge amounts of planning with multiple stakeholder groups. This would not be feasible on a weekly basis, or, as would likely be the case, more frequently than weekly. Revenue implications for policing and neighbourhood management have not been assessed.
- m) Unlike Manchester Arena, Eastlands is not on a primary public transport node. It has only a very limited Metrolink service and bus routes. These routes are already populated by commuters leaving the City Centre at the same time as customers would be trying to travel to the new arena (rather than travelling in the opposite direction to commuters as is the current position with visitors to Manchester Arena).
- n) These factors will inevitably result in a higher proportion of customers travelling to Eastlands by car, reducing economic impact, adding further congestion to the road network, with related impacts on air quality and on the Eastlands residential and business communities. In turn this will also result in far less associated spend on other food, beverage, retail and hotel outlets in the City Centre, which are so reliant on the trade driven by events at Manchester Arena.

MJV's Comments

- 5.5 The over-riding concern that has been raised in MJV's representation focusses on proposals in the draft Eastlands Regeneration Framework to

deliver a large out of city centre redevelopment opportunity outside of the development plan process and with no consideration of consequential impacts.

- 5.6 Concerns have also been raised as whether or not the draft Framework has supplementary planning document status (or is a non-statutory document to which weight is afforded). It is argued that neither approach would be the appropriate mechanism to introduce a major entertainment and leisure facility. MJV are of the view that allocations and land uses should be tested through the proper development plan process.
- 5.7 MJV's representation also comments that there is no evidence base assessing future needs and opportunities, testing impacts and setting out a preferred approach. Other than acknowledging 'market interest' MJV argue that there is no basis to allocate or seek to accommodate the opportunity for a major recreation/leisure development that is contrary to national guidance and that there is no evidence base to support social, economic and environmental implications.
- 5.8 MJV have serious concerns about the amount of retail, leisure and other main town centre uses envisaged. They argue that Manchester benefits from an existing 21,000 capacity arena which is an important component of the city centres entertainment offer indicating that has positive spin off benefits, food, beverage, hotel and retail. They state that events at the Arndale leads to an uplift in footfall within the Arndale.
- 5.9 MJV are of the view that a new recreational/leisure complex would provide direct competition with the city centre provision with consequential impacts on spin off benefits. They comment that the economic, environmental, social and transport impacts all need to be fully tested and scrutinised before proposals come forward in a Council supported document.
- 5.10 In summary MJV are of the view that it is premature to bring forward an opportunity/allocation within a City Council policy document as there has been no proper testing and a non-statutory framework is not the correct process to promote an allocation for major strategic development.

DTZ Investors's Comments

- 5.11 An objection to the draft Eastlands Regeneration Framework was made on behalf of DTZ Investors, owners of the Printworks who acquired the premises in 2017. The owners have a stated intention of progressing a significant investment in the Printworks to ensure it remains at the forefront of the leisure market with associated benefits for the city. The concerns largely mirror those raised by both SMG, the operators of the Manchester Arena, and MJV, the owners of a long leasehold and operators of the Manchester Arndale.
- 5.12 The concern put forward by DTZ Investors is that the scale of the additional leisure uses referenced in the ERF is significant and clearly comprises main town centre uses. The proposal to provide competing provision at Eastlands could be prejudicial to the on-going successful operation of the Printworks and

neighbouring businesses (notably the Corn Exchange). In their representation DTZ state that the introduction of a significant leisure offer at Eastlands, which replicates existing facilities, could therefore result in a significant adverse impact on the on-going operation of key attractions within the city centre.

- 5.13 The representation from DTZ is that large-scale proposals of strategic relevance should be considered as part of an independently tested development plan document. This would relate to objectively assessed need and be informed by a sustainability appraisal to meet legal requirements.
- 5.14 **Response:** A strategic regeneration framework, such as the Eastland's Regeneration Framework (ERF), sets out the broad vision for the regeneration of an area. It is not a planning policy document and it is not a site allocations document, nor is it a supplementary planning document (which would add further detail to the development plan). The draft ERF is a statement of ambition reflecting opportunities stimulated by market demand which if approved will become a material factor in the determination of any subsequent planning applications that fall within its scope. It will not (and cannot) be an overriding factor. Indeed if any development is pursued it will be necessary to determine such proposals through the statutory planning processes. This would include a full and robust assessment of those proposals in strict accordance with both national and local planning policy and any material considerations.
- 5.15 In light of this the draft Eastlands Regeneration Framework has not undergone a formal statutory consultation although it has been developed through a series of consultations with key stakeholders as outlined in Section 2. Although it does not have the status of planning policy, if it is approved it would be a material consideration in the determination of subsequent planning applications that fall within its scope.
- 5.16 The draft Eastlands Regeneration Framework reflects both interest that has been expressed to the city for new major visitor attractions, including a new Arena, to be brought forward in Manchester; and for these opportunities to be potentially hosted on the Etihad Campus. The draft Framework acknowledges this potential opportunity but if such development were to be pursued, each planning application would be subject to consideration in the usual way. As noted above this would include a full assessment of the proposals in accordance with both national and local planning policy and any material considerations.
- 5.17 The Unitary Development Plan for the City of Manchester (the UDP) was adopted by the Council on 21 July 1995 as the statutory document which set out guidelines for all development in Manchester and provided a framework from which to base decisions about planning applications. The key saved policy as it related to the development of the Etihad Campus is set out below:

“Sub-Area 7 – Sportcity [now the Etihad Campus]

Sportcity is located in the heart of the East Manchester regeneration area at the junction of Ashton New Road and

Alan Turing Way. Its reuse is integral to the regeneration of East Manchester, as it is key to connecting the areas of East Manchester. Its redevelopment for uses which create a focus of activity in East Manchester is pivotal to the regeneration of the wider area.

EM11

Sportcity including the District Centre is a major focus for regeneration activity on previously developed land. It is located in a strategic position at the heart of East Manchester with excellent infrastructure and proposed infrastructure links to the City Centre, adjacent areas and the national motorway network. Within Sportcity, development will be permitted which includes:

- i. International sports facilities and mixed use development along Alan Turing Way;**
- ii. The District Centre within Sportcity as defined on the proposals map comprising retail A1, A2 and A3, residential, community facilities and mixed use development to create a vibrant district centre and High Street along Ashton New Road;**
- iii. Further commercial development to complement the nature and scale of facilities and their accessibility;**
- iv. Provision of pedestrian and cycle links to adjacent residential neighbourhoods, the Ashton Canal, Phillips Park and the Medlock Valley;**
- v. Residential and mixed use development adjacent to the Ashton Canal;**
- vi. Provision of public art in prominent locations;**
- vii. The provision of two Metrolink stops, one adjacent to the City of Manchester Stadium [now the Etihad Stadium] and the other on Ashton New Road adjacent to the District Centre.**

The development of Sportcity has become a symbol of the renaissance of East Manchester with facilities to attract visitors from Greater Manchester, the region, and national and international locations. The infrastructure in place and proposed will create strong links between Sportcity and the City Centre, for example the proposed Metrolink from the City Centre to Ashton-under-Lyne with stops within Sportcity; the improvements to the Ashton Canal will provide a pedestrian and cycle path from the City Centre to Sportcity; and there is a high frequency of buses along

Ashton New Road. Sportcity is surrounded by major residential neighbourhoods, namely Beswick, Miles Platting, Newton Heath, Clayton and Openshaw, and will be accessible by foot to a large proportion of these communities.

The area is being developed as a major mixed use area with a defined district centre boundary stretching from the shops on Ashton New Road to the Alan Turing Way and the Ashton Canal. To the north of the district centre is the Velodrome and proposed housing which will abut the Ashton Canal and contribute to the activity and surveillance of the Ashton Canal, making use of this feature of the urban landscape and providing a waterside setting for new houses. To the west of the District Centre is the new City of Manchester [now Etihad] stadium, a National Institute of Sport, Tennis Centre, athletics facilities and other uses including employment and retail.

The area fronting the Alan Turing Way is suitable for a mix of uses including a hotel, leisure and other commercial uses.

Improvements to the Ashton Canal and the provision of a continuous link between the Lower and Upper Medlock Valley will contribute to improving the quality of the environment.”

- 5.18 Manchester 's Core Strategy was adopted on 11 July 2012 which is the key Development Plan Document in the Local Development Framework (LDF). It replaced significant elements of the UDP as the document that sets out the long term strategic policies for Manchester's future development and has formed the policy framework that planning applications will be assessed against.
- 5.19 Policy EC7 of the Core Strategy (Pages 72 to 76) identifies:

“Eastlands (now the Etihad Campus) lies within East Manchester, the heart of which is the City of Manchester (now the Etihad) Stadium, the Eastlands District Centre and the Velodrome but also includes the Openshaw West site and surrounding environs, as shown in Figure 8.5. It is in excess of 80 hectares and will accommodate 40-45 hectares of new development. This location is suitable for a major sports and leisure visitor destination with complementary commercial, retail and hotels.”

Policy EC7 identifies two sites as a focus for development, one of which is the land around the stadium including the “Collar Site” which **“provides an opportunity for a leisure, recreation and entertainment visitor attraction of national significance”**.

5.20 Policy EC7 reflects the vision set out in the 2008 – 2018 East Manchester Strategic Regeneration Framework, approved by the City Council in December 2007. Page 113 states that, amongst other things, Sportcity (now the Etihad Campus) should:

- **“Encourage an appropriate mix of retail, commercial, entertainment and residential uses to reinforce Sportcity (now the Etihad Campus) as a regionally significant district centre”;**
- **“Continue to support the development of the Sportcity (now the Etihad Campus) site as a national sports, leisure and entertainment visitor destination”;** and
- **“Capitalise on the high profile areas along Alan Turing Way for high-quality commercial, leisure or entertainment development”.**

5.21 Any planning application would be determined in accordance with the Core Strategy and saved policies of the UDP unless material considerations indicate otherwise. The draft ERF, if approved, would be one of a number of material considerations and it would be for the decision maker to decide the weight to be attributed to it.

5.22 For the avoidance of doubt, if the ERF is approved and a planning application was to be made for land covered by the ERF that was not in conformity with the ERF, this would not necessarily be refused. Equally, the ERF would not create any obligation or requirement that a planning application be made in the future for the types of development referenced in the document.

5.23 The objections from SMG, MVJ and DTZ Investors largely focus on the impact on the existing Manchester Arena should another large events venue be constructed within the City’s boundaries. The concern is that the City cannot sustain two significant entertainment venues. This would lead to fewer events being staged at the Manchester Arena with a consequent loss of revenue to the city centre economy. The draft Eastlands Regeneration Framework considered by the City Council’s Executive in March 2019 is very clear on the status of any proposed Arena.

5.24 The Eastlands Regeneration Framework, the ERF emphasizes that this is an opportunities focused document – related to the opportunity to continue the Eastlands regeneration journey, building on the transformation that has been achieved to date. In addition, the ERF is not a Supplementary Planning Document (SPD) or any other form of planning policy document and it will not be adopted by the Council as such. Specifically, the Introduction to the Framework will now be amended to state that:

“This Framework should not be considered or viewed as planning policy. It represents an opportunities paper, which has been the subject of public consultation and scrutiny. It provides guidance on key issues that will need to be addressed and which will be considered by the City Council

when planning applications come forward within the Eastlands Regeneration Framework Area.”

- 5.25 The descriptions in Section 9 of the draft Framework states that: **“This section of the report describes the areas of focus for the next phases of regeneration across the ERF area and considers key issues and opportunities that will be key to the consideration of proposals as they come forward.”** The plans included within Section 9 are not allocations for particular land uses and the Framework does not have policy status, rather they reflect these areas of focus. In describing the opportunities, the key issues are made clear in the document, including the need to ensure that the requirements of existing planning policy are addressed. In relation to the references to a ‘new large indoor arena.’ it is made clear that **‘investors are evaluating locational options...with a view to selecting a site and bringing forward detailed development proposals later this year.’**
- 5.26 In addition, the opportunity description further explains that, in relation to the Etihad Campus as a location, **‘the Etihad Campus will be judged against the availability and suitability of other sites’**, which in the final version of the Framework will be clarified to state that should any planning application be brought forward for the Etihad Campus it will require a market assessment to underpin any proposals along with an evaluation of sequentially preferable sites within the city centre. Whilst not wishing to anticipate the outcomes of any market assessment for an additional arena within Manchester, the final version of the Framework will be amended to identify an opportunity for a medium or large indoor Arena, subject to that market assessment and the sequential test referenced.
- 5.27 The opportunity description in Section 9 – the Etihad Campus Commercial Zone Sub Area – clearly states that any promoters of a new arena, or other entertainment facilities, will need to address the requirements of planning policy in bringing forward planning applications. The text in Section 9 Page 46 of the draft Eastlands Regeneration Framework states:

‘It is also recognised that any planning proposals will need to be accompanied by a detailed Business Case explaining the overall benefits and market case. It will be for promoters of a scheme to bring forward detailed evidence to demonstrate the realism and sustainability of such an investment as well as the robust case underpinning the location all of which will be at the heart of a detailed and balanced assessment of the planning and development case which would need to be undertaken at the appropriate time by the Local planning Authority.’

‘Any such planning applications would have to address detailed transport impacts and would need to be accompanied by detailed proposals for the engagement of the network and any necessary modifications) to sustain the demands for different facilities cumulatively and at different times of the day. There would need to be detailed

consideration given to the development of a new operational platform for the Etihad Campus not only to fully maximise efficiencies and functionality but to create an integrated approach to programming.'

Of paramount concern to the Council and residents will of course be the need to protect and enhance amenity in adjacent neighbourhoods to the Etihad Campus. If proposals for facilities are brought forward which are likely to generate significant increased demands on the transport network it will be essential that detailed proposals are also brought forward for the implementation of a controlled parking scheme with a coverage to be agreed by the Council following consultation with residents and businesses and with the costs of provision and operations underwritten by commercial third parties rather than directly but the Council.'

- 5.28 In this regard, the Framework is clear that any future planning submissions for an Arena or any other leisure related activity will need to be supported by all of the necessary evidence to address the requirements of planning policy. For the avoidance of doubt this would include the need to submit an Environmental Impact Assessment (EIA) where appropriate.

Summary

- 5.29 The approach set out within the draft Eastlands Regeneration Framework reflects the long term ambitions that have been pursued by the City Council through the East Manchester Strategic Regeneration Framework and its Core Strategy to establish the area around the Stadium (now known as the Etihad Campus) as a major sports and leisure destination complex. The draft ERF also acknowledges the importance of the planning process to determine the specific development that will take place on the Etihad Campus in future.
- 5.30 The Council acknowledges the representations about competition with existing venues and the concerns about potential impact on the city centre economy if these venues were to see a reduction in footfall. The draft Eastlands Regeneration Framework, however, does not set out a policy position but recognises that there is interest and a possible opportunity for further investment in the city on the Etihad Campus. As the draft Eastlands Regeneration Framework clearly states, the manifestation of any opportunity would require a full and robust assessment against national and local policy, including associated social, economic and environmental impacts together with market assessment and a sequential sites assessment. The potential effects on the city centre of any development will be a critical component in any such assessment.
- 5.31 If proposals are brought forward for planning these applications will be the subject of public scrutiny and consultation with every opportunity made available for parties with potentially different perspectives to submit their considered views on all aspects of any proposals including the crucial issue of

market assessment which will be important factors in determining the robustness or otherwise of planning proposals. The final version of the Framework will be amended to clarify this as a response to the comments made on behalf of SMG, MJV and DTZ Investors.

6.0 Concluding Remarks

6.1 The scale, nature and ambition of the opportunities that can now be brought forward within the Eastlands Regeneration Framework area offers real and tangible prospects of securing much wider regeneration benefits for East Manchester. The interest in the Etihad Campus from investors who want to explore both the development of a 21st century sport, leisure and recreation offer of a national scale along with an associated cultural and entertainment offer on the Campus is to be welcomed as it reflects the Council's long held ambition to develop a globally competitive sport, leisure and recreation offer in this part of the city. The new employment opportunities that would flow from this next generation of investment across the Framework area could make significant impacts on the lives of East Manchester residents and contribute to the delivery of the long term regeneration of the East Manchester area. The Eastlands Strategic Framework has been prepared specifically to help guide this new development and investment activity.

6.2 Detailed recommendations appear at the front of this Report.

7.0 Contributing to the Manchester Strategy Outcomes

(a) A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities

7.1 The proposals contained within the Eastlands Regeneration Framework seek to deliver the Sports & Innovation Zone on the Etihad Stadium and also new opportunities to develop a new leisure and recreation offer with that can drive forward the growth of a sport, leisure and recreation economic cluster across the Eastlands area. Beyond the Etihad Campus the Framework seeks to promote the creation of new commercial development that will contribute to the creation of jobs within the area.

(b) A highly skilled city: world class and home grown talent sustaining the city's economic success

7.2 The Eastlands area will provide direct employment opportunities and the wider area will also now provide for a range of affordable and higher value homes to support the needs of the wider city.

(c) A progressive and equitable city: making a positive contribution by unlocking the potential of our communities

7.3 The Eastlands Regeneration Framework offers the potential to help deliver the targets set out within Manchester Residential Growth Strategy and the Housing Affordability Strategy to meet the growing demand for new homes in the City. In relation to the creation of new residential led neighbourhoods in the

Eastlands area these will include the provision of new social infrastructure such as schools and new amenity space that will be accessible to the local community.

(d) A liveable and low carbon city: a destination of choice to live, visit, work

7.4 The delivery of the Eastlands Regeneration Framework will embrace developments that will support the City Council's ambitions for Manchester to deliver a zero carbon footprint for the city by 2038.

(e) A connected city: world class infrastructure and connectivity to drive growth

7.5 Eastlands will create a strong connection between the City Centre and the neighbourhoods of East Manchester, contributing to the vibrancy and attractiveness of these areas.

8.0 Key Polices and Considerations

(a) Equal Opportunities

8.1 The Eastlands Regeneration Framework has been prepared and introduced following appropriate consultation, giving all stakeholders opportunities to engage in that consultation process.

(b) Risk Management

8.2 Not applicable.

(c) Legal Considerations

8.3 This final version of the Framework includes the results of a public consultation. Once approved, the framework will become a material consideration for the Council as Local Planning Authority.

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Eastlands Regeneration Framework: A 2019 Update

Contents

1. Introduction
2. A Vision for Eastlands
3. Eastlands: The Strategic Context
4. Eastlands: The Planning Context
5. Eastlands: The Regeneration Journey
6. Ambitions for East Manchester
7. Eastlands: A Revised Strategic Framework
8. Eastlands: Proposed Development Principles
9. Eastlands: New Opportunities
10. Implementation and Delivery

1 Introduction

Few areas better demonstrate the transformation of a city than East Manchester. Once the powerhouse of the Industrial Revolution and a hugely significant focus for manufacturing and production for the wider region, the area's economy collapsed in the 1970s and 1980s as globalisation changed trade and investment patterns leaving industrial dereliction and communities left behind on an unprecedented scale.

Today, after three decades of strong civic leadership, with the support of successive Governments and through the active support of key stakeholders and private sector partners, the East Manchester area has been transformed. A platform has been created for further investment that can drive a further phase of transformation in East Manchester to deliver physical, social and economic benefits for existing and future residents as a whole. As has been successfully achieved in the past this new phase of growth needs to ensure that the area's success impacts on everyone's life so that all East Manchester residents are positively encouraged to reach their full potential and have every opportunity to do so.

At the heart of the renaissance of East Manchester has been the Etihad (formerly the City of Manchester) Stadium and the complex of sporting assets on the Etihad Campus (formerly Sportcity) that were developed for the 2002 Commonwealth Games. The Stadium has acted, and still acts, as the beacon of the economic transformation of East Manchester, a symbol of change and improvement in the fortunes of the area.

In the thirty-year journey of transformation of East Manchester, the Etihad Campus has consistently been a major economic driver in its own right within a city region and national context. Successive Regeneration Frameworks have identified the Etihad Campus as a place to drive forward the development of a globally competitive sport, leisure and recreation offer. Over the last ten years' significant new investment has been made to deliver new facilities that benefit the community with new local leisure and educational developments being part of an integrated approach to the transformation of the area.

In December 2017, Manchester City Council approved a further version of the Eastlands Regeneration Framework (ERF 2017) in order to guide the next phases of identified projects and development activity in and around the Etihad Campus as well as the westward expansion of activity along the Ashton Canal Corridor, joining up with the eastward expansion of the City Centre taking place in Ancoats and New Islington.

Since that Framework was developed, consulted upon, and subsequently approved by the City Council, the economic growth in the City has continued at pace, with up to fifteen years of employment growth now likely to be delivered in half that time. The impacts of this growth trajectory are now clearly flowing into East Manchester and, in particular, the area between the Etihad Campus and Great Ancoats Street. Such impacts present new opportunities and challenges for the existing ERF 2017. These include:

- A significant demand for new commercial floorspace reflecting the potential to widen and deepen the business and employment base in the area. Such demand is driving rising equity values and rents for commercial floorspace;
- Employment growth in the area and across the City is also fuelling the demand for a range of new homes in the area driving rising residential land values and the creation of higher value homes for both sale and rent. A key objective must also be to ensure that the housing offer (in terms of type, tenure and value) in the area is broadened. Within such an approach to housing growth a defined strategy to increase in the number of affordable homes is now required in order to enable residents on very low, low and below average incomes to share in the long-term success of the area's ongoing transformation; and
- The profile of Manchester, the Etihad Campus and, in particular, the long-held ambition to develop the Etihad Campus as a place with a globally competitive sport, leisure and recreation offer, is now attracting significant interest from investors who are anxious to explore both the development of a 21st century sport, leisure and recreation offer of national scale along with an associated cultural and entertainment offer.

These drivers have the capacity to re-shape and deepen the commercial and residential prospects of the area not only between the Etihad Stadium and Great Ancoats Street but also further eastwards beyond the Etihad Stadium. As such this new Eastland Regeneration Framework has embraced a wider geography than its predecessor along with a broader ambition.

2 The Vision for Eastlands

The broad vision for Eastlands has remained consistent for nearly twenty years – it is to become a place which is attractive for people to live, work and to visit; an area which builds upon its assets to provide a distinctive contribution to the overall success of the city region; and crucially to be a place where all residents are able to share in the long term success of the area.

The Etihad Campus

Central to the long term vision for the Etihad Campus and the wider area has been the ambition to establish it as a place to drive forward the development of a globally competitive sport, leisure and recreation offer. Over the last 15 years the loss of the opportunity for Manchester to host the first Regional Casino aligned with the deep economic recession of 2008 and 2009 thwarted any opportunity for the Etihad Campus to fulfil that long term ambition to host a globally competitive leisure and recreation offer.

The pace of economic growth within Manchester over the last ten years along with the ongoing investment from the City Council, the Abu Dhabi United Group and other partners, such as Sport England, has strengthened the focus of the Etihad Stadium and its environs as a focus for new investment and job growth in East Manchester.

The proven resilience of the Etihad Campus' transport capability; the increasing proliferation of sports based activities on the Etihad Campus; the scale of the Etihad Campus and the availability of land for development; along with the growing global recognition and success of Manchester City Football Club have all become powerful influences on a number of entertainment operators and investors. They have now identified the Etihad Campus as an option for creating new recreation and leisure facilities to respond to what they view are strong market opportunities to further serve Manchester, the rest of the city region, the north of England and beyond.

One such opportunity is for a new large indoor arena with a capacity in excess of 20,000 spectators. It is known that investors are currently evaluating locational options and are addressing the detailed business case for such an investment with a view to selecting a site in Manchester. As such the Etihad Campus as a potential location must be judged against the consideration of other sites depending upon the availability and suitability of sites within the City Centre.

The Etihad Campus has the capacity to respond to and host significant new opportunities for a globally competitive leisure and recreation offer. If secured this would deliver key benefits to residents through investment and jobs. In promoting any such opportunity, it recognised that there must be robust transport planning and mitigation for residents living in the area to protect their amenity. Any proposal would also require detailed analysis to satisfy not only the planning process but also that the regeneration priorities of the area will be met.

Other Commercial Development

On the 200 acre Etihad Campus further opportunities exist to build upon the City Football Academy, and the range of other sports-based organisations and facilities in the area including the Manchester Institute of Health and Performance (MIHP). These facilities have strengthened even further the Etihad Campus offer associated with elite and community sport.

The Etihad Campus should now be planned in order to become the home of global and national sports organisations which can thrive and develop global best practice. In doing so the Etihad Campus can become the home to new sports related businesses in a new "Sports-Tech" cluster for the city-region.

Looking beyond the environs of the Etihad Campus the pace of economic growth with the core of the conurbation along with the significant growth in new business start-ups is driving significant demand for new commercial floorspace. As such the Ancoats, New Islington and Holt Town neighbourhoods are becoming increasingly established as locations for small, medium and large scale creative, digital and tech-based companies. There are emerging demands for space within the area not only for small businesses throughout the creative technology sector but new demand from larger businesses which can sustain new commercial development in the Eastlands area.

The growth that the area will experience in the coming years will require a commercial development strategy that reflect the needs of existing businesses within the area and ensure that different price points are facilitated. Sustaining those businesses and the employment within them is key to a successful transformation of the Eastlands area.

The Eastlands area, particularly those neighbourhoods between the Etihad Stadium and the City Centre, should now be planned to meet this demand for commercial floorspace from creative, digital and tech orientated businesses. New opportunities for additional commercial floorspace for such businesses should be provided for in the Ancoats, New Islington and the Holt Town areas. The former Central Retail Park in New Islington is the most significant development opportunity and a commercial led mixed used development should be an immediate priority to capture new employment in the City and the Eastlands area.

New workspace products should also be planned for which are different to traditional models of floor space reflecting what new start up and maturing businesses increasingly demand thus widening even further the range of business types to be found in the area – there is a need to create the framework for a dynamic ecosystem of employment, enterprise and opportunity for all to flourish. Embedding opportunities for local residents to access jobs through training and apprenticeships will be a central component of the delivery of this business growth strategy.

New Homes in the Eastlands Area

Within the Eastlands area delivering the widest possible housing choice for a growing and changing population has to run side by side with the opportunities to expand new employment in the area. By 2025, over 600,000 people are forecast to be living in Manchester with an even stronger pattern of young people who are attracted to stay in and to come to the City because of the range of educational, leisure, creative and tech-based jobs now to be found in East Manchester and the wider City. Over the next decade there is the capacity to create places where people generally and young people in particular not only want to live and visit but also work in increasing numbers – turning a full circle from where the East Manchester journey started.

There exists the opportunity to continue to broaden and deepen the housing offer, providing both affordable and higher value homes to promote the diversity every successful place requires.

Opportunities for new affordable housing in areas such as Beswick, Riverpark Road, Clayton, Miles Platting and New Islington must be captured to provide the opportunities for all residents to fully capture the benefits of growth to be found in the area and the wider City. Integrating the demand for commercial space new models of live and work accommodation must be developed which are affordable to everyone who wants to play a part in East Manchester's success.

Delivering the Vision for Eastlands

In delivering these proposals everything that is done must focus on the following:

- Ensuring that Manchester City Council, through the management of its land assets, as well as adoption of a strong leadership role in influencing the behaviour of its partners and residents, delivers on the City Council's commitment for Manchester to be zero carbon by 2038;
- Maximising opportunities to enhance the City's green and blue assets and improve the quality of life;
- Creating employment opportunities for local people and driving innovation and economic growth;

- Putting residents at the heart of the plans and proposals – ensuring they are able to share in the benefits of success, that their interests are safeguarded where necessary and that they participate in the overall success of the City; and

Creating partnerships between the Council and all those who want to play a part in the continued regeneration journey which will be the key to long term success of the area.

Success will be increasingly determined by the widening range of partnerships that can be developed to sustain investment in the area.

Manchester Life (the partnership between Manchester City Council and the Abu Dhabi United Group (ADUG)) has played a significant role in shaping the residential market in the area and has the investment capacity to support other changes in the future.

Partnerships between Manchester City Council and the Abu Dhabi United Group must be extended to cover the fullest range of housing and commercial investors and developers including Registered Providers of social housing (RPs) and Homes England who have a significant role in helping to deliver our vision for the area through their investment in affordable housing and in supporting innovation in the way, for example, new live and work models are brought forward and our zero carbon ambitions can be delivered.

The Vision for Eastlands: A Summary

In summary the vision for the Etihad Campus within an Eastlands and City context is to develop a place that can successfully host a globally competitive sport, leisure and recreation economic offer. As such the Etihad Campus will be:

- **The home of a new destination leisure and recreation complex where residents and visitors will come to spend their time on leisure and recreation related activities;**
- **The home of global and national sports organisations which can thrive and develop global best practice. In doing so the Etihad Campus can become the home to new sports related businesses in a new “Sports-Tech” cluster for the city-region; and**
- **The home of a Manchester exemplar in seeking to achieve zero carbon outcomes, stimulating a change in behaviours towards the zero carbon agenda, creating employment opportunities for local people and driving innovation and economic growth across the City.**

Looking beyond the immediate environs of the Etihad Campus across the wider Eastlands area the draft Framework seeks to:

- **Promote new commercial led mixed use development opportunities, along with providing opportunities for new homes, in Ancoats, New Islington, and Holt Town to capture the wider benefits of economic growth within the core of the conurbation and of the new growth being promoted in and around the Etihad Campus; and**
- **Promote a diverse range of new homes in the area ensuring that affordability of these homes is at the heart of residential growth and a broadening of the area’s housing offer. New affordable housing in areas such as Beswick, Clayton, Riverdale Park, Miles Platting and New Islington will be promoted to provide the opportunities for residents to fully capture the benefits of the new growth at the core of the conurbation.**

3 Eastlands: The Strategic Context

Manchester - A Growing City

With a diverse population of close to 600,000 people, the City of Manchester is located at the heart of Greater Manchester, the largest conurbation outside of London.

The regeneration already secured at the Etihad Campus is a remarkable success and sits within the wider thirty-year programme of transformation which Manchester has undergone to become recognised as one of Europe's most exciting and dynamic cities.

Manchester is one of the fastest growing cities in Europe; by 2025, almost 650,000 people are expected to live in the City, with the wider City Centre population growing to 100,000 as expected new apartment-led residential development adds further capacity¹.

Manchester has experienced an exceptional increase in its population since the late 1990s and is the leading example in both Europe and the UK of a major urban centre reversing long-term population decline. While this level of population growth is exceptional, the City is still some way below its historical peak population of 766,311, achieved in 1931. New high quality and high-density development will allow Manchester to continue to increase its population without impinging on highly valued community and green space.

The Greater Manchester sub-region, which has a resident population of over 2.78 million and a combined GVA of over £62.8 billion, accounts for around two fifths of the North West's economic output². In 2016, almost one third of the £62.8 billion of GVA generated in Greater Manchester was produced in the City of Manchester³. Employment growth of 8.9% is forecast in Manchester between 2016 and 2025 (and 14.1% in the period 2016 to 2036). This growth rate is forecast to add 35,200 jobs to the Manchester economy, taking the total employment level towards 430,000 in 2025. In addition, a significant proportion of forecast employment growth is expected to occur in sectors with higher than average GVA. GVA is expected to increase by 21.8% to 2025, with a 45.2% change forecast from 2016 to 2036. During this period, GVA across Greater Manchester is forecast to rise by an average of 1.74% per year, increasing to over £82.8 billion by 2036⁴.

Manchester's enhanced economic performance has been underpinned by a move from its traditional manufacturing and industrial role towards a more knowledge intensive service-based high-growth economy. Manchester's economy is continuing to strengthen and diversify with strong high added value growth forecast in Business, Financial and Professional Services, Science and Innovation, and Creative and Digital, as well as Sports and Culture, Leisure and Tourism sectors⁵.

¹ Manchester City Council Forecasting Model 2018

² Office for National Statistics, *Regional Gross Value Added (Income Approach) tables (released 20 December 2017)*, <https://www.ons.gov.uk/file?uri=/economy/grossvalueaddedgva/datasets/regionalgrossvalueaddedincomeapproach/current/gvareferencetables2.xls>. Accessed 11 January 2018.

³ Office for National Statistics, *ibid.*

⁴ Greater Manchester Combined Authority, *Greater Manchester Forecasting Model: Summary of outputs (2017 update)*, http://www.manchester.gov.uk/download/downloads/id/25330/i14_greater_manchester_forecasting_model_2017_-_manchester.pdf. Accessed 11 January 2018.

⁵ Manchester City Council, *State of the City Report 2018*, https://www.manchester.gov.uk/downloads/download/6964/state_of_the_city_report_2018_whole_document Accessed 22 February 2018.

Manchester's current and future competitive position is underpinned by a number of key economic assets as set out below. East Manchester can make a distinctive contribution to the City's long-term economic success given its focus on world-class sport and tourism, and its capacity to accommodate thousands more homes and millions of square feet of commercial floorspace in a place where aspirational young people and families want to live.

Manchester - A Thriving City Centre

Over the last twenty years, Manchester City Council has driven the physical and economic renewal of the City Centre through the development and implementation of strategic frameworks for sustained regeneration, investment and service improvement to ensure that Manchester maintains its position as the nation's leading City Centre location. The success of this approach sees Manchester successfully compete as an international investment location and visitor destination today.

Given Manchester's economic growth, its universities and buoyant leisure and cultural sector, it is not surprising that the largest population increases are within the age bands that are typically considered to fuel economic growth. Across Greater Manchester, the 2011 Census identified that the 20-24 age band experienced the greatest level of growth, with the 25-29 age band also witnessing a significant increase of just fewer than 30,000 over the same period⁶.

Growth in this population cohort has resulted in demand for new lifestyle choices that offer access to City Centre employment, amenities and transport networks, together with well-managed accommodation built for that purpose. Consequently, Manchester has emerged as having the second largest concentration of Build to Rent homes, with circa 5,000 units either under construction or recently completed and over 4,000 more with planning permission, according to recent figures supplied by JLL. Designed to meet the housing and lifestyle choices of the City's working population, this growth is a clear indicator of the City's success. East Manchester will be a key part of this development, and central to ensuring the retention of this cohort via an expanded and balanced portfolio of housing opportunities.

Manchester - Encouraging the Growth of a Dynamic Private Sector

With a thriving private sector, the City is a leading business location and remains a top place in Europe for foreign direct investment outside of London⁷. Sixty-five FTSE 100 companies now have a presence in Greater Manchester, and around 40% of the North West's Top 500 companies are based in the City⁸.

Increasingly businesses are looking for benefits from agglomeration. Business sectors which are influenced by agglomeration (where entrepreneurs, companies, new start-ups and talented workers from disparate economic growth sectors are keen to cluster in locations which can provide business and networking opportunities) are attracted to locations where there are deep labour markets offering an exceptional range of highly qualified and skilled staff.

