

CITY OF MANCHESTER
(NT02-NT04, DANTZIC STREET, RED BANK)
COMPULSORY PURCHASE ORDER 2023.

STATEMENT OF REASONS

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1. Introduction;

This document is the Statement of Reasons of Manchester City Council for making a compulsory purchase order entitled the "The City of Manchester (NT02-NT04, Dantzic Street, Red Bank) Compulsory Purchase Order 2023".

The Compulsory Purchase Order is made pursuant to s.226(1)(a) and s.226 (1A) of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004. The Council considers that there is a compelling case in the public interest to acquire land to facilitate development, redevelopment or improvement of the Order Lands for the provision of 1,551 residential dwellings together with commercial space and public open space ("the Scheme") and that the proposed acquisition is likely to contribute to the achievement of the promotion or improvement of the economic, social and/or environmental well-being of the area.

Planning permission has been resolved to be granted for the Scheme upon agreement of the s106 as detailed in Section 8.

The Scheme will deliver much needed development on brownfield former industrial use land, providing new housing, new commercial and community space, new landscaping, and public realm. It will start the process of remodelling this area of Victoria North to address the lack of economic investment in the neighbourhood, creating a positive impact on the character and appearance of the area bringing environmental, economic and social benefits. The purpose of the Order is to secure the acquisition of all interests in the Order Lands to facilitate delivery of the Scheme.

The Scheme is being promoted by the Council and its JV partner Far East Consortium International Limited (FEC). FEC is the Council's investor partner and an experienced developer.

The Order has been made by the Council for the purposes of acquiring the Order Lands which are required for the implementation of the Scheme located in the New Town neighbourhood, the need for which is fully explained in this Statement of Reasons.

This Statement of Reasons has been prepared in accordance with the provisions of the CPO Guidance.

2. A brief description of the order land and its location, topographical features and present use;

The Order Lands, as detailed in the Order, comprise land and buildings within the Red Bank neighbourhood of Manchester. The comprehensive redevelopment as outlined in Section iii will not be possible as described without the acquisition of the Order Lands.

The Order Lands are situated within the New Town Neighbourhood, which falls under the wider Victoria North regeneration area, formerly the Northern Gateway, a joint venture between Far East Consortium (FEC) and Manchester City Council to regenerate an area to the north of central Manchester and deliver approximately 15,000 new homes over the next 20 years. The wider Red Bank neighbourhood, which is one of the 7 neighbourhoods identified in the SRF, benefits from outline planning consent for a maximum of 3,250 new homes alongside commercial/leisure/healthcare uses, a new school, and improved public open space. The Order Lands are situated within the Boundary of the New Town Neighbourhood under the SRF but form part of the emerging Red Bank Neighbourhood masterplan proposals.

The Red Bank neighbourhood is located in the Cheetham Ward of North Manchester. Spatially, the Neighbourhood lies approximately 1 mile north east of Manchester City Centre, and is bounded by Red Bank to the North, railway line to the South, Corporation Street to the West and the Lowry Footbridge to the East.

The Order Lands extend to 6.94 acres (2.81 hectares) and comprises former industrial land bounded by Dantzic Street to the North and the railway line to the South. The Order Lands form the first phase of development within the Red Bank neighbourhood.

The Council is seeking powers to acquire title ownerships within the Order Lands to enable the Scheme to proceed as proposed.

3. An explanation of the use of the particular enabling power; s226 planning powers;

Section 226(1)(a) of the Town and Country Planning Act 1990 (“the 1990 Act”), as amended by the Planning & Compulsory Purchase Act 2004, enables the Council to compulsorily acquire land if it thinks that the acquisition will facilitate the carrying out of development, redevelopment or improvement on, or in relation to the land, provided that this will, in accordance with s226(1A), contribute to the achievement of the promotion or improvement of the economic, social and / or environmental well-being of the relevant area.

The Council has resolved to make the Order because it considers that the requirements of s226(1)(a) and s226(1A) of the 1990 Act are met. The Order has been made for the following reasons:

- Delivery of the Scheme as proposed would be inhibited and placed at greater risk without the acquisition of the Order Lands. The acquisition of the Order Lands will contribute to the improvement of the viability of the Scheme which could result in the provision of higher levels of social benefit such as in the form of additional affordable housing.
- The Scheme would facilitate the commencement of development, redevelopment and improvement of the Red Bank Neighbourhood and improve and promote economic, social and environmental well-being within the area in accordance with the requirements of s226(1A).
- Without implementation of the Scheme the conditions in the Red Bank Neighbourhood are likely to persist, with significant vacant land and a poor quality environment. The Scheme will catalyse wider development within the Neighbourhood.
- The Order Lands cannot be acquired by agreement due to the unknown nature of the freehold owners. Therefore, in order to support the comprehensive delivery of the Scheme and as

outlined in the CPO Guidance, a compulsory purchase timetable has been planned as a contingency measure and formal procedures initiated.

The Council is satisfied that section 226(1)(a) is the appropriate enabling power to rely upon pursuant to paragraphs 10 and 11 of the CPO Guidance.

The Council recognises that a compulsory purchase order can only be made if there is a compelling case in the public interest (paragraphs 2 and 12 of the CPO Guidance) which justifies the interference with the human rights of those with interests in the Order Lands.

The Council is satisfied that it may lawfully exercise its powers of compulsory purchase under the powers set out above and, for the reasons set out in Section 5 below, that there is a clear and compelling case in the public interest for such exercise and that the public interest is sufficiently important to justify the interference with human rights of those holding interests in the Order Lands. The Council is satisfied that the Order may lawfully be made.

4. An outline of the authority's purpose in seeking to acquire the land;

Manchester has experienced rapid population growth. According to the Manchester City Council Forecasting Model (MCCFM PRI 2020) since 2001 the number of residents has risen from 423,000 to 597,000 in 2022 - a figure that is expected to increase to 636,000 by 2026. The regeneration of Red Bank has long been a strategic priority for the Council to ensure that the neighbourhood contributes to the ongoing economic growth that is being experienced by the City and the region.

In April 2017 the City Council entered into a Joint Venture Partnership (JV) with Far East Consortium International Limited (FEC) to deliver the initiative now known as Victoria North (formerly The Northern Gateway) and facilitate the residential led redevelopment of the adjacent neighbourhoods of Lower Irk Valley, New Cross and Collyhurst, on the north eastern edge of the City Centre.

Far East Consortium International Ltd (FEC) specialises in property, hospitality and car parking ventures. Their property development experience includes mixed used developments and high-quality residential developments, with its diverse portfolio spanning China, Hong Kong, Singapore, Malaysia, Australia and the UK (London and Manchester).

The Victoria North initiative encompasses an area of 155 hectares of land and contains significant tracts of brownfield land and marginal economic uses close to the City Centre. To bring about the comprehensive redevelopment of Victoria North, the Council, with its JV partner embarked on a process to produce a Strategic Regeneration Framework ("SRF"). The SRF established the principle of residential development within the Red Bank neighbourhood with the ambition to deliver a mixed use neighbourhood which brought economic improvement to this part of the City Centre.

Following an extensive public consultation exercise that was undertaken during the autumn of 2018, the Council's Executive meeting of February 2019 approved the SRF as a means of guiding and coordinating development activity undertaken by the JV partnership and other third party agencies within the area.

The SRF presents a Vision, Core Objectives, and a SRF Development Framework to guide the future regeneration of the whole of Victoria North over the next 15-20 years. The Vision for Victoria North is

"..to deliver a series of vibrant, sustainable and integrated residential neighbourhoods within the extended city centre of Manchester.

These neighbourhoods will provide a range of housing options in a high-quality, well managed environment, with high levels of connectivity that link the growth of the city centre with surrounding Manchester communities. This will include the delivery of a range of affordable housing products to meet the needs of residents on a range of incomes.

