



## **Executive**

Date: Wednesday, 16 October 2019

Time: 10.00 am

Venue: Council Antechamber - Level 2, Town Hall Extension

Everyone is welcome to attend this Executive 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**

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### **Councillors**

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

## **Membership of the Consultative Panel**

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### **Councillors**

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

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

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- 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 of the Previous Meeting**  
To approve as a correct record the minutes of the meeting held on 11 September 2019.
- 4. A Revised City Centre Transport Strategy**  
The report of the Strategic Director (Growth & Development) is enclosed.

**Ancoats and  
Beswick;  
Ardwick;  
Cheetham;  
Deansgate;  
Hulme;  
Piccadilly  
5 - 20  
All Wards  
21 - 28**
- 5. The Spending Round Announcement 2019**  
The report of the Deputy Chief Executive and City Treasurer is enclosed.

**All Wards  
21 - 28**
- 6. Capital Programme Update**  
The report of the Deputy Chief Executive and City Treasurer is enclosed.

**All Wards  
29 - 36**
- 7. Revenue Budget Monitoring 2019/20**  
The report of the Deputy Chief Executive and City Treasurer will follow.

**All Wards**
- 8. Delegation of Executive Functions to the Executive and Council Officers**  
The report of the City Solicitor is enclosed.

**All Wards  
37 - 40**
- 9. Knott Mill Masterplan**  
The report of the Strategic Director (Growth & Development) is enclosed.

**Deansgate  
41 - 66**

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|--|---------------------------------------|
| <p><b>10. Disposal of Land at Blackrock Street</b><br/>The report of the Strategic Director (Growth &amp; Development) will follow.</p>  | <p><b>Ancoats and<br/>Beswick</b></p> |
| <p><b>11. Portugal Street East Update</b><br/>The report of the Strategic Director (Growth &amp; Development) will follow.</p>   | <p><b>Piccadilly</b></p>              |
| <p><b>12. Decisions of the GMCA 27 September and 7 October 2019</b><br/>Enclosed for information are the Decision Notices for meetings of the GMCA on 27 September 2019 and 7 October 2019.</p>  | <p><b>All Wards<br/>67 - 80</b></p>   |
| <p><b>13. Exclusion of the Public</b><br/>The officers consider that the following item contains exempt information as provided for in the Local Government Access to Information Act and that the public interest in maintaining the exemption outweighs the public interest in disclosing the information. The Executive is recommended to agree the necessary resolutions excluding the public from the meeting during consideration of this item. At the time this agenda is published no representations have been made that this part of the meeting should be open to the public.</p> |                                       |
| <p><b>14. Disposal of Land at Blackrock Street (Part B)</b><br/>The report of the Strategic Director (Growth &amp; Development) will follow.</p>   | <p><b>Ancoats and<br/>Beswick</b></p> |

## Information about the Executive

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

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

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

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

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

## Further Information

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For help, advice and information about this meeting please contact the Committee Officer:  
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This agenda was issued on **Tuesday, 8 October 2019** by the Governance and Scrutiny Support Unit, Manchester City Council, Level 3, Town Hall Extension (Mount Street Elevation), Manchester M60 2LA

**Manchester City Council  
Report for Resolution**

**Report to:** Economy Scrutiny Committee – 10 October 2019  
Executive – 16 October 2019

**Subject:** Revised City Centre Transport Strategy

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

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### **Summary**

This report informs Members of proposals for a revised City Centre Transport Strategy (CCTS), aligned to the Greater Manchester Transport Strategy 2040. It is considered that a new strategy is now needed in order to take account of: the ongoing and future predicted growth of the city centre; changes in the policy context since the previous strategy was published in 2010, including the adoption of the 2040 Strategy; the ambition to be a zero carbon city by 2038 at the latest; and the outcomes of the City Centre Transport Strategy Conversation that took place in the autumn of 2018. The report outlines the key principles and proposals suggested for inclusion within the revised strategy and recommends that an engagement and co-design exercise is undertaken with stakeholders to further develop the strategy.

### **Recommendations**

The Economy Scrutiny Committee is invited to comment on the report and endorse the recommendations to Executive as detailed below.

The Executive is recommended to:

1. Note the intention to produce a revised City Centre Transport Strategy;
  2. Consider the key principles and proposals that should be covered in the revised strategy;
  3. Agree that the Council undertake an engagement and co-design exercise with key stakeholders in the city centre and surrounding wards in order to further develop the strategy with support from Transport for Greater Manchester (TfGM) and Salford City Council;
  4. Delegate authority to the Head of Local Planning and Infrastructure to finalise the terms of the engagement exercise with the Leader of the Council and Executive Member for Environment, Planning and Transport; and
  5. Agree that a report is brought back to a future meeting of the Executive on the outcomes of the engagement exercise and the content of the revised draft City Centre Transport Strategy.
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**Wards Affected:** Ancoats and Beswick, Ardwick, Cheetham, Deansgate, Hulme and Piccadilly

**Environmental Impact Assessment** - the impact of the decisions proposed in this report on achieving the zero-carbon target for the city

The revised City Centre Transport Strategy will set the strategic framework for how people will travel into and out of the city centre; and how they will move within the city centre. It will set out proposals to further enhance the city's public transport network and reduce car based trips over the longer term period; leading to the overall share of public transport; cycling and walking trips increasing as the preferred modes of travel. This will contribute to the city's and Greater Manchester's zero-carbon targets by increasing non-motorised trips and increasing the usage of public transport. The proposals will aim to reduce emissions and improve air quality on some of the currently most heavily polluted streets in the city centre.

Our Manchester Strategy outcomes	Contribution to the strategy
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	The updated city centre transport strategy will need to provide the capacity needed to underpin growth and support the creation of new jobs and opportunities in the city. Investment in city centre streets and the city's transport functions will support growth of the economy and maximise the competitiveness of the city.
A highly skilled city: world class and home grown talent sustaining the city's economic success	The updated strategy will support the delivery of projects that will create high quality employment opportunities in the city and will support growth in a range of key sectors of the economy. Improving infrastructure and unlocking regeneration opportunities will attract new investment, boosting the local economy and providing new jobs for Manchester residents. Improved public transport and walking and cycling routes to the city centre can help residents to access jobs and training opportunities located there.
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	The strategy responds to the 2018 conversation exercise. The strategy will support the enhancement of the transport network serving the city centre and through initiatives such as better ticketing, and reform to the delivery of local bus services will open up opportunities for communities across the city. Improving city centre travel and connections to other places supports inclusive development and employment growth.

A liveable and low carbon city: a destination of choice to live, visit, work	Efficient, high quality transport systems coupled with a strong sense of place will ensure Manchester continues to be a highly attractive and enjoyable visitor destination and continues to appeal to a diverse range of people living and working in the city centre. Proposals to reduce congestion and improve air quality will help achieve a cleaner and greener city, highlighted by respondents as an important issue. Improved freight and public transport, and a reduction in car based trips contributes towards Manchester's ambition to be a zero carbon city by 2038.
A connected city: world class infrastructure and connectivity to drive growth	Improvements to connectivity are central to the plans to refresh the strategy. World class infrastructure will attract international investment and promote a globally successful city. The strategy will deliver proposals to improve transport integration across Greater Manchester, making it easier for people getting into and moving around the city centre.

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

- Equal Opportunities Policy
- Risk Management
- Legal Considerations

### **Financial Consequences – Revenue**

Staff resources will be required to run the consultation. The City Council provides revenue funding to help support the planning, running and subsidising of transport services in the city centre.

### **Financial Consequences – Capital**

It is expected that capital funding to invest in transport infrastructure as proposed in the revised CCTS will be met from the Greater Manchester Combined Authority (GMCA) capital programme.

### **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.

- Transport Strategy for Manchester City Centre 2010
- Report to Executive 28 July 2010 Consultation on Transport Strategy for Manchester City Centre
- Greater Manchester Transport Strategy 2040
- Greater Manchester Transport Strategy 2040 Draft Delivery Plan (2020-2025)
- Report to Economy Scrutiny Committee 6 February 2019 Greater Manchester Transport Strategy 2040: Draft Delivery Plan (2020–2025)
- Report to Economy Scrutiny Committee 6 February 2019 City Centre Transport Strategy – Feedback from the Responses to the Conversation held in Autumn 2018
- Greater Manchester’s Plan for Homes, Jobs, and the Environment (Greater Manchester Spatial Framework Draft 2019)
- Greater Manchester HS2 and NPR Growth Strategy: The Stops are Just the Start 2018
- Manchester City Centre Strategic Plan (2015-2018)
- Greater Manchester Congestion Deal 2018
- Greater Manchester Clean Air Plan Outline Business Case 2019
- Manchester Climate Change Strategy (2017-2050)
- Manchester Climate Change Action Plan (2016-2020)



## 1.0 Background

- 1.1 The current Transport Strategy for Manchester City Centre was published in November 2010, in order to support the success of the city centre by identifying key transport policies and interventions for future delivery. Following a public consultation exercise, and taking into account the comments made, the final strategy outlined proposals for the development of city centre transport infrastructure, recognising the city's growth ambitions, and the need to support workers, visitors and residents to have improved access to the city centre. The strategy provided the framework that supported key transport schemes such as the Second City Metrolink Crossing and the works to support bus connections across the city centre on Portland Street, Princess street and Oxford Road.
- 1.2 In 2016, a consultation was undertaken on the Greater Manchester 2040 Transport Strategy. The vision being for 'World class connections that support long-term, sustainable economic growth and access to opportunity for all'. To achieve this, an ambitious target is set for 50% of all journeys in Greater Manchester to be made on foot, by bike or using public transport by 2040, which would equate to one million more sustainable journeys per day. To take the strategy forward, Transport for Greater Manchester (TfGM) on behalf of GMCA developed the Draft Delivery Plan (2020-2025), to establish a fully integrated, high capacity transport system across Greater Manchester (GM). The five year plan includes deliverables and actions aligned with the Mayor's ambitions published as 'Our Network' for the future of GM travel, aligned with the GM 2040 Strategy. The delivery plan was prepared in conjunction with the draft Greater Manchester Plan for Homes, Jobs and the Environment as part of the Greater Manchester Spatial Framework (GMSF).
- 1.3 In February 2019 a report was considered by Economy Scrutiny Committee, which outlined the responses to a conversation and engagement exercise to support the development of a refreshed City Centre Transport Strategy (CCTS), and described the next steps in developing an updated transport strategy for the city centre, taking account of the plans for future growth. As set out in the report, the consultation exercise took place over 12 weeks, August to October 2018 to engage with residents, workers, visitors and businesses in the city centre. This report updates Members on the proposals for the revised CCTS, based on this engagement exercise. This is the first stage in an engagement and co-design process that will be undertaken over the coming months on the proposals within the CCTS.

## 2.0 Introduction

- 2.1 Manchester is the fastest growing city in the UK outside of London. Over the last 20 years, Manchester city centre has been transformed into a vibrant urban centre, with an expanded population, employment and leisure market. Over 50,000 people now live in the heart of the city, and the city centre continues to be the main engine for economic growth in the North of England, accounting for 10% of all jobs in Greater Manchester, and the largest travel-to-work catchment area of any regional city in the UK (6.6m working age people

live within one hour's travel time of the city centre). Connectivity and transport investment has been at the heart of the city's growth and regeneration.

- 2.2 Today, Manchester city centre is a destination for many things - for learning, for work, for living, for cultural experiences, for shopping and for relaxation. New business sectors have established themselves in the city - financial and professional services, media and creative, life sciences, leisure, advanced manufacturing, tourism and the services sector in particular have grown, and continue to grow, attracting some of the world's leading companies. New areas have been opened up to residents, and there is much more diverse leisure activity, with an increasingly busy and animated atmosphere throughout the daytime and evening. The city centre's young and diverse workforce, with less-traditional patterns of working, is adding to this. There is an excitement about the city centre (Manchester is consistently the third most visited city in the UK, following London and Edinburgh) and, despite the current economic uncertainty, it is expected that the city will continue to grow.
- 2.3 As highlighted in the Our Manchester Strategy, maintaining an attractive, liveable city centre is crucial in supporting its ongoing success, in attracting further jobs, residents, workers and visitors. Manchester was recently judged the most liveable city in the UK in the Economic Intelligence Unit's Annual Global Liveability Index, and 38<sup>th</sup> globally, as well as the Most Exciting City by Time Out (2018). In the last year the city has overtaken Edinburgh to become the most visited city in the UK outside London. Cities will be increasingly judged on the quality of their environment, and their inter connectivity and transport is critical in shaping the nature of the place in line with the Our Manchester principles of: a liveable and low carbon; thriving and sustainable; and connected city.
- 2.4 Significant future growth in both jobs and population is anticipated in the city and in the city centre in particular. Planned major development, including at Mayfield and Piccadilly to the east, NOMA and Northern Gateway to the North, Circle Square on the Oxford Road Corridor, and Great Jackson Street, and St John's to the South, as well as substantial development on the Salford side of the regional centre, will impact on both volumes and patterns of travel.
- 2.5 This continued growth will lead to increasing demand on our transport systems supporting travel to and within the city centre, which are already experiencing pressures in many cases. By 2040, it is anticipated that there will be an additional 28,000 trips being made into the city centre in the morning peak, on top of the 100,000 trips already being made.
- 2.6 It is essential that we plan to support future growth, by catering for future travel demand, and ensuring the city centre is an easy and attractive place to get to, move around in a coordinated way and spend time in. At the same time, we need to plan for innovations in transport and technology that can improve the way people travel. To achieve all of this, we need to think about city centre streets, highways and transport networks in a new way, how to reduce the negative impacts of vehicles, how to make the environment a more pleasant place for pedestrians and cyclists, and consider how to best make use of

highly valuable city centre space, whilst ensuring the city centre continues to thrive as the hub for economic growth.

- 2.7 There are a number of other opportunities and challenges which need to be taken into account in considering the future of transport to and within the city centre, and policy initiatives that have informed the draft CCTS 2040, in addition to the GM Transport Strategy 2040, which is described above. These include the following.

### **City Centre Strategic Plan**

- 2.8 The City Centre Strategic Plan provided the context for the 2010 Transport Strategy for Manchester City Centre, and will continue to do so for the revised CCTS. The current Strategic Plan sets out a vision for the city centre as a place:

- to invest
- to work
- to live
- to shop
- that people can get to and get around within
- that brings people together
- to enjoy

- 2.9 It outlines key priorities in each of the city centre neighbourhoods to help deliver this overall aim. The Strategic Plan highlights that the transport system serving the city centre is critical to its current and future economic success, and that an efficient transport system is essential for a prosperous economy, improved accessibility, greater mobility and a better environment. The Strategic Plan is currently in the process of being updated in order to reflect on achievements and the changing context and dynamics since the last Strategic Plan, and set the direction of travel for the next few years. A consultation process will be undertaken on the refreshed Strategic Plan in due course.