Manchester's existing business base ensures that it is in prime position to attract such companies that benefit from clustering. This is particularly prevalent in the digital and creative industries, as well as life sciences and advanced manufacturing.

⁶ Manchester City Council, *Public Intelligence 2011 Census*, http://www.manchester.gov.uk/downloads/download/5154/public_intelligence_2011_census. Accessed 20 December 2017.

⁷ Ernst and Young (EY), *European Investment Monitor 2017*, cited in *EY UK Attractiveness Survey (May 2017)*, [http://www.ey.com/Publication/vwLUAssets/2017-UK-Attractiveness-Survey/\\$FILE/EY-UK-Attractiveness-Survey-2017.pdf](http://www.ey.com/Publication/vwLUAssets/2017-UK-Attractiveness-Survey/$FILE/EY-UK-Attractiveness-Survey-2017.pdf). Accessed 11 January 2018.

⁸ Savills, *Spotlight: Manchester Office Market (September 2013)*, <http://pdf.euro.savills.co.uk/uk/office-reports/manchester-office-market-spotlight---sept-2013.pdf>. Accessed 12 January 2018.

Manchester - A City of Sport

Manchester's globally-renowned pre-eminence in football is due to the presence of two world leading teams, with Manchester City Football Club based at the Etihad Campus.

Manchester's prowess in sport extends well beyond football. The City is home to the HSBC National Cycling Centre, which hosts the British Cycling Team. Additionally, the National Squash Centre has developed as a global centre of excellence, the GB Water Polo Team uses the pool facilities at Beswick, and the GB Taekwondo team is based at Ten Acres Lane. With world leading facilities, the recently opened Manchester Institute of Health and Performance (MIHP) in Beswick is the home of the English Institute of Sport. Other major sports, such as rugby league, rugby union and cricket, have a significant presence across the conurbation.

Manchester – A Culture, Leisure and Tourism Destination

Manchester's cultural, leisure, and tourism offer plays a pivotal role in shaping the City's identity and supporting its international profile. Its importance continues to rise and today Manchester increasingly attracts a wide range of regional, national, and international events. The City's major venues (including sports stadia, concert venues, galleries and exhibition spaces) have underpinned this offer. Driving major regeneration programmes, they ensure Manchester continues to attract people to live and work in the City, alongside attracting major investment. The Etihad Campus and wider East Manchester regeneration journey to date is a prime example of this.

The culture, leisure and tourism economy is increasing and its offer is diversifying, enhancing the significance of the City's asset base. In recent years, this has been further boosted by substantial investment in new globally recognised world class facilities and events, such as the Whitworth Art Gallery and the forthcoming Factory in St John's (which will become a permanent home for the Manchester International Festival).

Such investments have sustained and opened new domestic and overseas markets, giving Manchester its status as the third most visited city in the UK by international visitors (after London and Edinburgh), with the City experiencing a 21% rise in the number of international visits since 2005⁹. This growth in the visitor economy has been underpinned by, and acted as a catalyst for, a significant increase in the supply of visitor accommodation within the City Centre over the last decade.

Manchester - A Growing Digital and Creative Sector

The Digital and Creative economy is an increasingly important feature of the City' economy, with a significant core hub of businesses clustered in the centre, East Manchester and Salford Quays.

Manchester's business growth in this sector can be seen in take-up figures during 2017, with the city continuing its strong performance with circa 1.2 million sq. ft of workspace transacted. Within that figure, Digital and Creative was the most dominant sectors:

- 416,534 sq. ft was let to Digital & Creative businesses during 2017;
- 25% of the total workspace take-up during 2017 was from the Digital sector; and
- 10% of the total workspace take-up during 2017 was from the Creative sector.

⁹ Manchester City Council, *Report to the Economy Scrutiny Committee: Manchester's Visitor Economy (12 October 2016)*, http://www.manchester.gov.uk/download/meetings/id/21584/6_manchesters_visitor_economy. Accessed 20 December 2017.

The popularity of Ancoats and the Northern Quarter as a location for Tech and Creative sector occupiers is of particular relevance to this regeneration framework given its geographical proximity.

Manchester - A Mobile and Skilled Workforce

The city region offers a high quality and growing workforce of some 7.2 million people within a one hour commute of the City¹⁰. There is access to a pool of skilled people across a wide range of industries, and over 99,000 students in four universities across Greater Manchester¹¹.

A feature of the City's economy and its employment growth has been the ability to attract an international workforce from Europe and beyond. International migration has contributed to economic growth in both the high skilled occupations, such as health and digital, and also in the leisure and care economies. The residential property market has a considerable effect in making the City an attractive destination. Its success has seen an increased birth rate of international migrants' families, which has further contributed to employment growth and housing demand.

Whilst new purpose-built student accommodation is now a feature of the residential property market in the City Centre, a considerable number of international students are using the high quality private rented sector for accommodation, increasing demand in new developments.

Manchester - National, Regional and City Region Connectivity

Manchester has continued to invest significantly in its transport infrastructure, delivering major improvements in terms of accessibility to and within the Regional Centre. This increases the City's capacity of its travel to work area (and therefore its pool of labour), and enhances connectivity between businesses. It also makes the City Centre easier to get around and a better place to live.

At the western end of the ERF area is Manchester's principal railway hub and Metrolink interchange at Manchester Piccadilly Station. In the future, this will be significantly extended through the development of a new integrated station to accommodate High Speed 2 (HS2) and Northern Powerhouse Rail (NPR).

East Manchester is connected to the City Centre via five Metrolink stops. The majority of this Framework area is within an 800 metre radius (or 10 minutes walking distance) of a Metrolink stop. This provides access to the regional market, as well as national and international destinations via mainline rail and the airport. The City Centre and Manchester Piccadilly Station are 10 minutes by tram from the Etihad Campus.

In addition, accessibility improvements in terms of enhanced infrastructure to promote walking and cycling, continue to be delivered as part of major regeneration programmes. This enhances connectivity to jobs, education and recreational opportunities for the local workforce and residents.

Manchester - International Connectivity

Manchester International Airport is the third largest airport in the UK and is the primary gateway for the north of England. It serves 26 million passengers a year and connects to over 200 destinations worldwide. Direct flights serve all of Europe's major cities and the airport provides multiple long haul routes to North America, the Middle East, Asia and Australasia. The Airport is currently embarking on a £1billion transformation programme of investment and improvement, with its number of passengers forecast to rise to 45 million by 2030.¹²

¹⁰ Invest in Manchester, *Workforce*, <https://www.investinmanchester.com/why-manchester/workforce>. Accessed 11 January 2018.

¹¹ Invest in Manchester, *Universities in Manchester*, <https://www.investinmanchester.com/why-manchester/education/universities>. Accessed 20 December 2017.

¹² Manchester Airport Group, 'Secretary of State for Transport sees work begin on Manchester Airport's £1 billion transformation programme' (21 July 2017), <http://mediacentre.manchesterairport.co.uk/secretary-of-state-for-transport-sees-work-begin-on-manchester-airports-1-billion-transformation-programme/>. Accessed 11 January 2018.

Manchester - the Wider Policy Context

Our Manchester Strategy 2016-25

The Our Manchester Strategy 2016-25 was adopted by Manchester City Council in January 2016 and sets the ambitions for the City for the next decade. The Strategy sets out a vision for Manchester to be in the top flight of world-class cities by 2025, when the City will:

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

The Our Manchester Strategy also commits to giving the local community and other stakeholders the opportunity to be involved in decision making, with a primary focus on a continuous approach to engagement.

The 'Our Manchester' approach seeks to build a different relationship with residents and communities, recognising that this also means undertaking a different approach to engagement; engagement that is sustainable and driven by the City's communities. This is based on the following essential principles¹³:

- Better lives – it's about people;
- Listening – listen, learn and respond;
- Recognising strengths of individuals and communities – starting from strengths; and
- Working together –building relationships and creating conversations.

Manchester's Green and Blue Infrastructure Strategy

Manchester City Council recognises that green and blue infrastructure is an essential part of creating a successful, livable city. Parks, river valleys, gardens, street trees, green roofs, canals and many other components all form part of a rich network that is integrated with the built environment in the world's most popular cities.

Manchester's green and blue infrastructure has been part of the City's success for a number of years. Five river valleys, three canals, over 160 parks, street trees, woodland, private gardens, and other areas of natural environment are familiar and well-used parts of the City's landscape. As the City

¹³ Manchester City Council (2016). *Our Manchester Framework*, http://www.manchester.gov.uk/download/downloads/id/24983/our_manchester_framework.pdf. Accessed 20 December 2017.

continues to grow over the next decade, existing and new high quality green and blue infrastructure will need to continue to be an integrated part of this growth, particularly in the City Centre which has a distinct lack of publicly accessible green space compared with other cities of a similar size.

The vision for green and blue infrastructure in Manchester over the next ten years is that by 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The City's communities will be living healthy, fulfilled lives, enjoying access to parks and green spaces and safe green routes for walking, cycling and exercise throughout the City. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Manchester's Green and Blue Infrastructure (G&BI) Strategy, together with its Stakeholder Implementation Plan, was approved in July 2015. The strategy is founded on the basis that attractive, multi-functional green and blue infrastructure is a key component of shaping and delivering the quality of life people expect and enhancing the City's global image as a place in which to live, work and invest. It also recognises the vital role it plays in terms of sustaining a healthy and biodiverse City which is flood and climate resilient, has good air quality and accessible opportunities for recreation and exercise. As such, the strategy was adopted to ensure that the City as a whole, including the Council, residents, the private and volunteer sectors, developers and other stakeholders could maximise opportunities to enhance the City's green and blue assets and improve the quality of life.

The strategy and implementation plan are based around the following four objectives:

1. Improving the quality and function of Green and Blue Infrastructure to maximise the benefits it delivers;
2. Using appropriate Green and Blue Infrastructure as a key component of new developments to help create successful neighbourhoods and support the City's growth;
3. Improving connectivity and accessibility to Green and Blue Infrastructure within the City and beyond; and
4. Improving and promoting a wider understanding and awareness of the benefits that Green and Blue Infrastructure provides to residents, the economy and the local environment.

The 3 year review notes the significant achievements and progress against the strategy that has been delivered, however, of most importance to the ERF is the continued relevance of the four objectives identified above and in particular the emphasis placed on the future priority of: "Continued progress towards enhancing the quality of GI within new developments through the planning process and the ongoing delivery of SRFs, particularly Mayfield, the Northern Gateway, **Eastern Gateway** and Medieval Quarter."

Playing our Full Part on Climate Change

There is increasing evidence of global temperature rises and the prospect therefore of increasing incidences of extreme weather as well as risk of water and food shortages and flooding, all causing increasing insecurity. Whilst Manchester may not feel these effects as severely as other areas globally, there is an identified urgent need for all cities to consider what they need to do to play their full part in addressing climate change.

In November 2018, Manchester City Council made a series of commitments, informed by the Manchester Climate Change Agency's (MCCA) work with the world renowned Tyndall Centre for Climate Research based at University of Manchester.

The key commitments are as follows:

- To becoming zero carbon by 2038, significantly accelerated from the original target of 2050;
- To adopt a carbon budget and emit only a maximum of 15 million tonnes CO² for the period 2018-2100. This has been transposed from a global carbon budget which has been calculated as "likely" to maintain global temperature change within 2°C as agreed in the Paris Agreement;

- To achieve a 13% year-on-year reduction in citywide CO² emissions from 2018 to achieve this carbon budget.

As well as addressing its own emissions, the Council's role will be to take a significant leadership and influencing role across a number of thematic areas, promoting behavioural changes:

- Industry and Commercial: Supporting schools and businesses to reduce their emissions wherever possible, developing planning policy, influencing contractors through procurement and commissioning.
- Domestic: Partnership working with social housing providers across the City to improve social housing properties, working with the Greater Manchester Combined Authority (GMCA) to develop energy efficiency programmes to support private renters and owner occupiers.
- Transport: Partnership working with TfGM, continuing to promote modal shift from the private car to public transport, cycling and walking by investing in sustainable transport infrastructure, ensuring new developments are close to transport nodes.

A draft Manchester Zero Carbon Framework has been developed which sets out the City's overarching approach to meeting its science-based climate change targets over the period 2020-38 and draft action plans for the period 2020-22 are being developed by the Council and other strategic organisations and sectors.

Manchester's Residential Growth Strategy and Housing Affordability Framework

Recognising the critical relationship between housing and economic growth, Manchester City Council approved a Residential Growth Strategy in March 2016 which sought to deliver a target of 25,000 new homes in a ten-year period between 2015 and 2025.

Key aspects of this policy framework include: ensuring that there is the right quality, mix and type of housing in the right locations to meet demand and changing demographics; developing neighbourhoods of choice; and, the requirement to improve equality amongst the City's residents in terms of housing choice, quality and affordability in order to develop strong communities.

The Residential Growth Strategy report was accompanied by an Action Plan which set out the key actions to be delivered during the first year of the Strategy (2016/17).

In December 2016, the Residential Growth Strategy was further strengthened and refined by the development of the Council's Housing Affordability Policy Framework. This Framework defines affordable housing as homes that cost no more than 30% of gross household income for those at or below the City's then average income of £27,000. The Council subsequently agreed at its Executive in May 2018 that no Manchester resident should have to spend more than 30% of their household income on accommodation - and ideally less. In June 2017, the Council's Executive received and approved a Residential Growth Update report that included a Five-Year Action Plan covering the period 2017 - 2022 which identified key priority areas and key actions to be progressed.

In October 2017, 4 areas across the City where the Council has significant land interests were identified as potential Housing Affordability Zones. In addition to Wythenshawe Town Centre and Central Estates in North Manchester, two of these areas relate to the ERF area, namely:

- Clayton (including land at Eccleshall Street and Ilk/Alpine Streets);
- Beswick (including land at Grey Mare Lane).

These two areas will add scale and focus to delivery and the Council will invest directly into the provision of additional affordable homes, over and above existing Homes England Affordable Homes Programme. Manchester's proposed Housing Affordability Fund will provide subsidy for new and existing homes that are affordable to Manchester residents on or below the City's average household income. In December 2018, the Council's Economy Scrutiny

Committee and the Executive received a report from the Executive Member for Housing and Regeneration which set out a number of policy proposals in relation to the delivery of the City Council's Affordable Housing Strategy. This included a revised Residential Growth Strategy target of 32,000 homes (including 6,400 i.e. a 3,000 increase, in affordable homes) for the ten-year period ending in 2025.

Further work is being undertaken to assess the challenges and external factors that pose a risk to the Council's ability to deliver against its residential growth ambitions, and to identify the actions and opportunities that will ensure that the City delivers the aligned objectives of sustained economic and residential growth including the provision of affordable housing.

In this regard, the Residential Growth Strategy will continue to ensure:

- that the right mix of new housing is delivered in the areas that can accommodate growth and that new homes are connected to new and existing employment opportunities;
- new housing supports the retention and attraction of a highly skilled and economically active population;
- the growing demand for high quality new housing in the City is met, which meets the needs of existing and future residents;
- new residential growth opportunities support the delivery of sustainable neighbourhoods with excellent pedestrian and transport connections including the use of low carbon construction methods and technologies; and,
- that the master-planning of new neighbourhoods and residential developments will include infrastructure and traffic and transport planning ensuring that various modes of transport (car, bus, rail, Metrolink, cycle, and walk) are provided for.

Manchester Residential Quality Guidance (2016)

The Manchester Residential Quality Guidance document was endorsed in December 2016 and aims to ensure that high quality, sustainable housing that meets the needs of the City and its communities will be built.

Prospective developers and their design teams bringing forward sites for residential development must demonstrate that the scheme will deliver accommodation of the very highest quality that complies with the guidance. Proposals that do not comply with this guidance must provide a compelling justification, based on evidence and options analysis, in order to avoid refusal. This approach underpins the Council's aspiration to encourage the delivery of the highest quality range of residential development, which will contribute to sustainable growth and help establish Manchester as a world class city.

Greater Manchester - the Wider Policy Context

The Greater Manchester Strategy

The Greater Manchester Strategy (GMS) is Greater Manchester's overarching strategy which has set the strategic framework for policy development across Greater Manchester since 2009. As the context for how Greater Manchester operates had altered significantly since the last refreshed 2013 Strategy, the GMS was subsequently updated in October 2017. This is the third GMS and it builds on the substantial progress made since the first was published in 2009 and the most recent refresh in 2013. The strategy was refreshed to reflect the change in the economic and political climate, particularly:

- the substantial devolution that is now underway in Greater Manchester;
- the Mayoral election in May 2017 and the Mayor's manifesto commitments; and
- the changing economic and political climate, particularly the vote to leave the EU.

The GMS sets out a very clear vision for the City Region. It states that:

"Our vision is to make Greater Manchester one of the best places in the world to grow up, get on and grow old: A place where all children are given the best start in life and young people grow up inspired to exceed expectations; A place where people are proud to live, with a decent home, a fulfilling job, and stress-free journeys the norm. But if you need a helping hand you'll get it; A place of ideas and invention, with a modern and productive economy that draws in investment, visitors and talent; A place where people live healthy lives and older people are valued; A place at the forefront of action on climate change with clean air and a flourishing natural environment; A place where all voices are heard and where, working together, we can shape our future."

The strategy for achieving this vision is structured around ten priorities, reflecting the life journey:

- Priority 1: Children starting school ready to learn;
- Priority 2: Young people equipped for life;
- Priority 3: Good jobs, with opportunities for people to progress and develop;
- Priority 4: A thriving and productive economy in all parts of Greater Manchester;
- Priority 5: World-class connectivity that keeps Greater Manchester moving;
- Priority 6: Safe, decent and affordable housing;
- Priority 7: A green city-region and a high-quality culture and leisure offer for all;
- Priority 8: Safer and stronger communities;
- Priority 9: Healthy lives, with quality care available for those that need it; and
- Priority 10: An age-friendly city-region.

The GM approach to delivering these priorities is underpinned by five key enablers:

- Enabler 1: Communities in control;
- Enabler 2: People at the heart of everything we do;
- Enabler 3: An integrated approach to place-shaping;
- Enabler 4: Leadership and accountability; and
- Enabler 5: Taking control of our future.

The priorities set out within the updated GMS continue to build on the twin themes of 'People and Place in GM' which formed the basis for previous versions of the document. It sets out to achieve the vision contained within the document through new approaches which are shaped and driven by communities themselves. By harnessing the strengths of Greater Manchester's people and places, the GMS aims to create a more inclusive and productive city region where everyone, and every place, can succeed. It builds on the work that has been done in previous strategies around reforming public services and growing the economy, with an increased focus on ensuring that the people of Greater Manchester can all benefit from economic growth and the opportunities it brings throughout their lives.

The GMS is also the blueprint for the future of public services in the city region, setting out how public bodies – including the ten councils and the Mayor, the NHS, transport, police and the fire service – will work alongside local people to take charge of the future. It addresses education and skills, health, wellbeing, environment, work and economic growth simultaneously in the belief that this is the best way to bring about change and make a real difference to the lives of real people.

The GMS provides the high-level framework for action based on a robust evidence base and the results of public consultation. More detailed plans, developed and led by city region-wide partnerships, set out the specific actions, interventions and investment required to deliver the Greater Manchester strategic priorities and achieve the Greater Manchester vision.

In addition to the GMSF which has already been referenced, these plans include:

- The **Greater Manchester Investment Strategy**, which supports the implementation of the GMS through investment to create and safeguard jobs, primarily through loans to support recycling, to maximise the impact of investment over several funding cycles;
- The establishment of a second **GM Transport Fund** to underpin an integrated whole-system approach to the management of the Greater Manchester transport network and the delivery of strategic transport priorities;
- The **Climate Change and Low Emissions Implementation Plan (2016-2020)**, which sets out the steps that will be taken to become energy-efficient and investing in our natural environment to respond to climate change and to improve quality of life;
- **Springboard to a Green City Region**, setting out the plans for making Greater Manchester one of the leading green city regions in the UK and Europe, was produced following the Greater Manchester Green Summit held in March 2018;
- The **Greater Manchester Work and Skills Strategy and Priorities 2016-2019**, setting out the Greater Manchester approach to delivering a work and skills system that meets the needs of Greater Manchester's employers and residents
- The **Northern Powerhouse Strategy (2016)**, which identifies skills, science and innovation and the development of a collaborative approach to promoting the Northern Powerhouse to foreign investors as priorities for further work by Northern Cities and Government; and
- The **HS2 Growth Strategy** set within the context of the above plans and demonstrates how opportunities such as HS2 and NPR will be maximised for the benefit of businesses and residents around Manchester Piccadilly and Manchester Airport.

4 Eastlands: The Planning Context

The Manchester Core Strategy (2012)

Manchester adopted its Core Strategy in 2012 and this is the key overarching Development Plan Document (DPD) within the Local Plan. The Core Strategy sets out the City Council's vision for Manchester to 2026, along with the planning policies that provide the framework for delivering that vision.

East Manchester has the potential to contribute strongly to a number of Manchester's key strategic policy objectives, including policies which make specific reference to the ERF area. These are summarised below:

Policy SP1 Spatial Principles: The ERF area falls within the Regional Centre - the focus for economic and commercial development, retail, leisure and cultural activity, alongside high-quality city living.

The Regional Centre, with Manchester City Centre at its core, is the economic driver of the city region and has greatest potential to drive its continued economic growth, and to do so with the least environmental costs. New development will maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and use of the public transport.

Policy EC1 Employment and Economic Growth: identifies key locations for major employment growth, including the following sites within the Regional Centre which fall within this Framework Area:

- Eastlands
- Ancoats and New Islington (City Centre Fringe)

The policy notes that the Council will support other significant contributors to economic growth and productivity including health, education, retailing, cultural and tourism facilities and other employment generating uses mainly in the City Centre and Eastlands, and specifically recognises the ERF area as a growing destination, with further opportunities for sports and leisure uses.

A key tenet of Policy EC1 is to improve access to employment for communities experiencing some of the highest levels of deprivation in England. East Manchester, as a growing employment destination, is ideally located to provide improved access to jobs for the communities both within and immediately adjacent to the ERF area.

Policy EC3 The Regional Centre: Within the Regional Centre development for employment generating uses will be encouraged. The Regional Centre is an appropriate location for large scale leisure uses, for which City Centre sites are unsuitable.

The supporting text to Policy EC3 notes that there is also potential for leisure development which has a regional-scale catchment at Eastlands, which offers an extremely accessible location with land available to support large scale development. This, allied with the existing sporting and leisure infrastructure already present at Eastlands, provides a clear focus for additional development of a similar type in this location.

Policy EC5 East Manchester: East Manchester is expected to provide approximately 80-85ha of employment land over the Plan period. The majority of this provision will be within the Regional Centre, including a major leisure visitor destination with ancillary retail and offices at Eastlands and within the City Centre Fringe (along Great Ancoats Street) to provide an extension to City Centre employment opportunities, supporting a mix of employment uses and integrating East Manchester neighbourhoods with the City Centre.

Policy EC7 Eastlands Strategic Employment Location: Eastlands Strategic Employment Location will accommodate 40-45 ha. of new development and is suitable for a major sports and leisure visitor destination with complementary commercial, retail and hotels. Proposals will be expected to show how development of the area will:

- Support the continued social, economic and physical regeneration of East Manchester;
- Place design at the heart of any scheme delivering a flagship building;
- Consider wider design and layout objectives, taking advantage of important frontages such as Alan Turing Way and Ashton New Road;
- Set out the scale of land uses proposed as part of the comprehensive development of the proposal;
- Ensure the site is accessible to the East/ North Manchester communities by a choice of sustainable and public transport provision;
- Take advantage of the existing infrastructure on site and proposed improvements such as Metrolink and digital infrastructure;
- Ensure opportunities to employ residents from the local community are established with key partners;
- Use waterways and canals such as the Ashton Canal to create a sense of place and attract investment, in line with Policy EN1; and,
- Have regard to flood risk through the Manchester-Salford-Trafford SFRA.

The vision is to broaden the activities within Eastlands to ensure development opportunities secure the wider regeneration of the surrounding area and deliver maximum benefits for the community.

Policy EC7 identifies two sites as a focus for development. The first is land around the City of Manchester Stadium, including the "Collar Site" to the east and further land to the north and west. The "Collar Site" provides an opportunity for a leisure, recreation and entertainment visitor attraction of national significance. Developments that are predominantly tourism/ leisure based, including hotels and food and drink will be appropriate together with ancillary retail required to support the principal uses. On the development sites to the north and west of the stadium, development of complementary commercial uses will be supported, particularly to accommodate economic activities associated with the growth of Manchester City Football Club.

The second site identified is Openshaw West, which the policy outlines as suitable for the development of a large facility incorporating football and community uses, linked to the operation of Manchester City Football Club. The regeneration of this site has been delivered through the completion of the City Football Academy to expand the Etihad Campus, accompanied by new community sports, education, health and sports performance facilities.

Developments which support the overall vision for this major regeneration initiative on sites within the general environs of Eastlands will be appropriate, provided they do not prejudice other policies within the plan.

Policy CC1 Primary Economic Development Focus: City Centre and Fringe: Ancoats and New Islington (including Central Retail Park) is identified by Policy CC1 as forming part of the City Centre Fringe¹⁴.

The City Centre Fringe is expected to accommodate 25ha of office or similar employment development and will be considered a suitable location for the consideration of high-density building and commercially led mixed use schemes. A variety of high-quality accommodation types, sizes and footplates will be encouraged to boost investment by local, national and international businesses.

¹⁴ The Manchester City Centre Strategic Plan 2015-2018 (2016) included an extended City Centre boundary to include Ancoats and New Islington to respond to the rapidly evolving economic geography of the City Centre and to recognise the contribution of former 'fringe' areas and their relationship with the city centre.

The supporting text acknowledges that the City Centre Fringe areas have emerged due to their potential to provide well-connected City Centre extensions to meet development demand. This process has begun, notably in parts of Ancoats and through the Co-op development, and the City Centre Fringe will become increasingly significant over the life of the Core Strategy. In addition, the Fringe area can offer accommodation to businesses which may suit the central location in policy and operational terms but would struggle to access City Centre accommodation due to cost.

Policy H2 Strategic Housing Location: The key location for new residential development throughout the plan period will be within the area to the east and north of Manchester City Centre identified as a strategic location for new housing, including Holt Town and the Lower Medlock Valley. Land assembly will be supported in this area to encourage the creation of large development sites or clusters of sites providing the potential for significant regeneration benefits.

Policy H4 East Manchester: East Manchester, over the lifetime of the Core Strategy, will accommodate around 30% of new residential development, with priority given to family housing and other high quality, high value development. Within those areas falling within the regional centre, located adjacent to the City Centre (including Ancoats, New Islington and Holt Town), high density residential development will be permitted.

Policy T2: Accessible areas of opportunity and need: The Council will actively manage the pattern of development to ensure that new development is located to ensure good access to the City's main economic drivers (including the regional centre) and is easily accessible by walking, cycling and public transport.

Particular priority will be given to providing all residents access to strategic employment sites including links within East Manchester to employment locations (Eastlands in particular).

Policy EN12 Area priorities for Open Space, Sport and Recreation: East Manchester is outlined as one of the priority areas for sport and recreation and the Council supports proposals to enhance existing facilities and provide new spaces and facilities in accessible locations.

Other Material Planning Considerations

National Planning Policy Framework (2018)

The National Planning Policy Framework (NPPF) is a material consideration in the determination of planning applications and sets out the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so.

At the heart of the NPPF is a presumption in favour of sustainable development; the golden thread running through plan-making and decision taking. The NPPF notes that there are three dimensions to sustainable development:

An economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

A social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and,

An environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

These dimensions are considered to be mutually dependent with the NPPF, in its entirety, defining sustainable development.

The Draft Greater Manchester Spatial Framework

The Draft Greater Manchester Spatial Framework (GMSF) has been published for its first round of consultation in January 2019. This document sets out Greater Manchester's plan for homes, jobs and the environment for the whole of the city region.

Draft GMSF priorities are fully aligned with the longstanding regeneration strategy for Eastlands and include: the use of brownfield land; delivering higher densities of land use within the most accessible locations; facilitating employment development; and, maximising the potential of national and international assets through focussing development in key locations.

Eastlands falls within one of these key locations, referenced as the 'Core Growth Area.' The draft GMSF seeks to focus development within the Core Growth Area, improving visitor facilities in the City Centre, Quays and Manchester Airport, and at international and national sporting assets and promoting economic and housing growth. The delivery of housing to meet local needs is also an important focus of the document.

Policy GM-E 6 is of relevance and seeks to protect and enhance sports and recreational facilities in Greater Manchester, enabling the continued development of major sports facilities and events, which can further enhance Greater Manchester's international sporting reputation.

Objective 4 identifies the need to maximise the potential arising from Greater Manchester's national and international assets and Policy GM -P.1 identifies the area stretching from the Etihad Campus through to the City Centre, as a key growth location, where international competitiveness should be maximised.

The Draft GMSF also promotes improvements to sustainable transport and seeks to ensure development is located in the most sustainable locations, reducing the need for car travel, and maximising residential densities around transport hubs.

Manchester - Local Planning Frameworks

In addition to the Eastlands Regeneration Framework (2017), the following, fully endorsed Neighbourhood Development Framework, will remain relevant and fully endorsed in respect of the ERF boundary, until such time as it is refreshed.

Ancoats and New Islington Neighbourhood Development Framework Update (2016)

The 2016 Ancoats and New Islington Neighbourhood Development Framework (NDF) Update identifies that Ancoats and New Islington has all the attributes to act as a major focus for population growth over the next ten years. This includes reference to the area's proximity to the thriving City Centre, its exceptional transport connections, its natural and man-made character (and the place-making potential those features present) as well as delivered/committed investment in infrastructure.

The positive regeneration of this neighbourhood has and will continue to happen on the basis of residential, commercial, leisure and community uses, each combining to create a distinctive sense of place and neighbourhood, ensuring life and vitality on weekdays and evenings.

5 Eastlands: The Regeneration Journey

The East Manchester Regeneration Journey

East Manchester grew and developed in the nineteenth and early decades of the twentieth century as home to traditional manufacturing industries on which the wealth of Manchester was founded. It was also home to the large workforces required by these industries. In the second half of the twentieth century, much of area's economic base, and the employment that accompanied it, was decimated by successive economic recessions and intensive competition from increasingly global markets.

Between 1970 and 1985 some 60 per cent of its economic base was lost, leading to the loss of over 33,000 jobs in that period, along with a collapse in the skill base, the area's population and the demand for housing. The decline continued beyond 1985, albeit less dramatically. Over a fifty year period the area's population fell from 164,000 in 1951 to 62,000 in 2001. This combination of employment and population loss left the area with significant amount of brownfield, vacant, and underused land and buildings along with a low value, low demand housing market operating in a less than ideal physical environment. The impacts on the communities and those who could not exercise a choice to leave was profound with high levels unemployment, poor service provision and significant levels of crime and anti-social behaviour prevalent across this part of the City.

Over the last 20 years the regeneration of East Manchester has been a long term regeneration priority for the City Council. New East Manchester (NEM) Limited, established in October 1999, was charged with leading the regeneration of the area. It was a partnership vehicle tying together national government inputs via English Partnerships, regional governmental structures via the North West Development Agency and the City Council. The core objectives set out for New East Manchester in 1999 were:

- to create sustainable communities through making the area an attractive place to live and work with a range of facilities and services that the local community needs, and through making sure that economic benefit is secured for local people; and
- to ensure that East Manchester maximises the contribution it can make to the regional, national, and global economy.

The regeneration strategy pursued from 1999 onwards, enshrined in the first Strategic Regeneration Framework for the area - "**New East Manchester: A New Town in the City**", recognised the need to tackle a broad range of inter-related issues – social, environmental and economic – that had a negative impact on the area.

The approach to regeneration critically recognised, however, that the origins of the multi-faceted deprivation which East Manchester was experiencing at that time lay in the serious decline of the area's manufacturing base over the latter half of the 20th Century. The most fundamental component of the strategy to transform East Manchester was the restructuring and diversification of the area's economic base to attract businesses in the City's economic growth sectors which offered the best prospects for future job growth and to ensure that this growth was accompanied by a range of measures to secure benefit – particularly employment – for all local people.

The first Strategic Regeneration Framework for East Manchester set out a very clear and ambitious template for the transformation of the area. Over and above the range of social, environmental and economic interventions needed to transform East Manchester the Framework delineated a set of comprehensive Neighbourhood Development Frameworks that sought to shape the physical transformation of a series of neighbourhoods and guide principally public and private sector investment to create sustainable places to live, work and visit.

The successor Regeneration Framework - "**The East Manchester Strategic Regeneration Framework 2008 – 2018**" - broadened and deepened the approach to regeneration adopted by its predecessor. That Framework refined the focus of the regeneration effort encouraging the public and private sector to:

- Work within a wider sub-regional context and focus energy on encouraging those businesses within competitive economic sectors to locate into and remain within East Manchester;
- Renew the physical landscape of East Manchester so that it explicitly supported the development of a new economic base and new residential neighbourhoods through, for example, world class public realm, high-quality amenity space, iconic buildings, and a modern tram and associated public transport system;
- Champion the need to drive up education standards in East Manchester schools as part of a wider strategy of attracting and retaining working families who were regarded as an essential foundation of economic prosperity, financial vitality and neighbourhood stability;
- Implement strategies to enable residents to enhance their skills and secure employment within the City and the wider city region; and
- Establish “neighbourhoods of choice” that can attract and retain working households recognising that neighbourhoods function best when they contain families and households with a broad mix of incomes.

The two East Manchester Strategic Regeneration Frameworks clearly set out a long-term, integrated regeneration strategy for East Manchester. The City Council, through New East Manchester, focussed on the physical, economic and social transformation of the area. This delivered an agenda for restructuring the area and supporting the community so that the area and its residents could make a more effective contribution to the economy of the wider city region.

With the withdrawal of National Government funding in 2011 New East Manchester was effectively wound up. To sustain the regeneration momentum, the Council recognised the need to develop a range of partnering structures that could take the area forward through the national economic recession and the challenges to sustain what have been achieved over the previous decade.

The Etihad Campus: An Economic Driver

At the heart of the economic transformation of East Manchester was the investment made to deliver the Etihad (formerly the City of Manchester) Stadium and other sports facilities as part of delivering the 2002 Commonwealth Games. Following the successful hosting of the Games there has been a consistent approach pursued to establishing the area around the Stadium (now known as the Etihad Campus) as a major sports and leisure destination complex. At the heart of this strategy has been the recognition of the role that the Stadium and its environs play in creating the sense of place which can help change the perceptions of investors of East Manchester as a place to invest.