The Northern Gateway SRF will support long-term growth and promote economic, social and cultural uses to support the creation of high performing and sustainable new communities where people choose to live, work, and play.”

The SRF outlines eight Core Objectives that are considered in developing the proposals for Victoria North-

A unique and high-quality residential-led regeneration scheme – Provide significant new housing with a mix of types and tenures to accommodate new and existing residents of all ages, along with the essential facilities and amenities to create integrated neighbourhoods with a sense of place and community.

The Northern Gateway is an opportunity to create a series of new and vibrant neighbourhoods, and to integrate Collyhurst and existing communities within North Manchester, through better linkages to local and regional employment, and improved social and community infrastructure.

A varied network of high-quality green streets and public open spaces - Allow the Irk Valley to connect into a varied network of open spaces and the creation of high-quality public realm in neighbourhoods throughout the Northern Gateway.

New and existing open spaces are proposed in a meaningful way to create a green and blue infrastructure network and legible wayfaring links to neighbourhoods and amenities, in a network extending throughout the study area and connecting North Manchester communities.

Manchester’s unique city river park - The Northern Gateway presents a unique opportunity to create Manchester’s City River Park; a leisure corridor connecting the city centre and North Manchester as part of an extensive network of high-quality open space and public realm and improve the ecological status of the River Irk.

The Lower Irk Valley cuts a swathe through the Northern Gateway, adding a unique, natural landscape for future use and enjoyment, by providing opportunities for high-quality water-edge development and revitalised linear and cross-connectivity.

Build on the best of what is there - There is an opportunity to enhance the character of the study area by drawing from existing physical, historic and landscape assets to build a meaningful sense of place.

The character of the study area will be informed by physical, historic and landscape assets, as well as existing residents and businesses. These will be fully considered to ensure that the cultural past is part of a re-invigorated future. Existing communities are key assets upon which the regeneration of the Northern Gateway will be developed.

Improve connectivity across the Northern Gateway and beyond - Create well-connected and accessible neighbourhoods that encourage support for high-quality transport infrastructure and capitalise on the area’s proximity to the city centre and key public transport infrastructure.

To attract new residents and improve the lives of existing communities, the Northern Gateway will be home to a series of well-connected and sustainable neighbourhoods. The Northern Gateway will provide high-quality access to jobs, particularly those within key growth areas, such as the city centre, the Etihad Campus, Media City, and Corridor Manchester, alongside new and existing leisure and recreation opportunities.

Create new gateways to and from the city centre - New gateways that establish strong links with surrounding communities and create destinations that extend the influence of the city centre northwards.

The Northern Gateway will be a threshold to the city, connecting to the city centre and expanding it northwards to unlock the potential in northern suburbs, and laterally across the valley. It will better connect communities in north and east Manchester with opportunities throughout the regional centre.

Promote truly sustainable places - Deliver truly vibrant, integrated and sustainable residential-led neighbourhoods, supported locally by a mix of economic, social and cultural uses, located close to core employment, leisure and transport provision.

The Northern Gateway will be an exemplar regeneration project providing truly sustainable neighbourhoods located at the heart of the regional centre promoting innovation through the use of SuDS, district heating, renewable energy and waste management as part of its place making ambition.

Foster the emergence of local retail and service hubs - Build on existing services and facilities and highlight opportunities for new hubs for retail and service uses that provide local amenity and integrated provision at the heart of communities.

The scale of the Northern Gateway would require significant investment in social and community infrastructure. Opportunity for new Retail and Service Hubs will be identified, with a mix of uses, including employment, retail, social, community, health and education facilities, to ensure a sustainable network of provision that serves the needs of the local community and supports the growth of the city centre.

Contained within the SRF are the aspirations for the future development of the 7 neighbourhoods of Victoria North (including Red Bank/New Town Neighbourhoods), which over a 20-year period have the potential to deliver circa 15,000 new homes.

The Order Lands fall under the New Town Neighbourhood of the SRF, the vision for which is as follows:

“...a residential-led neighbourhood at the southern extent of the Northern Gateway and represents an opportunity to establish a range of higher-density housing types and tenures, that support Manchester’s diverse and growing population.

The area is characterised by significant vacant and brownfield land associated with former industrial uses.

New Town will be a well-connected neighbourhood at the heart of the extended city centre and will form a key gateway to North Manchester as part of a revitalised urban environment”

Since approval of the SRF, the JV has sought to translate the vision into delivery and in September 2023 the Council’s Executive approved the JV’s Development Area 2 Business Plan, based upon the provision of new homes within the Scheme.

The Scheme achieved Planning approval (ref 136814/FO/2023) on August 2023 for:

'Full planning application proposing the demolition of existing buildings and structures and erection of a phased residential led mixed use development comprising residential (use class C3 and C2), flexible non-residential floorspace comprising commercial, business, service and community uses (Use Classes E, F and Sui Generis); residential amenity space including within a clubhouse building, with associated car and cycle parking, hard and soft landscaping, improvement works to Dantzic Street, drainage infrastructure and associated engineering works.'

The Scheme will deliver:

- 1,551 apartments across 6 buildings ranging in height from 6 to 34 stories, providing a mix of 1 (41%), 2 (54%) and 3 bed (5%) apartments;
- Ground floor flexible commercial units (Use Class E);
- A standalone clubhouse building providing residential amenity and commercial space;
- Associated car parking, cycle and refuse storage, landscaping, public realm and infrastructure.

The Scheme will be an initial stage of new residential development in the neighbourhood, aligning with the SRF New Town objectives and the ambitions of the synergistic Red Bank masterplan outline planning permission, in the following respects:

- Creation of a high quality residential-led, sustainable neighbourhood, which will accommodate higher density housing types and tenures for residents of all ages;
- Taller buildings along the railway line offer views over the Irk Valley and towards the city centre and serve as landmarks to define the character of the place;
- Improved cycle and pedestrian connectivity will be essential to create a sustainable neighbourhood, and to achieve high levels of permeability with the city centre and adjacent neighbourhoods;
- Creation of green and active new public spaces, creating green links between the spaces and outwards into the adjacent neighbourhoods, and acting as focal points for activity and social interaction;
- Define the street edges with strong frontages that contribute to the quality and character of the public realm;
- Respond to established and emerging routes and the site topography, maximising street activation
- Achieving sustainability at the heart of Greater Manchester through innovative energy efficient design, low carbon energy supply, integrated SuDs, promotion of active travel and incorporation of Green and Blue infrastructure increasing biodiversity and amenity value.

The Scheme aligns with the Manchester Housing Strategy 2022-2032, adopted by Manchester City Council, which sets out a long-term vision to deliver the homes that people want and need. It is built around the following four vision principles-

- Increase affordable housing supply and build more new homes for all residents;
- Work to end homelessness and ensure housing is affordable and accessible to all;
- Address inequalities and create neighbourhoods where people want to live;
- Address the sustainability and zero-carbon challenges in new and existing housing.

The Scheme will be a mixed tenure development consisting of 1,551 homes the majority of which will be for open market sale with a provision of Build to Rent apartments, and a 5% affordable housing

provision of intermediate housing. The Scheme will be delivered through the Council's JV arrangement with FEC. FEC are the developer for The Scheme, managing the procurement of both the affordable and open market sale homes as one development. FEC will bear the cost of the construction for the Scheme including infrastructure, abnormals and design fees.

The Scheme is included within Manchester City Council's Housing Infrastructure Funding (HIF) bid and forms part of the 5,500 homes to which the funding allocated. The funding has been provided by Homes England and will be utilised across the wider Red Bank neighbourhood to resolve abnormal ground conditions, provide necessary infrastructure and deliver new public spaces.