### **Climate Emergency, Draft Zero Carbon Framework 2020-2038 and Climate Change Action Plan**

- 2.10 The Council supports the Manchester Climate Change Partnership (MCCP) to take forward work to engage partners in the city to address climate change. In November 2018, the MCCB made a proposal to update the city's carbon reduction commitment in line with the Paris Agreement, in the context of achieving the "Our Manchester" objectives and asked the Council to endorse these ambitious new targets. As such, the Council adopted a science-based carbon budget which was developed by the Tyndall Centre for Climate Change Research and committed the city to limit total carbon emissions in Manchester to 15 million tonnes between 2018 and 2100 and to become carbon neutral by 2038. An earlier Climate Change Action Plan (CCAP) 2016-20 adopted in 2016 set out how the Council would reduce its own direct emissions by 41% in 2020 from a 2009/10 baseline. By 2018/19 the Council had exceeded this target by reducing its emissions by over 48% during this

period. The Council is in the process of updating the CCAP and has developed an initial action plan. This outlines the high level actions that the Council will undertake between April 2019 and March 2020 in order to produce a comprehensive action plan by March 2020. The initial action plan focuses on the Council's direct carbon emissions, and partnership work with key stakeholders, including TfGM, the GMCA, housing providers, and our asks of Government.

### **Clean Air Plan**

- 2.11 In order to meet national targets for clean air, Manchester is working with other local authorities in Greater Manchester to develop and implement proposals to reduce air pollution (with a focus on nitrogen dioxide emissions) in the shortest time period possible. An outline business case was approved by Executive in March 2019, setting out a package of measures that are proposed to be implemented. Part of the package was a request back to Government for funding support (£116 million) to provide assistance to upgrade buses, HGVs, coaches, vans and minibuses, and a clean taxi fund. Discussions with Government continue, focussing on agreeing the next steps and establishing the level of funding that may be available. Measures linked to the Clean Air Plan will be important components of the new CCTS. A more detailed consultation on the Clean Air Plan is proposed to be undertaken next year, following further discussions with Government, giving local residents and stakeholders the opportunity to consider these measures in more detail. On 10<sup>th</sup> July 2019 the City Council passed a resolution to declare a climate emergency committing to a range of actions aimed at achieving a rapid reduction in carbon emissions across the city. In this context it should be noted that in 2018, 31% of the city's total carbon emissions were transport related. The motion also asks for a further report to be submitted to Executive by the end of 2019 exploring the possibility of an earlier target for achieving carbon neutrality.

### **Local Plan Update**

- 2.12 The Council is embarking on a review of the Core Strategy, adopted in 2012; and remaining policies from the Unitary Development Plan (UDP) adopted in 1995. The new Manchester Local Plan will set out how the city should meet the needs of a growing, diverse population over the next 15 years, outlining where new development should happen, how green spaces and other environmental facilities should be protected or enhanced, and how transport and other infrastructure will be improved. An important component of the plan will focus on the strategy for the city centre – the current Core Strategy includes policies specifically dealing with the city centre, and the review will consider how these should be updated. The plan process must go through various prescribed steps set out in the relevant planning legislation. The first step is to consult on the issues that should feature in the plan. It is intended that this consultation will take place later this year/early 2020. Further work will be undertaken throughout 2020 to develop a draft plan with subsequent consultation stages expected in late 2020 and 2021. It is anticipated a public examination of the draft plan by an independent planning inspector would take

place in 2022, with the plan adopted by 2023.

### **Opportunity provided by Bus Reform**

- 2.13 TfGM are planning to launch a consultation on aspirations to reform the way in which local bus services are accessed. The outcome of this exercise will help to inform the approach to transport in the city centre, and will enable further engagement including with bus operators and passengers, on proposals around improvements to bus travel.

### **Approach to Engagement**

- 2.14 There is now a need to refresh the CCTS within the strategic context set out above. MCC officers are working with TfGM and Salford City Council on developing a revised strategy, with a view to discussing and working with stakeholders, residents and businesses on the ideas included in it. This is the start of the process, and short-term engagement on the initial ideas will be followed by a staged, longer term process as part of aligned consultation processes (for example, on the future of bus travel and clean air) and as more detailed proposals are brought forward in some areas. Key principles for the engagement exercise could include:
- Shaping proposals around the key outcomes of the CCTS Conversation (see section 3).
  - Working together with a range of partners to collaboratively build solutions.
  - Building in time to properly consider, develop and test ideas.
  - Flexibility to reflect, respond and take account of concerns raised during the process.
- 2.15 The rest of this report sets out further information on the ideas for a proposed revised engagement strategy.
- 2.16 It will also be important to consider complementary measures in the wards adjacent to the city centre, to ensure that any potential wider negative impacts from the transport solutions are effectively managed. Engagement will take place with stakeholders in the surrounding areas, and there will be an ongoing review of any displacement issues arising from the proposals developed as part of the CCTS, to ensure that they are appropriately addressed.

## **3.0 City Centre Transport Strategy 2040**

### **City Centre Transport Strategy Conversation**

- 3.1 The revised CCTS will build on the response to last year's City Centre Transport Strategy Conversation, and looks to address the key issues raised. As part of the conversation, over 3,700 people and organisations in Greater Manchester gave their views and opinions on the city centre's existing transport and infrastructure, and how it can be developed in the future. As reported to Economy and Scrutiny Committee in February, the key issues raised through this consultation included the following:

- 90 per cent of respondents identified air quality as an important issue.
- 80 per cent agreed that improving public transport and cycling and walking infrastructure would be the best way to improve air quality.
- Congestion and traffic was identified as one of the biggest problems when travelling into and around the city centre.
- 69 per cent of those asked felt that reducing levels of traffic was the best way to create a high-quality city centre.
- Expanding the public transport network, cheaper and discounted travel and more frequent and reliable services were highlighted as being needed to encourage more people to use public transport to access the city centre.
- Safety and parking were major issues when it came to cycling, with 80 per cent of respondents indicating they felt unsafe when cycling around the city centre.
- 78 per cent felt the current levels of cycle parking was insufficient.
- Half of people felt that pedestrians had too little space on the city centre's streets.
- 64 per cent of respondents felt cyclists had too little space.
- Deansgate, Piccadilly and the Northern Quarter were highlighted as the main streets and areas in the city centre that have too little space for pedestrians.

### **Vision and Ambitions**

- 3.2 We have taken the main messages from the conversation to develop a future vision and set of objectives for our future city centre transport system, which can contribute to making the city more liveable as it grows and evolves, with cleaner air, improved public transport, and an attractive and safe environment to walk around and cycle.
- 3.3 The vision for the revised CCTS is, therefore, for “a well-connected city centre at the heart of the North, offering our residents, employees and visitors a great place to work, live and visit”.
- 3.4 The central aim is to set an ambitious goal for 90% of all trips to the city centre to be made on foot, by cycle or using public transport by 2040 in the morning peak. For travel within the city centre, there is an aspiration that walking will become an even more important mode of travel. To achieve this, based on predicted levels of growth, we need to plan for:
- almost a doubling of Rail and Metrolink trips in the morning peak;
  - a 50% increase in bus trips into the city centre in the morning peak;
  - more than doubling the number of people walking and cycling into the city in the morning peak; and
  - a reduction in car trips.
- 3.5 The CCTS will look to deliver the vision by:
- Delivering an integrated, inclusive and sustainable transport network with increased connectivity and capacity, which meets growth in travel demand

for getting into the city centre.

- Improving the quality, environment and legibility of the city centre streets to ensure it is a great place to spend time in and move around.

3.6 Ten ambitions are proposed to shape the revised CCTS. These are as follows:

1. Public transport services underpin city centre growth.
2. Our city centre streets are more people friendly.
3. More people choose to walk and cycle.
4. Public transport is frequent, reliable and easy to use.
5. A cleaner, less congested city centre.
6. Smarter parking for all modes.
7. People feel safe and secure at all times of the day and night.
8. Neighbouring areas are better connected with the city centre.
9. Goods are moved and delivered sustainably and efficiently.
10. Innovation is embraced where it delivers community benefits.

### **Proposals**

3.7 Following the CCTS conversation, evidence has been examined in order to consider ideas that could respond to the issues raised and the current strategic context, and to deliver the ambitions set out above.

3.8 It should be noted that this is a long term journey. We have already advanced a long way under the 2010 Transport Strategy to helping make the city centre more liveable and easier to travel around. Achievements have included the remodelling and pedestrianisation of St Peter's Square, the extension of the Metrolink network, and the removal of general traffic from Cross Street. The revised CCTS is the next stage in helping us deliver our ambitions. There will be a need to balance the needs of all of the users of the city centre to deliver the long term vision, whilst maintaining functionality in the short term. Therefore, the details of some of the proposals will need to be developed and evolved over the longer term. The revised strategy will set the framework for all partners to work together to achieve the vision.

3.9 Continuing the momentum, Manchester and Salford City Councils and TfGM are already committed to delivering a number of interventions which will support the ambitions in the revised CCTS, and these proposals need to form part of the baseline for developing the updated strategy. These include:

- Castlefield rail corridor improvements (including platforms 15/16 and Oxford Road station, subject to approval by the Department for Transport).
- Salford Central rail station upgrade.
- Increased frequency of Metrolink services across the city centre.
- Improvements to Great Ancoats Street.
- Mancunian Way/Princess Road junction improvements.
- Albert Square transformation.
- Northern Quarter Cycle Route (busy-beeway).
- Chapel Street East cycling and walking improvements.
- Cleaner bus vehicle fleet.

- Continued innovation pilots and trials in the city centre, for example, new wayfinding solutions.
- 3.10 Further measures are being considered, which align with the proposed strategy vision and the outcomes of the CCTS conversation. A number of these will be part of, or informed by, other proposals also in development, including those around the Clean Air Plan and the opportunity for Bus Reform. These require further development and assessment of their feasibility and there is a need for co-design with key stakeholders. Such proposals will be phased over the lifetime of the strategy as appropriate. A number of them will also be subject to more detailed consultation as part of other planned consultation processes, or as the proposals have been further developed.
- 3.11 These are focussed around the following key types of intervention:
- Investigating improvements to make city centre streets more cycle and pedestrian friendly where feasible, increasing the level of pedestrian priority over time.
  - Ensuring the city centre streets and transport system accord with the established road user hierarchy, and support Manchester's ambitions to be an increasingly Age Friendly City and the most accessible city in the UK.
  - Reviewing how the competing demands for kerbside space in the city centre is managed, including a review of the current level of provision of taxi ranks.
  - Enhancing major walking routes to and from the main public transport interchanges and to key city centre destinations, taking into account emerging neighbourhoods, where more people will live and work, including safer crossing facilities and wayfinding.
  - Developing the Bee Network in the city centre; increasing cycle parking; and the investigation of a new, effective public hire cycle scheme.
  - Providing additional Metrolink capacity in the city centre, for example through developing proposals for tram-train services on a number of train lines and increasing frequency across the city centre.
  - Assessment of proposals in, and outcomes from, the bus reform consultation and enhancing bus reliability across the city centre, for example, through the consideration of further cross-city priority routes and improved and amended bus terminus facilities.
  - Transformation of Piccadilly station into a world class transport hub, as part of the proposals for HS2 and Northern Powerhouse Rail.
  - Supporting the development of a smarter travel card scheme to ease integration between modes of transport and simpler fare structures.
  - Facilitating and supporting proposals within the Clean Air Plan, for example the expansion of zero carbon vehicles, including supporting bus renewals and retrofitting; increasing electric vehicles network charging points for use by private hire vehicles and taxis; and investigating the potential for greener freight cargo.
  - Reviewing the location and quantity of car, motor cycle and cycle parking to serve the city centre with a shift, over time, in spaces for cars from the core to the periphery;



- Removing barriers to accessing the city centre, helping to address the severance caused by transport infrastructure;
- The trialling of new innovation to inform mobility within the city centre;
- Enhancing public transport management and security; and
- Consideration of the measures needed to manage parking in the areas surrounding the centre.

#### **4.0 Next Steps**

- 4.1 Subject to Members' agreement, it is proposed that an engagement and co-design exercise with key stakeholders is held on the ambitions and ideas outlined above, to start in November 2019. A further report will then be brought back to the Executive in the New Year on the outcome of the feedback from the engagement at which time a draft strategy for wider public consultation will be submitted to members for consideration.

#### **5.0 Conclusion**

- 5.1 Much has changed since the last Transport Strategy for Manchester City Centre was published in 2010. The proposed revised CCTS will be aligned with the GM Transport Strategy 2040, and will set out ambitious targets for the city centre in the wider context of the GMSF, emerging Local Plan, Climate Change Policy and Clean Air proposals, including the ambition to be a zero carbon city by 2038 at the latest. The growth and expansion of Manchester city centre, and creation of new neighbourhoods and destinations for travel means a revised transport strategy is key to realising our ambitions.
- 5.2 The revised strategy will focus on supporting growth of the city by delivering an integrated sustainable transport system and improving the quality, legibility and environment of the city centre. The strategy will consider the views of the residents, workers, visitors and businesses who responded to the conversation exercise and the subsequent engagement, and use the responses as a basis for refining the proposals in line with those issues important to people using the city centre, and to support future growth.
- 5.3 Recommendations appear at the front of this report.

#### **6.0 Contributing to a Zero-Carbon City**

- 6.1 31% of the carbon emissions in the city come from the transport sector. The City Centre Transport Strategy will set the strategic framework for how people will travel into and out of the city centre; and how they will move within the city centre. It will set out proposals that are intended to reduce car based trips over the longer term period; and increase public transport; cycling and walking as the preferred mode of travel. This will contribute to the zero-carbon targets by increasing non-motorised trips and increasing the usage of public transport.

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

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

- 7.1 The updated city centre transport strategy will need to provide the capacity needed to underpin growth and support the creation of new jobs and opportunities in the city. Investment in city centre public space and the city's transport functions will support growth of the economy and maximise the competitiveness of the city centre.