The occupation of the Stadium by Manchester City Football Club, to become the principal occupant in 2003, has enabled the sports led regeneration of the area to be progressed much further than was originally envisaged when developing the assets for the 2002 Commonwealth Games.

In January 2007, following a national competition, Manchester was recommended as the location for a Regional Casino by an independent Casino Advisory Panel reporting to Government. At that time there was a very clear and compelling argument that a Regional Casino on the land immediate adjacent to the Stadium would make a significant contribution to the regeneration of East Manchester. In March 2008 the Government took the decision not to pursue with the licensing of a Regional Casino.

The 2008 acquisition of Manchester City Football Club by the Abu Dhabi United Group (ADUG) was the beginning of a major new phase of regeneration in the east of the City. The club’s new owners and the City Council formed a partnership in 2010 based on a shared commitment to continue the regeneration of the area. The immediate priority was to transform the 200 acres Etihad Campus that hosted the Etihad Stadium, to accelerate the regeneration of East Manchester, thereby increasing the area’s economic contribution, driving further employment and economic growth throughout the City and beyond, and critically, helping to develop hope and aspiration in the communities of East Manchester.

The vision and ambition of the partnership between the City Council and ADUG for the 200 acres at the Etihad Campus was set out in the 2011 Eastlands Regeneration Framework. This framework shaped and guided in excess of £400m of private and public investment, helping to realise the overall ambitions for the area that were set out the 2011 Framework. This included:

- Confirming and expanding the Etihad Campus' role as a national and international destination;
- Strengthening the area's focus on sports and recreation;
- Increasing community access to sports facilities; and
- Providing a full range of employment opportunities.

Specifically, the £400m of public and private investment delivered:

- the Indoor BMX Arena and offices for British Cycling at the National Cycling Centre which opened in 2011;
- a major remediation scheme completed in 2011 which made all of the land to the east of the Etihad Stadium developable;
- the Velopark Mountain Park trails, which opened in 2013;
- The City Football Academy transforming 75 acres of reclaimed land into the world's leading training ground and expanding the Etihad Campus. The project has delivered jobs and training opportunities for local residents and is accompanied by a new community hub incorporating sports and education facilities, in addition to the Manchester Institute of Health and Performance (MIHP), which is a world-class centre for scientific research, analysis and treatment;
- the first phase of expanding the spectator capacity of the Etihad Stadium, which was completed in 2015 by City Football Group; and
- a collection of new community education, sports and leisure facilities completed in early 2016 in a transformed Beswick financed by the City Council, Sport England, the Education Funding Agency and City Football Group.

In addition to this £400m of investment the opening of the Metrolink Phase 3a East Manchester tramline in 2013 provided five tram stops in East Manchester, three of which would serve the Etihad Campus: the Etihad Campus, the Velopark and the Clayton Hall stops.

The Eastlands Regeneration Framework was further reviewed in 2017 seeking to build on the very significant progress made in and around the Etihad Campus since 2011 but also to help drive forward the regeneration momentum spreading eastwards from Great Ancoats Street into Ancoats, New Islington and along the Ashton Canal Corridor.

The focus of the 2017 Eastlands Regeneration Framework was to guide the next phase of investment at the Etihad Campus recognising that there was a significant opportunity to capitalise upon the existing elite and community sports facilities, the presence of a global football brand, the array of leading edge sport National Governing Bodies (NGBs) along with the talent that both trains and works for all of these organisations. The Framework recognised that taken together, these assets could provide Manchester with the ability to build on their presence and to develop new commercial development opportunities centred around businesses that could form a new sport, leisure and recreation economic cluster for the City and the north of England.

Bringing such a new economic focus to the Etihad Campus, and developing what in effect will be a business park anchored by a sport, leisure and recreation economic cluster, would be unique. As such "Sport" would be the economic, educational and community driver for the Etihad Campus and surrounding area.

A central component of unlocking this vision was a recognition of the need to encourage the development of a leading higher education presence onto the Etihad Campus. Such a presence would not just be about delivering a learning environment geared around skills development. The Framework stated that the unique asset base within the Etihad Campus, and those other sports assets across Greater Manchester and beyond, offered a significant opportunity to connect talent to the business of sport, leisure and recreation and at the same time integrating the wider health and well-being agendas being delivered by Greater Manchester and Sport England. Such an academic platform on the Etihad Campus would be an economic driver in itself attracting the best students and the best academic talent to the City. A competitive university sports offer would be pivotal to unlocking the creation of a global sports, leisure and recreation centre of excellence, and creating a new opportunity for associated commercial development activity centred on this economic driver.

The vision for the area in and around the Etihad Campus that the 2017 Framework set out was to develop a place that could successfully host a leading higher education presence that can drive forward the development of a globally competitive sport, leisure and recreation economic cluster. As such the Framework envisioned that the Etihad Campus would be:

- Home to global and national sports organisations where sports 'centres of excellence' can thrive and develop global best practice in sport;
- The home of a leading Higher Education Institution that delivers a wide range of undergraduate and postgraduate sports related academic courses and which seeks to partner with other global leading academic institutions;
- A destination where residents and visitors will come to spend their time on leisure related activities; and
- Creating employment opportunities for local people and driving innovation and economic growth across the City.

Progress from 2017 onwards

Since 2017 the next phases of development on the Etihad campus have commenced. Projects that are being progressed include:

The Manchester Institute of Sport - a facility which will seek to combine Science, Business and Culture of Sport;

House of Sport - a facility which will cater for a range of National Governing Bodies (NGBs), either already located in facilities across the Etihad Campus, as a legacy of the 2002 Commonwealth Games, or, wishing to relocate. The proposals for the next phase of development across the Etihad Campus, has generated significant interest from NGBs across the country.

A 14-acre extension of the Etihad Campus westward has been endorsed by the City Council and is being assembled to create a **Sports and Innovation Zone**. There is an opportunity to create a safe and vibrant student campus which combines student accommodation to meet the needs of the Manchester Institute of Sport and athlete's accommodation required by the NGBs. It will also provide workspace which is capable of meeting demand and successfully contributing to an entire ecosystem of occupiers from start-ups, including those linked with research activity at the proposed Manchester Institute of Sport, to more established businesses.

The Transformation of East Manchester beyond the Etihad Campus

The two East Manchester Strategic Regeneration Frameworks, the two Eastlands Regeneration Frameworks and a series of other Neighbourhood and individual site-led Development Frameworks have all sought to set the strategic and neighbourhood related context within which to guide the regeneration effort and frame the deployment of public and private sector resources to deliver the ongoing transformation of the wider East Manchester Area.

The delivery of the East Manchester Metrolink line in 2013 and other infrastructure, as well as the long term focus on regeneration, has seen neighbourhoods in East Manchester re-energised. This has resulted in the creation of new workplaces and the establishment of new housing markets which respond to the lifestyle choices of those wanting to stay and migrate into the City. This has also contributed to a positive change in the demography of the City, from an ageing one into one of the youngest and most dynamic cities in Europe.

Over the last twenty years new business parks, new industries and a significant number of new homes have been created in East Manchester. Every part of the area has benefited from the renewed confidence in the area. A number of factors have acted as a catalyst this transformation: the success of the Etihad Campus; the long term investment in infrastructure and land assembly; the retention and better use of the area's natural and man-made assets; and, its other significant locational advantages. The Ancoats and New Islington neighbourhoods have been a tangible beneficiary of these factors being located close to the City core. However, other neighbourhoods such as Beswick, West Gorton, Openshaw and Miles Platting have gone through, and still are going through, very major transformational regeneration change.

Manchester Life

Ancoats and New Islington on the eastern edge of the City Centre are two neighbourhoods that have been the subject of two long term regeneration programmes since the late 1990s/ early 2000s. The economic recession of 2008 / 2009 had a significant impact on the delivery of these programmes with commercial and residential development stalling for a number of years due to the lack of availability of finance from lending institutions.

In 2014, ADUG expanded their interests in Manchester through the establishment of a new commercial joint venture with the City Council with the purpose of playing a part in the Council's wider residential strategy for these neighbourhoods. Manchester Life Development Company Ltd (Manchester Life) was established to deliver predominantly new homes in an eastward expansion of the City Centre, with the focus of investment initially being in the Ancoats and New Islington neighbourhoods, and with the ability in the medium to longer term to expand further eastwards towards the Etihad Campus.

Manchester Life combines the best of public and private sector expertise to set a new benchmark for residential property development in Manchester by planning, financing, developing and managing a portfolio of high-quality homes for private rent and private sale. The Company was established to expand the lifestyle choices available to existing and new Manchester residents, meeting a need for centrally located, stable, well-managed rental accommodation in addition to apartments and town houses for sale.

New planning frameworks for Ancoats and New Islington have been developed, place-creation has been championed, along with new place management arrangements which are now being instigated. Manchester Life has worked closely with the City Council and other local developers to foster a collaborative approach to placemaking. An important part of the placemaking strategy has been to target local and independent operators for the portfolio of ground floor units. This has been a successful strategy, resulting in a range of independent bars, cafes and restaurants now in operation and attracting people to the area. These activities have all been coordinated and choreographed to underpin the expansion of the City Centre eastwards with the clear objective of creating successful mixed use residential led neighbourhoods

Since the completion of Manchester Life's first scheme, Cotton Field Wharf, in late 2017, the pace of change in this area has been rapid. To date, Manchester Life has delivered 659 build to rent homes and 31 homes for sale and is on site with a further 565 homes across four schemes. Manchester Life's investment, including the conversion of two listed buildings, has transformed this area and cemented Ancoats and New Islington as neighbourhoods of choice. In terms of the properties that are rented, Manchester Life offer a minimum tenancy term of one year up to a maximum of three years. The initial take up has predominantly been limited to one year tenancies; however, over 80% of the tenants renewing for a subsequent term are electing to take longer tenancies up to 3 years at renewal. The average age of residents is within the 27 -34 age range with the youngest tenant aged 18 and the oldest 50 plus. The tenants represent a huge range of occupations from administrative roles, shop workers, solicitors, doctors, architects, teachers and retired downsizers.

Manchester Life's success alongside others means the time is right to look at the mix of housing that is appropriate for the next phase of development, including what proportions of social affordable and high value housing are needed to underpin a balanced and self-sustaining community. Manchester Life has recently entered into a Memorandum of Understanding with Great Places Housing Group to collaborate on master planning and land assembly to deliver affordable housing in a range of different ways and tenures. This will help to ensure further phases continue to play a key role in meeting the City Council's housing policy objectives, particularly around affordability

Progress from 2017 onwards

Since 2017 a number of key opportunities that were identified within the 2017 Eastlands Regeneration Framework have progressed. These include:

- Manchester City Council completing the acquisition of the highly prominent and strategically positioned 10.5-acre former **Central Retail Park** on Great Ancoats Street within New Islington in early 2018. Demolition of this site will be completed by the spring of 2019.
- Using land predominantly owned by the City Council and TfGM between Pollard Street and to the Ashton Canal Corridor, bisected by the East Manchester Metrolink line, and incorporating the New Islington tram is now being brought forward for commercial development. A scheme known as **MXM**, has

been developed by General Projects, which encapsulates the latest thinking in providing a range of flexible workspaces for businesses which have been identified as drivers of the new economy, such as creative, technological and scientific.

- **Holt Town** has experienced significant growth in the reuse of existing mill and light industrial space to support the growth and expansion of businesses who operate within the creative, digital and tech sector. The pricing of these buildings has been key to attracting these businesses.
- Community consultation has taken place and master planning work is underway led by the largest Registered Social Landlord operating in East Manchester - One Manchester - to establish a transformational programme for the **Beswick** estate in and around Grey Mare Lane. This work is principally focused on reviewing capacity and decant / demolition options for a predominantly residential scheme which will provide new affordable home, raises quality, includes open space, revised traffic circulation and amenity uses as well as making a more efficient use of land. The latter issue will help increase the area's provision of new affordable homes.

6 Ambitions for East Manchester

The Vision for East Manchester presented in Chapter 2 of this report is focused on building on the platform created by the successful investment in sports facilities, infrastructure and neighbourhood regeneration and capitalising on the eastward expansion of the City Centre.

This is consistent with the principal aims for the East Manchester area over twenty years of regeneration focus and will continue to accelerate and deepen the East Manchester regeneration journey and support inclusive growth.

Underscoring the East Manchester vision are a number of strategic ambitions which have consistently guided the ERF journey and continue to be applicable today. These are summarised and updated below:

Bringing sport, education and commerce together

The business of sport is one of the fastest growing sectors in the UK and across the world, outstripping national GDP rates. This is being driven by a diversifying sport, leisure and recreation market, combined with the rapid growth of the associated education sector. The combined strength of excellence, reputation and infrastructure in both sports and education provides a unique opportunity for Manchester to compete internationally amongst the world's top universities.

The opportunity has been identified and continues to be applied in terms of attracting new business partners, drive forward start-ups, attract new world leading sports organisations and forming a new sport, leisure and recreation economic cluster for the City and the north of England. There continues to be an opportunity to build on the presence of a leading higher education offer, existing elite and community sports facilities, the presence of a global football team and NGBs of sport, and the talent that both trains and works with those organisations.

In addition, there is potential to accelerate delivery of new commercial development that can exploit the presence of higher education and a strong research base along with Manchester's track record in industry, craft and making. Key to this requirement will be the availability of high-quality workspace which can meet a spectrum of end user requirements, as part of a commercial ecosystem.

Expand a world-class sports destination

The cluster of world class assets at the Etihad Campus continues to drive the opportunity to create a global exemplar. In line with established policy, this should also ensure:

- the greatest possible community access to sports facilities compatible with high performance training functions;
- expansion of opportunities for the training of high-performance athletes; protection of the long term expansion potential of the Etihad Campus; and,
- support for the retention of existing and attraction of new leading-edge sports events (spectator and participation) to East Manchester.

Destination leisure and recreation facilities

The development of leisure and tourism attractions has always been viewed as a key component of securing comprehensive development of the Etihad Campus. In this regard, attractions should be internationally distinctive and set new standards in terms of content, scale and customer experience. The facilities should be:

- differentiated from, but complementary to, the offer in the City Centre; offer new experiences and cater for all;
- offer an exciting experience that caters for all, including families, underpinned by a unique vision;
- generate a significant number of additional visitors to the Etihad Campus, per annum;

- offer a mix of world-class content that will animate the site all year round throughout the day and night time;
- maximise the opportunity for local people to benefit from the future success of the site; and,
- consolidate the Etihad Campus' role as a destination of national and international significance.

Capitalise on the regeneration investment made

The last twenty years' sustained regeneration programme has yielded measurable social, economic, educational and health benefits.

Over the next decade, there is an opportunity to capitalise on this success and the investment that has been secured to create places where people not only want to live and visit but work in increasing numbers - turning a full circle from where the East Manchester journey began.

In this regard, there is an opportunity to add significantly to the economic role of the area and provide new employment opportunities that will be accessible to East Manchester residents, growing skills development, connecting talent to jobs, supporting graduate retention and the attraction of talent to the City.

There is an opportunity to spread the effects of introducing higher education, into the Ashton Canal Corridor, helping to underpin the investments in sports, leisure and recreation through complementary commercial development, facilities and student accommodation.

There is an opportunity to introduce a wider choice of housing, underpinned by good schools, social and cultural facilities in order to create a successful and vibrant urban neighbourhood. Consultation is underway with existing residents in the Beswick neighbourhood around Grey Mare Lane, led by One Manchester, around the way in which the local community would like to see their area develop and improve. This could include additional new social and affordable homes across a range of property types to meet the needs of the local community.

Support Manchester's Green City initiatives

The comprehensive development of East Manchester will contribute significantly to Manchester's Climate Change Call to Action and commitments as well as its 'Green City' ambitions. An Environmental Sustainability Framework has been developed to support the vision for East Manchester. Consistent with the themes and objectives set out in the framework, development in East Manchester will continue to:

- reinforce the health and fitness focus of the Etihad Campus and its environs through facilitating cycling and pedestrian movement and community access to sports and recreation facilities;
- enhance the accessibility and utilisation of the area's blue and green infrastructure, in accordance with the aims and objectives of Manchester's Green and Blue Infrastructure Strategy;
- promote use of public transport;
- showcase best practise in green design and technology in the built environment;
- introduce energy efficient technology; and,
- lead in areas of environmental quality and natural resource stewardship.

The Etihad Campus also has the potential to lead in the provision of innovative waste management, water and energy strategies. New development should prioritise the establishment of coordinated strategies for minimising waste and conserving resources. The implementation of infrastructure that will support longer term objectives for waste and resource management at both site-specific and area-wide scales should be considered in the planning and delivery of projects.

Recognising that in November 2018, the Council committed to achieving Zero Carbon by 2038 and the important role that existing and new housing can play in delivering this commitment, an Action Plan will be developed later in 2019 to identify how the Council can support developers of market sale/ rent and those delivering affordable housing to work towards this goal.

Create a distinctive sense of place

The area covered by this Framework encompasses a unique collection of neighbourhoods. Particular development principles should include a unique mix of employment and residential uses to continue the transformation of the area, complemented by a full range of ancillary and appropriately scaled retail uses.

Particular development principles should include the following:

- a) A high quality and multi-functional public realm network that defines a distinctive character for both the Etihad Campus and the surrounding communities.
- b) Create a high-quality place with appropriate landscaping and street scape works to provide a competitive environment for offices and employment space.
- c) Celebrate the area's history and heritage, including the historic mills, Ashton Canal, the River Medlock, Philips Park and Clayton Vale promoting new green linkages throughout the area where opportunities exist.
- d) Establish a clear urban movement hierarchy capable of supporting new uses while sensitively incorporating parking and existing road and rail infrastructure.
- e) Focus on developing the immediate environs of Metrolink stations as high-quality places promoting a higher density of development.
- f) Ensure the area's regeneration acts as a catalyst for the ongoing regeneration of surrounding districts.
- g) Introduce public art to reinforce the Etihad Campus' unique identity within East Manchester and Manchester as a whole. It should reflect the importance of its history and as a place for community and sport.
- h) Developing creative solutions for addressing infrastructure challenges, such as the proximity of the gasholders, associated pipelines and existing road and rail infrastructure.

Deliver improved social and economic outcomes

A fundamental objective of the ERF will be its approach to securing improved social and economic outcomes across East Manchester. The reach and impact of the next phases of physical transformation and investment will be profound, contributing very significantly to the long-term task of considerably reducing the long-term impacts of the social and economic decline, which affected East Manchester in the latter half of the 20th Century.

This will be delivered through an implementation plan which encompasses the following:

- Empowerment of existing community and third sector organisations to drive and lead service delivery that will improve economic and social outcomes for East Manchester residents.
- Connecting local schools and local residents to the high-quality sports and leisure offer in order to improve health and well-being outcomes.
- New local employment and active recruitment and training initiatives and apprenticeships which deliver enhanced pathways to new jobs.
- Utilise local procurement and authentic, sustainable supply chains.

- Providing a high quality vocational and academic offer which caters for the needs of all young people and use sports and education to reach disengaged groups.
- Increasing and linking green space across East Manchester.
- Retention of existing residents whilst attracting new working households to live in the wider East Manchester area.
- Ensuring that new development is accompanied by robust proposals to protect and improve adjacent residential areas including robust transport proposals.
- Where needed in the area an unambiguous commitment to fund, independently to the Council and residents, the capital and revenue costs of a residential parking scheme.

7 A Strategic Framework for East Manchester

The ERF 2019 covers an extraordinary area with an ongoing opportunity to build on the vibrancy and success of the Etihad Campus, to continue the westward expansion of activity along the Ashton Canal Corridor, joining up with the eastward expansion of the City Centre and, critically to stretch the regeneration momentum eastwards beyond the Campus.

Its boundary remains largely consistent with that identified in 2017. This area stretches between the Etihad Campus, Beswick, Croft Street and Philips Park to the east and the City Centre to the west via the Ashton Canal, River Medlock and Metrolink corridors through New Islington, Ancoats, Holt Town and the Lower Medlock Valley.

The only variations relate to the incorporation of two significant sites on the eastern side of the Etihad Campus. The first site, the Riverpark Trading Estate that is home to the former Manchester Abattoir, lies to the north of Philips Park and Riverpark Road and to the north east of the Etihad Campus Commercial Zone (the northern part of that zone). Outline Planning Permission has recently lapsed on this site and it is therefore considered to be appropriate and necessary to recognise it as a next phase future opportunity. The inclusion of that area allows that opportunity to be considered as part of the comprehensive planning and regeneration of the wider ERF.

The second new area of opportunity is the Eccleshall Street site that is bounded by Clayton Lane, Ashton New Road, Crabtree Lane and the Aston Canal. The City Council has significant ownerships in this area. As such it has been already incorporated into the Clayton Housing Affordability Zone.

The Etihad Campus itself and in those neighbourhoods to the west and to the east of the Etihad Campus will have common themes based on assigning appropriate land uses across the area, to ensure a vibrant character of complementary development delivering:

- a new destination leisure and recreation complex on the Etihad Campus where residents and visitors will come to spend their time on leisure and recreation related activities;
- a home to new sports related businesses in a new “Sports-Tech” cluster for the city-region anchored at the Etihad Campus;
- world-class sports and leisure facilities on and off the Etihad Campus promoting positive health outcomes for residents;
- new commercial development opportunities that capture the wider benefits of economic growth within the core of the conurbation and of the new growth being promoted in and around the Etihad Campus;
- a diverse range of new homes in the area ensuring that affordability of these homes is at the heart of residential growth and a broadening of the area’s housing offer;
- a distinctive urban form; and
- a high quality public realm.

This update to the ERF, also recognises that the Etihad Campus sphere of influence extends beyond its current boundaries. This recognises and clarifies that the clear commitments of this ERF, to fully understand and mitigate the effects of major proposals as well as maximise the beneficial effects of the Etihad Campus’ success for local communities, are considered and applied across the full extent of its local sphere of influence.

The ERF area’s success over twenty years of regeneration, the enhanced attributes it now possesses and the strong growth trajectory of the City all position it as the ‘right place at the right time’ to support positive added value growth.

To be successful however the City will need to provide a housing offer that continues to grow in order to accommodate this economic growth as well as meeting the needs of existing residents. It also needs to grow in a manner that deepens and broadens the tax base of the City.

It is envisaged that the ERF area will accommodate a significant number of new homes over the next 15 years, for existing and future residents, to provide a range and mix of residential accommodation which includes both affordable and higher value homes to attract and retain residents at this end of the market.

In respect of the issue of affordability of homes for East Manchester residents and the residential strategy for the ERF area must ensure that the nature and form of new housing provision takes account of this situation – delivering a balanced range of housing types and tenures that operate at all price points and meet the needs of Manchester and its residents in the short, medium and long term.

In guiding that future growth over the next decade, the overall area should be considered as one in respect of the overarching strategy, land uses, critical infrastructure and phasing. However, each opportunity requires to be considered in terms of approach, depth of design, planning resolution and delivery.

Fundamentally every scheme must make a positive contribution to create a world class, sustainable place which all Mancunians can benefit from, with the requirement to make appropriate contributions to on-site and offsite objectives around a range of related topics including transport, remediation, affordable housing and infrastructure provisions, as referenced in Chapter 8 of this report.

8 Eastlands: Proposed Development Principles

Whilst the ERF covers a broad range of city environments, from existing housing and industry, underused and derelict land, world-class sports facilities, listed parks as well as historic mills and canals, it has been possible to identify an overall approach and a set of ongoing and overarching Development Principles which have been consistently applied. These are set out and refreshed in the remainder of this section and all future development proposals within the ERF area will be expected to contribute fully to the implementation and costs of delivering projects which fully align with these development principles.

Close working with local communities whilst the process of change and development proceeds. This relies on the buildings and places created being entirely relevant to those who will occupy them. It also acknowledges that regeneration is about people not just buildings. This aspiration applies to a broad spectrum of needs from young to old, buyers to renters, families to the elderly and single, employer and employee.

Creating excellent, sustainable neighbourhoods comprising: high quality homes, work places and other buildings; exciting and stimulating public facilities; and, spaces that engender a strong sense of place, community pride and longevity.

Wherever possible restoring, reusing and thereby **realising the huge potential of the remaining historic buildings, canals and river, streets, and parks** in order to create a future urban environment that is distinctive and characterful and will underpin a sense of place and community longevity. Proposals should work with these assets in order to increase their visibility and accessibility.

Responding to place, with particular regard to East Manchester's iconic assets and places including its historic mills, Ashton and Rochdale Canals, the River Medlock, Etihad Stadium, Philips Park, Clayton Hall as well as numerous local streets, places, industrial structures and other features that will help to define distinctive neighbourhoods and local relevance.

Deliver **high quality contemporary buildings** and places to enable the best of urban living and ensure the potential of local communities is realised. The use of contemporary design and construction techniques will also allow flexible buildings and high performance with regard to energy and operation.

Design solutions are necessary for creating an **enhanced street image** and for establishing an efficient and **attractive network between facilities** for vehicles, cyclists and pedestrians.

Alan Turing Way represents a highly visible frontage to the Etihad Stadium, the City Football Academy and other investments on the Etihad Campus which front this road. This should further develop through high quality architecture, public realm and tree planting in and around the Etihad Campus. Future development should consider inviting points of entry, and well considered visual and physical connections through the area.

To continue to support **high quality desirable places and destinations**, the ERF area must also continue to overcome problems caused by large isolated facilities, with large surface parking provision, and, ensure that an appropriate network and hierarchy of streets is created.

High quality community resources, surgeries, schools, shops entertainment and culture and public realm which reflects a growing population and needs and underpins a diverse community and economy. New schools and health facilities will be required, as will additional local retail, and other quality services along with high quality management of the place.

Create **spaces for all that are safe and secure**, that encourage community interaction, but also provide retreat and quiet from busy urban life.

Sustainable and resilient design which is fully **accessible and inclusive** and includes zero carbon homes with low energy and resource demand as part of the process of making housing affordable in the long term, creating cities of the future and delivering on Manchester's zero carbon and carbon budget commitments. The area should benefit from extensive **tree planting** and landscaping to emphasise the green character of the area.

Encourage **sustainable transport** through a range of measures including; car charging, bicycle facilities, well-lit streets and paths and access to the tram and other forms of public transport.

Resilient infrastructure with power, dark fibre and flexible energy sources that will ensure smart management of homes, businesses and neighbourhoods and flexible land use and occupation.

Varied massing and density responding to the local context:

- a) The dominant mill buildings will set the tonal height and massing for structures in Holt Town;
- b) The city centre fringe's scale of development with a density and massing that facilitates vibrant activity and a multiplicity of uses; and
- c) The tram system as an enabler of density and permeability and reducer of car usage.

There is an opportunity to create a **diverse, balanced mix of housing** across the ERF area. This will include broadening the values of new housing to include both higher value housing and also affordable housing, including provision that is accessible to those on low or lower incomes. New housing should meet the needs of both existing and future residents, support economic growth and support the delivery of sustainable neighborhoods where people want to live, work and spend leisure time.

Residential quality as a fundamental and an all encompassing foundation of stable and buoyant neighbourhoods, delivered in accordance with the Manchester Residential Quality Guidance.

A diverse workplace offer – from commercial development aligned to the new technology and sports, leisure and recreation cluster at the Etihad Campus, and elsewhere co-working, live-work spaces, serviced offices, traditional offices, light industrial space for manufacturing and processing, all accommodated within mixed-use environments in an appropriate neighbourly manner. This will be underpinned by an economic and demographic analysis.

This builds on the 2017 ERF formed around a number of consistently applied strategies:

Section 3 of this document has already outlined the City Council's Blue and Green Infrastructure Strategy, and the identified the important role that Manchester's Eastern Gateway will play in relation to enhancing the City's green and blue assets and improving quality of life. **The Medlock Valley and Philips Park** are core recreational spaces for East Manchester as well as the backbone for critical strategic footpath and cycleway provision. Philips Park is a listed open space with a high-quality environment and range of recreational facilities. It links directly to green spaces to the east that run in an unbroken chain to the Pennines along the Medlock. To the west, the green link is broken by the Etihad Campus and when it re-emerges, the quality is more urban and reduced. This section – the Lower Medlock Valley – is a key undeveloped asset, and one that can provide valuable direction for establishing a new character for the district and critical connections to the City Centre which will increase its use and perception as a city-wide asset.

The four objectives set out in the Council's Green and Blue Infrastructure will be applied to new development. In addition, three further specific goals are set for the transformation of the Valley:

- The appropriate ecological restoration of the river as an aquatic and terrestrial habitat.
- The attraction of increased people activity through the extension of continuous pedestrian and cycling trails connecting to the City Centre and the Etihad Campus and the creation of appropriate activity along the valley.
- The use of the improved valley lands as a 'front' for new development.

The improvement of the valley should be undertaken primarily for environmental and recreational purposes, and to enhance a natural asset, recognising that this can provide improved property value, provide an 'address' and a consistent sense of place deep into the Ashton Canal Corridor extending to the City Centre and through the Etihad Campus to Philips Park and beyond.

The development of the HS2/ Northern Powerhouse Rail station at Piccadilly will have a transformative impact on the City, opening up new business and development opportunities. Delivery of the Council's HS2 SRF will restructure road and open space patterns in the area, between the new station and Great Ancoats Street, improving the connection between the Ashton Canal Corridor and the City Centre. Specifically, the new road patterns will provide the potential for a clear and attractive route between the Lower Medlock Valley and Holt Town to the City Centre which does not exist today.

Future development should be designed to engage with Philips Park and the Medlock River Valley. This will ensure a close relationship with the new neighbourhoods. An overarching strategy for the Medlock River Valley would ensure the best of the valleys potential is realised for existing and new residents and that landowners understand their obligations in contributing to the creation of an enhance park system. **The Ashton Canal** mirrors the route of the tram and is a primary route through the historic core and high-density neighbourhoods of the ERF area. It is another critical spine of the public realm structure, tying pedestrian and cycle routes east to west. The density of the canal corridor demands a significant upgrade in public realm adjacent to the canal – high quality lighting, security systems, additional bridges and access points as well as new links to neighbourhoods, both north and south.

New development should:

- Promote connectivity to the canal through additional access points down to the canal towpath;
- Provide activity and natural surveillance;
- Improve the quality of the canal towpath to increase the effective width for pedestrians and cyclists; and
- In addition, there are important opportunities at the Beswick Street and Carruthers Street bridges for café style activity to animate these sections of the canal;

The canal routes should be treated as key linkages as well as leisure and amenity resources. They are a character feature and opportunity to create a special setting for new buildings.

Where the Ashton Canal crosses into the Etihad Campus, a landscape design could improve the connections to the Lower Medlock Valley and New Viaduct Street and provide an attractive setting for the dramatic confluence of canal, river and road that occurs there. The extent of works required will require a comprehensive use and design strategy, an implementation strategy that clearly sets out the contributions required of landowners and developers, and a management and maintenance strategy that deals with the upkeep of the public realm and waterways.

Impact on the Community – a fundamental principle of the ERF is to ensure that new development areas are fully integrated with existing communities. This is both in terms of physical connections and the creation of inclusive and accessible buildings and places, as well as functional connections including employment and training initiatives, all as part of an overall requirement to maximise benefits for local communities. As part of planning applications, the potential impacts of new development on existing communities will need to be fully assessed and commitments to requisite levels of mitigation identified.

Parking & Transport - transport proposals will be required which demonstrate the robustness of all plans, and these will include an unambiguous commitment to fund, independently of either the City Council or residents, the capital and revenue costs of an enhanced residential parking scheme.

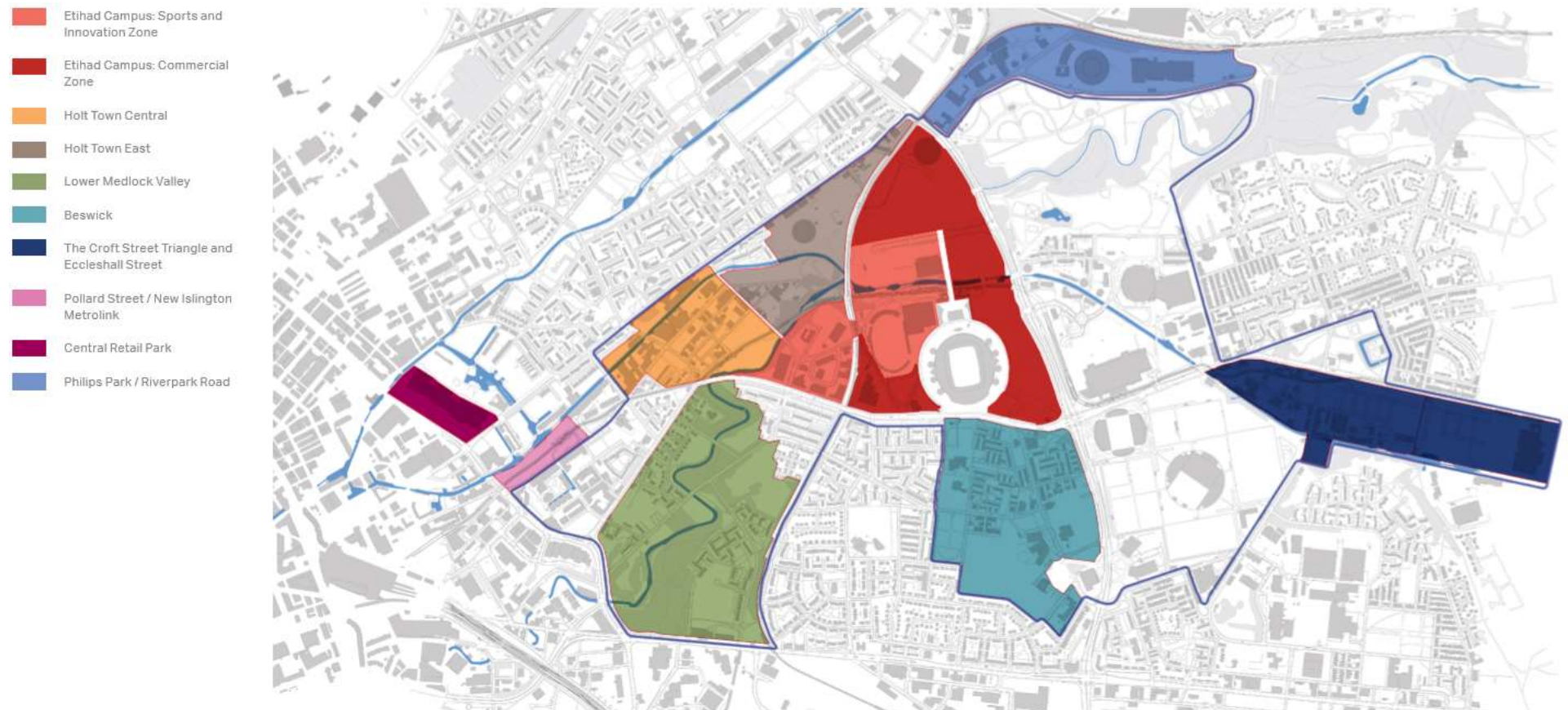
Utility Infrastructure - considerable investment in supporting infrastructure is required across the area. In particular, upgrades to the electrical supply system to provide for development and a growing population will need to be implemented.