The Scheme was made up of a series of ownerships and titles with a number of different owners, and FEC have acquired the land over period of 4 years through negotiation with the known land owners. The assembly of this site required the acquisition of a mix of freehold and long/short leasehold interests.

The Scheme would begin to transform this part of Red Bank helping deliver the principles set out in the Manchester Housing Strategy 2022-2032 and would make a significant contribution to the economic, social and environmental well-being of the area and the wider Victoria North initiative, delivering very significant benefits including:-

- Early stage of a wider transformation project which will turn a currently underused part of Manchester into a unique neighbourhood combining new public spaces within an urban context;
- Support the creation of a strong, vibrant and healthy community;
- Significant enhancement to the landscape environment and built form through the redevelopment of currently vacant and unused site within a key area of the city centre;
- Delivery of 1,551 homes to help meet Council housing targets and existing demand;
- 5% provision of affordable homes with the ambition to improve upon this during the delivery of the Scheme;
- Catalyst for further investment and development within the neighbourhood, and unlocking the area's potential as part of the wider Victoria North regeneration;
- Provision of flexible commercial spaces, providing active frontages and direct employment opportunities;
- Creation of a standalone clubhouse providing resident's amenity space and additional commercial uses;
- 100% cycle parking provision and a 10% car parking provision to promote the use of sustainable modes of transport;
- Significant economic improvement through local job creation and supply chain linkages, including the creation of temporary and full time construction jobs in accordance with Local Labour Agreements;
- Sustainable building design and construction from a "fabric first approach" utilising high efficiency low carbon and renewable technologies including Air Source Heat Pumps and Solar Photovoltaics. Carbon emission reduction of approximately 70% over Part L 2010 and 15% improvement above required planning policy;
- A comprehensive green and blue infrastructure strategy complimenting the wider neighbourhood proposals to provide include green and brown roofs, SUD's, and wholly electric powered development including from renewable energy sources;

- Significant environmental improvements to local habitats through the regeneration of a prominent site with the creation of high quality places, new green infrastructure, public realm and landscaping. Providing a 26.86% on site biodiversity net gain;
- Environmental and public realm improvements with improved permeability and legibility through the neighbourhood and linking to wider environmental improvements;
- Establishment of an estate management company to work alongside the wider neighbourhood management to ensure the maintenance of the built environment for residents.

5. A statement of the authority’s justification for compulsory purchase, including reference to how regard has been given to the provisions of Article 1 of the First Protocol to the European Convention on Human rights, and Article 8 if appropriate;

There is a continued and compelling case for change in the Red Bank neighbourhood of Victoria North based on the need for new housing and regeneration.

Without the acquisition of the Order Lands, there will remain inherent risks to the delivery of the Scheme, which accords with the SRF and the extant planning permission and there is therefore a compelling case in the public interest for the acquisition of the Order Lands. FEC have acquired ownerships of varying title grades across the site through negotiation with known land owners. FEC have explored available routes to upgrade titles or identify unknown landowners. A number of titles within the Order Lands will not be able to be upgraded in line with the delivery programme for the Scheme and therefore present a risk to its delivery. Where titles within the Order Lands are unregistered, FEC has explored all available routes to identify and contact potential owners. The unknown ownership entities of these titles therefore presents a risk to the delivery of the Scheme wherein an owner could realistically come forward later within the delivery programme and inhibit the delivery of the Scheme creating a ransom situation. In particular the situation of a parcel of unregistered land under the primary access road, Dulwich Street, servicing all buildings within the site for access/servicing/flood risk/emergency access presents a significant risk to the Scheme from a delivery, function and estate management perspective. Given that there is no available route to acquire the Order Lands through negotiation, or upgrade titles within the required programme, it is determined that the use of CPO powers upon the Order Lands represents the foremost option available to secure the delivery of the scheme and which is determined to be within the public interest given the aforementioned benefits and the catalytic nature of the Scheme upon the wider neighbourhood.

The plan at Appendix II shows the location of the Order lands within the Scheme boundary. It is essential that all of the Order Lands are acquired as failure to achieve regeneration will adversely affect the potential for further investment in the wider area and the economic prospects for the City in general.

With respect to the proposed Scheme, the Council has considered the issue of the Order’s conformity with the European Convention on Human Rights (“ECHR”), which has been directly enacted into UK law through the Human Rights Act 1998.

Of particular relevance is Article 1 of the First Protocol of the ECHR, which provides that “Every natural or legal person is entitled to the peaceful enjoyment of his possessions. No one shall be deprived of his possessions except in the public interest and subject to the conditions provided for by law and by the general principles of international law.” Compulsory acquisition of a person’s property is clearly a deprivation of that person’s possession and is, prima facie, an infringement of their Article 1, Protocol 1 right.

Article 8 of the ECHR is also relevant in this context. It provides that “(1) Everyone has the right to respect for his private and family life, his home and his correspondence,” and that “(2) There shall be no interference by a public authority with the exercise of this right except such as is in accordance with the law and is necessary in a democratic society in the interests of national security, public safety or the economic well-being of the country, for the prevention of disorder or crime, for the protection of health or morals, or for the protection of the rights and freedoms of others.” This means that the compulsory acquisition of a home or the compulsory relocation of a tenant would, on the face of it, be an interference with this fundamental right.

When considering compulsory purchase order proposals, the local authority has to have regard to the impact the proposals may have in respect of the above Articles. It is expected that the “doctrine of proportionality” will be applied to ensure “that a measure imposes no greater restriction upon a Convention right than is absolutely necessary to achieve its objectives”. Simply put, the interference with the fundamental rights is no more than is reasonably necessary to achieve the legitimate aim being pursued.

The Council must take into account both public and private interests in the exercise of its powers and duties as an Acquiring Authority (and Local Planning Authority). For the reasons set out in this Statement of Reasons the Council is satisfied, that there is a compelling case in the public interest for compulsory acquisition of the Order Lands which justifies interfering with the Convention rights referred to in the foregoing, and that the use of compulsory purchase powers in this matter is both necessary and proportionate in order to secure the economic, social and environmental well-being benefits that this scheme will promote.

Building on previous success in this area, every effort will be made to acquire the Order Lands on a voluntary acquisition basis. If the Order is confirmed, the dispossessed owner(s) will receive market value compensation for their interests in the Order Lands. All eligible owners will receive appropriate compensation having regard to the Land Compensation Act 1973. The CPO powers are being invoked as a necessary measure to ensure the Scheme can be delivered due to voluntary acquisition not being possible.

The improvement of the Red Bank Neighbourhood is a legitimate aim and without the use of the powers, the much needed regeneration and redevelopment of the Scheme will be jeopardised as there is a real prospect that unknown land owners could inhibit development at a later stage.

Having regard to the above, it is considered that the compulsory purchase of the Order Lands is an appropriate and proportionate way forward.

6. A statement justifying the extent of the scheme to be disregarded for the purposes of assessing compensation in the “no scheme world”;

The Neighbourhood Planning Act 2017 (Commencement No.2) Regulations 2017 SI No 936 came into effect on 22nd September 2017. One of the key provisions of this was the amendment of the Land Compensation Act 1961, sections 6A to 6E. These sections deal with the concept of the ‘no scheme world’ in relation to valuations for the purposes of compulsory purchase compensation.

The basic ‘no scheme’ principal can be summarised in the following terms. For the purposes of the valuation, it is assumed that the scheme was cancelled on the relevant valuation date, thus creating the ‘no scheme’ world. Any increase or decrease in the value of the subject land or property which might be caused as a consequence of the scheme being undertaken – or the prospect of it - should be disregarded for the purposes of valuation.

The Scheme will result in the development of a significant number of new dwellings, creation of a new, high quality, well managed park and provision of new and improved public realm.