**(b) A highly skilled city**

- 7.2 The updated strategy will support the delivery of projects that will create high quality employment opportunities in the city and will support growth in a range of key sectors of the economy. Improving infrastructure and unlocking regeneration opportunities will attract new investment, boosting the local economy and providing new jobs for Manchester residents. Improved public transport and walking and cycling routes to the city centre can help residents to access jobs and training opportunities located there.

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

- 7.3 The strategy responds to the 2018 conversation exercise. The strategy will support the enhancement of the transport network serving the city centre and through initiatives such as better ticketing and reform to the delivery of local bus services will open up opportunities for communities across the city. Improving city centre travel and connections to other places supports inclusive development and employment growth.

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

- 7.4 Efficient, transport systems coupled with a strong sense of place will ensure Manchester continues to be a highly attractive and enjoyable visitor destination and continues to appeal to a diverse range of people living and working in the city centre. Proposals to reduce congestion and improve air quality will help achieve a cleaner and greener city, highlighted by respondents as an important issue. Improved freight and public transport, and a reduction in car based trips contributes towards Manchester's ambition to be a zero carbon city by 2038.

**(e) A connected city**

- 7.5 Improvements to connectivity are central to the plans to refresh the strategy. World class infrastructure will attract international investment and promote a globally successful city. The strategy will deliver proposals to improve transport integration across Greater Manchester, making it easier for people getting into and moving around the city centre.

**8.0 Key Policies and Considerations**

**(a) Equal Opportunities**

- 8.1 Proposals in the City Centre Transport Strategy are anticipated to support additional job opportunities available to local residents and improved transport

connections to those opportunities.

**(b) Risk Management**

8.2 Risks will be considered on a scheme by scheme basis.

**(c) Legal Considerations**

8.3 The new Manchester Local Plan, currently being developed will need to take account of the revised CCTS in terms of land use considerations in the city centre.

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**Manchester City Council  
Report for Information**

**Report to:** Resources and Governance Scrutiny Committee – 8 October 2019  
Executive - 16 October 2019

**Subject:** Spending Round Announcement 2019

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

### Summary

This report provides an overview of the one year Spending Round announcements made by the Chancellor of the Exchequer on 4 September 2019, and the potential financial implications for the City Council.

### Recommendations

Members are asked to note the report.

### Wards Affected: All

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

The Spending Round announcement by the Chancellor on 4 September covers the funding proposals for a range of public sector services. Whilst there is reference to some specific initiatives in respect of reducing carbon emissions, the details are not yet available. It is expected that these will be provided as part of the Local Government Finance Settlement which is expected in December 2019.

Our Manchester Strategy outcomes	Contribution to the strategy
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	This report considers the impact of the Government's recent Spending Round announcements on the Council's budget strategy for 2020/21. The budget will underpin meeting the Council's priorities in support of the Our Manchester Strategy.
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	

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**Background documents (available for public inspection):** None

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 Introduction

- 1.1 On 4 September 2019 the Chancellor announced the spending plans for the next financial year in the 2019 Spending Round. Whilst the announcement does not provide any detail on individual local authority changes, this note sets out those commitments which may impact on the City Council's budget position and gives an overview of some of the other public spending pledges which may impact on Local Government.
- 1.2 The full details of the specific funding allocations to each local authority will be detailed in the provisional Local Government Finance Settlement which is expected to be announced in December. Where indicative City Council amounts are quoted below these are based on an assumption that the distribution will be in line with current methodologies, therefore are subject to change.

## 2 Background

- 2.1 Over the past decade the Government has reduced public funding significantly. Local authorities have been particularly adversely affected by the level of funding cuts, the Local Government Association (LGA) estimates that between 2010 and 2020 councils will have lost almost 60p out of every £1 the Government had provided for services.
- 2.2 Further to this, the EU referendum has meant that, since 2016, much of the focus of Government has been diverted to Brexit and consequently many anticipated reforms have been delayed such as the Social Care Green paper, the business rates system reforms and the Fair Funding review which has led to significant uncertainty of future funding beyond 2020/21. Indeed, the original expectation was that in 2019 there would be a three-year spending review to provide an indication of likely spending for 2020-2023, however, this has been reduced to a one-year spending round, with the multi-year review now expected to take place during 2020.
- 2.3 Underpinning the position, the Chancellor announced that government borrowing had reduced and is down to 1.1% of gross domestic product (GDP), enabling the government to spend more on the UK's public services in a sustainable way. This has led to this spending review being the first since 2002 where no department faces a cut to its day to day budget. The benefits of this increased spending varies widely between departments, the total uplift in departmental spending over previous plans is worth about £13.4bn of which the local government settlement totals c£3.5bn.
- 2.4 However, the scale of extra funding announced for 2020/21 means that it is possible that Treasury will break the fiscal rules to keep borrowing below 2% of GDP next year. The fiscal forecasts produced by the Office for Budget Responsibility will be announced as part of the Autumn budget (expected early November). This will give the Chancellor the opportunity to revisit the fiscal rules and future borrowing and spending plans and may lead to further announcements.

- 2.5 Whilst this report sets out the headline announcements and possible implications for Manchester, it is acknowledged that funding still remains uncertain after 2020/21 due, predominantly, to the government's spending and policy priorities, fair funding and business rates reforms, the Brexit position and whether there is a general election.

### **3 Impact on Local Government Finance**

#### **Brexit**

- 3.1 This Spending Round confirms £2bn of core funding provided to departments for Brexit in 2019/20 will be continued into 2020/21 to be used to help pay for the costs of establishing a new relationship with the EU. The announcement brings the total spent on planning for and delivering Brexit since the 2016 referendum to more than £8.3 billion.
- 3.2 To date (up to the announcements made in August), Manchester has been allocated £0.6m to prepare for leaving the EU which includes specific funding for authorities with a local port. Alongside this a further £0.2m has been made available to support the GM Local Resilience Forum. In line with the requirements of the funding Manchester now has a nominated Brexit Lead Officer.

#### **Settlement Funding Assessment**

- 3.3 The Business Rates baseline funding level<sup>1</sup> is to increase by CPI inflation in 2020/21, based on the September 2019 percentage increase. This is expected to be 1.8% and would provide £0.3bn nationally with Manchester's increase estimated at £3.2m from 2020/21. It is also expected that Revenue Support Grant (RSG) will be inflated, which would equate to a further £1m for Manchester.
- 3.4 Devolution Deals are to continue in 2020/21 and 100% business rates retention pilots, which include Greater Manchester, have been confirmed for next year. The Greater Manchester pilot has been in place since 2017/18 with 50% of the benefits transferred to GMCA for specific approved purposes benefiting the wider region. The 75% pilots which commenced in 2019/20 have been discontinued. The City Council no longer receives RSG as this was rolled into Business Rates as part of the 100% retention pilot, therefore, it is expected that there will be a reduction to the tariff payment to Government to recognise the additional funding.
- 3.5 Both the Fair Funding review which will set out the revised resource allocations for each Local Authority and the proposed business rates reset and reform proposals are to be delayed by one year from 2020/21 to 2021/22.

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<sup>1</sup> Baseline Funding Level is the government's estimate of the amount of business rates required to be retained by the Local Authority. This is compared to the government's estimate of the authority's business rates baseline, with the difference determining the authority's top up or tariff.



## Health and Social Care

- 3.6 The Chancellor announced significant increases in funding to health and social care, raising their resources by 3.1% in real terms. Elements of the settlement are set out below.
- 3.7 An additional £1.5bn will be provided for adult and children's social care. This will be made up of £1.0bn of new grant money for adult and children's social care as well as the ability for Local Authorities to raise £0.5bn through a 2% Council Tax precept. This is in addition to the existing £2.5bn of social care grants which will continue.
- 3.8 Should the new grant funding be allocated based on the Adults Relative Needs Formula, which is in line with allocations in 2019/20, this would provide Manchester with estimated funding of c£11m. However, the distribution methodology has not yet been confirmed, and may consider alternatives such as taking into account the ability of each Local Authority to raise Council Tax through the adults precept or including, in part, the Children's Relative Needs Formula. It is likely that both of the latter would benefit Manchester.
- 3.9 Government will consult on the 2% precept referendum principle that will enable councils to access the further £0.5bn for adult social care. This could raise an estimated £3.3m in Manchester if applied in full.
- 3.10 Local authorities will receive additional resources through an increase in the NHS contribution to adult social care via the Better Care Fund, which will increase by 3.4% in real terms, in line with the overall NHS long-term settlement, resulting in an additional c£0.8m Better Care Fund allocation for Manchester. Additionally, the Public Health Grant is due to increase by 1% in real terms next year, it is not clear at this point how it will be applied. The City Council no longer receives a separate Public Health Grant as this was rolled into Business Rates as part of the 100% retention pilot, therefore, it is expected that there will be a reduction to the tariff payment to Government to recognise the additional funding.

## Homelessness

- 3.11 An additional £54m to reduce homeless and rough sleeping in 2020/21, including improving the use of support services to address the significant needs of rough sleepers, has been announced. This brings the total funding to £422m. There is no information currently available regarding individual allocations. If the additional funding was provided on the same basis as the allocation of the 2019/20 Rough Sleepers Initiative Grant, Manchester would receive £0.8m, being 1.46% of total funding.

## Education

- 3.12 Schools are to receive a three-year resource settlement, which will be more in line with previous Local Government Finance Settlements. The Spending Round announced that Education funding will increase by £7.1bn by 2022/23. In

2020/21 education funding is to rise in line with the CPI rate of inflation, expected to be c1.8% and funding per pupil is to rise to a minimum of £5k for secondary school pupils and a minimum of £4k for primary schools pupils. Manchester pupils already receive funding above these levels.

- 3.13 £1.5bn of funding is to be made available to compensate schools for the increased cost of employer pensions contributions; (including compensation payments). An additional £700m (11% increase) Special Education Need and Disability (SEND) funding is to be provided to support children and young people with special educational needs to ensure all receive a high-quality education and reach their potential. Based on current DSG allocations, Manchester would receive £7.2m additional funding in 2020/21.
- 3.14 Early Years funding is to rise by £66m to fund the increase in the hourly rate paid to childcare providers through the Government's free hours offers. Manchester is expected to receive £0.66m to fund the c1.8% increase in hourly pay.
- 3.15 Troubled Families funding, which transforms the way public services are delivered to support families with complex needs, is set to continue in 2020/21. If the current funding levels continue Manchester is expected to receive £2.0m.
- 3.16 Other announcements include a new youth investment fund which will help deliver more youth centres, £400m investment in 16-19 education funding and £10m additional funding for English as a second language provision.

### **New Homes Bonus**

- 3.17 No changes to the scheme have been announced. The budget position assumes the continuation of the funding at the 2019/20 level of £8.2m.

### **Transport**

- 3.18 There will be continued support for the development of major transport projects. This includes progressing work on the Leeds to Manchester route of Northern Powerhouse Rail and the East West rail links in the Oxford to Cambridge Arc.
- 3.19 An additional £200m allocation to transforming bus services, to deliver ultra-low emission buses and on demand services has been announced.

### **Department for Work and Pensions**

- 3.20 There will be a 1.9% increase in real terms to the department's resource budget from 2019/20 to 2020/21. This includes an additional £40m funding for Discretionary Housing Payments to tackle affordability pressures in the private rented sector in England and Wales. If this is allocated on the same basis as the 2019/20 government contribution for Discretionary Housing Payments the council can expect to receive c£0.629m.

## **Council Tax**

- 3.21 It has been confirmed that the core precept referendum limit for Local Authorities will be 2% for 2020/21, which is less than the 3% limit on increases to the Council tax in the previous year.
- 3.22 The ability to raise the adult social element of the council tax was only confirmed for 2019/20. It has now been announced that there will be a consultation to allow Councils to increase the adult social care precept element by 2% in 2020/21. This would equate to £3.3m for Manchester.

## **Health**

- 3.23 The NHS is to receive an additional cash increase of £33.9bn a year by 2023/24 when compared to the 2018/19 budgets. There will be a 3.4% real terms increase in the Health Education England budget. This will include an additional £150m for Continuing Professional Development, providing a £1,000 central training budget for each nurse, midwife and allied health professional over three years, as well as increased funding for wider education and training budgets to support delivery of the NHS Long Term Plan.
- 3.24 Additional funding to deliver the government's commitment to upgrade outdated facilities and equipment in 20 hospitals – sharing an £854m pot of new funding. This is alongside a £1bn boost to NHS capital spending in 2019/20 to allow existing upgrades to proceed and to tackle the most urgent infrastructure projects.
- 3.25 The government will invest £250m in artificial intelligence, including £78m in 2020/21, to help solve some of healthcare's toughest challenges, including earlier cancer detection and discovering new treatments. The Department for Health and Social Care will receive a new multi-year capital settlement at the next capital review.

## **Other Grants**

- 3.26 £24m additional funding has been announced for the Building Safety Programme to support the new building safety regime and help prevent a tragedy like Grenfell happening again.
- 3.27 A total of £241m from the Towns Fund in 2020/21 to support the regeneration of high streets, town centres and local economies has also been announced.

## **Public Value Framework**

- 3.28 The Government is embedding a new Public Value Framework to maximise the value the government delivers with the money it spends, based on the recommendations of Sir Michael Barber's report "Delivering better outcomes for citizens". These reforms mean future government spending decisions, including the multi-year spending review next year, will be shaped by a greater focus on outcomes.

3.29 In addition, the government wants to ensure the public sector is set up to deliver better outcomes where those outcomes rely on more than one part of the public sector. This Spending Round confirms a fund of £0.2bn in 2020/21 to pilot innovative approaches to cross-public sector working. The aim is to build a better evidence base and test how joint working between two or more public sector organisations can improve outcomes and deliver better value for money.

#### **4 Conclusion**

- 4.1 This report sets out the main impact of the changes for Local Authorities announced in the Spending round for 2020/21. As stated in the introduction no details of individual local authority allocations have been released, a technical consultation is expected by the end of the month which will set out the policy choices around the distribution options. The proposed allocations will then be included in the provisional Local Government Finance Settlement which is expected in December.
- 4.2 Overall it is a more positive picture than it has been in recent years and the additional funding is welcomed, however the funding commitments are for one year only and uncertainty remains for longer-term planning. The proposed use of the funding will be reported as part of the Council's Budget Strategy for 2020/21. There remains considerable medium term risks around the levels of public spending overall (to be determined in the 2020 spending review - delayed from this year), the distribution of funding across local government (through the Fair Funding review) and the impact of anticipated business rates reforms and reset.