A range of power solutions - will establish a robust power supply network, including a micro grid across key areas. Sustainable infrastructure solutions will anticipate developments in low carbon supply.

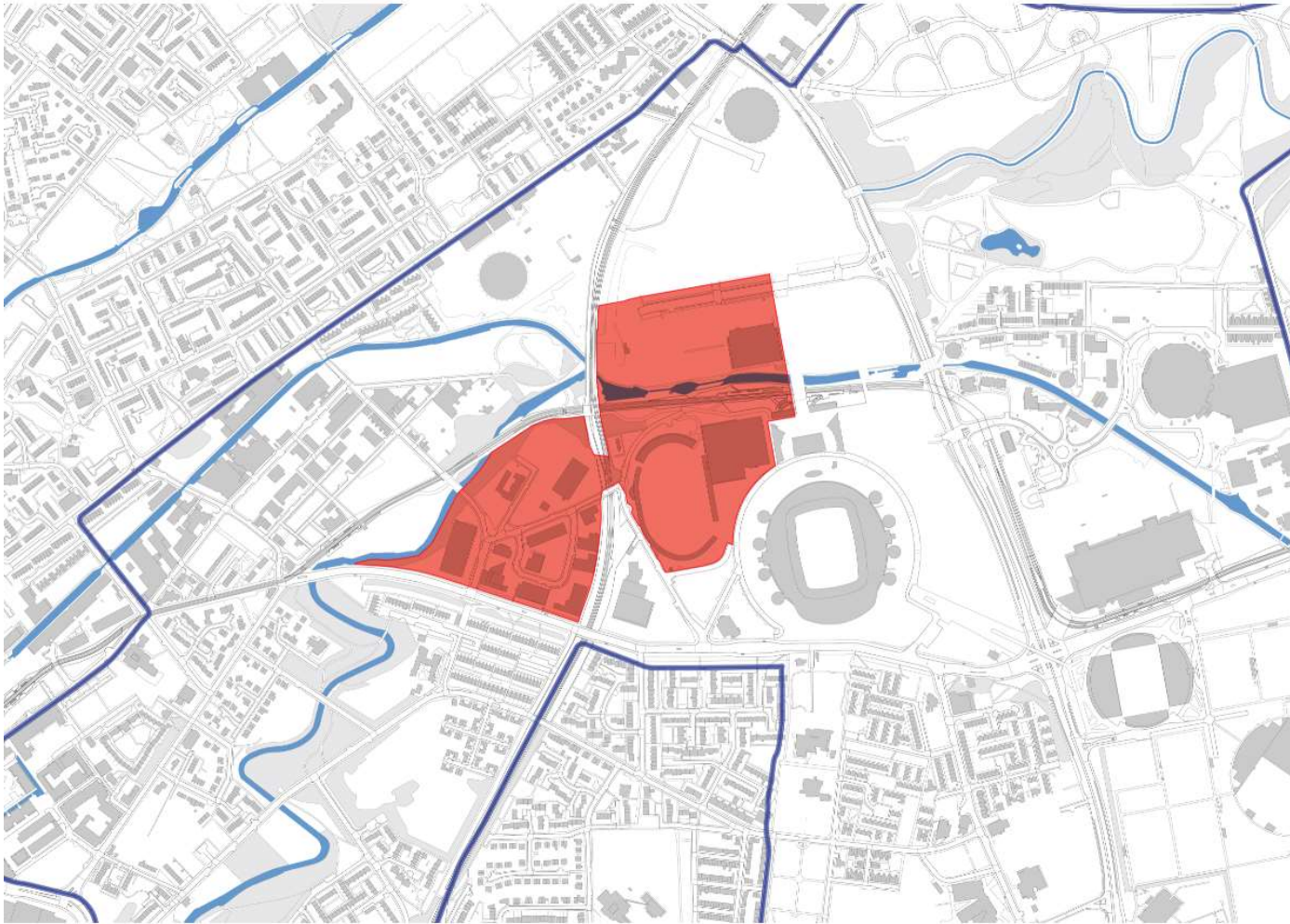
9 Eastlands: New Opportunities

This section of the report describes the areas of focus for the next phases of regeneration across the ERF area and considers key issues and opportunities that will be key to the consideration of proposals as they come forward. Together with the guidance set out in previous sections of this report, it also provides a basis upon which more detailed Development Frameworks and associated masterplans can be prepared for strategic sites, in partnership with those landowners and developers who will actively promote development.

Figure 9.1: Eastlands: New Opportunities - Key Sub-Areas



The Etihad Campus Sport & Innovation Zone



The Etihad Campus Sport and Innovation Zone is centred to the north and south of the Ashton Canal to the north west of the Etihad Stadium adjacent and encompasses the existing Regional Athletics Centre, the indoor training centre, the National Squash Centre and the Regional Tennis Centre. The Sport and Innovation Zone spans across the existing railway line into the Edwin Road Industrial Estate, connected via an existing bridge. This part of the Etihad Campus can accommodate new higher education and support facilities, new student accommodation and a diverse range of commercial workspace and office requirements.

This area will be home to the Manchester Institute of Sport, a new higher education institution promoting learning, research, development and innovation in the world of sport that will attract the best academic, graduate and post-graduate talent in this field. The Council is working with a range of local, national and international partners and Manchester Metropolitan University, to realise a compelling Academic Vision for the Manchester Institute of Sport, which will include post-graduate and research activities as well as providing a range of undergraduate programmes.

The Manchester Institute of Sport will embed students, graduates, apprentices and executive learners amongst world-leading facilities at the Etihad Campus to benefit from the best available practice-led education and research. In order to ensure that innovation and research activities from the Institute of Sport can be translated into opportunities for young people and entrepreneurs to develop their own businesses, products and services, affordable incubator and small-scale workspace should be developed within this campus environment with appropriate access to business-support services to allow viable propositions to develop.

Separately, the identified need to accommodate additional office space for NGBs who wish to relocate to the Etihad Campus, has identified land adjacent to the National Squash Centre as a potential location. A number of existing NGBs are located in facilities across the Etihad Campus as a legacy from the success of the 2002 Commonwealth Games, which has built up the City's elite talent base (including the HSBC National Cycling Centre, National Taekwondo Centre, National Speedway Stadium and Regional Basketball, Squash and Tennis Centres).

Recently, following a competitive bidding process, Rugby Football League (RFL) has decided to relocate its HQ to the Etihad Campus. There were several reasons for the RFL's decision to relocate, including the ability to work closely with existing and future sporting organisations at the Etihad Campus together with proximity to the MIHP and the future Manchester Institute of Sport.

The Etihad Campus partners have explored the appetite from other key NGBs and sports organisations from across the country to have a presence on the Etihad Campus. There is a real opportunity to create a flexible office base at the Etihad Campus which may either be used as a hub or on an ad-hoc basis by partner NGBs. This proposal is supported by Sport England which understands the importance of collaboration amongst its organisations and will enhance the vision for the Etihad Campus of being the epicentre of sport in the UK.

As part of the development of the Sport and Innovation Zone, there is the opportunity to improve and enhance National Squash Centre and the Regional Athletics Arena. Some key works include the renewal of the running track and improvement to changing and spectator facilities for the Outdoor Arena.

In addition, the Sport and Innovation Zone will provide the following:

- Accommodation which is inspirational for young people and sports professionals.
- The Institute of Sport and NGBs with shared use of existing sporting facilities, underpinning the viability and use of existing facilities.
- Shared meeting, workspace and catering facilities to facilitate knowledge-sharing and partnering in a 'where sports meet' hub.

A draft framework masterplan for the Sport and Innovation Zone sets out a number of options for the future development of the Edwin Road Industrial Estate area to provide up to 1,000 student accommodation bed spaces together with the potential for providing a modest amount of accommodation for athletes, subject to further consultation with existing and future NGBs. The proximity of the student accommodation to the Manchester Institute of Sport will provide a safe and attractive campus environment and the intention is for the area to have priority for pedestrians and cyclists. The options show a variety of traffic calming proposals, all of which include a proposal to stop up New Viaduct Street to create a safe link between the academic and sports facilities around the Etihad Stadium to the student village area.

In order to ensure that innovation and research activities from the Manchester Institute of Sport can be translated into opportunities for young people and entrepreneurs to develop their own businesses, products and services, affordable incubator and small-scale workspace should be developed within the

Sports and Innovation Zone, with appropriate access to business-support services to support business growth, talent retention and the development of a dynamic eco-system.

There is significant scope to deliver an integrated scheme centred on both high quality, affordable accommodation for students and young people along with managed workspace which supports spin-out and start-up businesses. This will underpin the shared ambitions for the Etihad Campus, ensuring that the Manchester Institute of Sport will be globally competitive attracting the best academics and students.

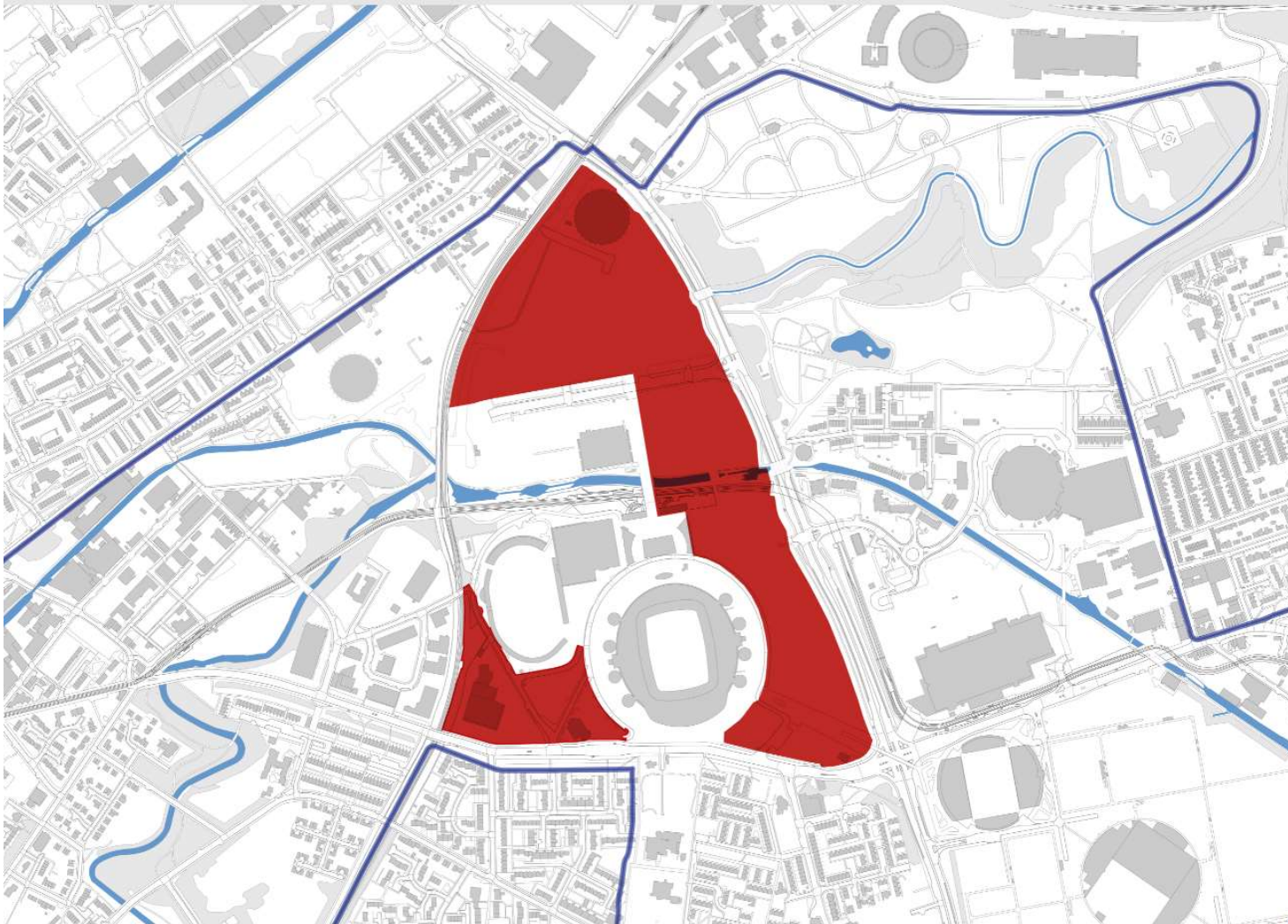
Conventional models of live and workspace are changing, and the Sport and Innovation Zone should be at the forefront of new thinking so that innovative live and work developments which remain affordable, especially for young people, can be developed. There is an opportunity here to partner with progressive RSLs to ensure that new provision is made for affordable accommodation which will be attractive to young people from all backgrounds creating new opportunities for business incubation and diversification of the local economy.

A Development Framework for the Sport and Innovation Zone will be established, building on the options set out in the framework masterplan. The Development Framework should ensure that new facilities will be accessible to residents and visitors from the wider region and easily accessible from the tram stops at the Etihad Campus and adjacent areas.

The development of the Sport and Innovation Zone will deliver an improved environment along this section of the recreational route, enhancing the green and blue links from the Etihad Campus into Holt Town and through to the City Centre. The Development Framework will identify desired traffic calming measures, including proposed road closures, particularly to New Viaduct Street, which will improve the safety and environment of the proposed Sport and Innovation Zone.

Development on the north side of the canal should establish a new level of activity to this part of the Ashton Canal and help animate this area throughout the year and on non-match/ event days. This may require the relocation of the gas supply network that traverses the site and remediation is likely to be required to bring this development forward.

The Etihad Campus Commercial Zone



A consistent long term strategic ambition for the Etihad Campus which has been articulated in successive strategies has been the need to diversify the pattern of uses on the Etihad Campus, create a wider profile of activity day by day and all the year round and fully exploit the latent economic capacity of the Etihad Campus as a whole. This would maximise the destination role of the Etihad Campus and drive investment and job creation not only for East Manchester but for the City as a whole.

The changing economic and demographic profile of the area has led the Etihad Campus partners to consider the potential for commercial offices to the east of the Etihad Stadium, whilst maintaining vistas to the iconic Etihad Stadium.

This is likely to be based upon:

- Creating a specification of product which is attractive to sports-related occupiers who are drawn to the Etihad Campus by anchors such as City Football Group, the Manchester Institute of Sport and NGBs;
- An emphasis on the development of a sports eco-system which provides shared services, amenity facilities and an active management approach to develop tenant communities;
- Attraction of an initial significant occupier to complement the presence of the Institute of Sport and the existing and future sports and entertainment organisations located at the Etihad Campus;
- Securing an investor with a patient approach to capital investment with rental yields likely to increase over the medium term; and
- A robust and compelling branding and marketing strategy which establishes the Etihad Campus as a centre of national and international significance for sports and entertainment related businesses and organisations.

The ERF should continue to allow for commercial space to come forward in this location and allow for the opportunity for sports-based businesses to locate here particularly when the Manchester Institute of Sport is completed.

In addition to providing new commercial development opportunities on the Etihad Campus to provide the opportunity to develop a new Sport Tech cluster for the City there has also been a long term ambition to deliver a destination leisure and recreation offer as part of a diversified pattern of economic uses on the Campus. This ambition, now aligned with the proven resilience of the Etihad Campus' transport capability, the increasing proliferation of sports based activities and the growing global recognition and success of Manchester City Football Club have become powerful influences on a number of international entertainment operators and investors who have now identified the Etihad Campus as an option for creating new facilities to respond to what they indicate are strong market opportunities to further serve the City and the wider region.

One such opportunity is a new large indoor arena (with a capacity in excess of 20,000 spectators). International investors and operators see Manchester as one of the few cities in Europe with the ability to successfully host more than one large arena. It is known that these investors are evaluating locational options and are addressing the detailed business case for such an investment with a view to selecting a site and bringing forward detailed development proposals later this year.

This and other facilities including a multi-plex cinema, an expanded food and beverage offer, and hotel development are seen by investors and operators as being potentially viable propositions given the changing and growing market for entertainment activities.

The trends show that live entertainment has seen significant growth over the last few years. Most if not all forecasts show continuing and significant growth in live music and entertainment. To put this into perspective, across 69 venues surveyed in Europe, over 32 million people attended arena shows in 2016. The UK and Ireland led this figure, making up over 11m attendances alone.¹⁵ Of these, almost 40% were attending music concerts, with sports as the next leading category with 31.7% of tickets.

¹⁵ IQ Magazine (2017)

The live music industry in the UK is also growing. In 2016 the sector was worth £80m in exports and £1bn in total GVA contribution.¹⁶ This was up on 2015 when the sector was worth £57m in exports and £904m in GVA contribution.¹⁷ Employment figures also grew from 25,150 people in 2015¹⁸ to 28,538 people in 2016.¹⁹ In the UK, major events (those with crowds of over 10,000) generated £2.2bn and supported over 21,000 jobs during the four years after the 2012 Olympics.²⁰

Manchester as a music industry centre underlines this potential. There is also very strong international interest in the UK market for sports and entertainment-based activities (including Manchester). Experience elsewhere also suggests that if Manchester is to fully achieve its potential as a world class entertainment venue it will require facilities with the necessary flexibility to be able to embrace different venue configurations for live events including sports music and family shows; as well as facilities which respond to new hospitality demands and a requirement to meet changing visitor and artist expectations.

While the provision of an arena could add significantly to the regeneration and local employment potential of the Etihad Campus and to the wider priorities for East Manchester, it is recognised that the Etihad Campus will be judged against the availability and suitability of other sites.

It is also recognised that any planning proposals will need to be accompanied by a detailed Business Case explaining the overall benefits and market case. It will be for the promoters of a scheme to bring forward the detailed evidence to demonstrate the realism and sustainability of such an investment as well as the robust case underpinning the location all of which will be at the heart of a detailed and balanced assessment of the planning and development case which would need to be undertaken at the appropriate time by the Local Planning Authority.

Similar criteria, in accordance with the requirements of planning policy, will apply to other entertainment facilities coming forward for the Etihad Campus which may become the subject of a planning application.

Any such planning applications would have to address detailed transport impacts and would need to be accompanied by detailed proposals for the management of the network (and any necessary modifications) to sustain the demands for different facilities cumulatively and at different times of the day. There would also need to be detailed consideration given to the development of a new operational platform for the Etihad Campus not only to fully maximise efficiencies and functionality but to create an integrated approach to programming.

Of paramount concern to the Council and residents will of course be the need to protect and enhance amenity in adjacent neighbourhoods to the Etihad Campus. If proposals for facilities are brought forward which are likely to generate significant increased demands on the transport network it will be essential that detailed proposals are also brought forward for the implementation of a controlled parking scheme with a coverage to be agreed by the Council following consultation with residents and businesses and with the costs of provision and operations underwritten by commercial third parties rather than directly by the Council.

Subject to the above it is considered that the opportunity for an indoor arena within Manchester based on the Etihad Campus, along with the provision of other entertainment facilities should be allowed for in the next phase of development opportunities subject to detailed appraisal and analysis.

¹⁶ UK Music (2017)

¹⁷ UK Music (2016)

¹⁸ Ibid.

¹⁹ UK Music (2017)

²⁰ London and Partners (2016)

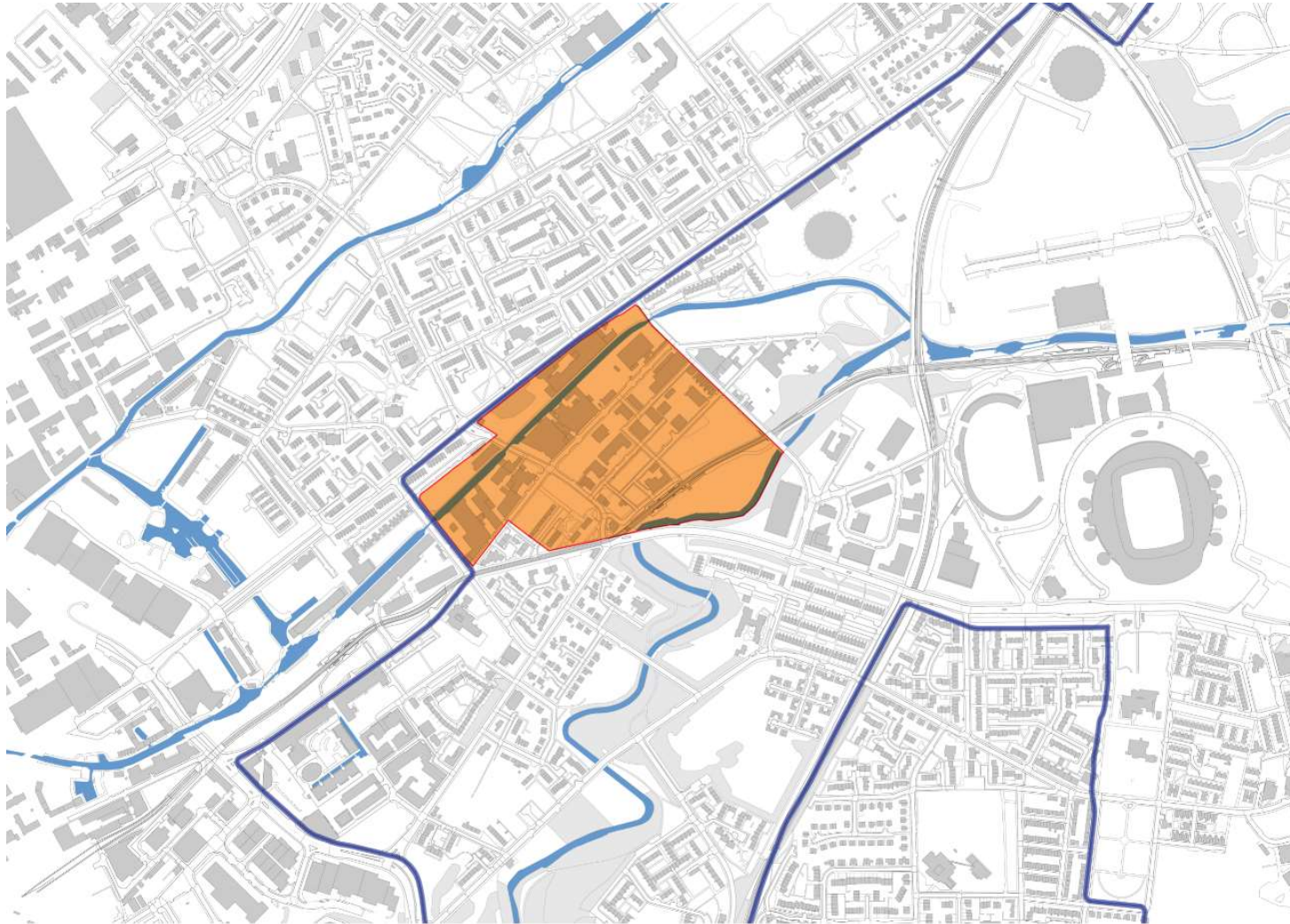
In addition to the above opportunities, this area already benefits from an extant planning permission, granted in February 2014, to extend the Etihad Stadium and increase capacity from 47,670 to 62,170 on matchdays, and up to 63,834 for concerts. To date, the south stand extension has been delivered increasing capacity by 6,250.

The introduction of committed and proposed developments could, subject to further analysis, transform the vibrancy of the Etihad Campus on non-match and Stadium event days.

This could also bring about the opportunity for Manchester City Football Club to review its requirements for an expanded and improved retail store facility (in line with requirements from a new sponsor partner) combined with an improved visitor attraction 'City Experience' sales base and refreshed customer services centre.

In terms of open space, the River Medlock Valley runs right through the site and development of the car park area north of the stadium will provide an opportunity for a strong green pedestrian and cycle linkage as well as acknowledge, in landscape terms, the buried river in the culvert below.

Holt Town Central



The Holt Town Central area is located between, and connects, the Etihad Campus and the Ancoats and New Islington neighbourhoods. As such, it has long been regarded as the “missing link” in the regeneration of the Ashton Canal Corridor from the City Centre to the Etihad Campus.

The Ashton Canal runs through this area and the River Medlock valley is located immediately adjacent - two major assets that can both frame and link together new development.

There is huge potential to improve the canal and the surrounding environment to enable greater links from the Etihad Campus into Holt Town and through to Manchester City Centre. Additional canal towpath access for cyclists and pedestrians is required, together with security and lighting improvements. New development has the potential to increase natural surveillance and add activity to the streetscape and towpath.

The East Manchester Metrolink extension has made Holt Town a highly accessible location. The Holt Town Metrolink stop provides a public transport gateway into the area and its introduction has already acted as a catalyst for regeneration and enhanced levels of activity and development interest.

The Holt Town Central site also benefits from an established road network and connections to important highways. Pollard Street and Merrill Street provide main routes through the wider Holt Town area, connecting the Etihad Campus to the City Centre and the surrounding area and there are ten bus routes within 400m of the site, which provide further sustainable transport options.

Density should be concentrated along the canal corridor and surrounding the Holt Town Metrolink stop in order to encourage sustainable transport choices, maximising upgraded connections to the City Centre and the Etihad Campus via the Ashton Canal towpath and the wider green and blue infrastructure network.

Density of development should be similar to that in the Ancoats area, allowing the existing mill buildings to be the dominant urban form. New development will not be allowed to exceed the 8 storeys datum without a planning and townscape justification discussed and agreed with the Local Planning Authority. Development should bring natural surveillance and new activity to the streetscape and towpath and should build on the existing gridded network of streets to re-establish Holt Town's urban grain and support a critical mass of new development around the canal and its listed buildings.

The ERF 2017 set out Holt Town as a mixed-use neighbourhood anticipating higher density residential uses including family homes across a range of price points and tenures, employment space for a wide variety of businesses from "makers" to tech entrepreneurs, with local retail and services to support the wider area, making maximum use of the proximity to the Holt Town Metrolink stop.

Existing businesses compatible with a mixed-use neighbourhood who wish to invest in their premises and expand their workforce will be encouraged and supported.

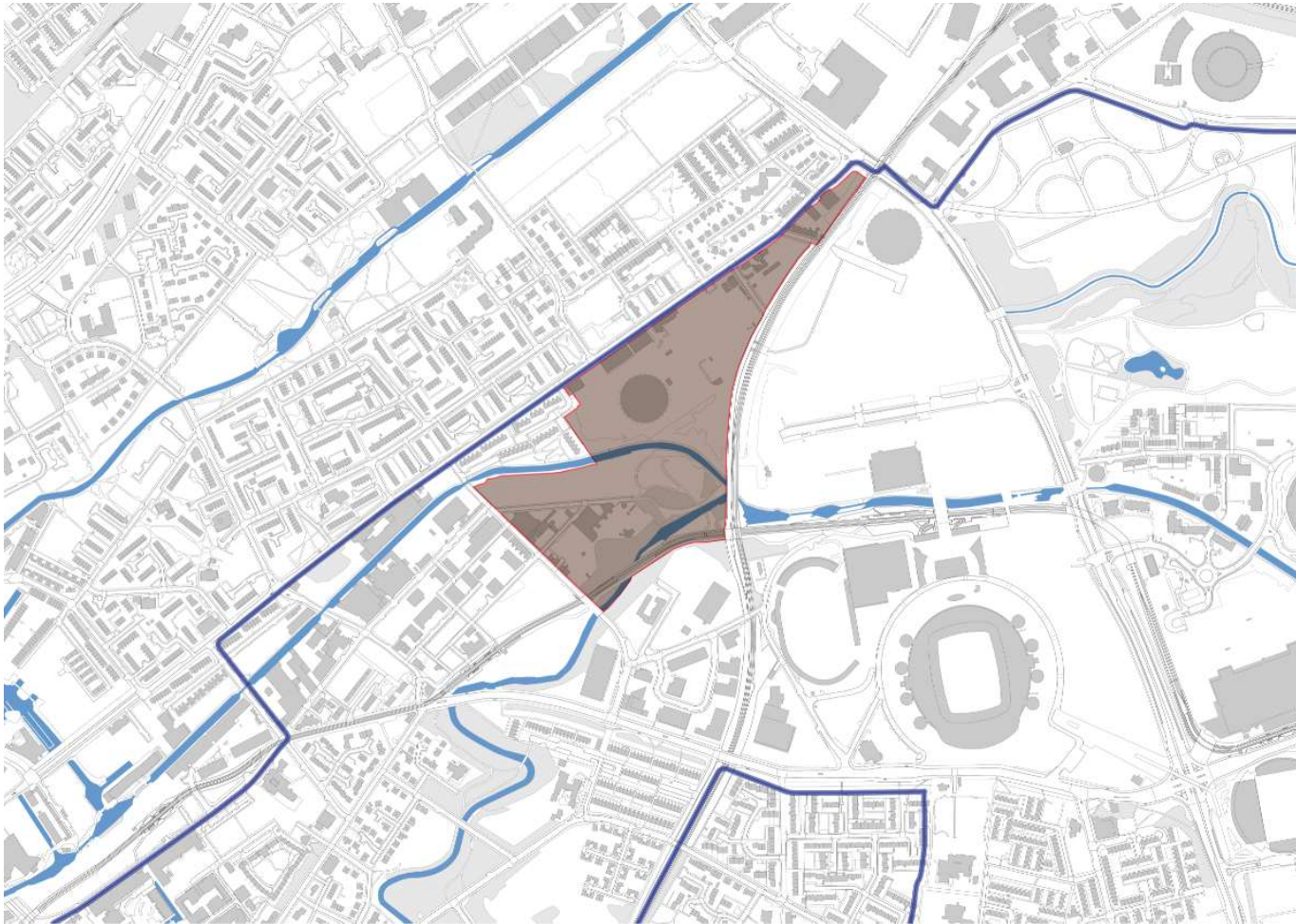
Consideration will need to be given to the location of facilities such as health-care, schools and retail to support the existing and growing community in the Holt Town neighbourhood.

The extraordinary listed former mill buildings offer significant potential for commercial, residential and cultural uses, creating a neighbourhood of character, similar to Ancoats, which is now well established as a residential and commercial neighbourhood of choice.

Additional canal and towpath access for cyclists and pedestrians is required, together with security and lighting improvements. Regeneration of the area will be underpinned by the reuse and preservation of historic mill buildings fronting onto the canal. Infill developments on adjoining sites should be of a scale and character to complement these buildings, reinforcing the respective identities of the old and the new. Development should bring natural surveillance and new activity to the streetscape and towpath, and should build on the existing gridded network of streets to re-establish Holt Town's urban grain and support a critical mass of new development around the canal and its listed buildings.

Significant interventions will be needed to create the right context for investment in the creation of sustainable mixed-use neighbourhoods. It will require collaboration between landowners as ownership is fragmented, and there is a risk of inappropriate, piecemeal development. It is critical that comprehensive and coherent approaches are taken to create development opportunities of appropriate scale that will contribute to place-making and provide adequate solutions to issues such as car parking and amenity space. The Council will play a central role in ensuring a coherent approach is brought forward to the development of this part of the Eastlands area. Given the fragmented ownerships within Holt Town area the City Council will consider using its Compulsory Purchase powers should they be required. The use of such powers would be the subject of a separate approval by the City Council.

Holt Town East



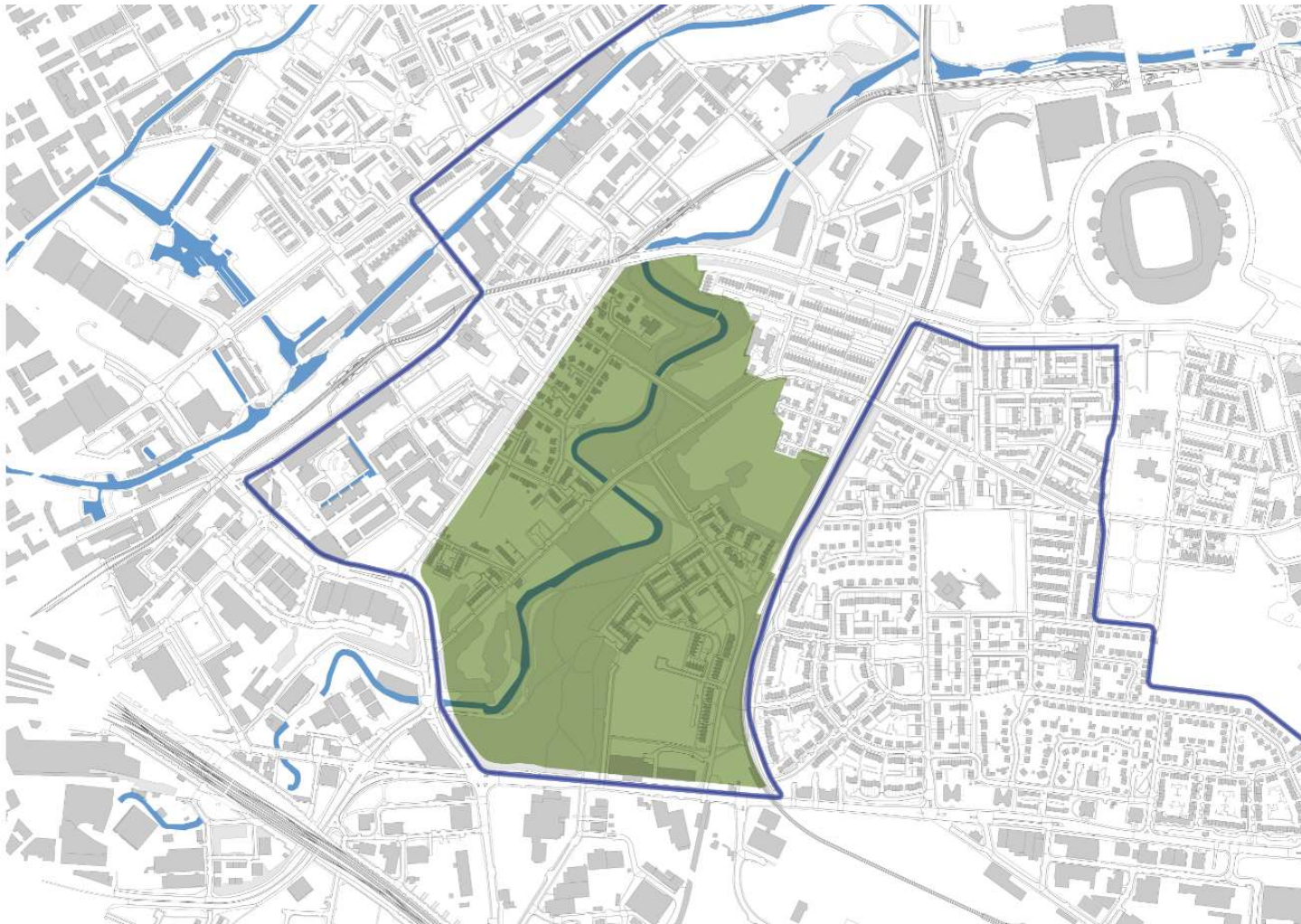
Where the Ashton Canal meets the Etihad Campus, the land is owned by a limited number of landowners, including the Council, and Transco National Grid. Discussions with both Transco and other significant private landowners is ongoing and have been prioritised in order to inject pace into the land assembly process.