The Scheme will generate a significant improvement to the area (in environmental, social, and economic terms). Any associated rise in property values would be disregarded when assessing values of the Order Lands.

7. A description of the proposals for the use or development of the land;

The Scheme will provide:

- 1,551 apartments across 6 buildings ranging in height from 6 to 34 stories, providing a mix of 1 (41%), 2 (54%) and 3 bed (5%) apartments;
- Ground floor flexible commercial units (Use Class E);
- A standalone clubhouse building providing residential amenity and commercial space;
- Associated car parking, cycle and refuse storage, landscaping, public realm and infrastructure.

The proposals have been designed from the ground up, from district to doorknob, prioritising the design of public realm and street experience of future residents and visitors. The public realm draws on the surrounding natural environments of the proposed City River Park and Travis Island Wetlands and provides a high quality landscape scheme throughout the proposal. Buildings have been positioned to provide strong street frontages, with breaks in the massing to allow inclusive access to all areas of the scheme, and views and daylight into the development.

Locations of taller buildings are staggered to maximise separation, visual permeability, and views to the surroundings. Internal building functions have been arranged to maximise active ground floor frontages, allowing for a safe and lively street environment. The functions include generous, visible and welcoming residential entrance lobbies, and retail and F&B opportunities. 'Launch pad' interventions within the public realm provide a range of functions complementary to uses in the surrounding buildings. The residential offer includes a mix of 1-bed, 2-bed and 3-bed apartments and townhouses. A number of the homes are provided private external amenity space in the form of balconies, and all homes have access to landscaped communal courtyard areas. Further amenity space is provided in the 'Clubhouse', a singular building offering a wide range of attractive and engaging amenity functions for residents of the development, alongside commercial space available to the public; a social hub within the masterplan. Facades throughout the scheme have been developed with a varied palette to provide differentiation across the 1,551 homes. Buildings have a unique visual identity, through the choice of brick type or the colour of aluminium cladding details, though the composition has been considered holistically to provide a coherent overall character. A site layout plan of the Scheme can be found at Appendix I.

Houses and mix

The 1,551 residential homes are delivered across 7 buildings within three adjacent plots, delivering a mix of open market sales and build to rent properties. The split between the plots is as follows:

Plot	Residential Development Quantum
NT02	316
NT03	579
NT04	656
Total	1,551

The proposed housing mix is as follows:

Number of bedrooms	Percentage Provision
1 bed	41%
2 bed	54%
3 bed	5%

Community and commercial space

A clubhouse providing a combination of resident's amenity space and commercial uses, total quantum 2,145m² GIA (gross internal area), broken down as follows:

Clubhouse Uses	Floor Area (GIA)
Resident Amenity Use	1,711 sq m
Non-Residential Uses	434 sq m
Total	2,145 sq m

A total of 2,147m² GIA non-residential floorspace (including the commercial space contained within the clubhouse) providing for Use Classes E, F or Sui Generis uses.

Landscape and public realm

The proposed development will provide a series of new public and private open spaces, with a selection of squares, gardens and attractive pedestrian routes. The focus is using 'Wild Urbanism' and Biophilic design to connect green spaces.

The Illustrative Masterplan sets out the concept of Wild Urbanism: a vision of merging nature and city life, bringing the Irk Valley into the city and bringing urban elements to the valley. This approach will highlight the Site's ecological qualities and diverse mix of uses and capitalise on the unique topography, to create a memorable place to live, work, and visit.

The design of the streetscape and courtyard for the Scheme embraces this vision through the application of biophilic design principles, reinforcing connections between communities, the built environment and urban nature.

The masterplan ambition is to maximise green connections through both public realm and architectural interventions. New Town is a key connection between the River Irk valley and Angel Meadow Park. The streets and courtyards will act as green stepping stones, connecting St. Catherine's Wood to Victoria North and Angel Meadow Park beyond. The natural forms and structure of the woodland will be expressed through the landscape and planting design.

Travis Square provides an opportunity to create lush green environment, running north- south between Dantzic Street and Dulwich Street, comprised of woodland and woodland edge planting typologies.

The courtyards of the NT02, NT03 and NT04 plots will offer the tranquillity and enclosure of woodland glades. Breaks in the building form will create framed views out to the surrounding streetscape, river valley and St Catherine's Wood and provide intriguing glimpses of nature and courtyard life as people pass along the surrounding streets.

The scheme will also see the introduction of Launch Pads within NT02, NT03 and NT04. Launch Pads are a new street typology that secure active space within the public realm. By reducing the number of on street car parking spaces, there exists more space for public life. Launch Pads are approximately 25m², similar to that of two car parking spaces. They are activated through either commercial, recreational or ecological uses.

These will be split between Dulwich West and South; Dulwich West hosts commercial orientated launch pads that will serve as a public facing spill out zone for the adjacent commercial tenants and provide space for pop up events and markets. Dulwich Street South is populated with residential orientated launch pads which relate better to the residential architecture.

Dantzic Street is an existing adopted highway and will be upgraded as part of the project. The upgraded highway will have a strong identity which uses natural stone paving and high quality furniture along the active commercial edge. Separated cycle lanes sit raised above the carriageway creating a safe active travel corridor. A diverse range of planting provides a characteristic and natural setting to the street. Disabled parking bays and lay-bys are systematically located along the street where required.

Car cycle

Car and cycle parking provision comprising:

- 100% cycle parking provision, equating to 1,551 cycle spaces, and an additional 86
- visitor cycle parking spaces; and
- 10% car parking provision for residents, equating to 156 spaces providing on site and off site, with additional parking for visitors. A detailed description is provided at paragraphs 5.52- 5.59 below.

Appearance

The design for the Scheme will relate to the wider vision for Red Bank with particular reference to the key strategy of the masterplan to create neighbourhoods with distinct areas of character differentiated by density and height, uses, building typology and dwelling mix. The buildings have been positioned to define the public realm.

Within NT02 and NT03 development plots, the mid-rise chevron building has been positioned to define the corner of Dantzic Street and Dulwich Street, fronting Viaduct Lane. Two 'tower and tail' buildings have been positioned to define Travis Square and Dantzic Street. Tower Two has been located to create meaningful frontages and maximise views to St Catherine's Wood across Travis

Island, and to define the corner to Dulwich Street. The breaks in the building's layout provide south-west sun access to the courtyard, and allows landscape to spill into public realm.

Within NT04, the layout comprises three buildings which are arranged on the plot to form a courtyard block. Breaks in the block are located to maximise sunlight access and views, and ecological connections between the courtyard and the surrounding public realm. The plot design will also relate to the use's framework of the masterplan and be reflected in the frontage types of the buildings which includes commercial uses / frontages to Dantzig Street with the remainder being residential active frontages.

NT02/NT03

The primary material for the two tallest towers, Tower 1 and Tower 3, is anodised aluminium in a range of panel types, with the addition of colour, texture and fins to express verticality and provide visual variety through the 30+ storeys. The materials of these towers relate to the Victoria Riverside towers on the adjacent plot. The upper levels of the anodised towers are finished with a subtle 'crown' detail where the colour drops back to provide a lighter variation of the base material.

Tower 2 uses a warm brown-purple brick in contrast with the taller towers. This tower mediates between its surroundings, referencing the pleated form of the Victoria Riverside towers while using a brick palette that talks to the mid-rise proposals and neighbouring masterplan plots.

The mid-rise buildings use a primary palette of pale grey brick. These buildings meet the street with a tactile, domestic material quality, reinforcing the nature of a residential environment.

The Clubhouse is a six-storey amenity building set amongst residential buildings and this contrast use is reflected in its material make-up. The primary materials consist of green, textured, terracotta panels, and terracotta fins affixed to glass curtain walling. The storeys step back at the upper levels to provide planted green terraces.