**Manchester City Council  
Report for Resolution**

**Report to:** Executive - 16 October 2019

**Subject:** Capital Programme Update

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

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### Summary

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

### Recommendations

1. Under powers delegated to the Executive, to approve the following changes to the City Council's capital programme:
    - a) Neighbourhoods – Hough End Football Changing Facilities. A capital virement of £0.184m is requested from the Park Development Programme, funded by borrowing.
    - b) Highways - Levenshulme Mini Holland Cycling and Walking scheme – Development Costs. A capital budget increase of £0.651m is requested, funded by an External Contribution from the Mayor's Challenge Fund.
    - c) ICT – Replacement of Symology Application for Highways – Feasibility. A capital budget decrease of £0.065m is requested and approval of a corresponding transfer of £0.065m to the revenue budget, funded by ICT Investment Plan.
  2. To note increases to the programme of £0.430m as a result of delegated approvals.
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### Wards Affected - Various

<b>Environmental Impact Assessment</b> - the impact of the decisions proposed in this report on achieving the zero-carbon target for the city
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All capital projects are reviewed throughout the approval process with regard to the contribution they can make to Manchester being a Zero-Carbon City. Projects will not receive approval to incur costs unless the contribution to this target is appropriate.
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<b>Our Manchester Strategy outcomes</b>	<b>Contribution to the strategy</b>
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	Contributions to various areas of the economy including investment in ICT services, Housing, and leisure facilities.
A highly skilled city: world class and home grown talent sustaining the city's economic success	Investment 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 £0.065m 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 increase Manchester City Council's capital budget by £0.586m in 2019/20 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 13<sup>th</sup> February 2019 – Capital Strategy and Budget 2019/20 to 2023/24

Report to the Executive 13<sup>th</sup> March 2019 - Capital Programme Update

Report to the Executive 26<sup>th</sup> June 2019 - Capital Programme Update

Report to the Executive 24<sup>th</sup> July 2019 – Capital Programme Update

Report to the Executive 11<sup>th</sup> September 2019 – Capital Programme Update

## **1.0 Introduction**

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

## **2.0 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 13<sup>th</sup> February 2019.
- 2.2 The capital programme evolves throughout the financial year, and as new projects are developed they will be reviewed under the current governance framework and recommendations made regarding whether they should be pursued.
- 2.3 The following requests for a change to the programme have been received since the previous report to the Executive on 11th September 2019.
- 2.4 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.
- 2.5 For the changes requested below, the profile of the increase, decrease or virement is shown in Appendix 1 for each of the projects.

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

- 3.1 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:
- 3.2 Neighbourhoods – Hough End Football Changing Facilities. The project will replace football changing facilities at Hough End Playing Fields to service and meet the existing and future requirements of clubs, leagues and users on site. The football changing facilities were condemned in November 2018 due to structural failings of the water tower in the existing building. The Changing Facilities were built in the early 1970's and have reached the end of its useful lifespan and are in need of replacement. A capital budget allocation and transfer of £0.184m from the Park Development Programme (PDP) budget is requested, funded by borrowing.



- 3.3 Highways - Levenshulme Mini Holland Cycling and Walking scheme – Development Costs. This project is the first phase towards delivering Greater Manchester’s first fully filtered neighbourhood. A filtered Neighbourhood approach aims to reduce traffic in an area, through interventions such as bollards, one way systems, vehicle gates (to allow certain vehicles access). This approach helps to reduce the amount of through traffic in an area, reducing traffic and encouraging local residents to use other forms of sustainable transport, in particular walking and cycling. A capital budget increase of £0.651m is requested, funded by an External Contribution from the Mayor’s Challenge Fund.
- 3.4 ICT – Replacement of Symology Application for Highways – Feasibility. To undertake the feasibility work required to develop the procurement specification, go through the procurement process and help input into the business case to find a suitable supplier for the business application that supports Highways. A capital budget decrease of £0.065m is requested and approval of a corresponding transfer of £0.065m to the revenue budget, funded by ICT Investment Plan.

#### **4.0 Prudential Performance Indicators**

- 4.1 If the recommendations in this report are approved the General Fund capital budget will increase by £0.586m, in 2019/20 as detailed in Appendix 1.
- 4.2 This will also result in an increase in the prudential indicator for Capital Expenditure. Monitoring of all prudential indicators is included within the Capital Monitoring Report.
- 4.3 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.
- 4.4 The increases to the programme totalling £0.430m as a result of delegated approvals have been included within the prudential indicators. These are detailed at Appendix 2.

#### **5.0 Contributing to a Zero-Carbon City**

- 5.1 All capital projects are reviewed throughout the approval process with regard to the contribution they can make to Manchester being a Zero-Carbon City. Projects will not receive approval to incur costs unless the contribution to this target is appropriate.

#### **6.0 Contributing to the Our Manchester Strategy**

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

- 6.1 Contributions to various areas of the economy including investment in ICT services, housing, and leisure facilities.

**(b) A highly skilled city**

- 6.2 Investment provides opportunities for the construction industry to bid for schemes that could provide employment opportunities at least for the duration of contracts

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

- 6.3 Improvements to services delivered to communities and enhanced ICT services.

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

- 6.4 Investment in cultural and leisure services and housing.

**(e) A connected city**

- 6.5 Through investment in ICT and the City's infrastructure of road networks and other travel routes.

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

- 7.1 None.

**(b) Risk Management**

- 7.2 Risk management forms a key part of the governance process for all capital schemes. Risks will be managed on an ongoing and project-by-project basis, with wider programme risks also considered.

**(c) Legal Considerations**

- 7.3 None.

**8.0 Conclusions**

- 8.1 The Capital budget of the City Council will increase by £0.586m, if the recommendations in this report are approved.
- 8.3 The capital budget has increased by £0.430m as a result of the delegated approval detailed in Appendix 2.

**9.0 Recommendations**

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

## Appendix 1

### Requests for Adjustments to the Capital Budget Provision - October 2019 Executive

Dept	Scheme	Funding	2019/20 £'000	2020/21 £'000	2021/22 £'000	Future £'000	Total £'000
<b>Executive Approval Requests</b>							
ICT	Replacement of Symology Application for Highways - Feasibility	Borrowing reduction, funding switch via Capital Fund	-65				-65
Neighbourhoods	Hough End Football Changing Facilities	Borrowing	184				184
Neighbourhoods	Park Development Programme	Borrowing	-184				-184
Highways	Levenshulme Mini Holland Cycling and Walking scheme – Development Costs	External Contribution	651				651
<b>Total Executive Approval Requests</b>			<b>586</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>586</b>
<b>Total Budget Adjustment Approvals</b>			<b>586</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>586</b>

## Appendix 2

### Approvals under authority delegated to the City Treasurer October 2019 Executive

Dept	Scheme	Funding	2019/20 £'000	2020/21 £'000	2021/22 £'000	Future £'000	Total £'000
Neighbourhoods	Festive Lighting	Spend to Save	148	0	0	0	148
Public Sector Housing	Homes as Energy Systems	Grant	282	0	0	0	282
<b>Total Delegated Approval Requests</b>			<b>430</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>430</b>

**Manchester City Council  
Report for Resolution**

**Report to:** Executive – 16 October 2019

**Subject:** Delegation of Executive Functions to the Executive and Council Officers

**Report of:** City Solicitor

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**Summary**

To ask the Executive to note the decision of the Leader of the Council to delegate all of the Council's executive functions to the Executive.

To ask the Executive to note and endorse the decision of the Leader of the Council to arrange for the discharge of all of the Council's executive functions recorded at Part 3, Sections A and F of the Council's October 2019 Constitution to be delegated as set out in that version of the Constitution.

**Recommendations**

That the Executive:

1. Notes the decision of the Leader of the Council to exercise his power under Section 9E(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. Notes and endorses the decision of the Leader of the Council to delegate to officers the discharge of all of the Council's executive functions recorded at Part 3, Sections A and F of the Council's October 2019 Constitution as set out in the version of those sections presented to Council at its meeting on 2 October 2019; and
  3. In relation to the Scheme of Delegation to Officers set out in Part 3, Section F of the Council's October 2019 Constitution, note that such 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.
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**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	Not directly applicable

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	Not directly applicable
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.

#### **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.

- Manchester City Council Constitution, as adopted by the Council on 2 October 2019

## 1.0 Introduction

1.1 Section 9E(2) of the Local Government Act 2000 (as amended) provides that when a Council operates a Leader and Cabinet form of Executive, it is for the Leader of the Council to allocate responsibility for the exercise of all of the Council's executive functions. The Leader may decide to discharge any of the Council's executive functions personally, or may arrange for the discharge of any of the Council's executive functions by -

- the Executive;
- another member of the Executive;
- a Committee of the Executive;
- an Area Committee; or
- an officer of the Council.

1.2 Section 9E(3) of the Local Government Act 2000 (as amended) provides that where the Leader has arranged for the discharge of any of the Council's Executive functions to be delegated to the Executive, then (unless the Leader directs otherwise), the Executive may arrange for the discharge of any of the Council's executive functions that have been delegated to it by -

- a Committee of the Executive;
- an Area Committee; or
- an officer of the Council.

1.3 Section 9E(7) of the Local Government Act 2000 (as amended) provides that any arrangements that are made by -

- the Leader for the discharge of any of the Council's executive functions by the Executive or by a Council Officer, or
- the Executive for the discharge of any of the Council's executive functions by a Council Officer,

do not prevent the Leader or the Executive whom the arrangements have been made by from exercising the executive functions concerned.

## 2.0 The Delegation of Executive Functions

2.1 The Executive is asked to note and endorse the arrangements agreed by the Leader of the Council for the delegation to officers of the Council's various executive functions as recorded at Part 3, Sections A and F of the Council's October 2019 Constitution, as presented to Council at its meeting on 2 October 2019.

## 3.0 Contributing to the Manchester Strategy

### (a) A thriving and sustainable city

Not directly applicable

### (b) A highly skilled city

Not directly applicable

### (c) A progressive and equitable city

Not directly applicable

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

Not directly applicable

**(e) A connected city**

Not directly applicable

**4. Key Policies and Considerations**

**(a) Equal Opportunities**

none

**(b) Risk Management**

The Council's Constitution is a key document that ensures effective corporate governance of the Council, in accordance with the Council's *Code of Corporate Governance*.

**(c) Legal Considerations**

Ensuring that the discharge of the Council's executive functions has been delegated to the appropriate Council officers in accordance with the law, and that such delegation has been accurately recorded in the Council's Scheme of Delegation in the Constitution is of importance in ensuring that Council officers do not take actions for which they do not have the appropriate delegated authority.



**Manchester City Council  
Report for Resolution**

**Report to:** Executive – 16 October 2019

**Subject:** Knott Mill Masterplan

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

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### Summary

This report informs the Executive of the outcome of a public consultation exercise with local residents, businesses and stakeholders, on the draft Masterplan for the Knott Mill area, and seeks the Executive's approval.

### Recommendations

The Executive is recommended to:

- i) Note the outcome of the public consultation on the draft Masterplan for the Knott Mill area.
  - ii) Approve the Masterplan for Knott Mill and request that Planning and Highways Committee take the masterplan into account as a material consideration when considering planning applications for the site.
- 

### Wards Affected

Deansgate

**Environmental Impact Assessment** - the impact of the decisions proposed in this report on achieving the zero-carbon target for the city

All future development proposals for Knott Mill will need to be carefully considered in order to ensure that they help the city meet its zero-carbon target. All construction will be required to meet the highest standards of sustainable development. Given Knott Mill's highly accessible location within the city centre, a key priority will be to promote sustainable transport modes.

A number of responses to the consultation relate to environmental impacts including construction impact, flood risk, waste water infrastructure, sustainable urban drainage and opportunities for increased sustainable transport. These are set out in more detail in the environmental and connectivity sections of the report and have been taken into account for the final version of the Masterplan.

Our Manchester Strategy outcomes	Contribution to the strategy
<p>A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities</p>	<p>The Masterplan will provide a range of direct employment opportunities within a number of sectors and across a variety of levels.</p> <p>The Knott Mill area's proximity to First Street will improve linkages and access to the core of the city centre, and add to the employment opportunities presented within this part of the city centre.</p> <p>New residential development will be delivered within walking distance of city centre employment opportunities. Additionally, residents within the area will be connected to employment opportunities across Greater Manchester through easily accessible public transport links.</p>
<p>A highly skilled city: world class and home grown talent sustaining the city's economic success</p>	<p>The Masterplan sets out the opportunity to create new homes, enabling people to live near employment opportunities. Development will also improve connectivity to surrounding areas which will enhance access to opportunities within the city centre.</p> <p>Delivering residential development at Knott Mill will both support the city's population growth and the attraction and retention of the talent required to support Manchester's strong growth trajectory across a range of economic sectors.</p> <p>The redevelopment proposals will support new job opportunities across a range of levels accessible to local people. In addition, opportunities for apprenticeships during construction will also be available.</p>
<p>A progressive and equitable city: making a positive contribution by unlocking the potential of our communities</p>	<p>The proposals set out within the Knott Mill Masterplan are aligned to and will support regeneration in the wider area. The proposals will contribute to the delivery of the Manchester Residential Growth prospectus and meet the growing demand for new homes in the city.</p> <p>The proposed public spaces, connections and pedestrian routes will improve access to job opportunities, key neighbourhoods and</p>

	amenities such as First Street, Castlefield and Hulme Park.
A liveable and low carbon city: a destination of choice to live, visit, work	<p>The Masterplan area is well connected to a number of city centre neighbourhoods and amenities within walking distance. Knott Mill is well served by public transport and, located at a key southern gateway to the city centre, is also easily accessible by walking or cycling.</p> <p>The introduction of enhanced active frontages at ground floor level will support the residential and business community within the Knott Mill neighbourhood, and also provide amenities to adjacent city centre districts including Castlefield, First Street and the emerging Great Jackson Street.</p> <p>The proposals to extend the existing riverside walkway adjacent to the River Medlock would both enhance pedestrian connections within the area, and also provide access to the river.</p>
A connected city: world class infrastructure and connectivity to drive growth	<p>The neighbourhood benefits from strong transport connectivity. This includes excellent public transport links, with both rail and Metrolink stations within a two minute walk from the Masterplan area, reducing reliance on car usage.</p> <p>Improved connections will be provided to surrounding neighbourhoods as part of the masterplan.</p>

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

- Equal Opportunities Policy
- Risk Management
- Legal Considerations

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

None directly from this report.

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

None directly from this report.