It is critical that comprehensive and coherent approaches, which may involve collaboration between adjacent landowners, are taken to create development opportunities of appropriate scale that will contribute to place-making and provide adequate solutions for issues such as amenity space. The significant areas of open space should be sensitively developed to create additional residential-led mixed-use development.

Existing residential areas should be sensitively integrated into the new development areas. Poor neighbour land uses will be required to be relocated and much of the land in the area remediated. As such significant decontamination costs and costs associated with business relocation or extinguishment of bad-neighbour uses are anticipated. Costs associated with bringing forward development will need to be shared by the parties if they are to participate in development going forward or reflected in the price agreed for any transactions.

Additional canal towpath access for cyclists and pedestrians is required, together with security and lighting improvements.

Lower Medlock Valley

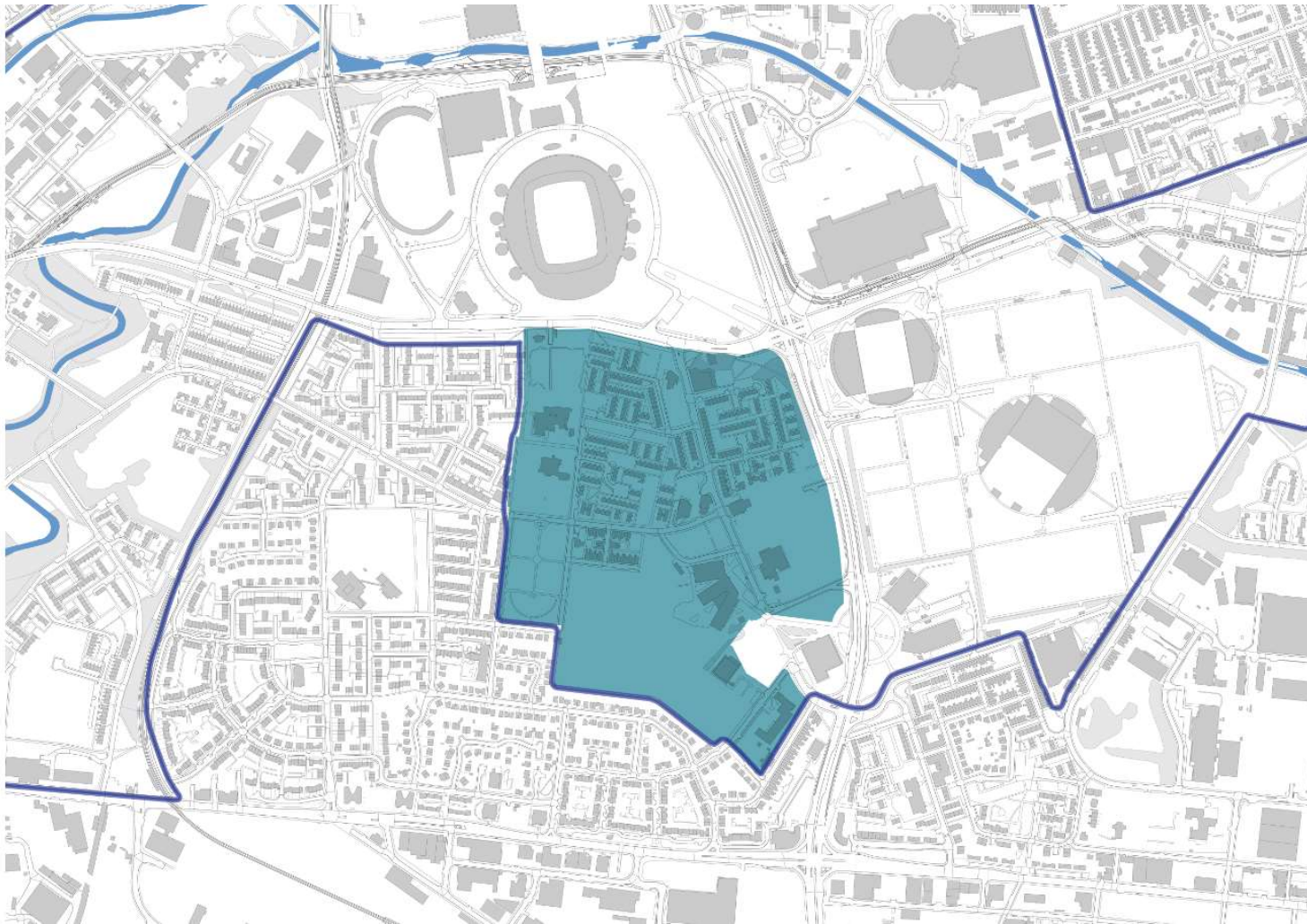


Sitting in close proximity to Piccadilly Train Station, which in itself is anticipated to benefit from the arrival of HS2 and Northern Powerhouse Rail (NPR) over the next 15 to 20 years, the Lower Medlock Valley offers the opportunity to create a new residential district, rejuvenating the river valley environs. In the context of the expanding city centre, and the arrival of HS2 and NPR, the land to the west of the River Medlock should come forward as primarily higher density family residential mirroring the typology found in the recent Ancoats developments. An urban feel to the street patterns and materials will recognise the proximity to the City Centre.

New residential development should seek to create a new urban setting for the River Medlock Valley and to extend the scale and density of development currently found north of Every Street. It is proposed to achieve this by developing on land between Every Street and Palmerston Street, with priority on residential development that combines a range of housing types, including townhouses and apartments.

The transformation of the Lower Medlock Valley into a highly valued new neighbourhood will entail a full appraisal of its existing ecological and environmental assets and an understanding of the water and flood management considerations. Interventions into the area will include new access routes and pathways (including pedestrian bridges) and other measures to create a safe and highly valued neighbourhood.

Beswick



Grey Mare Lane is a principal route and spine road within this area. In recent years the southern end of Grey Mare Lane has already been transformed through a programme of community education, sports and leisure facilities.

Moving north along Grey Mare lane, the area is characterised by largely residential development, infill sites and community uses. It has the potential for further investment both in the improvement of existing homes and the delivery of new affordable homes or additional local facilities through the better

utilisation of vacant or underused sites. This would increase the range of residential development, including opportunities for local people to stay through provision of sufficient social rented accommodation as well as other forms of affordable housing for sale and rent, whilst also significantly enhancing residential amenity and the quality of place within this area.

In October 2017, the Council's Executive agreed to establish four Housing Affordability Zones, including Beswick, which have the potential to bring forward a significant number of affordable homes. There is also an opportunity to develop Grey Mare Lane as a 'High Street' with new homes, community facilities and shops, bars, cafes and restaurants (with licensing hours suitable for a residential neighbourhood)

The 2017 ERF suggested that One Manchester, the principal landlord for the Beswick estate, should be encouraged to take the lead in establishing a transformational programme for the neighbourhood in and around Grey Mare Lane. This work is now underway with master planners appointed to review options for a predominantly residential led scheme focussing on affordable homes.

This followed early consultation with local residents during 2018 to gather the views of local communities about the regeneration of the area and to inform future master planning options. The intended focus of the One Manchester work is to look at a mix of dwelling types including well planned apartments, town houses and family homes, with the design of the residential community planned around clear and safe pedestrian and cycle routes with parking carefully managed to maximise the quality and extent of shared landscaping spaces and play areas.

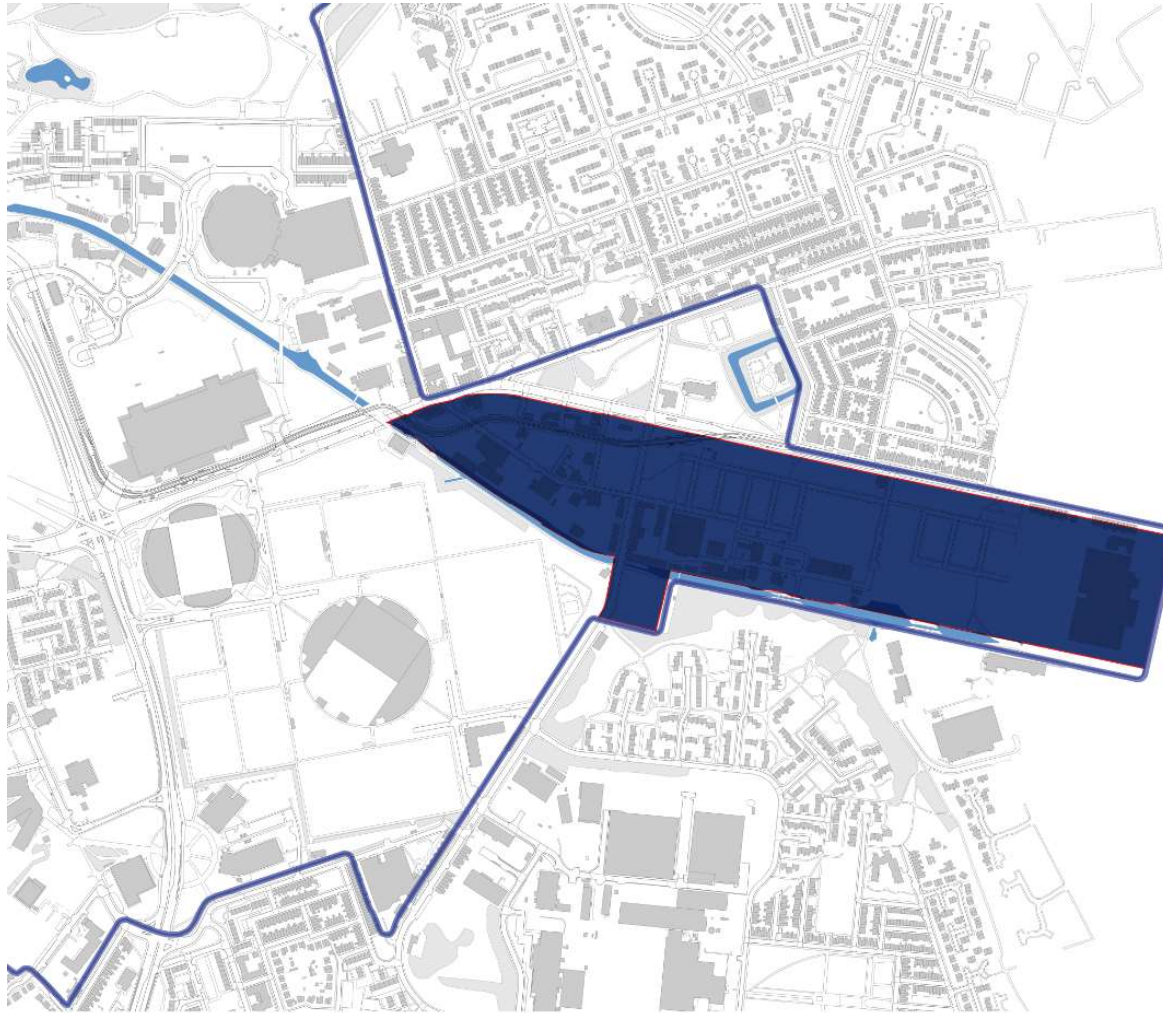
The former Greater Manchester Police HQ remains at the southern end of Grey Mare Lane. This site was identified for commercial office space with the ERF 2017. However, with the emergence of commercial office opportunities around the Etihad Stadium (identified within the Etihad Campus Commercial Zone section above), and within the Sport and Innovation Zone, appropriate uses would now be those which support the existing facilities in Beswick as a Sports Participation Hub, for use by the community, education and sports organisations and NGBs. Redevelopment of this site should strengthen the quality of uses and footfall within this area and support wider regeneration objectives.

In addition, there are two playing pitches to the rear of The East Manchester Academy (TEMA) which are likely to see some investment to accommodate increased usage by the Rugby Football League. The community access to these pitches will be maintained, with improved changing facilities included in the scope of works.

As density and population increases, any new proposals will need to carefully consider the capacity of, and access to existing social infrastructure including health, education and other community facilities, and ensure that appropriate provision continues.

Measure will be taken to protect and enhance the amenity of the existing and future population. As referenced in other sections of this document, this will include ensuring that residents parking and visitor parking is adequately provided for and that appropriate restrictions are applied on matchdays and other event days.

Croft Street Triangle and Eccleshall Street



This area extends eastwards from the Etihad Campus. Ashton New Road forms its northern boundary, a main arterial route into the City and the area is further bisected by Eccleshall Street and Oldfield Street which run east to west through the area. The Ashton Canal forms the southern boundary to the area.

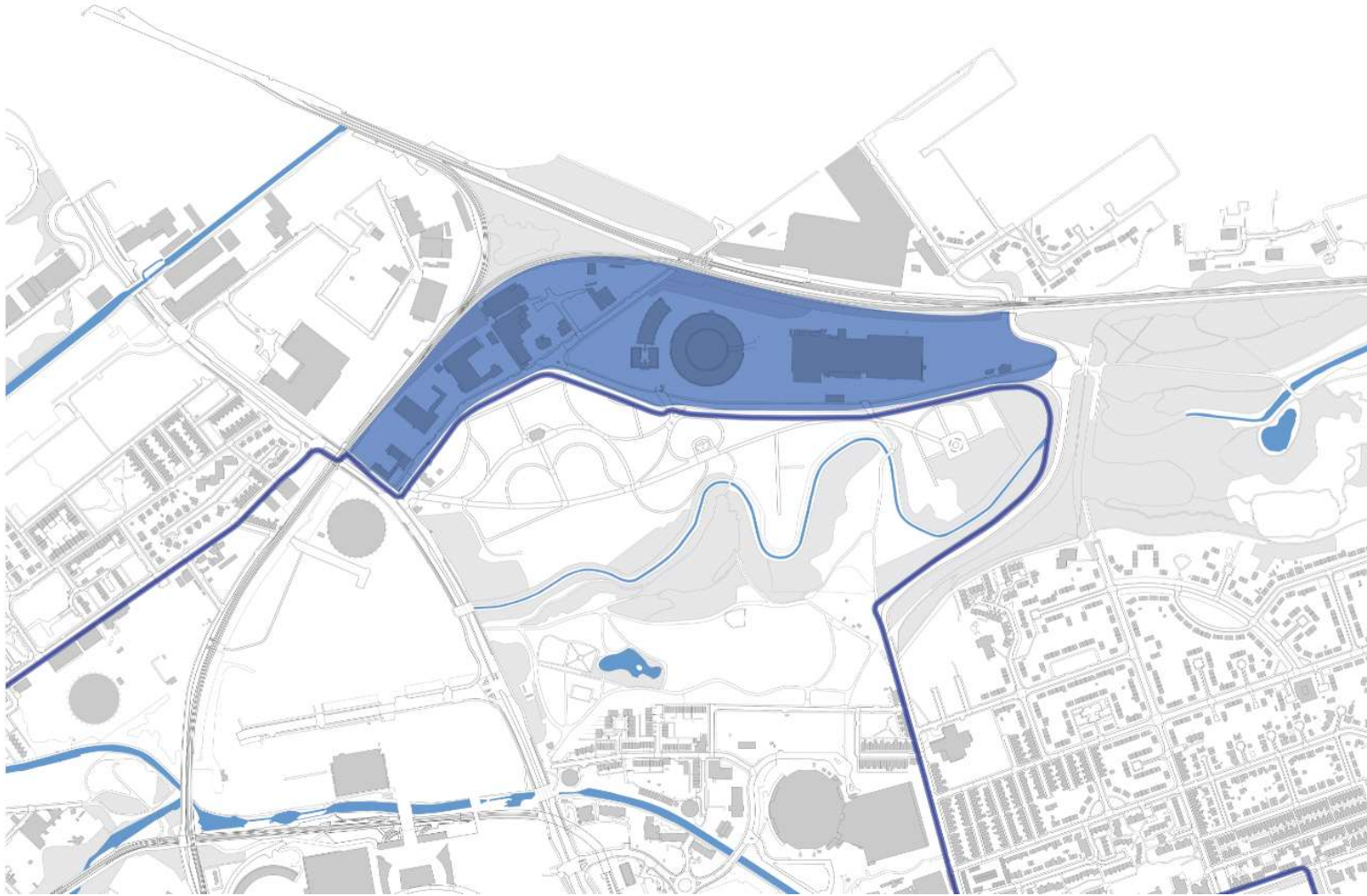
Land uses within this area comprise a number of cleared, previously developed sites running north and south of Eccleshall Street predominantly and employment/ industrial uses, particularly to the west and lying adjacent to the canal.

As the area comes forward, it will be delivered as a predominantly residential neighbourhood, delivering a balanced mix and type of housing of the right quality. It has also been identified as one of the four Housing Affordability Zones areas in the City (as identified in section 3). Overall, a key requirement, in line with the Council's Residential Growth Strategy and the designation of this land within the Housing Affordability Zone, will be to improve equality amongst the City's residents in terms of housing choice, quality and affordability in order to expand the Clayton neighbourhood.

The area immediately adjacent to the Clayton Lane Metrolink Tram Stop presents the opportunity for medium density development housing, local retail and other services taking advantage of the tram stop and ease of access to the City Centre. The south facing canal frontage creates the opportunity for high quality, medium density housing, while the high-profile frontage to Ashton New Road also will encourages similar type of development. New residential development will not be allowed to exceed the 4 storeys datum without a planning and townscape justification discussed and agreed with the Local Planning Authority.

Clayton Park and Hall provides local amenity value as does the easily accessible Philips Park. Existing poor neighbour uses will be relocated freeing up the canal frontage to form a high-quality setting for residential uses and public realm.

The Manchester Abattoir/ Riverpark Road Trading Estate



The former Manchester Abattoir is located on the Riverpark Trading Estate. The Trading Estate is located immediately to the north of Grade II listed Philips Park and the Grade 1 listed Philips Park Cemetery, immediately beyond Riverpark Road. It comprises a variety of buildings and uses - principally employment uses - offices, light industrial uses and warehouses (B1, B2 and B8 uses), and former buildings associated with an abattoir. The perimeter of this land is secured by railings with access points taken from Riverpark Road. The railway line bounds the site to the north which is the main route connecting Manchester Victoria and Huddersfield and Ten Acres Lane forms the eastern boundary of the site.

Briscoe Lane lies to the west of the Riverpark Trading Estate and is characterised by a variety of commercial uses and has multiple land ownerships. Beyond the Briscoe Lane area to the west is Alan Turing Way which forms the key interface between the site and the northern part of the Etihad Campus Commercial Zone.

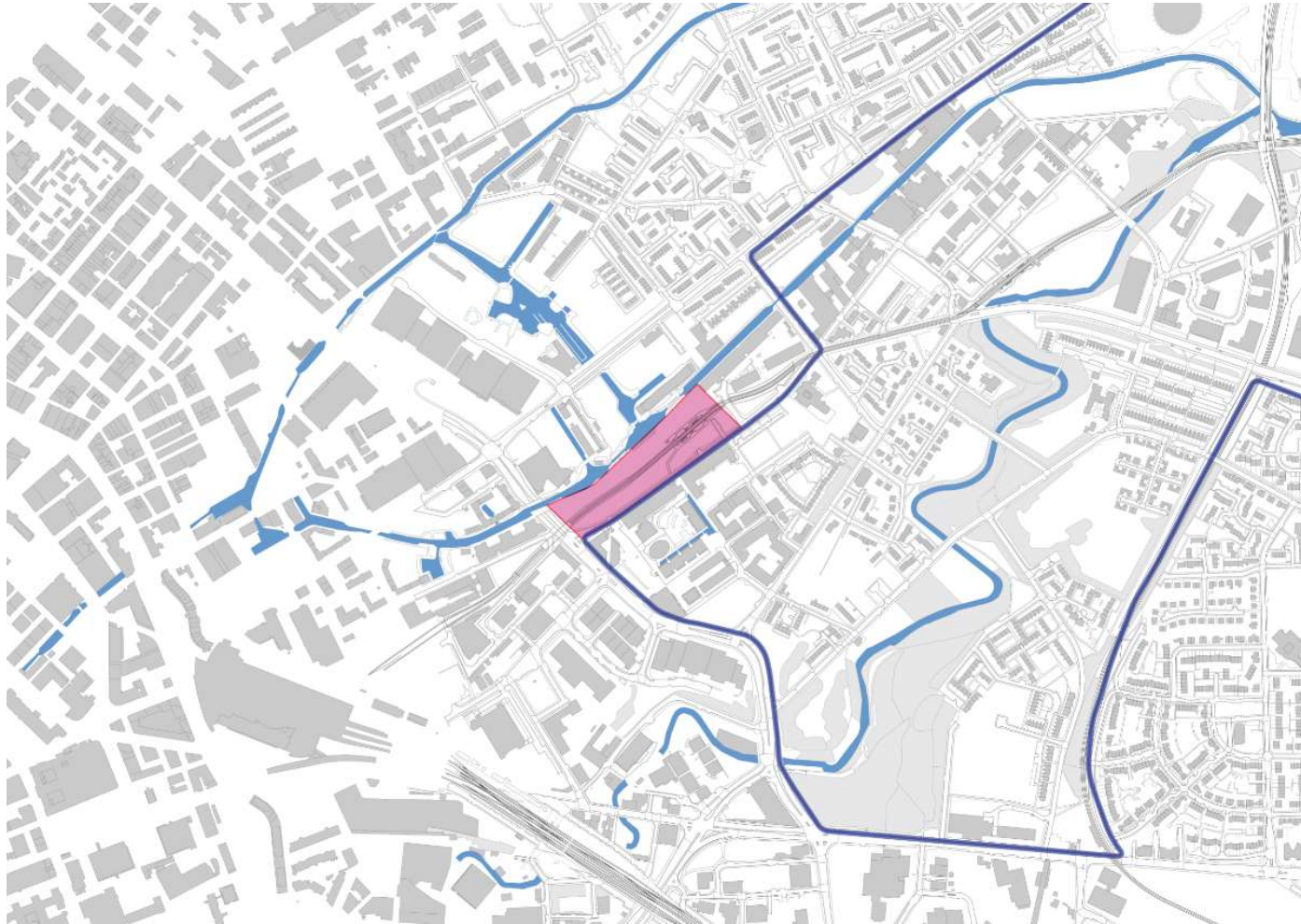
The Riverpark Trading Estate is an eight-hectare site in a single ownership. The size of the Riverpark Road site, its proximity to the Etihad Campus and the City Centre, and its relationship to Philips Park means that it is a site of strategic importance within the context of East Manchester. In November 2015, this site secured outline planning permission for 340 residential dwellings, a proposal which represented a departure from adopted Development Plan policy which remains in place today. This scheme has not come forward and has not been implemented and as such, the planning permission lapsed in November 2018. The previously consented residential proposals were focused on a family housing offer for private sale, at a relatively low density of approximately 40 dwellings per hectare. No affordable housing was provided as part of the scheme.

It is considered that this site offers a residential opportunity. In this regard, there has been ongoing interest from residential delivery partners in the site. The focus today is to ensure that the broadest range of housing choice is made available across the ERF area. This means there is an expectation that housing will be affordable to local people, whether that be for private sale, shared ownership, affordable rent and social rent. Developing this site in partnership with RSLs should be part of any future proposals that come forward. As part of this offer, there is an opportunity for proposals to come forward which explore opportunities to increase density, whilst remaining residential quality. This is given that the site falls within the Regional Centre, as defined within the Core Strategy, and has a sustainable location close to public transport and District Centre amenities.

Critically, any development should promote excellent accessibility to Philips Park and also ensure that the north boundary of the Park is activated in order to promote better utilisation of the Park as a resource and to improve natural surveillance. This scenario would be in sharp contrast to the fenced off boundary treatment on Riverpark Road which currently characterises the site. Development adjacent to the Grade II Listed Park and Cemetery must also respect and enhance the setting of this important heritage asset and utilise the presence of this key piece of green infrastructure to maximise and support its own sense of place.

Development on the Etihad Campus commercial zone should consider how linkages across Alan Turing Way can be provided to encourage use of the Park and Cemetery. Any future work to the National Cycling Centre should seek to maximise visibility and appropriate use of the green space.

Pollard Street



This area relates to undeveloped land adjacent to Pollard Street, which is bisected by the Metrolink line and incorporates the New Islington tram stop with some frontage onto Great Ancoats Street to the south. It forms part of the Ashton Canal Corridor with Ancoats, the New Islington Marina and Central Retail Park located within close walking distance.

The land is within public ownership, with the majority owned by Manchester City Council; however, some of the land was purchased to enable the construction of Metrolink. This land includes residual land following the construction of the Metrolink route and station which remains within the ownership of TfGM.

The tram stop opened in 2013 and since then, the immediately surrounding land has remained undeveloped. There are currently no streets provided within the site, however, there are a number of informal desire lines across the site, from the New Islington Marina and surrounding pedestrian routes, towards the tram stop.

Adjacent development is sited adjacent to the Ashton Canal and the two canal arms stretching north from the canal to Old Mill Street. These developments comprise new and existing residential buildings including:

- Islington Wharf Locks (under construction), providing a mix of for sale town houses and apartments.
- Vesta (under construction) - a for sale Manchester Life development providing apartments and townhouses facing the Ashton Canal and the Ashton Canal arm.
- Lampwick – built to rent apartment scheme by Manchester Life, scheduled to commence construction in Spring 2019
- Chips - Urban Splash apartment scheme delivered in 2009.

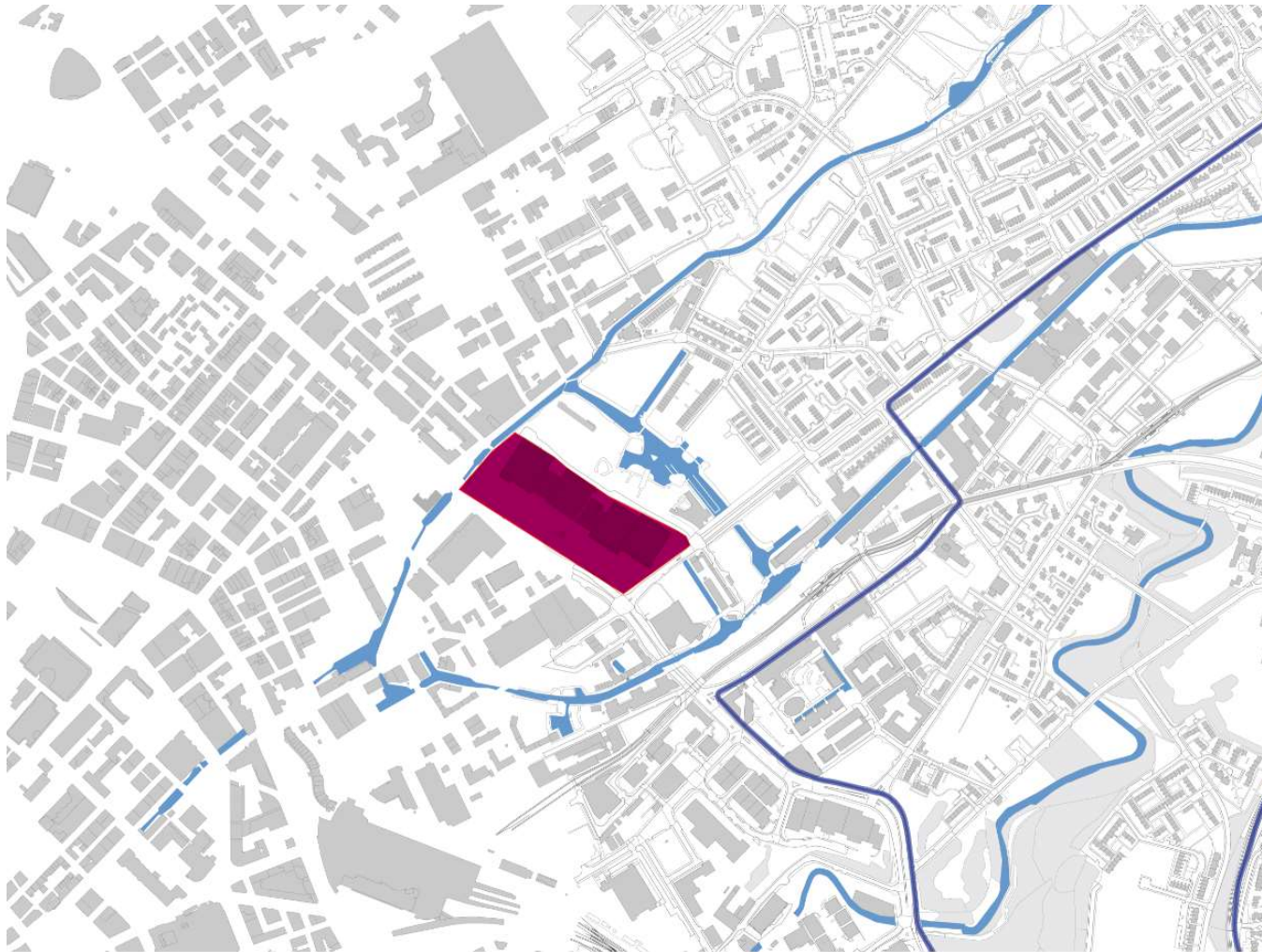
Other prominent residential developments in this area are the Hat Box and Milliners Wharf scheme to the north of Mundy Street.

Adjacent to the site on the other side of the Ashton Canal is Stubbs Mill, a former industrial building that was converted to commercial use by Urban Splash in 2016. The building provides 27,500 sq. ft of B1 office floorspace and is let to Fanatics, a global online sports e-commerce brand.

The site's access to public transport and proximity to the City Centre and the Etihad Campus, as well as the market analysis presented in this document, means the site has been identified as suitable for employment or employment-led, mixed-use development. In this regard, a specific scheme has been identified and is coming forward for the site.

The scheme, known as MXM, has been developed by General Projects, which encapsulates the latest thinking in providing a range of flexible workspaces for businesses. This could have particular focus on Manchester's key growth sectors, including creative and media, technological and scientific industries. The scheme could be delivered over two or three phases providing circa 200,000 sq. ft. made up of a likely combination of maker space, incubators, co-working, Creative/ TMT, office, 'life support' (Food and Beverage offerings and shared facilities), and arts & culture (exhibition, event space).

Central Retail Park



The acquisition of the 10.5-acre former Central Retail Park site by Manchester City Council provides the opportunity for a significant intervention in this key area of Manchester.

The former Central Retail Park is strategically located on the eastern side of the City Centre between the Etihad Campus and the two principal rail gateways into Manchester: Piccadilly and Victoria Train Stations. It is immediately adjacent to Ancoats and the Northern Quarter and is 10 minutes' walk from the City's main retail area, and a 15-minute walk from the Civic Quarter and the Oxford Road Corridor.

The site is highly prominent with an extensive frontage to Great Ancoats Street, which lies immediately to the south and forms part of the Inner Ring Road. To the north of the site is Cotton Field Park and the New Islington Free School and Health Centre. To the west of the site is the Rochdale Canal and associated listed lock structures. Old Mill Street forms the eastern boundary of the site.

The site had been a retail destination in the City since the late 1980s. However, following a notable decline in recent years in the performance of the retail park, it is now vacant. This decline has been made all the more visible by the ongoing regeneration of this part of the city, which is bringing significant investment, activity and environmental improvement to the surrounding area. The site acts as a significant barrier into Ancoats and New Islington and the appearance of the estate contrasts sharply with the enhanced environment and sense of place being created around it.

The strategic acquisition of the site by the Council was aimed at ensuring its development respects the historical frontage to the Rochdale Canal on Redhill Street and complements activity promoted by Manchester Life both in terms of residential development and place making. Work has taken place to analyse trends and growth opportunities for this area of the City.

Ancoats and New Islington have become established residential neighbourhoods, with new developments including both build-for-rent apartments, and for sale homes, many aimed at owner occupiers. The neighbourhood has been identified as having the opportunity to provide new homes targeted at markets which are currently not well provided for in Manchester.

The neighbourhood is increasingly a destination of choice for office occupiers, particularly for businesses in the TMT sector. These organisations are attracted to the character of the area and are seeking a different type of office offer to the traditional Grade A office space, instead looking for flexible spaces with more character, tenant facilities and amenities.

The adjacency of the Northern Quarter, which is also popular with parts of this sector, but has limited space to accommodate such occupiers, is a key benefit. These new types of office spaces encourage agile and collaborative working, creating spaces that aim to contribute to the wellbeing of the workforce. Existing stock tends to be 'characterful' because it is old and raw with limited facilities – the former Central Retail Park presents the best opportunity to work up a model which attracts this sector into new purpose-built spaces close to the workforce talent it needs. It is anticipated that in excess of 500,000 sq. ft. of this type of space could be accommodated on this site, and initial market advice supports this assessment. Further masterplanning and market analysis will define an appropriate mix, phasing and scale of development

New development on this site should face the canal and Cotton Field Park, in contrast to the existing retail park building form which backs onto these assets. Opportunities for public space that complements and connects to the neighbouring park, marina and canals should be identified. Creating safe and attractive walking and cycling routes through the site is important as well as opportunities to create or strengthen key linkages north/ south – particularly from Piccadilly station through to Cotton Field Park, and also east/ west between Ancoats Urban Village centre and the New Islington Metrolink stop. As part of any mixed-use development, the site could also accommodate residential retail and leisure facilities, which service the development.

10 Implementation and Delivery

Phasing

The ERF identifies a series of opportunities which will strengthen and deepen the regeneration journey achieved in East Manchester to date. The comprehensive development of the ERF area will require robust phasing and commercial plans to be put in place and the objective should be to have these available as soon as possible following the endorsement of this document by the City Council, and for this to be the subject of periodic review.

Maximising the Benefits

The opportunities outlined in this document have been identified on the basis that they have the potential to accelerate and complete another round of investment in large-scale, strategically significant development opportunities. The impacts of each initiative must be carefully managed to ensure optimal outcomes for the ERF area, and for all of Manchester.

Every scheme will be required to make a positive contribution to create a world class, sustainable place which all Mancunians can benefit from, and will include the requirement to make appropriate contributions to on-site and offsite transport, remediation, public realm investment, affordable housing, neighbourhood management, community and social infrastructure, as well as employment and training initiatives through the construction and operational phases of development. Where necessary, these will be secured through the use of Planning Obligations.