Active frontage is prioritised throughout the ground floor, to promote a lively and engaging street environment. Large, glazed openings provide a unified streetscape, housing commercial units and residential lobbies.

NT04

The facades of NT04 are designed to fit into the overall strategy for the New Town plots, balancing the individual expression of the buildings within the plots whilst forming a coherent whole. Its design approach consists of four elements including materials, response to the climate, response to townscape and public space and plinths and crowns.

The primary material for all of the facades within NT04 is brickwork. Different tones of brickwork are used to articulate the different volumes within the plot – further accentuating the modulation of the street frontages and breaking up the scale of the buildings. The primary palette consists of two brick tones – a light yellow / buff brick mix and a contrasting yellow / red brick mix. The tower volumes utilising the lighter of the two mixes, with the mid-rise elements executed in the darker mix. In addition to the primary materials, a limited palette of accent materials are proposed. This consists of two darker brickwork tones for contrasting elements in the plinths and tops of the buildings, precast concrete elements for cells, and dark bronze coloured metalwork.

The design adopts a fabric-first approach to sustainability. Care has been taken with the façade design in order to minimise the requirements for mechanical means to mitigate the internal environment. The façade design has sought to achieve the optimal balance between providing views out, maximising

access to sunlight and daylight, whilst maximising thermal performance and minimising overheating. Target glazing percentages and u-values have been established through initial energy modelling.

The design of the façades mediate between the glazing requirements, and the appearance and proportions with sculptural facades that step into the window openings. These create a generously proportioned appearance whilst maintaining the correct amount of solid and void for the needs of the interior.

The different buildings have different roles in the townscape which the appearance reflects. The facades respond to the hierarchy of the public spaces in the proposal through the level of detail in the façade and the treatment of the plinths and tops. The public spaces in the proposals differ in the level of formality, amount of activity, and their uses.

- Dantzig Street: Most formal, busy, commercial uses.
- Dalton Street: Less formal, less activity, primarily residential.
- Dulwich Street South: Varies from being less formal, less activity, primarily residential in the south to being busy with commercial uses, including launch pads in the west.
- Travis Square: Creates a transition between the more formal and busier Dantzig Street and the
- less formal primarily residential Dulwich Street.
- Courtyard Facades: Least formal, residents only, residential uses.

The towers are visible from distance and have a role in the larger townscape to which their facades respond with an all-sided treatment, special treatment of the tops and acknowledgment of the public realm hierarchy where they meet the ground.

Overall, the proposed development incorporates high-quality residential apartments, townhouses, maisonettes and commercial space that complement and enhance the character of the surrounding area as well as setting a tone for the future regeneration of the Red Bank Neighbourhood. The appearance and materiality have been through a detailed and iterative design process with both the design team, MCC Planning Officers and the Places Matter Review Panel to ensure a high-quality finish that respects the local character and materials, including both historical references and consented future development in the vicinity.

Access

A design approach of inclusive access has been undertaken with the aim that everybody should be able to enter a building, use its facilities and leave safely, independently and with ease.

Care has been taken in the design to highlight the main entrances to each building. At Tower 1 residential entrance, colour is incorporated to the canopy so that it is visible when emerging from beneath the viaduct along Dantzig Street and Gould Street.

The entrances to Towers 2 and 3 have a simpler expression, marking their entrance with generous glazed curtain walls in recessed openings, ranging from 4-6m tall and visually connecting to the circulation cores that provide access to all upper levels. Level access to the Podium B service core is via the Tower C concierge, either at ground floor through the car park or at level 1, through the lift core and across the shared external terrace.

The Podium entrance lobby shares a similar expression and is distinguished through its generous proportions amongst the residential scale of the townhouses. The public realm materials outside the entrances will be differentiated from the pavement. As the façades at these levels are predominately glazed, manifestations to the glazing will be considered in accordance with Approved Document N2 and M through detailed design.

Concierge spaces will be at the entrances to Tower 1, 2 and 3. The concierge spaces will include facilities such as ancillary spaces for staff, CCTV rooms and parcel stores for units on the Site. The concierge desks will be in full view of the main entrances.

The existing topography of NT04 slopes approximately 10m from the corner of Dantzig Street / Travis Square up to the diagonally opposite corner of the plot at the junction of Dalton Street / Dulwich Street.

The levels are to be adapted from the existing levels based on the following considerations:

- New accessible public route from the North East corner of NT04 at the junction of Dalton Street
- and Dulwich Street, to Dantzig Street between NT02 /04.
- All entrances to be level with the adjacent public realm.
- Minimise off site soil movement.
- Provide safe and dry escape for residential accommodation above the flooding level.

The buildings are placed on a series of three terraces, the entrance lobby of tower two is double height and connects with the level at the top of the lower podium and at the top of Dulwich Street. The lowest terrace hosts the commercial accommodation to Dantzig Street, although this level is below the design flood level, flood protection is provided in the façade behind the line of the glazing. All of the residential entrances and service accesses are above the design flood level.

Sustainability

The approach to sustainability across the Red Bank neighbourhood has been captured through six overarching themes which have been used to set the objectives.

- **Carbon:** Enabling a Net Zero-Carbon neighbourhood;
- **Biodiverse:** Biodiverse and resilient River Park;
- **Circular:** Thriving circular economy;
- **Healthy:** Resilient communities;
- **Local:** 5-minute neighbourhood and 15 minute city;
- **Skilled:** Building social value.

These themes enable the Red Bank neighbourhood to take a holistic view of sustainable development, ensuring that fundamental social needs are met, whilst also maintaining a healthy natural environment. These themes have informed the sustainability approach for the Scheme and ensure that the initiatives align with the wider neighbourhood proposals.

An energy emissions baseline has been prepared for the Proposed Development, in the form of a preliminary Standard Assessment Procedure (SAP) calculation for typical units in the apartment buildings. Underpinning this calculation, a fabric first approach has been prioritised with passive measures being adopted to create significant improvements to thermal performance and air tightness. The improvements made beyond current Building Regulations Part L1a indicate a 25-45% improvement on U-values and a 50% improvement on air permeability.

In addition to the fabric first passive design measures, active building services have been designed to minimise direct energy consumption and CO₂ emissions, with particular emphasis on the following:

- Increased hot water generating efficiencies;
- Reduced standing losses from pipes and cylinders;
- Energy efficient LED lighting;
- Improved lighting controls;
- Low energy motors in pumps and fans;

- Efficient heat recovery in relevant systems;
- Enhanced heating controls – Wi-Fi enabled; and
- Combined natural and mechanical ventilation systems.

The Scheme will incorporate energy efficient building services, designed to reduce the carbon footprint of the site below the passive improvement stage (fabric first approach), using highly efficient heat generation plant, heat recovery systems and energy efficient and highly controllable lighting.

Electric heating will be supplied the apartments, utilising increasingly decarbonised electricity from the UK grid, but also power from PV arrays.

100% of internal lighting installations will make use of low energy technologies, combined with ‘presence and absence detection’ in conjunction with timed setbacks. Photo switching and automatic dimming will be specified to communal areas, to reduce overall energy consumption. Lighting controls will be provided throughout the development with automatic switching incorporated in Landlords and Common areas where it is safe to do so.

All fans, motors and pumps shall be specified to incorporate Enhanced Capital Allowance (ECA) accredited technology and appropriate controls.

The Clubhouse will use an air source heat pump (ASHP) system. Amenity and back of house areas will use local electric hot water heaters. It is suggested that apartments have pressurised hot water cylinders with integral heat pumps to meet demand.

The space heating will be via electric panel heaters, or similar, in all residential areas of the building. These will be complete with thermostatic and time controllers. These units will also have enhanced central Wi-Fi enabled controls. The ventilation will be via whole dwelling Mechanical Heat Recovery Ventilation (MVHR) units in each apartment.