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

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

- Report to the Executive – Whitworth Street West Development Framework - October 2008
- Draft Knott Mill Masterplan – June 2019
- Report to the Executive – Knott Mill Masterplan – June 2019

## 1.0 Introduction

- 1.1 On 26 June 2019, the Executive endorsed, in principle, the draft Masterplan for Knott Mill and requested that the Strategic Director undertake a public consultation exercise in relation to it.
- 1.2 This report summarises the outcome of the public consultation on the draft masterplan.

## 2.0 Background

- 2.1 Knott Mill is located south west of the city centre, close to Castlefield, Whitworth Street West, First Street and the emerging Great Jackson Street regeneration area. It is adjacent to the River Medlock and close to Deansgate Railway Station and Deansgate-Castlefield Metrolink Station.
- 2.2 Whilst the area has experienced some regeneration, action needs to be taken in order for Knott Mill to make a full contribution to the economy and function of the area and wider city centre.
- 2.3 The Masterplan for Knott Mill has been produced by the Knott Mill Association, representing major land owners. It seeks to establish a strategy to guide future development in the area that both acknowledges its unique character and improves connections with neighbouring areas. The Masterplan sets out urban design principles in relation to: development uses, sense of place, street hierarchy and connectivity, public realm and amenity, height and density.
- 2.4 As also set out in the June report, the Masterplan area identifies three distinct zones within Knott Mill and the most appropriate uses and scale for each zone. These are:
  - **The Band-** The strip of mid-rise development along the northern edge of the Masterplan boundary, which includes a mix of recently developed buildings either side of the character assets of 8 Hewitt Street and the former St Peter's School.
  - **The Core-** The central, lower rise heart of Knott Mill, comprising remnants of the historic buildings of most character value.
  - **The Fringe-** Larger plots and large scale development opportunities along the river edge, linking with the higher density Great Jackson Street developments.
  - Development on the sites within the 'zone of influence' are included for context.
  - Deansgate Station and site redevelopment.

- 2.5 The Masterplan highlights the need for all development in Knott Mill to be carefully considered to help the city meet its ambition to be zero carbon by 2038.

### **3.0 The Consultation Process**

- 3.1 Consultation letters were sent out to 2,225 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 Masterplan document. The masterplan was made available on the Council's website, and comments were invited on this.
- 3.2 The formal consultation opened on 18<sup>th</sup> July and, following a six week period of consultation, closed on 29<sup>th</sup> August.
- 3.3 A presentation was given by the authors of the Masterplan to the Castlefield Forum, informing local residents and stakeholders about the proposals and consultation process and providing an opportunity to comment.

### **4.0 Consultation Comments**

- 4.1 The City Council has received a total of 30 responses to the consultation on the Masterplan, 20 of which were submitted via the Council's website and 10 via email or letter. The breakdown of respondents is as follows:

5 stakeholders  
 19 residents  
 3 businesses  
 2 landowners  
 1 developer

Online respondents were asked specifically whether they agree or disagree with the Masterplan proposals. The 20 online responses break down as follows:

Agree: 13  
 Disagree: 6  
 Neither agree nor disagree: 1

#### **General responses**

- 4.2 A range of comments were received which were generally supportive of the proposed Masterplan objectives and principles, although some areas of concern were raised. These comments included:
- The Masterplan is comprehensive and will help communicate a vision to make this area another one of the 'places to be'.
  - The area is currently underutilised. Given the area's range of local assets, there is huge potential if the right investment is made.

- Recognition of the historic and more recent cultural significance of the area is positive.
- A family living in Knott Mill welcomed plans for improvements.
- Knott Mill needs to remain relevant and contribute in a meaningful way to the city. It needs to have a sustainable future and be capable of responding to the changing needs of existing and future occupants, neighbours and visitors.
- With new buildings on Deansgate Square (Great Jackson St), the area now needs to improve and respond. The area seems almost cut off from the conservation area of Castlefield, First Street and the rest of Deansgate.
- Network Rail welcomed the overall vision set out with the Masterplan.
- Transport for Greater Manchester is supportive of the Masterplan vision and urban design principles, particularly in relation to access, movement and street hierarchy.
- A landowner commented that a land interest is currently divided by the Masterplan boundary. It is requested that the boundary line is amended to ensure the entirety of the Deansgate Station site (and associated land to the north and south of the railway line) falls within the 'Zone of Interest'.
- Two respondents asked about the NCP car park at Little Peter Street and why it is not included. It was stated that excluding a site with a significant footprint from the Masterplan boundary does not have an urban design or planning rationale.
- Two respondents commented that Knott Mill is a city centre fringe location and increased footfall would have a negative impact on residents.
- Proposals could affect property prices and also mental/physical wellbeing.
- The proposals will have a negative impact on businesses already located within the Knott Mill area and may need to relocate.
- One respondent felt that the purpose of the masterplan was for landowners to increase the value of their assets. They went on to state there was a lack of place-making vision associated with it, while the document focuses on private land owners and fails to represent the best interests of its citizens.
- The Masterplan indicates a piecemeal redevelopment of each existing plot with no overall strategic balance for the area.

- There is a conflict of interest with the authors of the Masterplan and their ownerships.

### **Connectivity**

4.3 Several comments were received in response to the consultation relating to connectivity. These included:

- A number of respondents commented on the opportunity to promote sustainable transport modes and active travel, due to its highly accessible location close to key public transport connections. These include the opportunity to reduce parking, increase cycle parking, provide electric car charging points and introduce car clubs within new developments.
- It was noted that walking and cycling routes across the Masterplan area will improve permeability, such as the access from Whitworth Street and connections to other regeneration areas such as First Street and Great Jackson Street. The attractiveness of these routes should be improved, particularly under the railway viaducts. Provision of enhanced footpaths and roads should be included within the Masterplan.
- TfGM would like to ensure the east-west route and pedestrian bridge would also be available for cycle use.
- TfGM's response agrees that the area alongside Deansgate Railway Station, beneath the railway bridge, has the potential to become a welcoming, landscaped, vehicle free space.
- Controlled vehicular access should be considered at Bugle Street and Jordan Street.
- Two respondents raised concerns regarding the potential for increased traffic in the area as a result of development.
- Improved connections along and across the River Medlock will benefit the area.
- Measures to reduce rat-running were welcomed by a number of residents.
- Improved pedestrian access will diversify pedestrian flow from Deansgate. This will be important given the large number of new residents at the Owen Street development.
- Thought must be given to the design of appropriate servicing and vehicular access, including emergency vehicles.
- There is an opportunity to improve interfaces with neighbouring areas. These are currently impacted due to the river, a lack of signage and routes that aren't connected.



- One respondent expressed disappointment that the masterplan does not set out clear actions for improving interfaces with:
  - Old Deansgate, (half in and half out of the study area)
  - River Medlock including Brindley Flood Gate (falls outside of Gt Jackson St and Knott Mill framework areas)
  - Units under the railway arches on the other side of Hewitt Street which sit outside of study area. However they present an opportunity.
- The Masterplan should seek to enhance the passenger experience, accessibility, safety and legibility of Deansgate Railway Station and its accesses. This should also incorporate the integration of suitable access for servicing and maintenance of the station and railway structures.
- New development proposals should be accompanied by a car parking strategy which considers the promotion of sustainable forms of transport.

### Uses

- A number of respondents commented that the mix of uses is appropriate and welcome the proposals to create a range of office spaces to allow the area's existing businesses to remain and grow.

Specific comments on the types of uses included the following:

- One respondent added that Knott Mill has interesting characteristics but there is currently little reason to visit or pass through. Some attractive new uses could be considered.
- The recent planning consent granted for aparthotel use at 1 Alpha Place contradicts the principle of making spaces available for independent traders, as this accommodation provision will be taken by guests visiting for the night-time economy offer at the adjacent Deansgate Locks.
- Several respondents commented that independent retail and food outlets would be welcomed, but nightclubs or bars would not be appropriate. However, one respondent did comment that bars would be an acceptable use.
- The Masterplan should address the night-time character of the area. Currently, on-street parking is used by people attending bars and clubs in the city centre.
- The provision of new residential accommodation is supported, however this should be of mixed types and tenures.
- The delivery of further residential development could lead to pressures on amenities including post offices, childcare provision, schools and transport infrastructure.

- One respondent commented that the Masterplan is overly prescriptive in terms of uses. The Commercial Street and Constance Street area would require destination retail uses as there is no linkage through the area. Reference to active frontages should be less specific. Office use at ground floor level does not promote active frontages as they are often screened.
- Spaces for community and voluntary uses should be considered.
- One response highlighted that the Masterplan does not identify the arches as a location for active frontages and suggests they are unlikely to be redeveloped in the near future. There is an opportunity to identify the future potential for active frontage along the Site's southern boundary. The regeneration of the Deansgate Station site and works to the south of the railway will enhance its relationship with the street, through a new station entrance and/or active uses utilising existing arches. This will improve vibrancy along Hewitt Street.

### **Public Realm / Greening**

- A number of respondents requested that the Masterplan gives greater priority for tree planting.
- The quality of public amenity spaces is currently poor. Consideration should be given to the provision of outdoor green space. This could be within the surface level car park bounded by Commercial Street, Constance Street and Little Peter Street.
- The proposed open space at Constance Street / Commercial Street should occupy the whole of the site rather than share the area with a new building.
- The proposed public realm provision is extremely low in quantity and poor in quality- inappropriate for creating a city that is attractive to live, work and enjoy and the Council should have higher aspirations.
- Deansgate Station and cycle parking will need to be a key consideration in bringing forward any public realm enhancements.
- Future detailed design for public realm enhancements should be co-ordinated with other wider transport and highways improvement programmes.
- The aspiration to deliver improved pedestrian access in the north west corner of the Masterplan is supported. Proportionate contributions to public realm improvements by future proposals are also supported in principle.

### **Anti-Social Behaviour**

- Proposals should seek to have a positive impact on the range of antisocial behaviour which often take place during the weekends. This could be

achieved through a review of the on street and surface parking provision within the area and improved lighting.

### **Development design, heights and density**

- A number of respondents commented that buildings should be of an appropriate height, scale and design, in keeping with the identified character assets, and in a different form to the number of tower buildings currently under construction within the city centre. Specific comments included:
- One responded commented that retaining character buildings isn't a progressive approach.
- The proposals seem homogenous with other city centre proposals. The Masterplan should seek to do something different in the area such as make it a place for families.
- One respondent commented that there are now too many tall buildings in Manchester. The proposals are not suitable for this location, and will set a precedent for similar developments throughout the Castlefield and Deansgate area. However, a number of landowners felt that the proposed heights were too low.
- A landowner commented that the proposed height limitations will affect the viability of delivering development in this area. Another said that the proposed height (5-7 storeys) for the plot on the corner of Little Peter Street and Constance Street (no12 on page 44) should be amended in line with neighbouring plots (20, 23 and 24) which show potential for 10, 11 and 15 storeys. A joint venture with neighbouring plots would be more likely if the same approach is applied to this plot.
- The central combined triangular plots of Commercial Street, Constance Street and Little Peter Street are a far more attractive proposition for a landmark (tall) building than any other within the area.
- A developer requested that the Deansgate Station site is recognised in the revised Masterplan as having the potential for future high density development, in the context of excellent accessibility by sustainable forms of transport. The developer asked to be consulted as the Masterplan comes forward, due to the proximity of improvements to the Deansgate Station site.
- The remaining character and intimacy of Commercial Street/Jordan Street/Hewitt Street triangle should be retained. An underground car park with a public square at street level was suggested.
- Historic England were consulted as a statutory consultee, however did not wish to comment on the Masterplan at this stage.

## Environmental issues

4.4 Comments were received from United Utilities and the Environment Agency specifically relating to flood risk and water management within the Masterplan area. These are summarised below:

- United Utilities has significant wastewater infrastructure across the site, especially towards the east along Albion Street. Engagement with United Utilities should take place at the earliest opportunity to discuss potential implications for future development proposals. United Utilities have a free pre-application service for applicants to discuss drainage strategies and water supply requirements.
- The Masterplan should clearly set out the need to follow the hierarchy of drainage options for surface water in the National Planning Policy Framework (NPPF) which identifies the public sewer as the least preferable option. The Masterplan should clearly state the need to remove existing surface water connections from the public sewer and instead discharge surface water to more sustainable forms.
- Further references to relevant parts of the NPPF and Core Strategy should be included in the Strategic Planning and Regeneration section.
- The Masterplan should reference surface water management to ensure opportunities are not missed, for example, when considering space for new public realm. Sustainable Drainage Systems (SuDs) should be highlighted, such as green roofs and grey water recycling, to help reduce pressure on public water supply and the public sewerage system.
- There is insufficient reference to flood management and sustainable surface water drainage. There should be clear requirements to ensure maximum contribution from design and landscaping to reducing surface water discharge. Applying sustainable drainage practices as part of new development will increase resilience to climate change and potentially reduce the future carbon footprint of new development.
- The City Council should ensure landowners enter a legally binding development framework to ensure the multiple developments are coordinated and delivered in the most sustainable way. Planning applications will be expected to demonstrate how the drainage proposals relate to the wider development.
- All proposals within Flood Zone 2 will require a flood risk assessment to identify risks and any appropriate mitigation measures to ensure the safety of the development. This should cover types and uses of development.
- In accordance with the National Planning Policy Framework, any development within Flood Zone 2 should be subject to sequential testing. Development should not be permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower

probability of flooding. It is for the local planning authority to determine if the sequential test has to be applied and whether or not there are other preferential sites available at lower flood risk.

- The impact of climate change is likely to mean the current medium flood risk may become higher in certain parts of the Masterplan area over the lifetime of a development. Consideration should be given to residential development which is considered to have at least a 100 year design life.
- Setting back development from the walled channel of the River Medlock would provide improved access to the river for inspection and maintenance. The Environmental Permitting Regulations 2016 provide powers to control development within 8 metres from the bank where it could affect access. Any proposed layouts must give consideration to this.
- The Masterplan notes the current landscape and amenity quality alongside the main green infrastructure asset of the River Medlock is poor, with limited or in some cases no development free buffers or greenspace along the waterbody. Development of the area which would improve this situation is welcomed. New development along the river edge should also ensure there is improved natural light provision along the river corridor as part of detailed design, to encourage active usage throughout the year.
- Details should be provided on how development will conform with the Greater Manchester Spatial Framework policies in regards to a sustainable and resilient development within the Masterplan.
- As a result of Knott Mill's industrial heritage, it is likely that there may be elevated concentrations of soil and or groundwater contamination which may pose a risk. These should be addressed by following the relevant risk management framework and guidance on contamination, and investigations carried out by, or under the direction of a suitably qualified person.