Next Steps: Directions for Action

This ERF update establishes an overall vision and approach for moving forward with the next stages of transformational major investments and development in East Manchester.

This refreshed ERF 2019 provides the basis for consultation, debate and ultimately, it is hoped, endorsement.

The consultation process will be open, inclusive and robust, ensuring that the Local Planning Authority, who will use the ERF 2019 in the future as a material consideration in the determination of planning applications, have absolute confidence that consultation has been properly carried out.

The consultation process will raise awareness of the plans for the ERF area among key audiences, including existing residents and businesses within the area but also a wider audience across the City. Feedback will be gathered to help refine and finalise the ERF. Following completion of this process, a final version will be put before the Council's Executive for consideration. Following endorsement of this document by the City Council, the following steps will be undertaken in order to ensure that the potential of the ERF area can be successfully unlocked, and their beneficial impacts optimally directed:

- Continuing discussions with all significant landowners within the ERF area to explore how their respective land interests, combined with the City Council's land interests, could be aligned to support the delivery of the vision and ambition set out in this ERF and be prepared to take steps to secure control over the ownership of key landholdings where support for the strategy set out in the ERF 2019 is not available.
- Complete the land assembly and master planning of the Edwin Road Industrial Estate site in order to deliver an extended Etihad Campus Sports and Innovation Zone and maximise the opportunities for education, research, business, enterprise, sport and new innovative models of living and working, accessible to young people.
- The continued development of the Manchester Life pipeline beyond current phases to underpin its development programme for the next five years.

- Continued support for the development of robust proposals for extending the range of developer and investor participation in accelerating the transformational journey that is now very evident on the eastern side of the City Centre. This includes continued discussions with international operators and investors who have now identified the Etihad Campus as an option for creating new facilities.
- Using the Council's land assets to shape outcomes, in line with the residential and commercial strategies presented in this document, and in order to ensure that the benefits of East Manchester's success is translated to all Mancunians.
- As an extension of this point, the development of a series of co-ordinated masterplans for the opportunity areas coming forward across the ERF area.
- Working with landowners and businesses on sites considered strategically important in progressing the ERF journey to establish the reasons why development is being delayed. This analysis will address what role the Council can play in facilitating development, including the case for utilisation of CPO powers of land acquisition which will be deployed in cases where voluntary means of acquisition have been exhausted.

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YOUR COMMUNITY YOUR DECISION

MANCHESTER CITY COUNCIL WANT TO BUILD A NEW ARENA ON YOUR DOORSTEP

Manchester City Council has proposed the development of a 20,000 capacity indoor arena, located next to the Etihad Stadium.

Until now, the Council hasn't sought the thoughts and feedback of residents about a substantial development which will impact your community for years to come.

HOW THIS PROPOSAL WILL AFFECT YOU

Your community already faces ongoing problems as a result of events at the Etihad Stadium. A new arena would bring over 200 days of events per year to your area, only adding to the following:



Traffic
Pollution
Anti-social behaviour
Littering and damage



Public transport
Policing
Emergency services

DO WE NEED A SECOND ARENA?

Our city is already home to a fantastic arena which is investing to deliver the best possible concert experience:

- A transformed space for visitors
- Upgraded facilities for bigger and better events
- A digitally-powered and technologically vibrant venue
- Improved environmental, transport, clean air and green credentials

WHERE YOUR COUNCIL'S INVESTMENT SHOULD GO

The funding of a damaging second arena redirects investment away from projects which would hugely benefit the community:

- Affordable housing
- Improving public transport
- Reducing road congestion for residents
- More funding for community and policing services
- Protection from harmful congestion

NEXT STEPS

We want to gather any concerns you may have. We're hosting an event at ASDA, Ashton New Road, on Friday 21st June from 1 - 5pm.

This will be an open forum to organise on next steps for communicating our shared concerns to the Council.

CONSULTATION PROCESS

Manchester City Council has opened a consultation period running until 26th June. Your voice deserves to be heard by the Council and time is of the essence.

Submit your concerns and any questions to the Council through its online portal. Visit:
surveys.manchester.gov.uk/s/5SJKJ/



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**Manchester City Council
Report for Resolution**

Report to: The Executive – 24 July 2019

Subject: The Christie

Report of: The Chief Executive

Summary

This report informs the Executive of the outcome of a public consultation exercise on an addendum to the 2014 Christie Strategic Planning Framework (SDF) and seeks the Executive's approval of the Framework.

Recommendations

The Executive is recommended to:

- i. Note the outcome of the public consultation on the Addendum to the 2014 Christie Strategic Planning Framework
- ii. Approve the addendum to the 2014 Christie Strategic Planning Framework (SDF) and request that the Planning and Highways Committee take the Framework into account as a material consideration when determining planning applications for the site.

Wards Affected: Withington, Old Moat, Didsbury West, Didsbury East

Manchester Strategy outcomes	Summary of the contribution to the strategy
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	The City Region is a driving force in the regional and national economy. It accounts for 52% of the North West's total economic output and 5% of UK output. The health sector plays a central role within this and employment has grown in the sector by 13% between 2001 and 2011 and it is the second largest employer in the city region, employing over 150,000 people. The NHS spends on goods and services across the North West, of which 40% is retained in the region. In Manchester, the health sector employs 40,500 people contributing over £1bn per annum to the economy.
A highly skilled city: world class and home grown talent sustaining the city's economic success	The Christie employ 2,850 people plus around 300 volunteers and there are 300 University staff with 21% of the workforce living in the M14, M20 and M21 post codes, 38% in Manchester as a

	whole and 49% elsewhere in Greater Manchester.
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	The SRF would help to ensure that The Christie will remain a strategically significant clinical, research and employment facility in the city and the region.
A liveable and low carbon city: a destination of choice to live, visit, work	The development aspirations of the Christie would be accommodated in a manner that respects local character and amenity and key issues that have caused ongoing problems in the area regarding parking are being addressed.
A connected city: world class infrastructure and connectivity to drive growth	The Green Travel Plan aims to ensure that staff and visitors use sustainable forms of transport including buses, trams, cycling and walking. This should help to alleviate issues on streets in the area.

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):

Addendum to the Christie Strategic Planning Framework 2019
The Christie Strategic Planning Framework 2014

1.0 Introduction

- 1.1 In March 2019, the Executive endorsed, in principle, an Addendum to The Christie Strategic Planning Framework 2019 and requested that the Chief Executive undertake a public consultation exercise. This report summarises the outcome of that public consultation.
- 1.2 The Paterson Redevelopment Project would provide one of the world's top five cancer research centres and improve patient outcomes in Manchester and across the globe. The recently announced investment by the Research England UK Research Partnership Investment Fund, alongside the strong partnership between the University of Manchester, Cancer Research UK and The Christie will help to cement Manchester's reputation as a centre of research and innovation.
- 1.3 The Greater Manchester Local Industrial Strategy identifies health innovation as one of the city region's unique sector strengths which, if capitalised on, will drive growth and productivity. The Strategy recognises that Greater Manchester has the potential to become a global leader on health innovation which will increase the adoption of new health and care technologies, processes and services which will improve the health of the local population.

2.0 Background

- 2.1 Following the fire at the Paterson building The Partners have reviewed how the site could most effectively contribute to the delivery of first class clinical, scientific and research at The Christie. Successful research outcomes require intimate interaction between clinicians and scientists to discuss ideas and data and the physical proximity of lab to clinics is vital to this communication. The translation of research to patient care is accelerated when doctors, nurses, researchers and scientists all work together in one building. New treatments are developed faster and better outcomes are achieved for patients where clinicians and researchers interact.
- 2.2 A 'world-class' cancer research centre is proposed for the site that would be unique in UK where different research groups, disciplines, and clinical scientists/ academic clinicians would co-locate in the same building as key allied health professionals from The Christie. This would enable a 'Team Science' approach to be created that would accelerate cancer research, devise new treatments, and enhance patient care. The integration of translational research through to clinical delivery, would enable cancer research in Manchester to reach its full potential.
- 2.3 The proximity to patient wards would permit clinicians, scientists and researchers to move from 'bed-to-bench side'. Laboratory research could be used directly to develop new ways of treating patients. This proximity is vital and would create the only research facility of its kind in Europe. It would be the focal point for the integration of activities across the entire campus.

3.0 The Consultation Process and Issues Raised

- 3.1 Consultation letters were sent out to around 4000 local residents, landowners, members and stakeholders, informing them of the process, how to participate, and engage and where to access the document. It was made available on the Council's website, and comments invited. The formal consultation closed on 16 May 2019 after a six week period.
- 3.2 Around 500 individual responses were received opposing the addendum including representations from The Withington Civic Society and The Withington Village Regeneration Partnership. Many of those who have objected recognise and value the work undertaken at The Christie but cannot support what Addendum suggests. Many of these are long impassioned letters expressing strong opposition. A significant proportion use a standard format but also include additional individual comments. Two petitions have been received, one online that has 280 signatures and one hand written with 121 signatures. Responses have been received from the Withington Civic Society and from the Withington Village. .
- 3.3 Forty individual responses have been received in support. 2000 postcards obtained from around sites in Greater Manchester express support.
- 3.4 Responses have been received from Councillors Stanton, Leech, Kilpatrick, Kelly Simcock, Wilson and Chambers.

The Issues Raised in the Consultation

- 3.5 The objections broadly fall into five categories, namely:
- the process of producing an addendum is not appropriate;
 - the building is too big for the site and the area;
 - it would be possible to distribute the floorspace more efficiently at a lower height which would provide larger floorplates;
 - the adverse impact of car parking and traffic; and
 - detailed issues about the impact on amenity at nearby homes and the area.

The detail in each of these categories is set out below.

The process of producing an addendum is not appropriate

- 3.6 It has been suggested that the impact of The Christie is now so significant that they should relocate to an alternative site altogether rather than continuing to increase density in this area to the detriment of the neighbourhood. The Christie has clearly outgrown the site and the fact that they continue to acquire property around in the area is clear evidence of this.

- 3.7 It is not necessary or appropriate to consider an addendum, as the existing SPF remains fit for purpose, respects the neighbourhood and presents a 15 year vision up until 2028. This provides the community with safeguards against over development. The Paterson, like most of the site, was operational at the time of the SRF and is clearly included within it. The established principles of the SPF should apply across the site, including that which requires development to be appropriate in terms of local character.
- 3.8 The addendum must be read together with the main text of the Strategic Planning Framework. The proposal is vast, 150 feet high and 350 feet long, comprising 25,000 square metres and would breach every single principle in the current Strategic Planning Framework. This is a complete rewriting, disposing all the design principles previously approved.
- 3.9 The addendum does not reflect important key principles within the original document in relation to height and the impact on the area. The framework sought to ensure that new development around the edges of the site should respect the height of nearby houses and that any height should be contained within the centre of the operational area. The consultation process has been wholly inadequate and has not reflected legislative or statutory requirements as set out in the NPPF, The Town and Country Planning Acts, The Localism Act and the Core Strategy and is therefore subject to challenge.
- 3.10 The Addendum does not give a sense of the local impact and relative scale of the building. Small pictures of the street scene with line drawings are shown but no estimates of height or length are provided. No scale model nor scale drawings were presented to the Executive.
- 3.11 Both the Trust and MCC are legally obliged to follow the principles of public law, including fulfilling legitimate expectation, making rational decisions and acting legally, complying with NPPF, HRA, all primary and secondary legislation, and MCC policies
- 3.12 The detrimental impact on the locality, is completely disproportionate to the Trust's aims and the addendum clearly breaches the Core Strategy and policies on Tall Buildings, the National Planning Policy Framework, does not fulfil the Sustainability Criteria and does not take heritage into consideration, particularly the proximity of the Withington Conservation Area.
- 3.13 It is suggested that the consultation process undertaken breaches the Town and Planning Act 2008, as amended by the Localism Act 2011. Accepting the addendum would breach the Human Rights Act 1998, and Residents' peaceful enjoyment of their home and local amenity and breaches the Residents Legitimate Expectation. Approving the proposal would be irrational and illegal.
- 3.14 It is suggested that the Executive cannot credibly conclude that the need for a building of this scale, on this site, has been established.

The building is too big for the site and the area

- 3.15 The building at around 48.5m is far too large and would totally dominate this residential area. It is totally inappropriate, ill-conceived and completely ignores the predominant nature of the area. The design has been entirely driven by its internal requirements which have been stacked upon one another. The size could have been reduced by extending the foot print or building over adjoining buildings.
- 3.16 It would be the equivalent of 15 residential storeys and two and a half times as high as the recently approved proton beam therapy centre. It would fundamentally change the character of the area and have an adverse effect on residential amenity.
- 3.17 There are no buildings of comparable height in the area with the only large building being the toast rack. This would set an undesirable precedent and could result in further proposals coming forward for tall buildings. There would be no such building within 5 miles of the site with the nearest being in the city Centre. This would be contrary to the Councils decision on a six storey building in Northenden. It would be contrary to Core Strategy proposals for the area including EN2 regarding Tall Buildings.
- 3.18 The proximity to the Withington Conservation Area is not identified in the Addendum.
- 3.19 Some consider the building to be ugly but others note that it is well designed but would dominate the skyline in all directions and stick out like a sore thumb being as tall as Nelson's Column, or, a cruise ship. The effect will be to create a concrete canyon on Wilmslow Road.

It would be possible to distribute the floorspace more efficiently in a less invasive manner

- 3.20 The Trust have failed to consider alternatives and failed to explain the reason why developing across their land at a lower level on the main site, isn't feasible.
- 3.21 The rationale for the choice of location and the specification of the building has been challenged with some commenting that vertical segregation does not assist the 'team science' approach. Others consider that the research work can and should be done remotely as it is at present and technology would allow and support this.
- 3.22 A high rise building with researchers and consultants on different floors would not create the desired co-location and would not be an appropriate way of developing a Team Science culture.
- 3.23 The 11 thin floors is not conducive to sharing information and creates inefficiencies. Researchers prefer to work on single floors. Building over the

service road would create larger more efficient floorplates and allow the height to be reduced.

- 3.24 There is limited evidence of the benefits of bringing different disciplines together in a single building. The document has failed to identify that the scale and massing of the building is needed.
- 3.25 The fire has given rise to an opportunity to develop a new approach and the “Team Science” approach clearly has benefits to The Christie. Some of the rationale is counter- intuitive at a time when efforts are being made to develop treatment centres away from the main site and the benefits of instant worldwide electronic communication are ever more apparent. The community supports The Christie but there has to be a limit to what is achievable in a residential area.
- 3.26 It should be possible to redistribute the floorscape within or by extending existing older buildings on the campus.
- 3.27 There may be alternative means of providing the accommodation using other areas of the site which would lead to a reduction in its height and scale. The report states that alternatives have been discounted but provides no detail.
- 3.28 As a significant amount of radiotherapy and chemotherapy treatment is now provided remotely, could this facility be built at another more appropriate Christie site.
- 3.29 Even if 25,000 square metres is required, there may well be another way of delivering this. An option has been prepared which illustrates how the same space could be added at only half the height in a manner that is much less damaging to the neighbourhood and would comply with the Design Principles set out in the existing SPF. No alternatives are offered or considered. The impression given therefore is that the “consultation” is little more than a box ticking exercise.
- 3.30 The provision of facilities on site that would compete Withington Village are not supported. Local people already use the retail offer on campus which has a negative effect on the vitality and economic sustainability of the Village. The Christie should be an asset to the Village. Environmental improvements such as street trees are needed between the hospital and the Village to encourage staff and visitors to engage more with it. A better connection to the Christie could help sustain the regeneration of Village and benefit the wider community and provide an improved experience for Christie staff and visitors.

The adverse impact of parking and traffic

- 3.31 This would lead to additional traffic, congestion and air pollution during construction and in use. There would be multiple contractors on site during the build period and the area could not cope with the impact of contractors vehicles. It would be detrimental to the health of the 800 primary school

children within metres of the site and have a damaging impact on air quality. This could have implications for lung cancer.

- 3.32 When in use it would accommodate additional workers, there would be more visitors and servicing vehicles. All of this would lead to a deterioration of air quality and would in particular have an adverse impact on children at nearby schools. The increased traffic movements would create road safety issues in an area close to schools and where there are large volumes of pedestrians.
- 3.33 The significant parking problems in the area would be worsened. This manifests itself in different ways including parking problems for residents, congestion on local roads, air quality issues, impact on local schools and impacts on amenity.
- 3.34 The eventual influx of 956 staff will hugely increase the local staff parking burden and reverse the effect of the Christie Green Travel Plan (GTP) in mitigating this. The GTP will have to run very fast just to stand still.
- 3.35 The Christie green travel plan is largely ineffective, the Christie controlled parking zone just does not work for local residents, and Christie staff continue to intrude by parking across drives and garage-ways, affecting the lifestyle of local residents in an unacceptable way.
- 3.36 New cycle paths have made an extra lane to cross, when turning onto Wilmslow Road which is fraught with difficulty and danger with the lack of awareness of some cyclists. The level of traffic and the present bottlenecks due to cycle lanes and the new builds cause traffic build-ups of traffic and difficulty for buses.
- 3.37 The parking constraints and permits have caused problems and many residents have torn up most of their previously green front gardens to make parking areas. This green space helped to counteract pollutants and support rainfall retention.
- 3.38 There will be an impact on the City and the NHS of increased respiratory disease/cardiovascular disease/increased traffic accidents and injury or fatality/ increased time for access by emergency 999 vehicles and risk to life and limb due to this increased response time
- 3.39 There would be additional staff travelling to and from the site causing parking, pollution and congestion problems. The new car park would not address this.
- 3.40 There is no estimate of the increase in staff & visitor numbers, nor the effect on traffic and parking.

Detailed issues were raised were raised about the impact on amenity at nearby homes

- 3.41 Loss of amenity as a result of noise, air pollution, privacy, right to light, light pollution, loss of sunlight, overshadowing; loss of evening sunshine; gardens

being permanently in shadow; loss of TV reception; loss of privacy; nuisance from construction; devaluation of property; noise from plant etc

- 3.42 Impact on house prices. Residents find it difficult to align the fact that we have put our whole lives and money into our homes to have our surroundings affected in this manner. Their lifestyles will be affected dramatically by this build.
- 3.43 Impact on access for emergency vehicles to residents. Access for people with mobility issues who do not possess a disabled badge and who cannot find a parking space near to their home is will only be exacerbated.

Responses from local Councillors

- 3.44 **Councillor Kelly Simcock** is supportive of the need to redevelop the Christie, supports the upgrade of research facilities and is aware that clinicians have reported a negative impact on their work with research colleagues relocated remotely and therefore understands the rationale for developing a facility that can address these issues alone.
- 3.45 However, this proposal is centrally located in a residential area and is a matter of great concern for some residents. Shops and other facilities are not necessary with local amenities a short walk away. The height is one of the biggest causes for concern. Using and reallocating space on the ground floor, for example, could surely help reduce this? A reduction should impact on the research capability but suggests that alternatives are explored to consider how this could be achieved differently using space available.
- 3.46 The SPF should be amended to reflect the extended Controlled Parking Zone (CPZ) and a formal consultation for the extension of the CPZ be included.
- 3.47 **Councillor James Wilson** acknowledges the need to amend the SPF in light of the destruction of the Paterson Institute and supports the replacement and upgrading of the research facilities which were lost. Clinicians have advised that research has suffered following their relocation to Alderley Park as close proximity to where patients are receiving treatment is very useful and, modern research labs are taller than those constructed at the time when the Paterson Institute was first built. The replacement building would need to be taller than the current building, which justifies the amendment to the SPF.
- 3.48 However, this would be a major development in a residential area and its scale has caused some concern among residents. For this reason, the Council and Christie should explore whether elements of the building that are not essential to its function as a research facility could be removed to reduce its height. In particular, the ground floor is mainly publicly-accessible space- could some of this be sacrificed to take a storey off the building. There are plenty of shopping and dining facilities a short walk away in Withington village. Could the space vacated by the 350 employees who are moving into the new building from elsewhere in the campus be used for the community engagement talked about in the document to free up more space.

- 3.49 The SPF should be amended to reflect the extended CPZ and a formal consultation for the extension of the CPZ should be brought forward as a priority.
- 3.50 **Councillor Greg Stanton** he and ward colleagues remain supportive of the Christie as a whole. However, the Council has not properly made the case for why a building of this size is required, and a full review of the SPF would be appropriate because the impact that the development would have on the entire site and nearby residents.
- 3.51 The SPF was fit for purpose prior to the fire which raises the question as to why an addendum is now required. The building should not be taller than the Paterson Institute. Whilst the opportunity to improve the facilities is recognised, a lower rise building almost equal in volume could be constructed over a greater footprint with a potentially deeper excavation to maintain space.
- 3.52 In respect of traffic and parking, it would be unwise to increase employees at the site in large numbers and it would be better to house some staff at other Christie facilities or at the university as travel time between the two is short and they could visit as necessary rather than being permanently tethered to a facility essentially in the middle of a residential area. The knock on effect of increased standing traffic cannot be ignored when considering air quality within the locality.
- 3.53 The building is out of keeping with anything else in the area and would set a dangerous precedent about the height of future builds on-campus and beyond in the locality. We will continue to push hard to ensure a dialogue is maintained between the developer, the Christie and the City on the best way forward to deliver a world class facility without disamenity to those in its shadow.
- 3.54 **Councillor Richard Kilpatrick** The community and residents value the work of The Christie, are proud to have the facilities on their door step and proud of its international recognition.
- 3.55 It has always been difficult to bring the future plans for the Christie and the concerns of residents together in a consociate way and this is another example of how more must be done to meet residents' concerns.
- 3.56 The requirement of having the biomedical services, university and labs in one building is of clear advantage and this is a perfect time to review what a modern Patterson facility should include. But many residents feel that the size and imposing nature of the building would set a precedent and give the Christie the opportunity to increase the height of other facilities. It should be made clear that this would not set a precedent.
- 3.57 The coffee and reception facilities on the ground floor should be reduced to reduce the size of the building. Its footprint will be small but the impact of the

skyline very impacting and a full justification for the height is required and a softer finish to the aesthetic.

3.58 There is a greater issue of parking and the impact that a new, bigger building will have on parking and the CPZ review and extension. All that exists in the SPF document is a commitment to "Demonstrate a clear strategy regarding staff travel to and from the site including measures to encourage further modal shift to more sustainable modes". The parking issues requires a more sustainable and substantial strategy that takes into consideration the changes to the SPF. As a result, a parking and traffic policy should be established alongside this SPF to address the following outstanding issues:

- CPZ review and extension
- Lack of parking for employees
- Take up of sustainable travel to work schemes
- On site car parking
- Park and ride schemes

and this proposed policy should be a condition of the SPF.

3.59 The building should be reduced in size where possible and its appearance should be less imposing. The building at its current size should not be supported without a guarantee that future buildings will not be of this height and a condition on the SPF should restrict height across other buildings on the site

3.60 **Councillor John Leech** does not think that the addendum gives any justification for the need for a building of 25000 sq metres. Everybody recognises that the old building was not fit for purpose and more space is needed, but there is no evidence why it needs to be this big. That is not to say that there is not any justification, but simply that the case has been made.

3.61 There are no definite figures for staff numbers and an assessment of whether parking provision will be sufficient.

3.62 The massive potential expansion of research could have a much wider impact on the whole site, and this has not been dealt with by the addendum, and is the reason why there should have been consideration to review the whole SPF, rather than consider the Paterson site in isolation through an addendum to the existing SPF.

3.63 **Councillor Becky Chambers** is extremely proud to live in the vicinity of a facility that provides world-leading treatment and care for people with cancer and values the great work done by Christie in the field of cancer research and appreciates the various operational and financial benefits of containing the research on one site.

3.64 The proposal is generally welcomed and the design of a good standard. However, the height is a concern and she can sympathise with the concerns

that the proposal is too tall. All design options should be considered and a reduction in height would make it less imposing on the visual landscape of the area. The impact of the building should be minimised. The Green Travel Plan should reduce the number of single occupancy vehicles travelling to the site and the availability of public transport and bike facilities in the area should be highlighted and promoted. The impact of construction traffic should be minimal. A full disability assessment should be carried out on both the proposed building and the impact on disabled pedestrians whilst works are taking place. The Christie should continue to engage with the Withington Regeneration Partnership and demonstrate their stated commitment to a thriving Withington. Staff should be encouraged to use Withington village by promoting the food and beverage offer and the diverse selection of shops that Withington offers.

4.0 Response to the Issues Raised

- 4.1 A development of this nature clearly has strategic significance to the City, the region and the Northern Powerhouse. Life sciences and healthcare are key growth areas that help to underpin the region's economy and continued growth in these sectors is essential. This proposal would secure around 150m of capital investment. The work in the new building would generate a direct contribution to the GM economy worth £43million GVA per annum, an uplift of £10.4m compared to the productivity at the former Paterson building and indirect benefits to the GM economy worth £16.1m GVA per annum, an uplift of £3.8m. This is therefore of considerable strategic significance. However, the facility has very specific locational requirements and has to be within the existing campus and has to be next to patients' beds
- 4.2 If the framework is endorsed, this ultimately has to be balanced with the location of the Christie within a residential area and the impact that a building of the size required would have within that area.
- 4.3 In respect of the five categories of objection raised the following response is put forward.

The process of producing an addendum is not appropriate

- 4.4 The existing strategic planning framework establishes a broad vision for the development of the Christie site. It is not a formal planning policy document and it is not a site allocations document, nor is it a supplementary planning document that adds further detail to the development plan. It is essentially a statement of ambition which is a material factor in the determination of planning applications.
- 4.5 This addendum acknowledges and has responded to a specific issue that has arisen at the site, ie the fire at the Paterson building and sets out an ambition to develop a major clinical and research facility at the site. However, the approval of this addendum would not be an overriding factor in terms of determining any planning application. All planning applications have to be determined through the statutory planning processes. This would include a

full and robust assessment of a proposal in strict accordance with both national and local planning policy and any other material considerations.

The building is too big for the site and the area

- 4.6 The space requirements and the size of the building were determined following consultation with various specialist ‘user groups’ within The Christie. This has identified the need for the building to accommodate 23,800 sq. metres (NIA) of floor-space if a world-class facility is to be created. This floor-space would accommodate:
- Eight state of the art laboratories and associated write up space to replace that lost in the Paterson fire (4,700 m²);
 - Four state of the art laboratories and associated write up space for the Manchester Centre for Biomarker services (1,500 m²).
 - Consultant workspace to accommodate The Christie’s clinical and research staff that are critical collaborators and whose expertise is critical to successful translational research (2,800 m²). These staff are presently dispersed across the Withington Site in often low quality accommodation.
 - Collaboration and engagement spaces including meeting rooms (4,350 m²);
 - Highly specialised plant and equipment (5,500 m²)
 - Space for facilities management (700 m²)
 - Circulation spaces such as corridors / stair-wells etc (4,200 m²)
- 4.7 The accommodation has to be ‘stacked’ vertically and horizontally in a very particular way to ensure the full integration of scientific research and to ensure that relevant staff are located on the correct level, for example some Consultant Workspace is required to be located on level 1 to connect directly into the existing drugs trial wards.
- 4.8 The overall floor-space requirement for the laboratories, write-up and research space has increased by c.18% in order to ensure that the new accommodation meets modern design standards.
- 4.9 The requirement for a specific quantum of floor-space, the need for that accommodation to be arranged in a particular way, the need for enhanced floor-ceiling heights within the laboratories and the constrained nature of the site all combine to result in the height of the building proposed.
- 4.10 The expansion of the Manchester Centre for Cancer Biomarker Sciences (MCCBS) was originally planned to be accommodated within an independent building alongside the Oglesby Cancer Research building (formerly MCRC).

That proposal is superseded by the PRP. Therefore there are no longer any plans to build on the land adjacent to the Oglesby building. Provision of the expanded MCCBS within the PRP development provides the opportunity to fully integrate biomarker research alongside a wide range of other specialist activities thereby allowing it to make a greater contribution to Team Science and the faster translation of research into patient care. This physical integration has substantial research benefits that would not be achieved if MCCBS were provided in a standalone building.

- 4.11 The support for the facility that would be provided by the endorsement of this addendum does not mean that planning permission would inevitably be granted. All of the concerns that have been raised about the impact of the scale of the building would have are critical and must be fully addressed as part of the determination of any planning application by the Local Planning Authority. As set out above, the approval of this addendum would not override existing national and local planning policy and the application would have to be fully justified in that context.

It would be possible to distribute the floorspace more efficiently in a less invasive manner

- 4.12 The Team Science approach requires much greater levels of integration between those involved in the research pipeline. Consideration was given to whether this could be achieved through developing a number of standalone buildings but this would fundamentally fail to deliver the world-class collaborative working environment sought by the Partners.
- 4.13 Similar facilities in North America and elsewhere demonstrates that such co-location accelerates the rate at which new discoveries in the laboratory are translated into clinical trials and ultimately into new treatments for patients. The world of cancer research is changing and evolving from the traditional reliance on the creativity of individuals to the central need of multidisciplinary collaboration involving biologists, clinicians, chemists, computational biologists, statisticians and engineers: the bringing together of scientists and clinicians with different and diverse ideas and expertise to work together to accelerate the translation of breakthrough discovery research into patient benefits.
- 4.14 The co-location of activities has huge advantages over a more traditional dispersed model as it: increases the opportunities for mixing and thereby encourages informal discussions, sharing of ideas and sharing of technologies; it stimulates discussion of pressing scientific and clinical problems; it helps to remove barriers that in the past have impeded interaction and common understanding; it creates a vibrant, lively community best suited to building relationships and new ways of working together; it creates a unique and exciting environment and culture that is different from traditional discipline-focussed centres and will attract other leaders from around the world that share the team science philosophy and in so doing deliver a powerful multiplier effect that will build strength and depth; it provides the ideal training environment to develop the next

generation of cancer researchers and practitioners who will be schooled in the principles of team science

- 4.15 It maximises the potential of translating knowledge into new ways of treating patients. A dispersed model would not achieve these objectives or deliver the same benefits. If that approach could work, it would require the demolition and re-provision of some existing buildings containing essential services which would create a number of additional operational challenges.
- 4.16 The brief was developed in consultation with the clinicians and researchers and addresses specific needs. A range of options were considered about how the space could be configured around the site but it has to be on a single site within a single building.
- 4.17 It was originally intended to incorporate facilities and amenities for local residents and the community within the ground floor but this has been removed and the ground floor would accommodate the main entrance, reception, café, public engagement area, lab services accommodation, lab changing area, goods in and out area, physics workshop, freezer room, HV & LV switch-rooms, lab plant room and a cycle hub

The adverse impact of parking and traffic

- 4.18 There were c.3,815 total staff employed at the Christie Withington Site in January 2017 prior to the fire in April 2017, of which c.3,052 were typically on site at any one time. At present 3,485 are based at the site of which c.2,780 are typically on site at any one time. If the PRP is implemented, 3,870 staff would be employed at the site on its first day of operation in 2022 3,096 may be on site at any one time. This represents an increase of 55 on pre-fire levels.
- 4.19 When the PRP is full occupied, 4055 could be based at the site in 2030 which represents an increase of +185 staff from 2022 and +240 from pre-fire levels. 3,244 may be on site at any one time.
- 4.20 There can be no doubt that there have been real tensions in the area as a result of staff, visitors and patients parking on nearby streets and from the volume of traffic that the site attracts. This issue has to some extent been addressed by the modal shift away from private car as a result of the introduction of the Green Travel Plan and through the introduction of a controlled parking scheme, funded by The Christie. However, whilst the CPZ has been successful in terms of addressing the problem on those streets included, some issues have arisen elsewhere as parking has been displaced onto other streets.
- 4.21 The Green Travel Plan prioritises journeys on foot, by bike and by public transport and has encouraged car sharing and other measures. It has resulted in a modal shift and has achieved the Transport for Greater Manchester “Gold Standard” for the past two years. The Christie have been awarded the Travel Choices “Active Travel Award” for excellence in

promoting cycling and walking. Around 45% of staff now use sustainable transport and the GTP aims to increase this to 60% of all journeys which is more ambitious than many other GTP's. Physical works have been carried out at the site, such as the provision of more shower and changing facilities and secure cycle parking. Other initiatives include: "Walking Wednesday", free bicycle training, free bicycle maintenance and individual public travel packs for staff

- 4.22 The Christie has since received permission for a car park to increase on site provision. As part of this approval, the Christie has made a financial contribution through S106 to expand the CPZ significantly and there is a report elsewhere on the agenda regarding this. The implementation the car park and the expansion of the CPZ will further help to address problems being experienced on nearby streets and should ease parking problems in the area.
- 4.23 These issues would be addressed in detail as part of the consideration of the Planning application.

Detailed issues about the impact on amenity at nearby homes

- 4.24 Many issues are raised about the impact of the scheme on the amenity of residents in the area. These are very important matters that have to be fully addressed as part of the consideration and determination of the planning application. They do not however come within the remit of the Executive in terms of this addendum.

5.0 Concluding Remarks

- 5.1 The addendum recognises and seeks to capture a major research and medical facility within Manchester which would have significant medical and economic benefits for the City and the region.
- 5.2 Whilst residents in the area do value the work undertaken at the Christie they have very considerable concerns about how it impacts on their community and neighbourhood and this has been expressed over many years in relation specifically to parking issues. In response to this specific addendum, the height of the building has been a major cause for concern.
- 5.3 The draft addendum does not set out a policy position but recognises that there is an opportunity to develop a facility of national and international significance at the site.
- 5.4 A planning application is currently being considered. This is the subject of public consultation and will be determined in due course by the Local Planning Authority.
- 5.5 Detailed recommendations appear at the front of this Report.

6.0 Contributing to the Manchester Strategy Outcomes

(a) A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities

- 6.1 The City Region is a driving force in the regional and national economy. It accounts for 52% of the North West's total economic output and 5% of UK output. The health sector plays a central role within this and employment has grown in the sector by 13% between 2001 and 2011 and it is the second largest employer in the city region, employing over 150,000 people. The NHS spends on goods and services across the North West, of which 40% is retained in the region. In Manchester, the health sector employs 40,500 people contributing over £1bn per annum to the economy.

(b) A highly skilled city: world class and home grown talent sustaining the city's economic success

- 6.2 The Christie employ 2,850 people plus around 300 volunteers and there are 300 University staff with 21% of the workforce living in the M14, M20 and M21 post codes, 38% in Manchester as a whole and 49% elsewhere in Greater Manchester.

(c) A progressive and equitable city: making a positive contribution by unlocking the potential of our communities

- 6.3 The SRF would help to ensure that The Christie will remain a strategically significant clinical, research and employment facility in the city and the region.