The carbon emissions of the Scheme apartments have been calculated to be in excess of 15% below Part L 2010 which is therefore in line with the local Manchester energy policy (Supplementary Planning Document 2009).

In addition to the above, an assessment has been undertaken to check compliance with the current Part L 2021 Building Regulations. Using SAP10, the initial results indicate the Scheme performs well and is compliant with the new Building Regulations. This will also improve over time as the UK electricity grid continues to decarbonise in the future. The carbon emission reduction on this development has been calculated to be around 70% over Part L 2010 and in line with Manchester City Council Local Plan Document.

Electric heating shall be provided to each apartment within the development, to meet the requirements of the Environmental Criteria section and will ensure full compliance with the Part L1A of The Building Regulations (2021).

Ecology

The BNG assessment indicates a net gain of 26.86% for area-based habitats within the NT02-NT04 full application area only. No linear or river habitats are present or to be created. This demonstrates that for the full planning application, well in excess of 10% in biodiversity units is achievable. Metric 3.1, the most up to date metric at the time of this assessment, was used in line with Natural England advice and consultation with the Environment Agency. Thirty-year Landscape and Ecology Management Plans (LEMP’s) for each phase of Application 5 will be secured by way of planning condition.

Habitat loss has been minimised as far as is possible, but some loss is unavoidable. Replacement planting will occur which will result in no negative significant residual impacts from habitat loss.

8. A statement about the planning position of the order site;

Planning policy guidance at a national and local level is supportive of the Scheme.

NATIONAL PLANNING POLICY AND GUIDANCE

National Planning Policy Framework (March 2021) (“the Framework”)

The Framework document sets out the Government’s planning policies for England and how these are expected to be applied. The main aims of the document are to outline that the purpose of the planning system is to contribute to the achievement of sustainable development.

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

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

The Scheme seeks positive improvements in the quality of the environment as well as improving people’s quality of life by: building a strong, competitive economy, ensuring the vitality of town centres, promoting sustainable transport, delivering a wide choice of high quality homes including affordable homes, requiring good design, promoting healthy communities, meeting the challenge of climate change and flooding, conserving and enhancing the natural environment.

LOCAL POLICY AND GUIDANCE

Manchester Core Strategy 2012-2017 (adopted July 2012) (“the Core Strategy”)

The Core Strategy forms the key Development Plan Document in Manchester City Council’s Local Development Framework and sets out long term strategic policies for Manchester’s future development. The Core Strategy identifies five regeneration areas that, along with the city centre, cover the entire city. Each area has different issues, challenges and opportunities.

The Scheme is located in North Manchester which is covered by the Northern Gateway Strategic Regeneration Framework. The Core Strategy notes that whilst North Manchester has many positive attributes, it also has a range of physical and social problems that must be tackled in order for the area to meet its potential. The key challenges facing the area are noted as; high levels of worklessness; deprivation concentrated by neighbourhood, rather than whole wards; limited housing choice in some areas; limited scope for physical change, and; congestion along key arterial routes into the City Centre.

Specific Core Strategy policies that support the regeneration of the Neighbourhood are as follows: SP1 ‘Spatial Principles’, EC1 ‘Employment and Economic Growth in Manchester’, EC3 ‘Regional Centre’, H1 ‘Overall Housing Provision’, ‘Strategic Housing Location’, H3 ‘North Manchester’, H8 ‘Affordable Housing’, H10 ‘Housing for People with Additional Support Needs’, T1 ‘Sustainable Transport’, T2 ‘Accessible Areas of Opportunity and Need’, EN1 ‘Design Principles and Strategic Character Areas’,

EN2 'Tall Buildings', EN3 'Heritage', EN4 'Reducing CO2 Emissions by Enabling Low and Zero Carbon Development', EN5 'Strategic Areas for low and zero carbon decentralised energy infrastructure', EN6 'Target Framework for CO2 reductions from low or zero carbon energy supplies', EN8 'Adaption to Climate Change', EN9 'Green Infrastructure', EN10 'Safeguard Open Space, Sport and Recreation Facilities', EN14 'Flood Risk', EN16 'Air Quality', EN17 'Water Quality', EN18 'Contaminated Land and Ground Stability', EN19 'Waste', PA1 'Developer Contributions' and DM1 'Development Management'.

Relevant Unitary Development Plan Policies

The Manchester UDP was adopted by the Council in July 1995. The Manchester Core Strategy replaces significant elements of the UDP. The relevant policies of the UDP are summarised below:

- Citywide Development Control Policy DC7.1- New Housing Development
- Citywide Development Control Policy DC19.1- Listed Buildings
- Citywide Development Control Policy DC20.1 - Archaeology
- Citywide Development Control Policy DC26.1- Development and Noise
- Citywide Development Control Policy DC26.2- Development and Noise
- Part 1 Environmental Improvement and Protection Policy E3
- Area 3- Harpurhey, Lightbowne and Collyhurst Policy HC10- Industrial and Commercial Uses

Other Material Planning Considerations

There are a series of other planning policy guidance documents at a local and national level that are relevant to the Scheme, including:

- Strategic Regeneration Frameworks;
- The National Planning Policy Framework ('NPPF') (July 2021);
- Planning Practice Guidance (March 2014);
- The emerging Places for Everyone Joint Development Plan (2022);
- Manchester Residential Quality Guidance (December 2017);
- Manchester's Affordable Housing Strategy (December 2018);
- Emerging Manchester Local Plan;
- A strategy for Revitalising Manchester's River Valleys and Urban Waters 2021-2030;
- Manchester City Council Green and Blue Infrastructure Strategy (2015), and Implementation Plan Refresh (2022);
- Providing for Housing Choice Planning Guidance- Manchester City Council (2008);
- Guide to Development in Manchester SPD and Planning Guidance (2007);
- The Manchester Strategy; and
- Manchester Climate Change Strategy 2017-2050.

PLANNING POSITION IN RELATION TO THE ORDER LANDS

Within the Order Lands there are no listed buildings or conservation areas. Resolution to grant planning permission for the Scheme was granted to the Far East Consortium International August 2023 at Committee, subject to the signing of the s106 agreement, as follows:

'Full planning application proposing the demolition of existing buildings and structures and erection of a phased residential led mixed use development comprising residential (use class C3 and C2), flexible non-residential floorspace comprising commercial, business, service and community uses (Use Classes E, F and Sui Generis); residential amenity space including within a clubhouse building, with associated car and cycle parking, hard and soft landscaping, improvement works to Dantzig Street, drainage infrastructure and associated engineering works.'

9. **Any special considerations affecting the order site, eg. ancient monument, listed building, conservation area, special category land, consecrated land, renewal area, etc;**

N/A

10. **If the mining code has been included, reasons for doing so;**

N/A

11. **details of how the acquiring authority seeks to overcome any obstacle or prior consent needed before the order scheme can be implemented, eg. need for a waste management licence;**

The redevelopment proposals require the closure of an adopted highway located within the Order Lands. The relevant orders have been submitted and are awaiting confirmation.

The acquiring authority deem that there are no other prior consents required to implement the Order Scheme.

12. **Details of any views which may have been expressed by a Government department about the proposed development of the order site;**

N/A

13. **What steps the authority has taken to negotiate for the acquisition of the land by agreement;**

FEC have acquired freehold/long leasehold ownership of the majority of the lands upon which the Scheme will be developed through negotiation with known land owners. The Council retain a small parcel of freehold land which will be drawn down by FEC under the terms of the Joint Venture Agreement for Lease (AFL).

FEC have heads of terms agreed with Network Rail, the last remaining known land owner, to acquire their freehold ownership. The land will transfer to FEC upon completion of works to the land, anticipated October 2024.