#### 4.5 Other comments received on environmental issues include:

- The quality of the environment will be significantly improved including air quality, although there may be short term inconvenience during construction.
- The use of more photovoltaics is welcomed.
- Litter in the river is an issue.
- Construction and associated traffic will have a disruptive and detrimental impact on the residents of Hill Quays.
- Drainage within the area can be poor during heavy rainfall.

#### **Masterplan document & consultation**

- One respondent commented that the Masterplan document is overly dense and provides irrelevant information relating to the detailed history of the Knott Mill area. The language used within the Masterplan document isn't easily interpretable for those without a planning background.
- Another commented that maps are difficult to interpret.
- One response stated that local residents should have been consulted earlier.
- Support is given for the identification of buildings as character assets. An explanation of how these were identified would be beneficial.
- Deansgate Quay is not mentioned within the Masterplan.
- The Grade II listed Castlefield (MSJ & AR) viaduct should be included in the listed structures plan on page 46.

## **5.0 Response to Consultation Comments**

- Responses to the specific comments raised as part of the consultation are set out below:

### **5.1 General Comments**

- The request to amend the boundary line to ensure the entirety of the Deansgate Station Site falls within the 'Zone of Influence' is noted and will be reflected in the revised Masterplan document. This will ensure the development proposals are fully coordinated.
- The NCP car park at Little Peter Street is part of the First Street Strategic Regeneration Framework and is identified as a development opportunity site to be developed in line with that framework. The Knott Mill Masterplan makes reference to the need to ensure connections are made with neighbouring areas.
- The city centre is undergoing unprecedented levels of growth and development. It is anticipated that the Masterplan proposals for additional employment and residential use will create increased footfall and enhance the vibrancy of the area. Investment in Knott Mill will ensure the area fulfils its potential as an intrinsic part of the city centre, able to play its part in meeting the demands from a growing economy and population.
- Respecting and enhancing the area's heritage and distinct character is central to the Masterplan.
- It is expected that successful regeneration of the area would have a positive impact on property prices. Proposals to enhance the area are

intended to improve its distinctive identity and attractiveness to residents and workers.

- A key aspect of the Masterplan proposals is to retain businesses within the area. Redevelopment will provide space for businesses to grow, expand and thrive, creating further local job opportunities.
- The purpose of the document is to provide a shared vision and comprehensive approach to redefining this important part of the city centre, building on its unique identity. The Knott Mill Association have worked with the City Council to produce the Masterplan with a view to avoiding development coming forward on a piece-meal basis.
- In response to the point raised about a conflict of interest, the City Council considers it important for the landowners to come together to coordinate development aspirations for the area in order to maximise regeneration opportunities, and ensure that all development is aligned and in keeping with the character of the area.

## **5.2 Connectivity**

- The Masterplan recognises the importance of maximising sustainable travel and reducing reliance on car use. The area is highly accessible, next to Deansgate Station, close to Deansgate-Castlefield Metrolink Station, within short walking distance to the rest of the city centre, and close to key cycle routes.
- The City Council fully agrees with the comments that Knott Mill's highly accessible location and proximity to a range of sustainable modes of transport should be a central consideration in forming and justifying future car parking strategies.
- The City Council fully supports the proposals to reduce reliance on car parking and promote active travel. Through the planning process, developers will be expected to provide adequate facilities such as cycle parking, showers, changing and storage.
- The City Council supports the need for electric vehicle charging points to be incorporated into future residential car parking provision and this will be referenced in the Masterplan.
- The request to ensure the pedestrian bridge across the River Medlock would be available for cycle use is supported in principle. This can be explored fully as part of the detailed design process.
- The feasibility of controlling vehicular access at Bugle Street and Jordan Street will be kept under review as the masterplan is taken forward.

- The Masterplan provides the opportunity to enhance the pedestrian and road quality as development proposals come forward. This may include addressing the quality of footpaths, roads and lighting.
- In relation to the points raised regarding potential increase in car use and traffic, it is not the intention of the Masterplan to increase traffic flows. The key priority will be to reduce car usage and surface parking, and promote sustainable travel throughout the area. As with other construction projects in the city centre, it is to be expected that there will be short-term increase in vehicular access. Measures to minimise disruption for residents will be addressed as part of a construction management plan required as part of any planning application.
- Vehicular access and servicing will be addressed through traffic management plans as part of the planning process and associated servicing and operational management plans.
- It is proposed that the points raised around the opportunities for improving key interfaces are referenced in the revised Masterplan:
  - **Old Deansgate** does sit half in the Knott Mill area and half in the Great Jackson Street Strategic Regeneration Framework Area. The buildings which front Old Deansgate are not considered as presenting opportunities for development. Notwithstanding that, Old Deansgate itself is a key connection between Great Jackson Street, Knott Mill and Deansgate and improvements to the public realm would be welcomed.
  - Although outside of the masterplan area, the City Council and Knott Mill Association would support works to improve the appearance of the **River Medlock** (it is understood the Deansgate Square proposals as part of the Great Jackson Street SRF, include the provision of an access ramp to allow the Environment Agency to access and maintain the river bed). The **floodgate** referred to is a listed structure. The City Council and Knott Mill Association would support works to improve the visibility of the floodgate from Old Deansgate.
  - It is agreed that the **Hewitt Street arches** present an opportunity to provide active uses and these should be considered, provided that they do not result in the unnecessary displacement of existing businesses. Opportunities to redevelopment these arches would need to be explored with Network Rail and the Arch Company.
- The City Council will encourage developers and landowners to engage with Network Rail and other stakeholders associated with Deansgate Railway Station and the wider site, in order to ensure there is an enhanced passenger experience and practical aspects such as access for servicing are fully considered.

### 5.3 Uses



- In response to the specific point raised about the aparthotel at 1 Alpha Place, this planning consent was granted before the drafting of the Masterplan.
- As referenced in the document, late night uses would not be considered appropriate, this approach is consistent with other city centre districts such as Ancoats where there is an 11pm weekday and 12pm weekend licencing condition in place.
- The point raised regarding the need to provide a mix of residential accommodation is noted. The Masterplan document does refer to the future residential offer to provide for a mix of homes and tenures.
- It is acknowledged that increases in the number of residents in the area has the potential to lead to increasing demand for public services and amenities. Investment in the Great Jackson Street area is being considered and planned on a city-wide basis, including in the neighbouring area of Great Jackson Street.
- The Masterplan is not intended to be overly prescriptive. It sets out how the focus for development should be for commercial uses, in order for Knott Mill to contribute to the continued economic success of the city centre. An element of retail and ancillary uses will be considered, as outlined in the Masterplan.
- As with other regeneration areas in the city centre, encouraging active frontages is an important aspect in enlivening places. Active frontages will be key to animating the area, through office use or independent retail/leisure, important in ensuring that it remains attractive to residents and businesses.
- The need for community spaces is noted and developers will be encouraged to consider this where appropriate.
- The City Council recognises the role of arches as a location for active frontages. A range of businesses already occupy these spaces. The revised Masterplan will make reference to the opportunity to create active frontages along the site's southern boundary. Network Rail is exploring the opportunity to redevelop the property between Deansgate and Bugle Street. This section of the viaduct could be amended on the plan to indicate 'future redevelopment opportunity'. The majority of the other arches are in the control of Arch Company.

#### 5.4 Public Realm/Greening

- The comments on the importance of tree planting and greening are noted. The revised Masterplan will make reference to the fact that the City Council will encourage developers to explore opportunities to maximise green infrastructure across the Masterplan area, such as green roofs and planting.

- In response to the requests to create a bigger open space at the Constance Street/Commercial Street site, it is important to note the site is within private ownership and scope to create a large open green space is limited. An element of public realm has been included in the Masterplan for this site as part of development aspirations, and the developers will be encouraged to maximise the area as part of the planning process. Public space is created at key nodes through parcels of land from adjoining ownerships being joined together.
- The City Council considers the Masterplan to align with its ambitions for Manchester to become a world class city. The proposals respect Knott Mill's industrial heritage, balancing character assets with the potential for appropriate new development. Due to the size of the area, Knott Mill's public realm proposals are not on a comparable transformational scale as in other areas such as Mayfield and Great Jackson Street. However, opportunities for public realm have been fully explored, and the maximum possible space has been allowed for this use. The inclusion of the riverside walkway, pedestrian bridge and improved streetscape will all significantly enhance an individual's experience of the area.
- It is acknowledged that public realm improvements to Deansgate Station and the wider site will need to be fully coordinated with future proposals for the wider Knott Mill area. The City Council will work with Network Rail and TfGM to co-ordinate future detailed design for public realm improvements in the wider area.

### **5.5 Anti-social behaviour**

- Anti-social behaviour issues occurring in the Knott Mill area have been raised with the City Council's Central Neighbourhood Team so that appropriate measures can be considered and be taken.
- The Masterplan proposes a range of appropriate active uses for day-time and evening to encourage greater footfall through the area and natural surveillance. The Masterplan principles to animate the area should therefore make a positive impact on reducing issues of anti-social behaviour. The intention of the Masterplan is to reduce levels of surface parking. Improved lighting will be considered as part of development proposals.

### **5.6 Development design, heights and density**

- The City Council is committed to ensuring the Masterplan proposals respect Knott Mill's character and rich industrial history. The intention is to balance new development alongside heritage assets, and to improve the local environment to enhance the setting of these assets.
- The approach to balancing the scale of development is considered appropriate, with the strip of mid-rise development along the northern

edge, the central lower rise heart, and stepping up to the larger scale developments along the river edge, in keeping with the heritage and character of the area.

- In response to comments requesting an increase in proposed heights and a landmark building to be considered for plots in the central core, it is considered appropriate for low to mid-rise developments to be located in the central area in order to complement the historic buildings of most character value.
- The Masterplan clearly sets out that Knott Mill will differ from surrounding development in that transformational redevelopment with towers will not be appropriate and that future development must build on and enhance the existing character of the area.
- The proposals respect the historical characteristics of the area and are balanced with what is considered to be an appropriate scale of new development. Any future proposals for Castlefield and Deansgate would also be expected to respect and respond to each character area within the local planning policy and conservation frameworks.
- It is considered appropriate for an additional comment to be included in the Masterplan to reference that the Deansgate Station site, outside of the Masterplan area, has the potential for future high density development.
- An underground car park would not be considered feasible or practical given the size and scale of the site.
- On the request to retain the character of Commercial Street/Jordan Street/Hewitt Street triangle, this land is within private ownership and it is not realistic to expect the entire site to be a public park. Character in this part of Knott Mill will be maintained through back of pavement development. As mentioned previously, public space is created at key nodes through parcels of land from adjoining ownerships being joined together.

## 5.7 Environmental

- United Utilities submitted useful advice in relation to waste water infrastructure. The City Council will encourage all landowners and relevant stakeholders to engage with United Utilities at the earliest opportunity to agree an appropriate approach.
- In response to comments received on the management of surface water, the following additional text is proposed within the 'Framework Development and Urban Design Principles' section as 'Sustainable Drainage Opportunities':

*Development proposing new public realm should allocate provision for the management of surface water through the use of sustainable*

*drainage systems with multi-functional benefits as part of a high quality green and blue water environment. Development with such features should consider the topography of the site to understand any naturally occurring flow paths and any low lying areas within the proposal where water will naturally accumulate. The discharge of surface water via the River Medlock should be explored as a minimum.*

*New development will be expected to incorporate exemplary Sustainable Drainage methods and follow the surface water hierarchy. Applicants will have to submit clear evidence of why each option within the hierarchy has been discounted. The expectation will be for only foul flows to communicate with the public sewer.*

*Approved drainage schemes will be expected to be supplemented by appropriate maintenance and management regimes for the lifetime of any surface water drainage schemes.'*

- In addition, it is acknowledged that water efficiency measures should be fully considered in the design of new development within Knott Mill. The following text is proposed for inclusion:

*“The design of new development should consider the inclusion of water efficiency measures in the development of new buildings. New development can become more resilient to climate change by encouraging water efficiency measures including water saving and recycling measures to minimise water usage. Such a proactive approach is designed to mitigate and adapt to climate change, taking into account the long-term implications for water supply in the city.”*

- The point raised regarding the need for unrestricted access to the River Medlock as a point to discharge surface water is acknowledged.
- It is not the purpose of the Masterplan document to set out details of legally binding frameworks with landowners. Developers bringing forward proposals will need to submit detail within their planning applications on their strategy towards sustainable urban drainage systems (SuDs) so that it can be considered by the Council, in consultation with United Utilities and the Environment Agency.
- The detailed response from The Environment Agency is acknowledged and provides useful guidance on key issues to consider, including the need for flood risk assessments for proposals within Flood Zone 2, setting back development from the walled channel of the River Medlock to improve access for inspection and maintenance, and the risk of concentrated land and water contamination. The Environment Agency will be re-consulted in order to discuss detailed implications as development proposals come forward.
- It is considered that the Masterplan does align with the Greater Manchester Spatial Framework policies on sustainable and resilient

development through for example, the promotion of brownfield development, development at the core of the conurbation, the delivery of new homes, supporting the reuse of existing buildings, and promoting development adjacent to a significant transport interchange.

- The support for the environmental improvements in the area is welcomed.
- Construction management plans as part of the planning process for future development will take into account potential impact on residents and other stakeholders in the area.
- The issue of tackling litter in the River Medlock will be raised with the Canals and Rivers Trust.
- Existing drainage issues are noted. The masterplan provides an opportunity to address drainage in a comprehensive way.

### **5.8 Masterplan document and consultation**

- The level of detail within the Masterplan document is provided in order to enable a comprehensive approach to guiding future development. The masterplan has a range of use, including to guide developers on the expectations from development and to inform planning decisions, as well as to inform local residents and other stakeholders on the proposals. This means that a level of technical detail is required. Historical context has been included to help shape and inform the next stage in Knott Mill's development. The area is rich in industrial heritage and it is crucial this distinctive identity is retained and enhanced in any future development proposals.
- Local residents were given the opportunity to comment on the proposals at a workshop consultation event, organised by the Knott Mill Association, with the Castlefield Forum. For transparency, the City Council takes a consistent approach to consulting on regeneration Masterplans and Strategic Regeneration Frameworks.
- The language and maps used in the plan follow the standard Masterplan and regeneration framework approaches used by the City Council across city centre regeneration areas, due to its role in guiding future development and the planning process.
- As described in the Masterplan, a review of the character of the area identified a group of nineteenth century brick built buildings, which are of a consistent age and quality, largely unaltered and built tight to the back of pavement. These are described in section 4.6 of the plan. These buildings have also had a role to play in the cultural history of Manchester. They make a significant contribution to the character of the area. It is these buildings that are identified as character assets in the Masterplan.