(d) A liveable and low carbon city: a destination of choice to live, visit, work

- 6.4 The development aspirations of the Christie would be accommodated in a manner that respects local character and amenity and key issues that have caused ongoing problems in the area regarding parking are being addressed.

(e) A connected city: world class infrastructure and connectivity to drive growth

- 6.5 The Green Travel Plan aims to ensure that staff and visitors use sustainable forms of transport including buses, trams, cycling and walking. This should help to alleviate issues on streets in the area.

7.0 Key Policies and Considerations

(a) Equal Opportunities

- 7.1 The site provides a significant number of jobs which are easily accessible to nearby residents. There is a commitment to ensure that design standards

throughout the development will comply with the highest standards of accessibility.

(b) Risk Management

7.2 Not applicable

(c) Legal Considerations

7.3 If the addendum to the SRF is approved by the City Council, it would become a material consideration for the Council as Local Planning Authority

**Manchester City Council
Report for Resolution**

Report to: Executive - 24 July 2019

Subject: Expansion of the Residents' Parking Zone around the Christie Hospital

Report of: Director of Highways
Strategic Director - Neighbourhoods

Summary

The purpose of this paper is to consider the proposal to introduce an extension to the existing residents parking scheme adjacent to the Christie Hospital.

Recommendations

Executive is asked to approve the design of an expanded residents parking scheme around the Christie.

Wards Affected: Old Moat, Withington, Didsbury East & Didsbury West

Financial Consequences - Revenue

As part of extending the existing residents parking scheme there will be a requirement to increase resources undertaking enforcement and this will be considered as part of designing the scheme to ensure enforcement activity can be undertaken as efficiently as possible.

The Christie have agreed to contribute c£0.6m S.106 monies towards the ongoing revenue costs of effectively enforcing within the proposed extended resident parking zone. The £0.6m will be drawn down on an annual basis to make up any shortfall in the costs of enforcement after the income from penalty charge notices has been offset in order to ensure there are no increased annual revenue costs to the City Council for enforcing the extended parking zone.

Financial Consequences - Capital

There is currently a budget of £355k included within the City Council capital programme for designing and implementing the proposed extension to the existing residents parking scheme. The Christie have agreed to provide £400k S106 monies to cover the costs of the new scheme in order to ensure there are no additional financial implications for the City Council.

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Background documents (available for public inspection):

None

1.0 Introduction

- 1.1 Residents' parking schemes were first introduced in the city almost 20 years ago. Since then eight of these schemes have been introduced to reduce the impact that commuter and other non-residential parking has on residential areas. These schemes have been introduced in many different areas, all with their own unique set of issues and problems. As such, whilst all schemes are similar in the way they operate, they are all to some extent bespoke with individual characteristics defining the way they are managed and administered.
- 1.2 The growth of the city's economy and increased levels of car ownership and use in general, combined with the proposed expansion of the Christie's infrastructure specifically, continues to put pressure on the availability of parking for residents, particularly, but not exclusively, in the area surrounding the Christie. This proposal promotes the need for an expansion of the existing residents parking scheme around the Christie.

2.0 Background

- 2.1 The Christie is the largest single site cancer centre in Europe and is currently undergoing expansion of the medical facilities it provides.
- 2.2 On the 11th January 2018, MCC Planning and Highways Committee resolved to approve the planning application for a Tiered Car Park (Ref: 117847/FO/2017). This will provide eight levels of decked parking and reconfiguration of the surface level car park following demolition of two existing buildings.
- 2.3 Part of the approval for the application included signing a Section 106 (of The 1990 Town & Country Planning Act) legal agreement to provide the necessary funding for the City Council to design, implement and then fund the on-going enforcement, maintenance and administration costs of an expansion to the existing Controlled Parking Zone (CPZ).
- 2.4 Consequently £1m S.106 funding has been secured from the Christie to implement the scheme and to contribute to the on-going revenue costs for enforcement of the scheme.
- 2.5 The existing CPZ was implemented in 2015 and has proved to be largely successful in addressing the impact of external parking on the surrounding residential areas. However, it has caused significant displaced parking issues in the wider neighbourhood and with the on-going expansion, staff and visitor numbers are forecast to increase further in the future. The extension to the current CPZ seeks to address that issue.

3.0 Outline Scheme Proposals

- 3.1 The proposed expansion area is shown in Drawing No. A3/209887H/Con Rev B, which is appended to this report.

- 3.2 The expansion area takes into consideration the areas requested by local ward members identified as a consequence of resident complaints and feedback associated with non-residential parking due to the development of the Christie.
- 3.3 The existing scheme operates Monday – Friday, 8am – 6pm and consists of a mixture of residents’ only parking bays, “past this point” residents’ parking streets and Limited Waiting for up to 3 hours with an exemption for residents with permits. All other areas within residential streets are subject to no waiting at any time restrictions. Arterial routes have a selection of waiting and loading restrictions.
- 3.4 The expanded scheme will consist of the same restriction types.
- 3.5 We will consult with residents within the existing resident’s parking area by a questionnaire in order for any improvements to the scheme to be identified. We will also consult with residents within the expanded area via a questionnaire and in accordance with the following procedure.
- 3.6 The programme for a resident parking scheme includes three consultation stages.

Stage 1: Questionnaire which seeks to identify the appetite for a residents’ parking scheme in the identified expansion area and inform how it should operate.

Stage 2: Should a scheme receive a positive response based on the questionnaire feedback, initial proposals will be drawn up and then circulated to members and residents as part of the second stage of consultation.

Stage 3: Where appropriate, amendments are made based on Stage 2 feedback before the design is finalised and subject to Delegated Powers approval by The Executive Member for Environment and advertised on street and in the local paper. The third consultation stage is the statutory consultation where formal objections can be considered.

3.7 Stage 1 consultation: Questionnaire

All residents within the identified area (black line boundary) will receive a questionnaire. Residents within the existing RPZ (hatched area) will be asked whether there are any improvements that they feel should be considered to the existing scheme. Residents within the proposed expansion area will be asked how they feel about parking on their street and crucially whether they would support the introduction of parking restrictions designed to deter commuters and visitors from parking on local roads.

- 3.8 In those areas where there is not significant opposition to the principle of parking restrictions being introduced, the information gathered from the surveys will be used to as intelligence to assist in the design proposals.

3.9 Stage 2 consultation: Scheme design

Following the feedback received from the questionnaires a scheme will be designed. The designs will be shared with Local Members prior to the second stage consultation of residents. Residents will then be consulted on the design for further comments. Feedback received as part of this consultation will be considered and if appropriate changes made to the design before it is finalised and subject to Delegated Approval and statutory consultation (Stage 3).

4.0 Conclusion

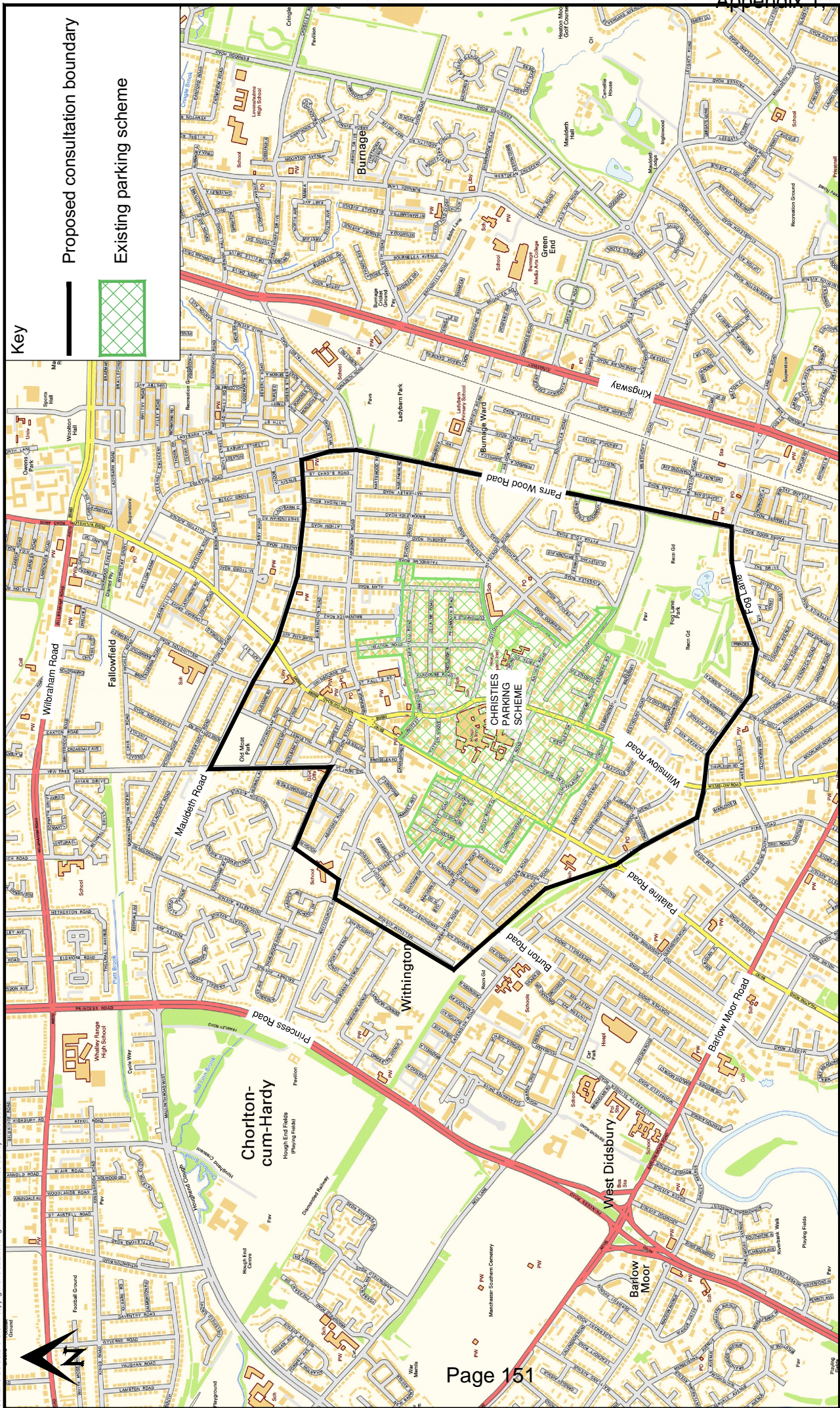
4.1 The Council is fully committed to mitigating the impact that commuter and other non-residential parking has on residential areas as far as possible. This proposal has been developed in accordance with the principles of the Residents Parking Report approved by the Executive on 12 September 2018.

5.0 Recommendations

5.1 The recommendation is set out at the beginning of the report.

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PROJECT TITLE The Christie S106 Parking Scheme Review and expansion		DRAWING TITLE Proposed consultation boundary		Highways, Transport & Engineering Corporate Core PO Box 532 Town Hall Manchester M60 2LA			
SIZE A3	SCALE NTS	DATE Feb 19	DRAWN WAR	CHECKED APPROVED	APPROVED APPROVED	DRAWING NUMBER A3/209887H/Con	REV B

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**Manchester City Council
Report for Resolution**

Report to: Resources and Governance Scrutiny Committee - 16 July 2019
Executive - 24 July 2019

Subject: Global Revenue Budget Monitoring Report to the end of May 2019

Report of: Deputy Chief Executive and City Treasurer

Summary

The report outlines the projected outturn position for 2019/20, based in spend as at the end of May 2019 and future projections.

Recommendations

The Executive is recommended to:

1. Recommend that the Council approve the proposed virements over £0.5m in paragraph 61.
2. Approve the use of budgets to be allocated in paragraph 58.
3. Approve the use of reserves in Paragraph 59.
4. Approve the use of grants in addition to that already planned, as detailed in paragraph 60.
5. Approve the proposed virements under £0.5m in paragraph 61.
6. Note the report.

Wards Affected: None directly

Manchester Strategy outcomes	Summary of the contribution to the strategy
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	The effective use of resources underpins the Council's activities in support of its strategic priorities.
A highly skilled city: world class and home grown talent sustaining the city's economic success	
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	
A liveable and low carbon city: a destination of choice to live, visit, work	
A connected city: world class infrastructure and connectivity to drive 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 report identifies a projected net revenue overspend of £3.495m for 2019/20, based on income and expenditure up to the end of May 2019. All Strategic Directors continue to work to address the position by identifying greater efficiencies and accelerating savings where possible in order to support the overall financial position of the City Council.

With the likely scale of funding pressures and future resource reductions, it is important that the Council holds a robust position on reserves and maintains the ability to deal with issues that arise during the financial year. Requests to allocate funding to or from reserves in year are included within the report.

Financial Consequences – Capital

The revenue budget includes funding to meet the capital financing costs of the Council. Changes in the capital programme can affect the budget to meet such costs.

Contact Officers:

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Background documents (available for public inspection):

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

The Revenue Budget 2019/20 as approved by the Executive on 13 February 2019.

Introduction

1. This report provides a summary of the projected revenue outturn position for 2019/20.

May 2019 position

2. The forecast for 2019/20 at the end of May 2019 is an overspend of £3.495m.

Summary Budget Information

3. The following table summarises the spend for 2019/20 by service. The paragraphs that follow outline the main reasons for the variation to budget.

Overview of forecast Position 2019/20

	Original approved budget £000	Revised Budget £000	Outturn £000	Variance £000
Total Available Resources	(610,835)	(610,835)	(610,826)	9
Total Corporate Budgets	113,629	108,337	107,916	(421)
Children's Services	120,434	118,855	120,490	1,635
Adult Social Care	198,263	198,068	201,726	3,658
Homelessness	13,375	13,942	13,942	0
Corporate Core	67,838	68,789	67,944	(945)
Neighbourhoods and Highways	91,781	97,081	96,780	(301)
Growth and Development	5,515	5,763	5,623	(140)
Total Directorate Budgets	497,206	502,498	506,405	3,907
Total Use of Resources	610,835	610,835	614,321	3,486
Total forecast over / (under) spend	0	0	3,495	3,495

4. The main differences between the 2019/20 original and revised budget are that:
 - £5.084m for the annual pay inflation award which was included in the original Corporate Budgets and allocated across Directorates (Adults Social Care pooled budget was allocated £1.002m in the original budget);
 - £2.7m Youth Services budget transfer from Children's Services to Neighbourhoods and Highways;
 - £0.983m Decriminalised Parking Enforcement and Bus Lane income budget from Neighbourhoods and Highways to Corporate Services; and

- £279k Winter Pressures grant transfer from Adults Social Care to Homelessness.

5. All variances are measured against the revised budget.

Corporate Costs and Resources

Corporate Budgets and Available Resources (£412k underspend)

6. Spend against Corporate budgets is £412k less than budget. This is mainly due to historic pension costs being lower than budget due to a reduction in the number of recipients, offset by an underachievement of £9k on Council Tax Subsidy Grant.

Business Rates and Council Tax

7. The Council is responsible for the collection of local taxes (Council Tax and Business Rates). At the end of May 2019, 18.11% of Council Tax had been collected. This is 0.24% lower than the position at the end of May last year. It is too early to predict what the final Council Tax collection rate will be for 2019/20.

8. Business Rates collection is 21.82% at the end of May 2019, 3.61% ahead of last year. Whilst the collection rate has increased, the continued volatility in the position for appeals and new buildings coming onto the rating list means that it is very difficult to predict what the final position will be.

9. However, it should be noted that the income to be included in 2019/20 for these areas is fixed. Any variances will not impact until future years and will be transferred to or from the Business Rates reserve.

Children's Services (£1.635m overspend)

10. Manchester Children's Services is formulating a plan that articulates the delivery of children's services in accordance with the Council's 'locality' model, which will see greater collaboration, joint working, increased access to social care expertise and shared responsibilities across the children services partnership. This alongside the Council's innovation projects (no wrong door, front door reform and complex safeguarding hub) are expected to lead to a sustained reduction of unnecessary requests for a statutory intervention, release social capacity to deliver a timely plan of 'permanence' for children who become looked after, continuously improve the overall quality of practice and divert resources to early help services; supporting the progression of children's services to secure a 'good' Ofsted inspection outcome.

11. This plan will give due regard to how capacity can be released to enable resources to be invested more in early help and prevention and to address the issues, needs and contributing factors which drive the persistently high referrals and re-referrals to support a more sustainable financial position for Children's Services for future years. In response to the volatility in the looked

after children population and provider market, the other key area and focus of the Children and Education Services Directorate Budget Strategy is the development of a cost, demand and (internal and external) market sufficiency strategy (commissioning and market development) to inform the budget for 2020/21 to 2024/25.

12. For 2019/20 in order to put the Children's Services budget in a sustainable position, additional resources of £10.8m were identified in addition to the £2.8m agreed as part of the 2019/20 budget in February 2018 – a total of £13.6m. This enables a reduction in the Directorate savings for the 2018-20 period of £7.951m with revised Directorate's savings in 2019/20 of £2.653m.
13. The forecast outturn to the end of May is an overspend of £1.635m (1.4%) against a net budget of £118.855m the major variances are as follows:
14. External residential placements is projected to overspend by £1.691m due an increase of eight placements since the 2019/20 budget was finalised and a 2% increase in the average unit cost of placements. The position includes £3.3m of funding from Manchester's Clinical Commissioning Group (CCG) towards the costs of residential placements. This is made up of a non-recurrent contribution of £2.2m agreed in March 2018, ahead of progress being made towards joint assessment and funding of support to meet children and young people's needs and a further £1m projected income from the CCG for agreed contributions towards specific placements. The Strategic Director of Children Services and Education continues to undertake a line by line analysis of all external residential placements in order to assess permanence going forward. This position also reflects the current shortfall in delivery of commissioning savings of £400k, work is ongoing to review this provision and seek further efficiencies. This includes:
 - Understanding of residential cohort used to drive commissioning decisions
 - Building relationships with existing and new providers, sharing insights as to type of support Manchester is looking for.
 - Integrated commissioning arrangements with MHCC and Education partners.
15. Leaving Care service has a projected overspend of £312k. The 2019/20 budget included savings of £309k to meet pressures in supported accommodation placements. The projection is for an overspend of £290k which means that this pressure has reduced slightly and the savings remain high risk. Placements are currently 104 compared to the budget available for 87 placements. This includes the cost of accommodating care leavers over the age of 18 and the position reflects that placements are expected to reduce by 5 due to young people taking over their own tenancy or transitioning to Adult Services. Considerable work has been done to address placement costs through realignment of services to meet an individual's needs which has resulted in unit costs being 15% below those anticipated when the budget was set. Staying Put and Supported Lodgings costs are overspent by £22k. Work continues with Strategic Housing to increase the range and choice of provision for care leavers that is both suitable and achieves value for money enabling young people to successfully live independently.

16. The Section 17 payments projected overspend of £117k is due to the demand for support required to be provided to families for accommodation and essential living costs.
17. The Legal Fees for Children's Safeguarding projected overspend of £166k is based on the activity to date and the previous outturn. This relates to anticipated court proceedings costs, translation costs and assessment charges. The Strategic Director of Children Services and Education has recently met with Manchester's Legal Team in order to understand this position better.
18. The Home to School Transport and Travel projects an overspend of £53k. The 2019/20 budget reflected the need to achieve savings of £0.733m to manage a service pressure for the Home to School Transport budget for children and young people with special educational needs and disabilities. Based on current commitments it is forecast that £286k of savings have been delivered and the remaining savings will be achieved through a reduction in spend of £434k on the budget for Travel Passes, based on the existing and anticipated passes to be issued. However, the position on both these budgets may change based on the volume of travel applications received for the new academic year. There are also savings of £90k from Travel Co-ordination of which £50k are expected to be achieved and a further £40k will be achieved next year once capital work is undertaken to enhance pedestrian crossings.
19. The Education Psychology overspend is projected at £349k. Education Health and Care Plans (EHCP) for children and young people aged up to 25 were introduced on 1 September 2014 as part of the Special Educational Needs and Disability (SEND) provisions in the Children and Families Act 2014. In Manchester schools there are a total of 2,895 EHCPs which is a 23% increase over the last three years. The Council is receiving more requests for EHCPs for young people aged 20 to 25. Education Psychologist's assessments inform the EHCP plans and as a result of the additional EHCP demand and statutory requirement to complete EHCP process in 6 weeks the current commission for Education Psychologists has had to increase beyond current available budget.
20. Foster care and Special Guardianship Orders has a projected underspend of £0.776m. At the end of May 2019 external placement numbers were 421, a reduction of 8 placements compared to budget. Placement costs have increased by 2% (£18 per week) since the budget was finalised. Internal Foster Care placements are 454 at end of May 2019 compared to budgeted placements of 467. The service has performed well in the discharge from care or avoidance of children coming into care through increasing the use permanent Special Guardianship Orders and Child Arrangement Orders where deemed appropriate with numbers increasing by 48 to 531 since the budget was set. This is leading to additional costs of £0.569m, which are being met from the underspend in foster care.
21. Children's social care workforce budgets are projected to underspend by £100k. This relates to Locality Social Work teams and Permanence and

Emergency Duty Service underspend of £380k due to existing vacancies. The Families First service and Supervised Contact overspend of £347k, based on the use of agency staff, is currently under review. Complex Safeguarding Guard Hub is undergoing a restructure and current vacancies has led to a small underspend of £25k. Children's Social Care Commissioning Team underspend of £28k is due to vacancies which are expected to be recruited to later in the year. Other underspends total £14k.

22. Children's and Adults Mental Health Service (CAMHS) projects a £20k underspend. The Council is working with Manchester Foundation Trust and Manchester Health and Care Commissioning and has agreed to pay a £480k contribution towards CAMHS based on an interim specification whilst a revised contract specification is being developed for implementation later this year. The underspend relates to the cost of the agreed contribution compared to the budget available.
23. Strategic Leads, Quality Assurance and Statutory Assessment projects a £157k underspend. This is after the use of the recently confirmed School Improvement Grant and recharges to Dedicated Schools Grant.
24. Dedicated Schools Grant (DSG) in 2019/20 totals £530.06m, of which £6.10m is top sliced by the Department for Education to pay for academy budgets. At this stage it is expected that the DSG will overspend by £1.9m. This is mainly due to the high needs block which supports children with special education needs and special school places. There are DSG pressures in out of area placements, Education Health and Care Plans (EHCPs) and post 16 year old Education.

Adult Services (£3.658m overspend)

25. The Adult Social Care (ASC) and Population Health (PH) budget for 2019/20 is £198.068m of which £193.540m is part of the £1.186bn Manchester Health and Care Commissioning (MHCC) Pooled Budget for 2019/20.
26. The forecast outturn to the end of May is an overspend of £3.658m (1.8%), against a net budget of £198.068m. The 2019/20 budget includes gross savings of £7.909m to be made in the year from ASC services and from those savings £1.845m will contribute towards the cost of expansion of the Reablement service and Extracare services to enable people to be supported better at home and reduce delays in hospital discharge. The position reported to the end of May reflects that savings will be delivered later in the year and therefore will not have a full year impact in 2019/20. Through the partnership arrangements with Manchester Health and Care Commissioning for the health and care pooled budget, measures to manage spending pressures will be considered including taking into account funding available to support system resilience.
27. The major variances are as follows:

28. Budgets within the scope of Manchester Local Care Organisation overspend of £1.374m on Adult Social Care budgets. The most significant pressure is on the in-house supported accommodation budget which continues to incur high costs on agency staffing. The service has had an overspend of c£1m in 2016/17 and 2017/18 which increased to £1.8m in 2018/19, the underpinning financial model and the key assumptions is being fully reviewed. Significant work is underway to improve the agency management information to further understand agency requirements.
29. Residential and nursing project a £255k overspend. The budget includes savings of £1.084m, which equates to a reduction of 49 placements across the year, resulting from the impact of new care models. Residential and nursing placements show a net decrease of 5 from March 2019 and continue to show a reduction.
30. Homecare projects a £0.981m overspend. The hours commissioned as at the end of May are 26,744 which are in line with the numbers commissioned over the last 6 months. The Homecare savings from new care models were £4.533m which equates to a reduction of 5,930 hours or c22% of the commissioned hours. This was modelled to be achieved from reduced packages of care following reablement, the introduction of an improved assistive technology offer and high impact primary care. Based on progress to date it is estimated that £2.1m of savings from these new care models can be delivered in 2019/20 and this is reflected in the reported position. Contract savings of £0.750m were expected from the new homecare contract which is due to commence in September on a phased basis. Progress against this savings target will be expected in the last six months of the year as such £375k of savings are included in the forecast Savings from Strengths Based Assessments of £300k have also been estimated for delivery later this year. These estimates will be kept under review as the year progresses.
31. Learning Disability projects a £0.616m overspend. There has been a net increase of 8 clients since the start of the year with a cost of £0.544m. The reported position reflects a request to draw down demography funding to meet the cost, subject to approval of the Deputy Chief Executive and City Treasurer and Executive Member for Finance and Human Resources. Savings of £0.650m were agreed as part of the budget process which were split between £0.500m on high cost placements and £150k from the introduction of an enhanced shared lives offer. To date £22k of savings are verified as being achieved against high cost placements. The shared lives offer is still being developed in full and is unlikely to achieve savings before the last quarter of the year. Until the offer is finalised and new carers are recruited, no savings have been built into the reported overspend above.
32. Mental Health projects a £150k overspend. Whilst mental health placement numbers have reduced by 6 for those over 65 years old and by 9 for those under 65 since March 2019. There remains a pressure of £150k on the budget.

33. Commissioning and corporate budgets projects a £0.582m overspend. This overspend is largely as a result of a delay on identification of contract savings of £0.5m which was a savings target for 2019/20. Options are being considered to deliver this saving.
34. Carers budgets project a £200k underspend based on levels of spend to date when compared to spending patterns from 2018/19.
35. Safeguarding budget projects a £100k underspend on staffing related costs. This is outside the remit of the MHCC Pooled Budget.

Homelessness / Welfare reforms (Breakeven)

36. The position reported is a projected break even position against a net budget of £13.942m. The position reflects the allocation of £4.340m investment and demography budget of £250k as per the Council's 2019/20 budget process and planned spend of external recurrent and non-recurrent funding streams. Whilst the position is breakeven there is risk from continuing rising demand, new initiatives and services developments funded from non-recurrent resources.
37. The use of Bed and Breakfast (B&B) during May averaged per night 143 single people and 70 families. The budget position is based on the expectation that numbers will reduce during the remainder of the year. To delay the use of temporary accommodation and move people in a managed way, a new team has been implemented at the front door for Section 21 presentations (no fault evictions). This delay allows more time to work with the family or individual to avoid eviction. Where there is a need for temporary accommodation the aim is to move people directly from their current property into dispersed accommodation, avoiding the use of B&B. If the numbers continued at the current rate for the rest of the year there would be a £75k overspend.
38. The net spend on dispersed temporary accommodation in addition to that claimed through housing benefit is forecast as £5.5m based on placement numbers in May. Forecast gross spend is £14m with eligible housing benefit income of £8.5m. This cost is being met by additional investment of £3.4m included in the 2019/20 budget and Flexible Housing Support Grant of £2.1m. Placements have increased by 27 since March 2019 to 1,508 in May 2019. Numbers of families in temporary accommodation continue to rise and there is a risk that despite significant additional investment in prevention the number of presentations in Manchester will continue to rise. There is an estimated £0.750m capacity in the Housing Benefit subsidy for numbers continuing to rise, this would allow for around 75 new placements, but numbers between June 2018 and March 2019 rose by 150. Work is ongoing to put in place an approach to minimise the cost to the Council of temporary accommodation by maximising the use of eligible housing benefit.
39. The 2019/20 budget included £0.5m of investment into the Inspections Team for Dispersed Accommodation and Floating Support Welfare Contact Officers. The investment in the Inspections team will ensure there is sufficient capacity

to make certain that properties are up to standard. The Welfare Contact Officers will ensure oversight and service safeguarding is maintained of all households whilst unallocated to a specific Support Worker, in addition to this, the role will oversee escalation of property issues, chasing progress on repairs and supporting residents with move on

40. The 2019/20 budget also included £0.8m of funding for a new homelessness prevention service which will support those households identified early on as being at risk of homelessness. The intention is to pilot this in two areas of the city, linking in with Early Help, education, health, and other locality based services, and providing a multi-agency/multi-modal prevention response to those households identified as being at risk of homelessness before they hit crisis point.
41. Funding of £205k from Greater Manchester Combined Authority (GMCA) for A Bed Every Night commitment for April and May has been confirmed. It is expected that Manchester's provision for the remainder of the year will cost £0.962m, with funding of £0.816m required from GMCA. Remaining £146k of additional support for medium to high needs clients as well as move on support to be funded from the new prevention investment.
42. Adult Social Care Winter pressures grant of £279k has been agreed as part of the 2019/20 budget setting process, this will fund eight posts on a permanent basis to enable successful recruitment and retention of staff linking a Homelessness Support Worker to each of the three hospitals as well as Mental Health. In addition to this there is a requirement to increase Private Rented Sector staffing to ensure people are not discharged from hospital into Homelessness but have a permanent accommodation offer which will be funded as part of the Adult Social Care Winter Pressure grant allocation.
43. The financial position reflects full spend of the following non-recurrent funding allocations:
 - Rough Sleeper Initiative (RSI) funding of £0.5m funds a number of different initiatives and services that work together as an RSI Partnership, with the objectives of preventing people from rough sleeping and finding accommodation for people already rough sleeping.
 - Ministry for Housing Communities and Local Government (MHCLG) has allocated funding for Rapid Rehousing Pathway programme of £215k. Additional staff attached to the Council's Outreach Team will develop relationships and help people who sleep rough to access appropriate local services, get off the streets and into settled accommodation.
 - Private Rented Sector Access Bid of £401k to increase the existing PRS offer to landlords including assistance for deposit and bonds.
 - New burdens funding of £390k is being utilised to provide capacity to reduce demand resulting from Homelessness Reduction Act. However whilst the responsibilities are ongoing, given the uncertainty around funding capacity arrangements have been made on temporary basis.
 - MHCLG Prevention and Flexible Homeless Support Grant provide additional funding of £1.005m to be utilised to prioritise prevention activity, carry out homelessness activities in line with the principles of

homelessness reduction act and reduce or eliminate the use of emergency B&B accommodation, particularly for periods over 6 weeks.

Corporate Core (£0.945m underspend)

44. The £0.945k underspend is made up of £1.958m underspend in Corporate Services offset by £0.639m overspend in Chief Executives and £374k unachieved cross cutting savings which is a timing issue because of part year implementation.
45. The Chief Executives overspend of £0.639m is primarily due to increased costs of the Coroners service, this is due to an increased number of cases, along with the complexity of cases.
46. The Corporate Services underspend of £1.958m includes employee savings of £1.573m due to vacant posts in a number of service areas including Performance Research and Intelligence, Procurement and Commissioning, Revenue and Benefits, Customer Services, Financial Management, and Commercial Governance. There is a £420k underspend in ICT due to a lower forecast spend against resources allocated to fund projects and a £30k underspend on Corporate items due to a reduced audit fee. This is offset by an overspend of £65k in the Shared Service Centre which is due to reduced income and an overspend on running costs.
47. There is a £374k overspend due to unachievement of cross cutting savings in relation to the HR policies. However there continues to be work ongoing to ensure that savings can be set against this target.

Neighbourhoods Directorate (£301k underspend)

48. The £301k underspend is made up of a £53k underspend on Neighbourhood Services and £248k on Highways Services.
49. Neighbourhoods Services is forecasting an underspend of £373k on Community Safety and Compliance, City Centre Management, Licensing and the Out of Hours Team mainly due to employee underspends with recruitment ongoing and a number of posts will be filled in the coming months.
50. This is offset by £320k lower than forecast income in Manchester Markets due to a decline in tenants at New Smithfield Market, Sunday Market Car Boot and Wythenshawe Market.
51. The position for the Highways Service is a £248k underspend, this is due to £105k underspend on Manchester Contracts as a result of a reduction in employee and subcontractor costs and additional income from pay and display car parks of £143k.

Growth and Development (£140k underspend)

52. The forecast underspend of £140k is made up a £320k underspend in Facilities Management due to a combination of staff vacancies and reduced security costs offset by additional expenditure on property repairs and planned maintenance costs.
53. The above underspend is offset by £145k overspends on Operational Property due to a combination of increased utility costs and reduced rental income from operational estate, and an overspend on Housing and Residential Growth of £35k due to additional council tax expenditure offset by savings in employee costs.
54. There are a number of ongoing risks associated with the Investment Estate, these include rental income from across the estate, and potential business rate costs for properties held pending development.

Housing Revenue Account

55. The Housing Revenue Account (HRA) is forecasting a £1.333m favourable variance.
56. The main variance is a £1.397m underspend on forecast PFI payments due to rescheduling of some capital investment, with works slipping into 2020/21, this is offset by a number of other smaller variances across the HRA.
57. The HRA is a ringfenced account and any in year surplus/deficit has to be transferred to or from the HRA reserve. Due to the forecast underspend £9.020m will be transferred from reserves, compared to a budget of £10.353m. This would leave a balance of £58.510m in the HRA General Reserve at year end.

Budgets to be Allocated

58. In line with the 2019/20 Budget Report to Executive in February 2019 the inflationary pressures and budgets are allocated on the assessment of individual business cases, approved by the Executive Member for Finance and Human Resources and the Deputy Chief Executive and City Treasurer. The following allocations are recommended for approval:
- Release of non-pay inflation for Redgate Holdings (Waste Management) of £355k. This will enable the continued disposal of appropriate material at Redgate Holdings Ltd and avoid the costly option of disposal via the Waste Levy.
 - Release of £5.084m for the 2019/20 annual pay award to mainstream budget allocations.

Transfer to Reserves

59. A drawdown request for the following reserve has been submitted:
- Manchester Fair Trade status – £12k draw down from Transformational

Challenge Reserve. The Council with the support of the Co-operative, Manchester's Fairtrade flagship employer, will be championing Fairtrade in the city, promoting its benefits, and encouraging retailers and customers to choose and support Fairtrade products.

Grants

60. Notification has been received in relation to specific external grants, the use of which were not confirmed as part of the 2019/20 budget setting process and therefore have been considered through the Revenue Gateway process in year.
- Local Government Association Cyber Resilience phase 1 grant of £25k allocated to ICT. The awarded grant will have a positive impact on the provision of cyber security training that will benefit all staff within the organisation. This training and increased awareness will help mitigate the risk of the Council being affected by a cyber-attack.
 - New Burdens funding of £85k allocated to Revenues and Benefits. This will fund additional temporary staffing resources which are necessary to respond more effectively to organised fraud cases received by the Benefits Service.