The Order Lands comprise a number of parcels of land that are either unregistered, with no known legal owner or record of ownership, or held by FEC under possessory title. Without contact information available for the unregistered parcels of land FEC have been unable to contact with owners to acquire the lands through negotiation. During the consultation process for the planning application no owners have come forward to discuss their ownership either.

The possessory titles can be upgraded but not within the programme requirements for the Scheme and are detailed as follows:

P1	Earliest application and title upgrade 2032.
P2	Earliest application and title upgrade 2032.
P3	Earliest application and title upgrade 2031.
P4	Earliest application and title upgrade 2031.
P5	Earliest application and title upgrade 2033.
P6	Earliest application and title upgrade 2033.
P7	Earliest application and title upgrade 2029.

Without sufficient information upon the freehold owner, or insufficient time having passed to upgrade title, we have been unable to negotiate with, and purchase the absolute title from relevant owners.

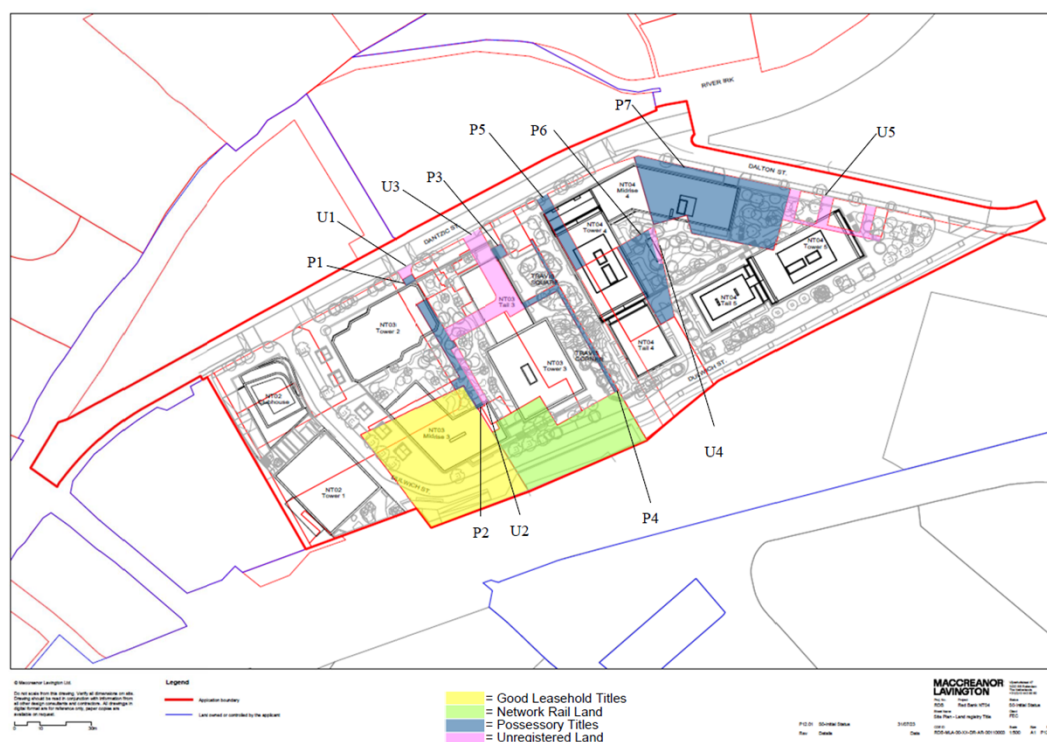
“Compulsory purchase is intended as a last resort to secure the assembly of all the land needed for the implementation of projects. However, if an acquiring authority waits for negotiations to break down before starting the compulsory purchase process, valuable time will be lost. Therefore, depending on when the land is required, it may often be sensible, given the amount of time required to complete the compulsory purchase process, for the acquiring authority to:

- plan a compulsory purchase timetable as a contingency measure; and
- initiate formal procedures

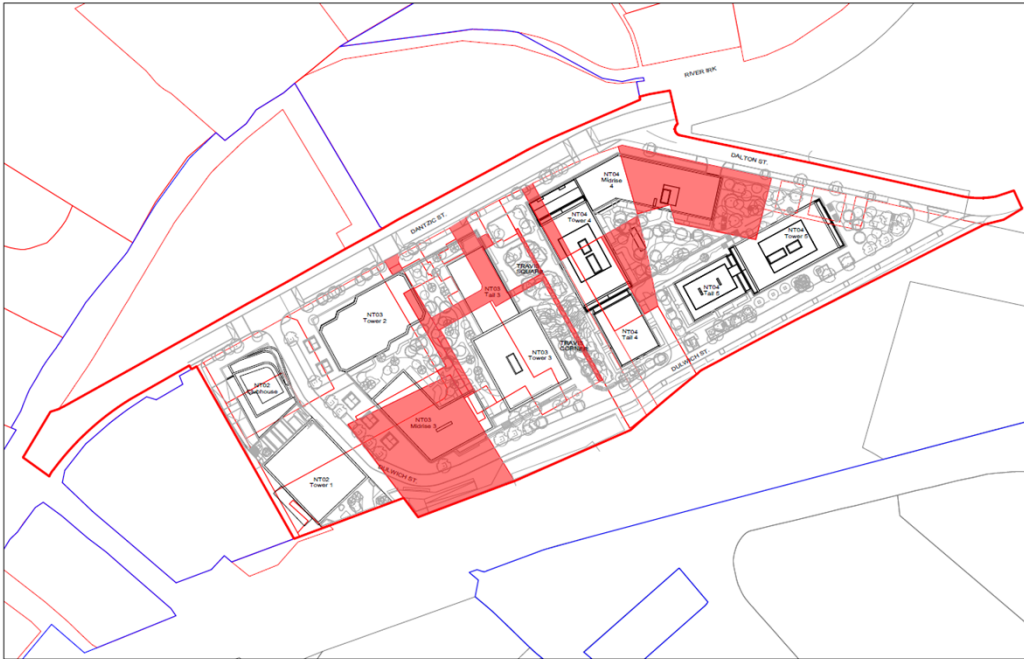
This will also help to make the seriousness of the authority’s intentions clear from the outset, which in turn might encourage those whose land is affected to enter more readily into meaningful negotiations.”

Therefore, having regard to The CPO Guidance and in order to deliver comprehensive delivery of the Scheme, a compulsory purchase timetable has been planned and formal procedures initiated. Having now gained the approval of the Council’s Executive to proceed and gained clarity on the points outlined above at paragraph 15.1, the commencement of the formal CPO process has begun.

A plan detailing the position of the land for the order is detailed below:



A plan of the land under consideration for the order is detailed below, with the lands subject to the Order highlighted red:



14. Any other information which would be of interest to persons affected by the order, eg. proposals for re-housing displaced residents or for relocation of businesses;

Consultation – There is a long history of engagement and consultation with the local community regarding the proposed development of the surrounding Red Bank neighbourhood development plans.

The Scheme has been subject to a comprehensive exercise of pre-application engagement, undertaken with the Council, key stakeholders, and the local community.

The exercise included:

- Pre-application discussions undertaken with the local planning authority and other statutory consultees including (among others) the Environment Agency, United Utilities, Network Rail and the Lead Local Flood Authority (LLFA);
- Extensive public consultation undertaken in four separate progressive stages in October 2021, December 2021, October 2022 and February 2023. The Applicant’s consultation strategy sought to draw together the different aspects of the scheme being progressed through separate planning applications being submitted by the JV in order to create a cohesive and easy-to-follow consultation process.
- Engagement with Places Matter as part of a comprehensive Design Review Panel process.
- Comprehensive community and stakeholder mapping including discussions with elected political representatives, directly affected nearby residents, key local organisations and other local businesses and residents.