- It is noted that Deansgate Quay is not referenced in the document. Reference will be included in the Masterplan to recognise that Deansgate Quay is an immediate residential development and that proposed development within Knott Mill should ensure Deansgate Quay is fully integrated.
- The omission of the Castlefield (MSJ & AR) viaduct as Grade II Listed on the plan (on page 46) is noted and will be incorporated into the revised plan.

## 6.0 Conclusions

- 6.1 Knott Mill is an intrinsic part of the city centre. Given its highly accessible location, the existing business base, creative talent, and the existence of development-ready sites, this distinctive area has significant potential to support the continued economic and population growth of the city.
- 6.2 The Masterplan sets out a proposed framework to coordinate sustainable development that is appropriate and sympathetic to Knott Mill's industrial heritage, whilst contributing to the continued growth of this part of the city centre.
- 6.3 Following the consultation, the resulting revisions to the Masterplan are proposed:
- An amendment to the boundary line to include the entire Deansgate Station site within the 'Zone of Interest'.
  - Additional text to be included in the section on Density to reflect the potential for high density at the Deansgate Station site.
  - Additional text in section 4.10 to emphasize the opportunity for sustainable and active travel, including cycling.
  - Additional text in 4.10 on reducing reliance on car usage, and a reference to electric charging point and car clubs.
  - Additional text in relation to improving key interfaces (Old Deansgate, River Medlock and Hewitt Street arches) to be added into section 5 on Urban Design Principles. Reference will also be made to Deansgate Quay.
  - Additional text to be included in 5.3.3 on maximizing green infrastructure such as green roofs and tree planting.
  - Additional text to the section on active frontages to make reference to the opportunities along the site's southern boundary.
  - The plan on page 46 will be amended to include the MSJ & AR viaduct.
  - Additional text on 'Sustainable Drainage Opportunities' is proposed to be added to the 'Framework Development and Urban Design Principles' section.
  - Additional text on water efficiency measures to be included.
  - Plan on page 63 to be amended to show the section of the viaduct between property Deansgate and Bugle Street as a 'future redevelopment opportunity'.
- 6.4 Recommendations are outlined at the beginning of the report.

## **7.0 Contributing to a Zero-Carbon City**

- 7.1 All future development proposals for Knott Mill will need to be carefully considered in order to ensure that they help the city meet its zero-carbon target. All construction will be required to meet the highest standards of sustainable development. Given Knott Mill's highly accessible location with the city centre, a key priority will be to promote sustainable transport modes.
- 7.2 A number of responses to the consultation relate to environmental impacts including construction impact, flood risk, waste water infrastructure, sustainable urban drainage and opportunities for increased sustainable transport. These are set out in more detail in the environmental and connectivity sections of the report and have been taken into account for the final version of the Masterplan.

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

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

- 8.1 The Masterplan will provide an increase in employment within the area, creating opportunities within a number of sectors and across a variety of levels.

The Knott Mill area's proximity to First Street will improve linkages and access to the core of the city centre, and add to the employment opportunities presented within this part of the city centre.

New residential development will be delivered within walking distance of city centre employment opportunities. Additionally, residents within the area will be connected to employment opportunities across Greater Manchester through easily accessible public transport links.

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

- 8.2 The Masterplan sets out the opportunity to create new homes, enabling people to live near employment opportunities. Development will also improve connectivity to surrounding areas which will enhance access to opportunities within the city centre, including jobs and training.

Delivering residential development at Knott Mill will both support the city's population growth and the attraction and retention of the talent required to support Manchester's strong growth trajectory across a range of economic sectors.

The redevelopment proposals will support new job opportunities across a range of levels accessible to local people. In addition, opportunities for apprenticeships during construction will also be available.

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

- 8.3 The proposals set out within the Knott Mill Masterplan are aligned to and will support regeneration in the wider area. The proposals will contribute to the delivery of the Manchester Residential Growth prospectus and meet the growing demand for new homes in the city.

The proposed public spaces, connections and pedestrian routes will improve access to job opportunities, key neighbourhoods and amenities such as First Street, Castlefield and Hulme Park.

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

- 8.4 The Masterplan area is well connected to a number of city centre neighbourhoods and amenities within walking distance. Knott Mill is well served by public transport and, located at a key southern gateway to the city centre, is also easily accessible by walking or cycling.

The introduction of enhanced active frontages at ground floor level will support the residential and business community within the Knott Mill neighbourhood, and also provide amenities to adjacent city centre districts including Castlefield, First Street and the emerging Great Jackson Street.

The proposals to extend the existing riverside walkway adjacent to the River Medlock would both enhance pedestrian connections within the area, and also provide access to the river.

**(e) A connected city**

- 8.5 The neighbourhood benefits from strong transport connectivity. This includes excellent public transport links, with both rail and Metrolink stations within a two minute walk from the Masterplan area, reducing reliance on car usage. Improved connections will be provided to surrounding neighbourhoods as part of the masterplan.

**9. Key Policies and Considerations**

**(a) Equal Opportunities**

- 9.1 n/a

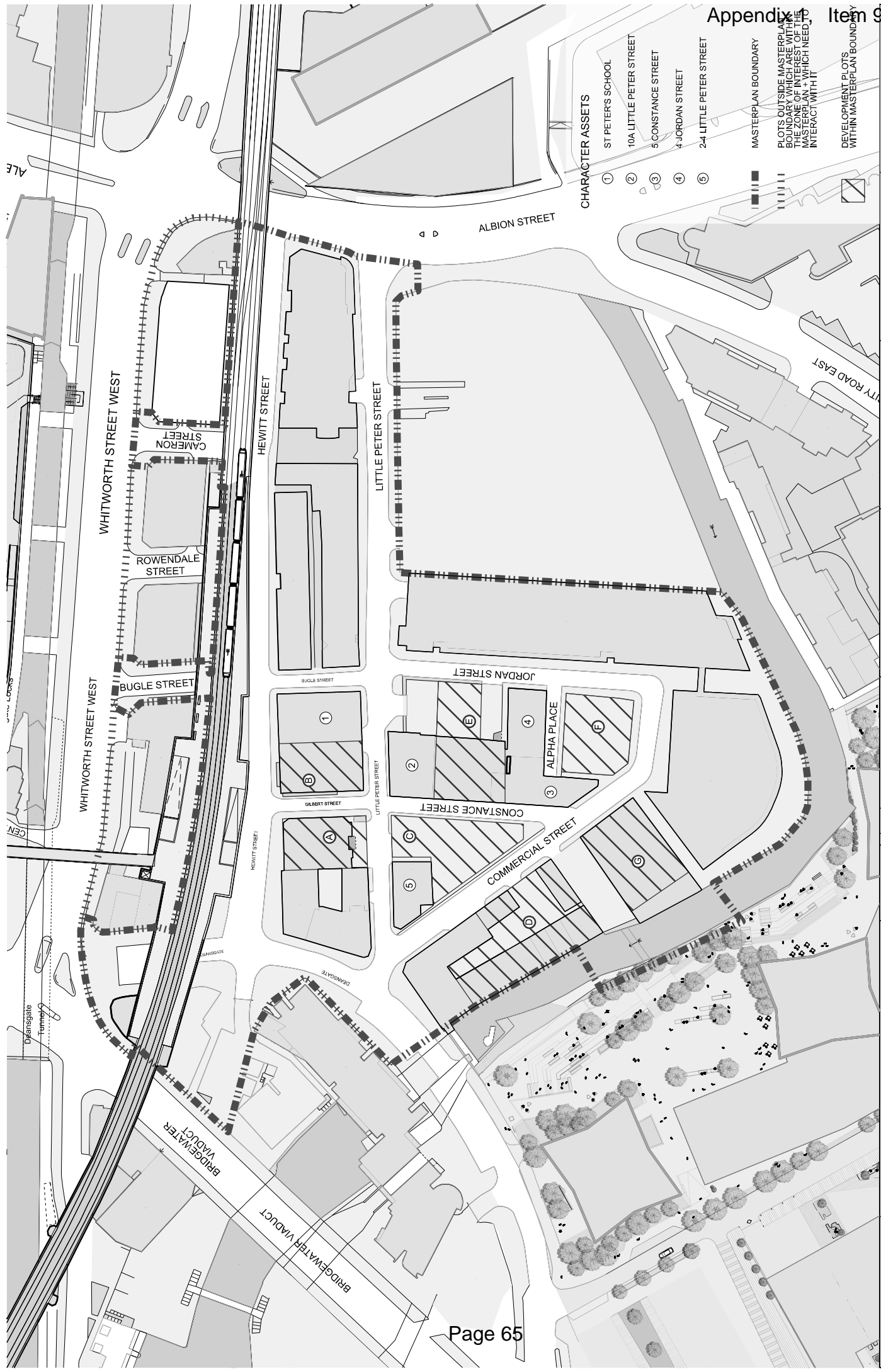
**(b) Risk Management**

- 9.2 Issues relating to flood risks and waste water infrastructure will be managed through the planning application process.

**(c) Legal Considerations**

- 9.3 If approved by the Executive, the Masterplan will not form part of the Council's Development Plan but would be a material consideration in the Council's decision making as the Local Planning Authority.





CHARACTER ASSETS

- ① ST PETER'S SCHOOL
- ② 10A LITTLE PETER STREET
- ③ 5 CONSTANCE STREET
- ④ 4 JORDAN STREET
- ⑤ 24 LITTLE PETER STREET

MASTERPLAN BOUNDARY  
 PLOTS OUTSIDE MASTERPLAN BOUNDARY WHICH ARE WITHIN THE ZONE OF INTEREST OF THE MASTERPLAN + WHICH NEED TO INTERACT WITH IT

DEVELOPMENT PLOTS WITHIN MASTERPLAN BOUNDARY

Proposed Masterplan Area

Knot Mill Framework

North Arrow

North Arrow

NOTE:

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**NOTICE OF DECISIONS AGREED AT THE GMCA MEETING  
HELD ON 27 SEPTEMBER 2019**

**PRESENT:**

Greater Manchester Mayor	Andy Burnham (In the Chair)
Greater Manchester Deputy Mayor	Baroness Bev Hughes
Bolton	Councillor David Greenhalgh
Bury	Councilor David Jones
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 David Molyneux

**OTHER MEMBERS IN ATTENDANCE:**

Tameside	Councillor Leanne Feeley
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**OFFICERS IN ATTENDANCE:**

GMCA – Chief Executive Officer	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	Tony Oakman
Bury	Geoff Little
Oldham	Caroline Wilkins
Manchester	Joanne Roney
Rochdale	Steve Rumbelow
Salford	Jim Taylor
Stockport	Pam Smith
Tameside	Steven Pleasant
Trafford	Sara Todd
Wigan	Paul McKevitt
Growth Company	Mark Hughes
GMCA	Julie Connor
GMCA	Simon Nokes
GMCA	Claire Norman
GMCA	Sylvia Welsh
GMCA	Nicola Ward

## 1. APOLOGIES

### RESOLVED /-

That apologies were received from Alison McKenzie-Folan (Wigan – Paul McKeivitt attending)

## 2. CHAIR'S ANNOUNCEMENTS AND URGENT BUSINESS

### RESOLVED /-

1. That it be agreed that the GMCA accept the following motion as proposed by Councillor Allen Brett, Leader of Rochdale Council and seconded by Andy Burnham, GM Mayor.

#### **We support a lasting political resolution on Kashmir, taking into account the wishes of the Kashmiri people**

The members of the Combined Authority express deep concerns about the ongoing reports of human rights violations, and a communication blockade of over 8 million people of Jammu and Kashmir since 5<sup>th</sup> August 2019 resulting in serious risk to life, liberty and security of persons in Kashmir.

We ask the UK Government to make urgent representations to the Indian Government through all available routes to ensure safeguards against human rights abuses are immediately put in place by restoring telecommunications; allowing full access to international humanitarian aid and human rights observers, releasing all political prisoners and finding a bi-lateral resolution taking into account the wishes of the people of Jammu and Kashmir in accordance with the UN charter and resolutions.

2. That the GMCA record its thanks to the Growth Company for the support they have offered to employees of Thomas Cook following its insolvency, including the establishment of a helpline and arrangements for an employment fair for all staff affected.

3. That it be agreed that the GMCA accept the following motion as proposed by Andy Burnham, GM Mayor and seconded by Councillor David Jones, Leader of Bury Council.

#### **The proposed demotion of Bury Football Club**

The GMCA believes: that the decision of the EFL to expel Bury FC without an alternative solution after 125 years of continuous membership is unduly harsh on the club, supporters and whole community here in Bury; further recognises that the proposed demotion through ten levels would imperil the very future of Bury FC; and now calls on the Football Association to intervene in this situation and find a fair resolution which recognises the need for sanctions against the club, but which also respects Bury's proud history as twice winners of the FA Cup and developers of one of the strongest Academy systems which has made a huge contribution to grassroots football in Greater Manchester.

### **3. DECLARATIONS OF INTEREST**

#### **RESOLVED /-**

That it be noted that Councillor Elise Wilson declared a personal interest in relation to items 21 & 30 – Stockport Mayoral Development Corporation Delivery Plan 2019-20 as a member of the Mayoral Development Corporation.

### **4. MINUTES OF THE GMCA MEETING HELD ON 26 JULY 2019**

#### **RESOLVED /-**

That the minutes of the meeting held 27 July 2019 be approved as a correct record.

### **5. GMCA AUDIT COMMITTEE - MINUTES OF THE MEETING HELD 30 JULY 2019**

#### **RESOLVED /-**

That the minutes of the GMCA Audit Committee held 30 July 2019 be noted.

### **6. GMCA RESOURCES COMMITTEE – MINUTES OF THE MEETING HELD 26 JULY 2019**

#### **RESOLVED /-**

That the minutes of the GMCA Resources Committee held 26 July 2019 be noted.

### **7. WASTE & RECYCLING COMMITTEE – MINUTES OF THE MEETING HELD 12 SEPTEMBER 2019**

#### **RESOLVED /-**

That the minutes of the Waste & Recycling Committee held 12 September 2019 be noted.