Virements

61. The following virements are proposed for a revised 2019/20 budget which require Executive / Council approval:
- £300k from Chief Executive Corporate Items to the Cross cutting savings budget in Corporate Core Directorate. This is made up of savings of £150k due to additional annual leave purchased by staff, based on an analysis of take up this year, and the introduction of a shared cost (salary sacrifice) model for the purchase of Pension Additional Voluntary Contributions which is projected to generate £150k in savings from employer national insurance contributions.
 - £0.560m from Cross cutting savings budget in Corporate Core Directorate allocated across Directorates following work recently undertaken to rationalise the Council's senior structure and the level of vacancies held.
 - £2.692m Youth Service budget from Children's Services to Neighbourhood Services to reflect the change in reporting arrangements.

Savings 2019/20

62. In 2019/20 budget process identified £9.022m of savings and budget reductions to be delivered in 2019/20. In addition, a further £5.776m of recovery plan savings have been agreed bringing the total savings required to £14.798m
63. The report sets out the assessment of risk against approved saving for 2019/20. The key areas of concern are those savings targets that have been rated as high risk or 'red'. These are shown in the table below.

Savings	Green	Amber	Red	Total	Non recurrent / Investment	Net Total as per MTFP
	£000	£000	£000	£000	£000	£000
Children's Services	876	1,468	309	2,653	392	3,045
Adults and Social Care	0	1,400	6,508	7,908	(5,915)	1,993
Homelessness	0	440	0	440	0	440
Corporate Core	2,499	850	0	3,349	0	3,349
Neighbourhoods	4,545	406	0	4,951	0	4,951
Growth and Development	1,020	0	0	1,020	0	1,020
Total Budget Savings	8,940	4,564	6,817	20,321	(5,523)	14,798

64. Delivery of amber and red savings will continue to be tracked and reported, and mitigations identified, where possible, to address the 2019/20 financial pressures. The red rated savings are detailed below.
65. Children's Services has £309k savings rated as red, the reported position assumes these will not be achieved in 2019/20. The savings are contained to Supported Accommodation / Leaving Care placements which are higher than budget. Where appropriate the service is supporting young people to take on their own housing tenancy agreements.
66. Adult Social Care has £6.508m savings rated as red. Although categorised as red because further work is required, the service expects to achieve £2.875m of these savings later in the year which is reflected in the reported position. The red savings are made up the following.
67. Reablement savings risk of £3.218m that the model will not have the forecast impact on homecare savings. A number of investigations are underway to improve contact time with the client which will assist delivery.
68. Strength based support planning has estimated savings of £0.5m, in addition there are £1.162m saving risk against Assistive Technology, now known as Technology Enabling Care (TEC). The TEC offer is being rolled out as part of the implementation of the strengths based assessment. Training of front line social care staff is currently underway and new procedures and processes are being put in place as part of the implementation of the new social care case management system (Liquid Logic) later in July. It is expected that benefits from these initiatives will start to be realised later in the year.
69. High Impact Primary Care saving risk of £153k from Residential, Homecare and Social Work. Work is being undertaken by the service to define the scope of the model and build integrated Neighbourhood Teams to assist delivery.

70. There are planned savings of £0.775m from Mental Health assessments where the service is working with Greater Manchester Mental Health to reassess all existing packages of care. Whilst the reviews are progressing, the time taken has gone beyond the original timescale of end of March 2019. This is reflective of both capacity in the service and the need to ensure high quality reviews and appropriate changes to care being properly considered and implemented. To date there have been some reductions in the cost of packages, but there has been some difficulty in sourcing alternative suitable care as such estimated savings may take longer to deliver.
71. Contract review saving risk of £0.5m as the implementation plan is yet to be developed. Further work is being undertaken to link into other service savings to assist with delivery.
72. Implementation of pre-paid cards has a savings risk of £200k due to the delays in mobilising the take up of the new cards, the services is working with social workers to promote the benefits of pre-paid cards and this saving is expected to be realised later in the year.

Investment Priorities 2019/20

73. In 2019/20 the Council committed to £31.863m of investment priorities. An update for these investments to the end of May is shown in Appendix 1.

Conclusion

74. Overall the projected variance of spend to budget for 2019/20 is an overspend of £3.495m.
75. A number of pressures have been addressed through the 2019/20 budget setting process and key risks will continue to be monitored and mitigations sought as required throughout 2019/20. As set out in this report, there are continued pressures on the budgets for Children's Services and Adult Social Care. The achievement of the approved savings targets is also integral to this process and will continue to be closely monitored and reported.

Recommendations

76. The recommendations appear at the front of this report.

Appendix 1: 2019/20 Investment Priorities

Investment Priorities	2019/20 £000	Objective / Update on progress / Outcomes
Children's Investment		
Looked After Children	12,931	Budget requirement for Children's placements, the Regional Adoption Agency, Children's Mental Health Services (CAMHS) and other safeguarding services supported by funding allocations and reserves.
Early Years	500	Reinvestment of Early Years savings to support the service
Adults Investment		
Additional capacity in Social Work, Safeguarding, the Citywide Care Homes Team, the Learning Disability service and other specialist services. Greater internal capacity for Best Interest Assessors supporting Deprivation of Liberty Safeguards	1,067	Recruitment to address significant challenges identified by incoming Director of Adult Social Services. Progress is positive with c70% of roles recruited to, all pre-employment checks are not yet complete, so start dates are expected in the next few months.
Development i.e. social work career pathway and additional team manager capacity for the in-house Learning Disability Accommodation Service	500	To aid recruitment and retention of social workers a career pathway is being developed. This includes collecting benchmarking information from other authorities. Modelling of possible cost implications is now underway. A future strategy is to go to the Improvement Board once agreed for approval.
Enable permanent recruitment to posts funded via Adult Social Care seasonal resilience funding	1,456	Roles identified to support work across the system in order to improve discharge from hospital. c70% of roles have been recruited to although workers have not yet started due to ongoing pre-employment checks.
Seasonal resilience funding for additional winter arrangements such as placement costs as agreed between partners	1,211	Smooth the pressure from increased package costs across the winter months. Additional provision will be purchased as required to ensure speedy discharge from hospital.
New Care Models	3,343	Investment in the New Care Models

Investment Priorities	2019/20 £000	Objective / Update on progress / Outcomes
Net Investment agreed during 2018/19 budget setting	3,840	Investment to meet need (part of £15m requirement over 2 years)
Homelessness Investment		
Homelessness - enhanced enforcement activity in the private rented sector	500	£0.5m investment into the Inspections Team for Dispersed Accommodation and Floating Support Welfare Contact Officers. This will ensure that there is sufficient capacity to make sure that properties are up to standard and ensure service safeguarding and oversee escalation of property issues
Investment agreed during 2018/19 budget setting	3,840	To support prevention and temporary accommodation including Bed and Breakfast accommodation.
Demography agreed during 2018/19 budget setting	250	The Demography provision has been applied
Neighbourhoods Investment		
Neighbourhoods - Support Food Inspections	255	Increase the number of food safety inspections, allergen control checks, imported food controls at Manchester Airport and strengthen management oversight.
Neighbourhoods - Further action to tackle littering, fly tipping and poor business waste management	500	To tackle and ultimately reduce the increasing number of commercial and refurbishment waste being fly tipped in particular hot spots throughout the City.
Neighbourhoods - Anti Social Behaviour (ASBAT)	420	Provide additional funding for the ASBAT team to address additional number of cases of anti-social behaviour across the city, delivering prevention, intervention and support to help reduce anti-social behaviour. The funding will be used to provide additional offices, management and support capacity across the city.
Youth Funding	150	Ideas are being developed for various schemes to progress in 2019/20, from 2021 consideration is to be given to part fund revenue costs of the Gorton youth hub.
Corporate Core		
Core - Welfare Reform support from additional Council Tax revenues	1,100	To support additional Discretionary Housing payments. Currently 41% of the total budget has been committed which is at a similar level to last year.
Total Investment	31,863	

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**Manchester City Council
Report for Resolution**

Report to: Executive – 24 July 2019

Subject: Capital Programme Update

Report of: Deputy Chief Executive and City Treasurer

Summary

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

Recommendations

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

1. Highways – Hyde Road. A capital budget virement of £1.254m is requested, funded by a transfer from the Highways Investment Plan budget.

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

1. Highways –Residents Parking Schemes (RPZ). A capital budget increase of £0.633m is requested, funded from External Contribution and Parking Reserve.
2. ICT – Early Years and Education Implementation (EYES). A capital budget decrease of £2.248m is requested and approval of a corresponding transfer of £2.248m to the revenue budget, funded by capital fund.
3. ICT – Telephony. A capital budget virement of £0.400m is requested, funded through a transfer from the ICT Investment Plan budget, alongside a capital budget decrease of £1.177m and approval of a corresponding transfer of £1.177m to the revenue budget, funded by capital fund.
4. ICT – Planning, Licensing, Land Charges and Building Control Application. A capital budget decrease of £0.066m is requested and approval of a corresponding transfer of £0.066m to the revenue budget, funded by capital fund.

To note increases to the programme of £0.757m as a result of delegated approvals.

Wards Affected: Various

Manchester Strategy outcomes	Summary of the contribution to the strategy
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	Contributions to various areas of the economy including investment in ICT services, Housing, and leisure facilities.
A highly skilled city: world class and home grown talent sustaining the city's economic success	Investment provides opportunities for the construction industry to bid for schemes that could provide employment opportunities at least for the duration of contracts
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	Improvements to services delivered to communities and enhanced ICT services.
A liveable and low carbon city: a destination of choice to live, visit, work	Investment in cultural and leisure services and housing
A connected city: world class infrastructure and connectivity to drive growth	Through investment in ICT and the City's infrastructure of road networks and other travel routes

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 recommendations in this report, if approved, will increase the revenue budget by £3.491m as a one-time transfer, funded from a corresponding decrease in the capital budget.

Financial Consequences – Capital

The recommendations in this report, if approved, will decrease Manchester City Council's capital budget by £2.858m, across the financial years as detailed in Appendix 1.

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Background documents (available for public inspection):

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

Report to the Executive 13th February 2019 – Capital Strategy and Budget 2019/20 to 2023/24

Report to the Executive 13th March 2019 - Capital Programme Update

Report to the Executive 26th June 2019 - Capital Programme Update

1 Introduction

- 1.1 This report outlines the requests for changes to the capital budget from 2019/20.

2 Background

- 2.1 In February each year, the Executive receives a report on the capital budget for the forthcoming five financial years and approves a series of recommendations to make to the City Council. The City Council's resolutions on these recommendations constitute the approval of the five-year capital programme for the City Council. Proposals for the capital budget were presented to the Executive on 13th February 2019.
- 2.2 The following requests for a change to the programme have been received since the previous report to the Executive on 26th June 2019.
- 2.3 Please note that where requests are made in the report to switch funding from capital to revenue and to fund the revenue spend from the Capital Fund, this is a funding switch from within the capital programme and will not have a negative impact on the Fund itself.
- 2.4 For the changes requested below, the profile of the increase, decrease or virement is shown in appendix 1 for each of the projects.

3 City Council's Proposals Requiring Specific Council Approval

- 3.1 The proposals which require Council approval are those which are funded by the use of reserves above a cumulative total of £2.0m, where the use of borrowing is required or a virement exceeds £0.500m. The following proposals require Council approval for changes to the capital programme.
- 3.2 Highways – Hyde Road Pinch Point scheme. The main scheme objective is to increase the span of a disused railway bridge to accommodate the widening of the A57 Hyde Road. The road is a strategically important trunk road which forms part of the main arterial route network in and out of Manchester City Centre. The road is currently constrained from four lanes to two at this 300m section causing significant congestion and delay particularly at peak times. A capital budget increase of £0.930m is requested in 2019/20, and £0.324m in future years, funded by a transfer of £1.254m from the Highways Investment Plan budget.

4 Proposals Not Requiring Specific Council Approval

- 4.1 The proposals which do not require Council approval and only require Executive approval are those which are funded by the use of external resources, the use of capital receipts, the use of reserves below £2.0m or where the proposal can be funded from existing revenue budgets and where the use of borrowing on a spend to save basis is required. The following

proposals require Executive approval for changes to the City Council's capital programme:

- 4.2 Highways – Residents Parking Schemes. The project is to design and implement four residents parking schemes at the Hathersage Road area in Ardwick, around the North Manchester General Hospital in Crumpsall, St Georges area in Hulme, and in Moss Side and Rusholme. The areas proposed all show signs of parking stress and saturation and the levels of complaints from local residents to find kerb-side space to park is significant. A capital budget increase of £0.476m is requested in 2019/20 and £0.157m in future years, funded from £0.476m External Contribution and £0.157m Parking Reserve.
- 4.3 ICT – Early Years and Education Implementation (EYES). Following a recent procurement of the Education system, Liquidlogic's EYES product was selected and will be implemented through this project. With Liquidlogic also providing the social care system, this provides an opportunity to have a single-view of Manchester's children, better enabling the Children's and Education workforce with the information that they require. A capital budget decrease of £2.248m is requested and approval of a corresponding transfer of £2.248m to the revenue budget, funded by capital fund.
- 4.4 ICT – Telephony. The project will procure and implement a replacement telephony and contact centre service for Manchester City Council. There is no upgrade path for the existing voice system, so replacement is the only way forward to ensure that the Council migrates onto a new, supported, secure and flexible telephony platform. In line with Manchester City Council ICT strategy, the intention is that future telephony provision will be software based where possible to ensure the council implement the most innovative and sustainable technology. A particular benefit identified is that new contact centre services will support flexible working by enabling users to log on from any location. A capital budget decrease of £1.177m is requested and approval of a corresponding transfer of £1.177m to the revenue budget, funded by capital fund. A further capital budget increase of £0.400m is requested, funded by a transfer of £0.400m from the ICT Investment Plan budget.
- 4.5 ICT – Planning, Licensing, Land Charges and Building Control Application. The project will undertake the feasibility work required to develop the procurement specification and go to market to find a suitable supplier for main line of business application to support Planning, Licensing, Land Charges and Building Control. The work will include a discovery exercise across the business to further refine the analysis work that has already been undertaken to support and identify benefits, analyse options, create a proposed delivery plan. A capital budget decrease of £0.066m is requested and approval of a corresponding transfer of £0.066m to the revenue budget, funded by capital fund.
- 4.6 Due to the nature of ICT projects moving away from the traditional hardware based procurements to purchasing software and technology 'as a service' or cloud-based (a term used to describe the delivery of technology services over

the internet rather than from an organisation's own onsite data centre), the Council must reflect this change in how it accounts for the procurement.

Under current accounting guidance cloud-based services are predominantly revenue in nature, and therefore funding for such projects must be transferred to the revenue budget.

5 Prudential Performance Indicators

- 5.1 If the recommendations in this report are approved the General Fund capital budget will decrease by £2.858m, across financial years as detailed in Appendix 1.
- 5.2 This will also result in a decrease in the prudential indicator for Capital Expenditure in corresponding years. Monitoring of all prudential indicators is included within the Capital Monitoring Report.
- 5.3 There is an increase in the requirement for prudential borrowing, however, this has already been assumed within the City Council's revenue budget and therefore there is no impact on the City's Council Tax.
- 5.4 The increases to the programme totalling £0.757m as a result of delegated approvals have been included within the prudential indicators.

6 Conclusions

- 6.1 The capital budget of the City Council will decrease by £2.858m, if the recommendations in this report are approved.
- 6.2 The revenue budget of the City Council will increase by £3.491m, funded from a corresponding decrease in the capital budget via Capital fund, if the recommendations in this report are approved.
- 6.3 The capital budget has increased by £0.757m as a result of the delegated approval detailed in Appendix 2.

7 Recommendations

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

Appendix 1
Requests for Adjustments to the Capital Budget Provision

Dept	Scheme	Funding	2019/20 £'000	2020/21 £'000	2021/22 £'000	Future £'000	Total £'000
Council Approval Requests							
							0
Highways	Hyde Road (A57) Pinch Point Widening	Borrowing	930	324			1,254
Highways	Highways Investment Budget	Borrowing	-930	-324			-1,254
Total Council Approval Requests			0	0	0	0	0
Executive Approval Requests							
Highways	Residents Parking Schemes	External Contribution	476	0			476
Highways	Residents Parking Schemes	Parking Reserve	0	157			157
ICT	Early Years & Education Implementation	Borrowing reduction, funding switch via Capital Fund	-604	-782	-862		-2,248
ICT	Telephony	Borrowing reduction, funding switch via Capital Fund	-590	-587			-1,177
ICT	Telephony	Borrowing		200	200		400
ICT	ICT Investment Plan	Borrowing		-200	-200		-400
ICT	Planning, Licensing, Land Charges and Building Control Application	Borrowing reduction, funding switch via Capital Fund	-66				-66
Total Executive Approval Requests			-784	-1,212	-862	0	-2,858
Total Budget Adjustment Approvals			-784	-1,212	-862	0	-2,858

Appendix 2

Approvals under authority delegated to the Deputy Chief Executive and City Treasurer

Dept	Scheme	Funding	2019/20 £'000	2020/21 £'000	2021/22 £'000	Future £'000	Total £'000
Delegated Approval Requests							
Highways Programme	Section 106 Derwent Avenue Traffic Regulation Order	External Contribution	15	0	0	0	15
Highways Programme	Woodhouse Park Experimental Traffic Regulation Orders	External Contribution	65	0	0	0	65
Neighbourhoods	Active Lifestyle Centre Artificial Grass Pitch Replacement (AGP) Project	External Contribution	198	0	0	0	198
Highways Programme	Sharston Roundabouts A560 Feasibility Study	External Contribution	40	0	0	0	40
Highways	Christie Extension RPZ	External Contribution	61	294	0	0	355
Neighbourhoods	Interactive Football wall Platt Fields	Revenue	8	0	0	0	8
Neighbourhoods	Interactive Football wall Platt Fields	External Contribution	76	0	0	0	76
Total Delegated Approval Requests			463	294	0	0	757

**Manchester City Council
Report for Resolution**

Report to: The Executive – 24 July 2019

Subject: Revising the Ethical Procurement Policy - The adoption of the Unite Charter for Ethical Employment Standards in the Voluntary and Community Sector

Report of: Deputy Chief Executive and City Treasurer

Summary

To incorporate into the Ethical Procurement Policy the Unite Charter for Ethical Employment Standards in the Voluntary and Community Sector and any other revisions necessary.

Recommendations

The Executive is recommended to:

1. agree to the Unite Charter for Ethical Employment Standards in the Voluntary and Community Sector be included within the appendices of the Ethical Procurement Policy;
2. agree the inclusion of the additional wording to section 5 of the Policy as detailed in this report; and
3. request that the Chief Executive signs the Charter on behalf of the Council to signify it has been included in the Policy.

Wards Affected: All

Manchester Strategy outcomes	Summary of the contribution to the strategy
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	The Council is committed to improving engagement with Small – Medium organisations, voluntary sector and charitable organisations, and where appropriate tenders will be adapted to their needs, particularly with regard to dividing large contracts into lots, in accordance with the Public Contract Regulations 2015
A highly skilled city: world class and home grown talent sustaining the city's economic success	Provide better Health and Wellbeing for Manchester residents through promotion of fair working conditions, better training opportunities and sustainable economic growth.
A progressive and equitable city:	The Council favours an asset based approach

making a positive contribution by unlocking the potential of our communities	which looks at the uniqueness of people, their potential skills, assets, relationships and community resources. This approach concentrates primarily on what is important to people, what they want to do, and the strengths and nature of their social networks. This underpins wider Council priorities of building self-reliance and strengthening communities.
A liveable and low carbon city: a destination of choice to live, visit, work	The supplier, service provider and contractor endeavour to purchase through suppliers and contractors who are continuously working at improving labour and environmental standards in the supply chain.
A connected city: world class infrastructure and connectivity to drive growth	Through commissioning and procurement activities this will promote Manchester as an attractive place to work by securing wider benefits and improvement to the lives of people in Manchester and the environment.

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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.

1.0 Introduction

- 1.1 Manchester Council was approached through the executive member for finance and human resources Unite Union Greater Manchester Social Action Branch asking how they could work with us to further develop and monitor the Council's Ethical Procurement Policy.
- 1.2 During the past 12 months several meetings have been held with the Unite Social Action Branch to discuss how we can improve the policy and its implementation through joint working.
- 1.3 The discussion resulted in the development of the Unite Charter for Ethical Employment Standards in the Voluntary and Community Sector which sets out how we will work together to identify potential areas of non-compliance with the standards set out in the Council's Ethical Procurement Policy by suppliers and contractors to the Council.
- 1.4 The Charter is appended to this report.

2.0 Charter for Ethical Employment Standards in the Voluntary and Community Sector

- 2.1 The Charter sets out that the Council and the Unite Greater Manchester Social Action Branch will monitor and review the Council's Ethical Procurement Policy on an ongoing basis.
- 2.2 The Charter sets out that the Head of Integrated Commissioning and Procurement will meet with representatives of Unite Greater Manchester Social Action Branch within 10 working days if presented with evidence of non-compliance with the standards.
- 2.3 The Charter will promote co-operation and consultation between the Council and Unite Greater Manchester Social Action Branch in their commitment to ethical employment standard in the Voluntary and Community Sector.
- 2.4 The Charter applies to all voluntary sector suppliers, service providers and contractors to the Council.
- 2.5 By approving and including the Charter in the Council's Ethical Procurement Policy contracts between the Council and voluntary sector suppliers, service providers and contractors to the Council will be strengthened. This Charter also aligns itself to the modern slavery and Human Trafficking Act which is referred to in the Council's Ethical Policy.
- 2.6 It is recommended that the following wording is included in the Ethical Procurement Policy under Section 5 - Improve labour conditions in the supply chain

“Charter for Ethical Employment Standards in the Voluntary and Community Sector

As a local authority we are responsible for the procurement of a multitude of contracts within the voluntary and community sector. It is therefore appropriate that we as a responsible Council have signed up to Unite's Charter for Ethical Employment Standards in the Voluntary and Community Sector in order to achieve the highest standards of ethical employment and behaviour. A link to the full charter that the Council have signed up to can be found in the appendix to the policy."

3.0 Recommendations

3.1 The recommendations are set out at the front of the report:

1. agree to the Unite Charter for Ethical Employment Standards in the Voluntary and Community Sector be included within the appendices of the Ethical Procurement Policy;
2. agree the inclusion of the additional wording to section 5 of the Policy as detailed in 2.6 above; and
3. request that the Chief Executive signs the Charter on behalf of the Council to signify it has been included in the Policy.



Ethical Employment Standards in the Voluntary and Community Sector

Agreement between Manchester City Council and Unite Greater Manchester Social Action Branch (NW389)

1. Manchester City Council and Unite Greater Manchester Social Action Branch (henceforth "the Branch") recognise the need to ensure that all voluntary sector suppliers, service providers and contractors to the Council commit to the ethical standards, as outlined in the Council's Ethical (Procurement) Policy.
2. This Agreement covers all members of staff; contractors and volunteers of voluntary, community and not-for-profit organisations commissioned, contracted or grant-awarded by Manchester City Council.
3. Manchester City Council and the Branch agree to monitor and review these standards and their application in the voluntary sector through:
 - a. Meetings between Branch representatives and the Council's Head of Corporate Procurement to be held annually, or more frequently as agreed, to monitor and review the Council's ethical procurement policy and its implementation in the voluntary sector;
 - b. Agreement by the Council to meet Branch representatives on request within ten working days when presented with evidence of non-compliance with the standards, or other major issues of concern to Branch members arising from the policy or its implementation;
 - c. Consultation with the Branch on any proposed changes to ethical procurement policy.
 - d. Manchester City Council and the Branch confirm their commitment to address any issues arising from the Council's Ethical (Procurement) Policy through cooperation and consultation.
4. This agreement may be terminated on 6 months' notice by either party to the other.

Signed on behalf of;

Manchester City Council		Unite the Union	
Position	Position	Position	Position
.....
Name	Name	Name	Name
.....
Signature	Signature	Signature	Signature
.....
Date of signing	Date of signing	Date of signing	Date of signing
.....

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KEY DECISIONS FOR THE JOINT GMCA & AGMA EXECUTIVE BOARD HELD ON 28 JUNE 2019

Greater Manchester Mayor	Andy Burnham (In the Chair)
Greater Manchester Deputy Mayor	Baroness Bev Hughes
Bolton	Councillor David Greenhalgh
Bury	Councillor Rishi Shori
Manchester	Councillor Richard Leese
Oldham	Councillor Sean Fielding
Rochdale	Councillor Allen Brett
Salford	City Mayor Paul Dennett
Stockport	Councillor Elise Wilson
Tameside	Councillor Brenda Warrington
Trafford	Councillor Andrew Western
Wigan	Councillor Keith Cunliffe

OTHER MEMBERS IN ATTENDANCE:

Rochdale	Councillor Janet Emsley
Rochdale	Councillor Aasim Rashid
Tameside	Councillor Leanne Feeley

OFFICERS IN ATTENDANCE:

GMCA – Chief Executive	Eamonn Boylan
GMCA - Deputy Chief Executive	Andrew Lightfoot
GMCA – Monitoring Officer	Liz Treacy
GMCA – Treasurer	Richard Paver
Office of the GM Mayor	Kevin Lee
Bolton	Sue Johnson
Bury	Geoff Little
Oldham	Helen Lockwood
Manchester	Joanne Roney
Rochdale	Steve Rumbelow
Salford	Jim Taylor
Stockport	Pam Smith
Tameside	Steven Pleasant
Trafford	Nikki Bishop
Wigan	Alison McKenzie-Folan
Growth Company	Mark Hughes
GMCA	Simon Nokes
GMCA	Julie Connor
GMCA	Claire Norman

GMCA
GMCA

Sylvia Welsh
Nicola Ward

1. APOLOGIES

RESOLVED /-

That apologies were received from Councillor David Molyneux (Wigan) - Keith Cunliffe attending, and Councillor Jenny Bullen (Wigan), Tony Oakman (Bolton Chief Executive) – Sue Johnson attending, Sara Todd (Chief Executive, Trafford Council) – Nikki Bishop attending, Carolyn Wilkins (Chief Executive of Oldham Council) – Helen Lockwood attending.

2. APPOINTMENT OF CHAIR TO THE AGMA EXECUTIVE BOARD 2019/20

RESOLVED /-

That the GM Mayor, Andy Burnham be appointed as Chair of the AGMA Executive Board for 2019/20.

3. APPOINTMENT OF VICE CHAIRS TO THE AGMA EXECUTIVE BOARD 2019/20

RESOLVED /-

That Councillors David Greenhalgh, Richard Leese and Brenda Warrington be appointed as Vice Chairs of AGMA Executive Board for 2019/20.

4. REVIEW OF THE AGMA CONSTITUTION

RESOLVED /-

1. That the revised constitution be approved.
2. That the revised constitution be referred to the Greater Manchester constituent authorities for agreement.
3. That, subject to the agreement of the Greater Manchester constituent authorities, the revised constitution be adopted as the Constitution of AGMA.
4. That the Monitoring Officer be authorised to make any changes of a typographical nature to the Constitution.

5. AGMA APPOINTMENTS AND NOMINATIONS 2019/20

RESOLVED/-

1. That the following appointments from GM Local Authorities to the AGMA Executive Board for 2019/20 be noted:

District	Member	Substitute Member
GMCA	Andy Burnham GM Mayor	
Bolton	David Greenhalgh (Con)	Martyn Cox (Con) Stuart Halsam (Con))
Bury	Rishi Shori (Lab)	Andrea Simpson (Lab) David Jones (Lab)
Manchester	Richard Leese (Lab)	Nigel Murphy (Lab) Sue Murphy (Lab)
Oldham	Sean Fielding (Lab)	Abdul Jabbar (Lab) Arooj Shah (Lab)
Rochdale	Allen Brett (Lab)	Sara Rowbotham (Lab) Daalat Ali (Lab)
Salford	Paul Dennett (Lab)	Paula Boshell (Lab) John Merry (Lab)
Stockport	Elise Wilson (Lab)	Tom McGee (Lab) Kate Butler (Lab)
Tameside	Brenda Warrington (Lab)	Bill Fairfoull (Lab) Leanne Feeley (Lab)
Trafford	Andrew Western (Lab)	Mike Freeman (Lab) Catherine Hynes (Lab)
Wigan	David Molyneux (Lab)	Keith Cuncliffe (Lab) Christopher Ready (Lab)

2. That the following appointments from the GM Local Authorities to the Police & Crime Panel for 2019/20 be noted:

District	Member
Bolton	Nadim Muslim (Con)
Bury	Sharon Briggs (Lab)
Manchester	Nigel Murphy (Lab)

Oldham	Steve Williams (Lab)
Rochdale	Janet Emsley (Lab)
Salford	David Lancaster (Lab)
Stockport	Amanda Peers (Lab)
Tameside	Alison Gwynne (Lab)
Trafford	Mike Freeman (Lab)
Wigan	Kevin Anderson (Lab)
Co-opted member	Majid Hussain
Co-opted member	Angela Lawrence

3. That it be noted that the current 2 co-opted members to the Police and Crime Panel will expire in December 2021.
4. That the following appointments by the GM Local Authorities to the Police & Crime Steering Group for 2019/20 be noted:

District	Member
Bolton	Nadim Muslim (Con)
Bury	Sharon Briggs (Lab)
Manchester	Nigel Murphy (Lab)
Oldham	Steve Williams (Lab)
Rochdale	Janet Emsley (Lab)
Salford	David Lancaster (Lab)
Stockport	Amanda Peers (Lab)
Tameside	Alison Gwynne (Lab)
Trafford	Mike Freeman (Lab)
Wigan	Kevin Anderson (Lab)

5. That the following appointments by the GM Local Authorities to the GM Health Scrutiny Committee for 2019/20 be noted:

District	Member	Substitute Member
Bolton	Linda Thomas (Lab)	Mudasir Dean (Con)
Bury	Stella Smith (Lab)	David Jones (Lab)
Manchester	Eve Holt (Lab)	Julie Reid (Lab)
Oldham	Eddie Moors (Lab)	Colin McLaren (Lab)
Rochdale	Ray Dutton (Lab)	Patricia Sullivan (Cons)
Salford	Margaret Morris (Lab)	Sammie Bellamy (Lab)
Stockport	Keith Holloway (Lib Dem)	Wendy Wild (Lab)

Tameside	Stephen Homer (Lab)	Teresa Smith (Lab)
Trafford	Sophie Taylor (Lab)	Anne Duffield (Lab)
Wigan	John O'Brien (Lab)	Ron Conway (Lab)

6. That the following nominations from the GM Local Authorities to the Planning and Housing Commission for 2019/20 be approved:

District	Member
GMCA Portfolio Lead	Paul Dennett (Lab)
Bolton	Toby Hewitt (Con)
Bury	Eamonn O'Brien (Lab)
Manchester	Suzanne Richards (Lab)
Oldham	Hannah Roberts (Lab)
Rochdale	Linda Robinson (Lab)
Salford	Derek Antrobus (Lab)
Stockport	David Mellor (Lab)
Tameside	Ged Cooney (Lab)
Trafford	James Wright (Lab)
Wigan	Terence Halliwell (Lab)

7. That the following nominations from the GM Local Authorities to the GM Statutory Functions Committee for 2019/20 be approved:

District	Member	Substitute Member
Bolton	Martyn Cox (Con)	Stuart Haslam (Con)
Bury	Joan Grimshaw (Lab)	David Jones (Lab)
Manchester	Bernard Stone (Lab)	Vacancy
Oldham	Norman Briggs (Lab)	Mohammed Alyas (Lab)
Rochdale	Janet Emsley (Lab)	Susan Smith (Lab)
Salford	Stephen Coen (Lab)	Anne-Marie Humphries (Lab)
Stockport	Kate Butler (Lab)	Tom McGee (Lab)
Tameside	Leanne Feeley (Lab)	Mike Smith (Lab)
Trafford	Jane Baugh (Lab)	Mike Freeman (Lab)
Wigan	Carl Sweeney (Lab)	Bill Clarke (Lab)

8. That the following nominations from the GM Local Authorities to the GM Pensions Fund Management Panel for 2019//20 be approved:

District	Member
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Bolton	Diane Parkinson (Con)
Bury	Joan Grimshaw (Lab)
Manchester	Paul Andrews (Lab)
Oldham	Abdul Jabbar (Lab)
Rochdale	Shaun O'Neill (Lab)
Salford	Michele Barnes (Lab)
Stockport	John Taylor (Lab)
Tameside	Brenda Warrington (Lab)
Trafford	Alan Mitchell (Con)
Wigan	Terence Halliwell (Lab)

9. That Councillor Janet Emsley (Rochdale) and Eamonn Boylan (Chief Executive, GMCA & TfGM) be appointed to the Halle Board for 2019/20.
10. That Councillor Rob Sharpe (Salford) be appointed to the Peoples History Museum Board.
11. That Councillor Eddie Moores (Oldham) be appointed to the Governors for the Christie Hospital NHS Foundation Trust for a three year term of appointment.

6. DECLARATIONS OF INTEREST

RESOLVED /-

That no declarations were received in relation to any item on the agenda.

7. PLANNING AND HOUSING COMMISSION REVISED TERMS OF REFERENCE

RESOLVED /-

That the revised Planning & Housing commission Terms of Reference (attached at Appendix 1 to the report) be approved.

8. REVENUE BUDGET MONITORING REPORT

RESOLVED /-

1. That the revenue outturn position for 2018/19, as detailed in section 1, which showed a favourable variance of £5,000 be noted.
2. That the reserves position as detailed in section 2 of the report be noted.

9. DATES OF FUTURE MEETINGS

RESOLVED /-

That it be agreed that meetings of the Joint GMCA & AGMA Executive Board will take place on the same day as the GMCA, when required.

A link to the full agenda and papers can be found here:

https://www.gmcameetings.co.uk/meetings/meeting/711/joint_gmcaagma_executive_board

This decision notice was issued Monday 1 July 2019 on behalf of Julie Connor, Secretary to the Greater Manchester Combined Authority, Churchgate House, 56 Oxford Street, Manchester M1 6EU. The deadline for call in of the attached decisions is 4.00pm on Monday 8 July 2019.

Call-In Process

In accordance with the scrutiny procedure rules, these decisions would come into effect five days after the publication of this notice unless before that time any three members of the relevant Overview and Scrutiny Committee decides to call-in a decision.

Members must give notice in writing to the Chief Executive that they wish to call-in a decision, stating their reason(s) why the decision should be scrutinised. The period between the publication of this decision notice and the time a decision may be implemented is the 'call-in' period.

Decisions which have already been considered by an Overview and Scrutiny Committee, and where the GMCA's decision agrees with the views of the Overview and Scrutiny Committee may not be called in.

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