### **8. GMCA STANDARDS COMMITTEE – MINUTES OF THE MEETING HELD 17 SEPTEMBER 2019**

#### **RESOLVED /-**

That the minutes of the GMCA Standards Committee held 17 September 2019 be noted.

### **9. GMCA OVERVIEW & SCRUTINY COMMITTEES – MINUTES OF THE MEETINGS HELD IN SEPTEMBER 2019**

#### **RESOLVED /-**

1. That the minutes of the Economy, Business Growth & Skills Overview & Scrutiny Committee held on 13 September 2019 be noted.

2. That the minutes of the Corporate Issues & Reform Overview & Scrutiny Committee held on 17 September 2019 be noted.

**10. GREATER MANCHESTER TRANSPORT COMMITTEE – MINUTES OF THE MEETING HELD 13 SEPTEMBER 2019****RESOLVED /-**

That the minutes of the meeting held 13 September 2019 be noted.

**11. GREATER MANCHESTER LOCAL ENTERPRISE PARTNERSHIP – MINUTES OF THE MEETING HELD 16 SEPTEMBER 2019.****RESOLVED/-**

That the minutes of the Greater Manchester Local Enterprise Partnership held on the 16 September 2019 be noted.

**12. GMCA APPOINTMENTS****RESOLVED/-**

1. That the appointment of Councillor Bernard Stone (Manchester) to the GM Culture & Social Impact Fund Committee be approved.
2. That the appointment of Councillor Ali Ilyas (Manchester) as a substitute member to the Health & Care Board be noted.
3. That the appointment of Councillor Zahid Chauhan (Oldham) to the Health & Care Board be noted.
4. That the appointment of Councillor Zahid Chauhan (Oldham) to the Joint Health Commissioning Board be noted.

**13. GMCA AUDIT COMMITTEE – APPOINTMENT OF ADDITIONAL INDEPENDENT MEMBERS****RESOLVED /-**

1. That the increase in the membership of the GMCA Audit Committee by a further two independent members be approved, making membership four members of the Constituent Councils and four co-opted members, who are Independent Persons.
2. That it be noted that constituent councils be requested to consider retaining their elected Member nominations for a minimum of 2 years to allow continuity of Committee membership.
3. That the amended GMCA Audit Committee Terms of Reference included in Appendix 1 to the report be approved.

**14. PROGRAMME FOR CHANGE – GREATER MANCHESTER FIRE & RESCUE SERVICE: PROPOSED AMENDMENTS TO THE OUTLINE BUSINESS CASE FOLLOWING ANALYSIS OF CONSULTATION (KEY DECISION)**

**RESOLVED /-**

1. That the contents of this report and the updated proposals that had been influenced by the consultation on the Outline Business Case be noted prior to the Mayor making a final decision.
2. That it be noted that the updated proposals for implementation will now form the basis of ongoing discussions with Trade Unions.

**15. A BED EVERY NIGHT – PHASE 2 (KEY DECISION)**

**RESOLVED /-**

1. That the commitment of funds to support A Bed Every Night from Greater Manchester Health and Social Care Partnership, The Mayor's Homelessness Charity, Community Rehabilitation Company, Police and Crime Commissioner and Tackle for Manchester be noted.
2. That the grant allocations to districts as set out at paragraph 4.5 of the report be approved.
3. That the allocation from Mayoral reserves and future GMCA and Mayoral budgets and reserves as set out at paragraph 5.2 of the report be approved.
4. That the GMCA record its thanks to the Community and Voluntary Sector for their significant contribution to the support offer to the homeless.

**16. GREATER MANCHESTER BREXIT PREPARATIONS UPDATE**

**RESOLVED /-**

1. That the update on Brexit preparatory work underway across Greater Manchester be noted.
2. That it be noted that there will be a monthly report on preparing for the impact of Brexit to the GMCA.
3. That it be noted that Local Authorities are requested to improve information to EU nationals living within their constituency to register for the EU Settlement Scheme.

**17. CRICKET IN GREATER MANCHESTER (KEY DECISION)**

**RESOLVED /-**

1. That the discussions taking place between cricketing organisations, districts and the GMCA be noted.
2. That the scope of the action plan, and what will be achieved by the proposed GM wide partnership with ECB be noted.

3. That the request for £600k of funding to be sourced from retained business rates over three years to support the actions outlined in paragraph 4.3 of the report, subject to an agreement between three districts and the ECB to develop three Urban Cricket Centres across GM be approved.

4. That authority be delegated to the GMCA Monitoring Officer and Treasurer to complete all necessary legal agreements.

## **18. DIGITAL AND CREATIVE FUND**

### **RESOLVED /-**

That the establishment of a Digital and Creative Fund utilising £5m of capital receipts derived from RGF/Growing Places investments be approved.

## **19. DECARBONISING GREATER MANCHESTER'S EXISTING BUILDINGS**

### **RESOLVED /-**

1. That the contents of the Decarbonising GM's Buildings report be noted.

2. That the key recommendations of that report which have already been incorporated into the recently published GM 5 Year Environment Plan be commended.

3. That it be agreed to establish a Low Carbon Buildings Challenge Group (as part of the Green City Region Partnership and Mission approach agreed in the Local Industrial Strategy) providing a means of bringing key organisations together to further examine and take forward the recommendations in this report as appropriate.

## **20. GREATER MANCHESTER SPATIAL FRAMEWORK UPDATE**

### **RESOLVED /-**

1. That authority be delegated to the GMCA Chief Executive in consultation with the Portfolio Lead for Housing, Homelessness and Infrastructure to publish the report on the Summary of Consultation Responses to Revised Draft GMSF 2019.

2. That to the publication of the consultation responses as set out in the report be noted.

3. That the proposed timetable for consultation on the Further Revised Draft of the Greater Manchester Plan for Homes, Jobs and the Environment (GMSF) be approved.

4. That it be agreed that the GMCA continue to lobby Government for the funding required to prepare brownfield sites for development.

5. That the GMCA record its thanks to City Mayor Paul Dennett for his work on progressing the development of the GMSF to date.



## **21. STOCKPORT MAYORAL DEVELOPMENT CORPORATION DELIVERY PLAN 2019-20 (KEY DECISION)**

### **RESOLVED /-**

1. That it be noted that the progress to date and that the inaugural meeting of the Mayoral Development Corporation Board took place on 9<sup>th</sup> September 2019 during which the Mayor appointed members to an initial board and appointed the first Chief Executive on an interim basis.
2. That the Stockport Town Centre West Mayoral Development Corporation's Strategic Business Plan September 2019 – March 2020 be approved.

## **22. GMCA CULTURE FUNDING 2020 ONWARDS**

### **RESOLVED /-**

1. That the report be deferred until the next meeting of the GMCA to ensure further work can be undertaken to ensure that any impact to organisations has no de-stabilising effect.

## **23. GREATER MANCHESTER TOWN OF CULTURE**

### **RESOLVED /-**

1. That the proposal for an annual Greater Manchester Town of Culture programme be approved.
2. That, subject to GMCA agreement to the proposed GM Culture Fund, a programming budget of £50,000 per year for 2020 and 2021 be approved.
3. That the timescales set out in Section 4 of the report be approved.

## **24. ALLOCATION OF RESOURCES TO DISTRICT COUNCILS**

### **RESOLVED /-**

That the reallocation of £20m of retained Business Rates which were generated in 2018/19 to District Councils be approved.

## **25. GREATER MANCHESTER INVESTMENT FRAMEWORK PROJECT UPDATES (KEY DECISION)**

### **RESOLVED /-**

1. That the funding applications for Miribase Limited (equity investment of up to £350,000), Worthington Mancap LLP (loan facility of up to £6,050,000) and Immersify Education Limited (equity investment of up to £150,000) and progress to due diligence be approved.
2. That authority be delegated to the GMCA Treasurer and GMCA Monitoring Officer to review the due diligence information in respect of the companies, and, subject to their satisfactory review and agreement of the due diligence information and the overall detailed commercial terms of the transactions, to sign off any outstanding conditions, issue final approvals and complete any necessary related documentation in respect of the investments.

3. That the loan to Kartell UK Limited approved under delegated authority be noted.

## 26. GREATER MANCHESTER HOUSING INVESTMENT LOANS FUND – INVESTMENT APPROVAL RECOMMENDATIONS (KEY DECISION)

### RESOLVED /-

1. That the GM Housing Investment Loans Fund loan in the table below, as detailed further in this and the accompanying Part B report be approved;

BORROWER	SCHEME	DISTRICT	LOAN
Wiggett Homes Ltd.	Perseverance Mill	Bolton	£2.126m
Hollins Homes (Lostock) Ltd	Hartley's Farm	Bolton	£3.121m
Wigan Pier 3 Ltd	Wigan Pier	Wigan	£1.134m

2. That authority be delegated to the GMCA Treasurer acting in conjunction with the GMCA Monitoring Officer to prepare and effect the necessary legal agreements.
3. That the details of the loans for the following scheme which was approved under delegated authority be noted:

BORROWER	SCHEME	DISTRICT	LOAN
Lawrence Barrie Homes Ltd	Rectory Gardens	Wigan	£0.967m

## 28. HOUSEHOLD WASTE RECYCLING CENTRE ACCESS POLICY (KEY DECISION)

### RESOLVED /-

That the access restriction scheme set out at sections 4.0 and 5.0 of the report be approved.

## 29. EXCLUSION OF THE PRESS AND PUBLIC

### RESOLVED /-

That, under section 100 (A)(4) of the Local Government Act 1972 the press and public should be excluded from the meeting for the following items on business on the grounds that this involved the likely disclosure of exempt information, as set out in the relevant paragraphs of Part 1, Schedule 12A of the Local Government Act 1972 and that the public interest in maintaining the exemption outweighed the public interest in disclosing the information.

## 30. REVISION TO WASTE DISPOSAL LEVY 2019/20 (KEY DECISION)

### RESOLVED /-

That changes in the Waste Disposal levy for 2019/20 payable by the 9 Districts, as set out in the report be approved.

**31. STOCKPORT MAYORAL DEVELOPMENT CORPORATION DELIVERY PLAN (KEY DECISION)****RESOLVED /-**

That the report be noted.

**32. GREATER MANCHESTER FRAMEWORK AND CONDITIONAL PROJECT APPROVAL (KEY DECISION)****RESOLVED /-**

That the report be noted.

**33. GREATER MANCHESTER HOUSING INVESTMENT LOANS FUND – INVESTMENT APPROVAL RECOMMENDATIONS (KEY DECISION)****RESOLVED /-**

That the report be noted.

A link to the full agenda and papers can be found here:

<https://democracy.greatermanchester-ca.gov.uk/ieListDocuments.aspx?CId=136&MId=264&Ver=4>

This decision notice was issued Tuesday 1 October 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 Tuesday 8 October 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.



**Notice of the Decisions taken by the Greater Manchester Combined Authority on  
Monday, 7 October 2019**

**PRESENT:**

Bolton	Councillor David Greenhalgh
Bury	Councillor David Jones
Manchester	Councillor Sue Murphy
Oldham	Councillor Sean Fielding
Rochdale	Councillor Sara Rowbotham
Salford	Councillor John Merry
Stockport	Councillor Elise Wilson
Tameside	Councillor Brenda Warrington (In the Chair)
Trafford	Councillor Andrew Western
Wigan	Councillor David Molyneux

**OFFICERS IN ATTENDANCE:**

GMCA – Chief Executive	Eamonn Boylan
GMCA - Deputy Chief Executive	Andrew Lightfoot
GMCA – Monitoring Officer	Liz Treacy
GMCA – Treasurer	Richard Paver

Bolton	Tony Oakman
Oldham	Carolyn Wilkins
Manchester	Joanne Roney
Rochdale	Steve Rumbelow
Stockport	Pam Smith
Tameside	Jayne Traverse
Trafford	Richard Roe
Office of the GM Mayor	Kevin Lee
GMCA	Julie Connor
GMCA	Sylvia Welsh

Agenda Item No	Topic	Decision
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**Part A – Items considered in public**

1.	<b>APOLOGIES</b>	That apologies for absence were received and noted from GM Mayor Andy Burnham, Deputy Mayor Bev Hughes, Deputy Mayor Councillor Richard Leese (Councillor Sue Murphy attending), City Mayor Paul Dennett ( Councillor John Merry attending) and Councillor Allen Brett (Councillor Sara Rowbotham attending).
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2.	<b>CHAIR'S ANNOUNCEMENTS AND URGENT BUSINESS</b>	There were no Chair's announcements.
3.	<b>DECLARATIONS OF INTEREST</b>	That it be noted that there were no declarations of interest in any item for discussion at the meeting.
4.	<b>BUS REFORM - AUDIT AND CONSULTATION (KEY DECISION)</b>	<ol style="list-style-type: none"> <li>1. That the contents of the report be noted.</li> <li>2. That the contents of the report from the independent auditor dated 26<sup>th</sup> September 2019 which was prepared in accordance with section 123D of the Act be noted.</li> <li>3. That it be noted that the independent auditor's report was an opinion on the assessment of a proposed franchising scheme previously reviewed by Members in June 2019.</li> <li>4. That the independent auditor's report and the assessment supplied to the independent auditor be approved for publication.</li> <li>5. That it noted that minor typographical amendments will be attached to the assessment.</li> <li>6. That the amended Proposed Franchising Scheme, as set out in Appendix 1.2, be approved.</li> <li>7. That the preferred funding scenario for the proposed franchising scheme be approved.</li> <li>8. That the mitigating responses to a downside risk scenario, as set out in Section 6, be noted.</li> <li>9. That it be agreed to proceed with the proposed franchising scheme by undertaking a consultation in accordance with section 123E of the Act, which would commence on 14 October 2019 and end on 8 January 2020, and to agree the funding for the consultation as set out in paragraph 7.16 of this report.</li> </ol>

		<p>10. That the publication of a notice of the proposed scheme, in accordance with section 123E(2)(d) of the Act, be approved.</p> <p>11. That TfGM be instructed to carry out all tasks necessary to carry out that consultation on its behalf.</p> <p>12. That authority be delegated to the Chief Executive, GMCA &amp; TfGM to make any final minor amendments to the Proposed Franchising Scheme and the Notice of the Proposed Scheme appended to the report, prior to publication.</p> <p>13. That it be noted that a further report will be submitted to the GMCA on the outcome of the consultation.</p>
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A link to the full agenda and papers can be found here:

<https://democracy.greatermanchester-ca.gov.uk/ieListDocuments.aspx?CId=136&MId=2678&Ver=4>

This decision notice was issued Monday 7 October 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 Saturday 12 October 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.

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