A diagram showing the timeline of consultation activities associated with the scheme proposals is detailed below:



Consultation was undertaken with local communities, businesses and other stakeholders on proposals for the regeneration of the Red Bank area, at Victoria North, Manchester.

This community consultation informed the development of the two associated planning permissions, the Red Bank Outline Masterplan and the Scheme Detailed permission.

The pre-application community consultation strategy was designed to reflect guidance within Manchester City Council's adopted Statement of Community Involvement (2018) and the National Planning Policy Framework (NPPF) (2021).

The consultation strategy is outlined below. It involved four stages of community consultation, drawing together the different aspects of the scheme being progressed through a series of separate planning applications:

1. Manchester City Council (MCC) Application for HIF Advance Enabling Works 132252/VO/2021 (granted)
2. MCC Application for HIF Infrastructure Works 133143/VO/2022 (granted)
3. MCC Application for HIF Utility Works 135190/VO/2022 (granted)
4. Red Bank Neighbourhood Plots RB01-07, RB12B, RB10, RB16 and RB17 Outline Planning Application
5. Plots NT02-04 Full Planning Application

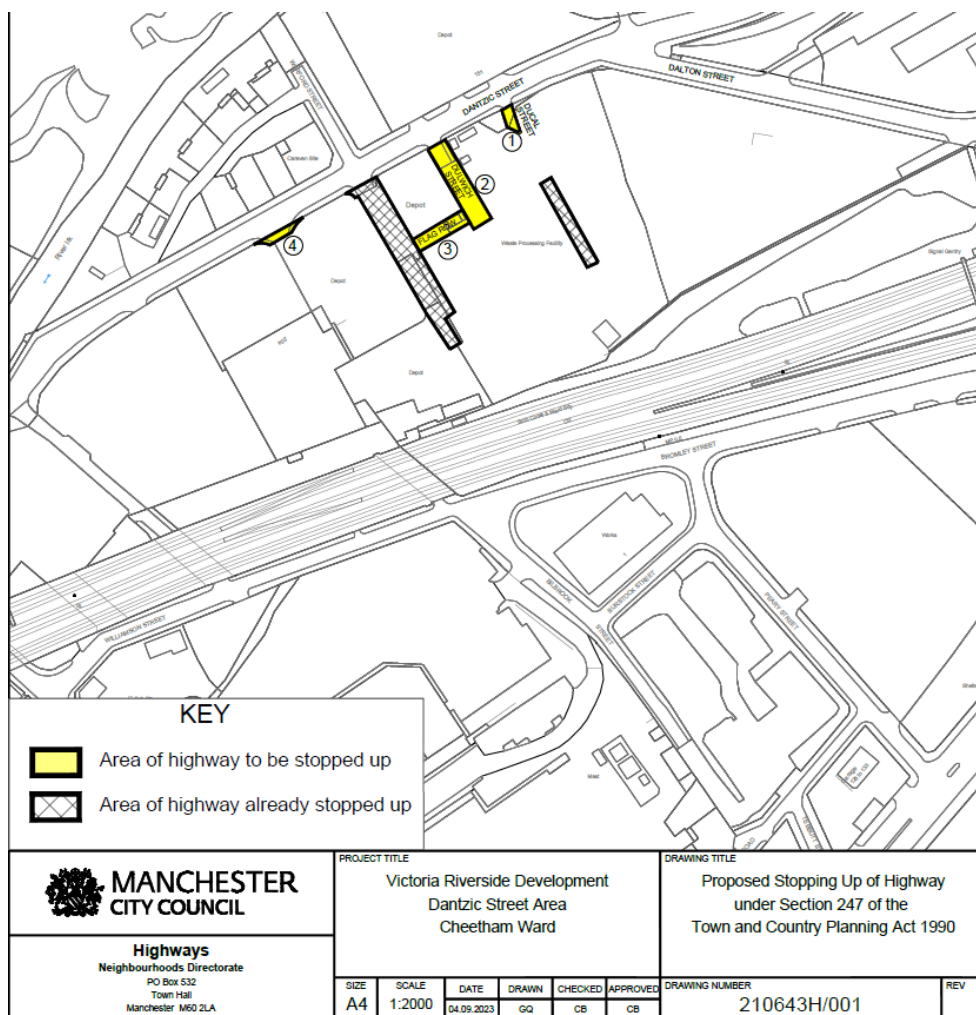
In addition to this historic community consultation has been undertaken on the Strategic Regeneration Framework (SRF) for Victoria North (then Northern Gateway) over August to October 2018.

This multi phased approach to consultation has ensured that feedback from the local community has been captured throughout the design development process and this has influenced the decisions about the Scheme proposals throughout.

Owners and occupiers have been advised to contact the Residential Growth Team at the Town Hall Extension, Manchester, M60 2LA who are negotiating the acquisition of interests.

15. details of any related order, application or appeal which may require a coordinated decision by the confirming Minister, e.g. an order made under other powers, a planning appeal / application, road closure, listed building;

The City Council have submitted a s247 application to formally stop up two adopted highways which are situated within the site and which will be diverted as part of the Scheme development proposals. We anticipate that the stopping up of the highways will be formally approved prior to the utilisation of CPO powers however co-ordination may be required by the confirming Minister to ensure that the utilisation of CPO powers aligns with the stopping up of the roads. The adopted highways themselves form part of the Order Lands and will therefore be under consideration. The extent of the adopted highways under the s247 application is detailed on the plan below:



16. If, in the event of an inquiry, the authority would intend to refer to or put in evidence any documents, including maps and plans, it would be helpful if the authority could provide a list of such documents, or at least a notice to explain that documents may be inspected at a stated time and place;

If objections are lodged against the Order and a local inquiry is to be held, any relevant information will be made available for public inspection.

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

Potential objectors are advised to seek independent legal advice with regard to any matter set out in this statement of reasons.

17. Inquiry Costs;

If objections are lodged against the Order and a local inquiry is held, any award of costs shall be considered and determined in accordance with the advice given in the planning practice guidance - award of costs on the compulsory purchase and analogous orders.

A successful objector who satisfies the criteria set out in the above-mentioned planning guidance will receive an award of costs unless there are exceptional reasons for not doing so. A successful objector may, however, where they have acted unreasonably have their award of costs reduced. A potential objector should, however, be aware that a dispute over valuation of their property, or other compensation connected to the Order, is not a matter for a Local Inquiry. Such a dispute will need to be referred to the Lands Tribunal.

18. Financial ability of the of the Council and/or the Developer to carry out the proposed development of the Order Lands;

The Victoria North Joint Venture between Manchester City Council and the Far East Consortium aims to develop 15,000 homes over the next 20 years to bring regeneration to an area of the city which has suffered from a lack of economic investment. Both Joint Venture parties are fully committed to facilitating the redevelopment of the area including the deployment of both equity and debt funding.

The parties have already demonstrated their commitment to the delivery of the area through; the acquisition of over 30 acres of land, the development of a number of initial sites; New Cross Central (80 no. homes), Collyhurst Phase 1 (274 no. homes) and Victoria Riverside (634 no. homes); the implementation of £51.6m of Government Housing Infrastructure Funding by Manchester City Council across the Red Bank Neighbourhood; and the development of the Red Bank neighbourhood masterplan. The Order Lands form the next phase of the Victoria North Joint Venture, which both parties are committed to delivering.

The Far East Consortium has the financial ability to deploy the required equity, and secure debt funding, for the development of the Order Lands. To date nationally, FEC has deployed £450m of equity and at a local level debt funding has been secured for the following developments: Angel Meadows (£55m), Victoria Riverside (£85m), New Cross Central (£13m).

Debt funders will be engaged with in line with the proposed delivery programme, with the intention to agree funding terms Q2/Q3 2024.

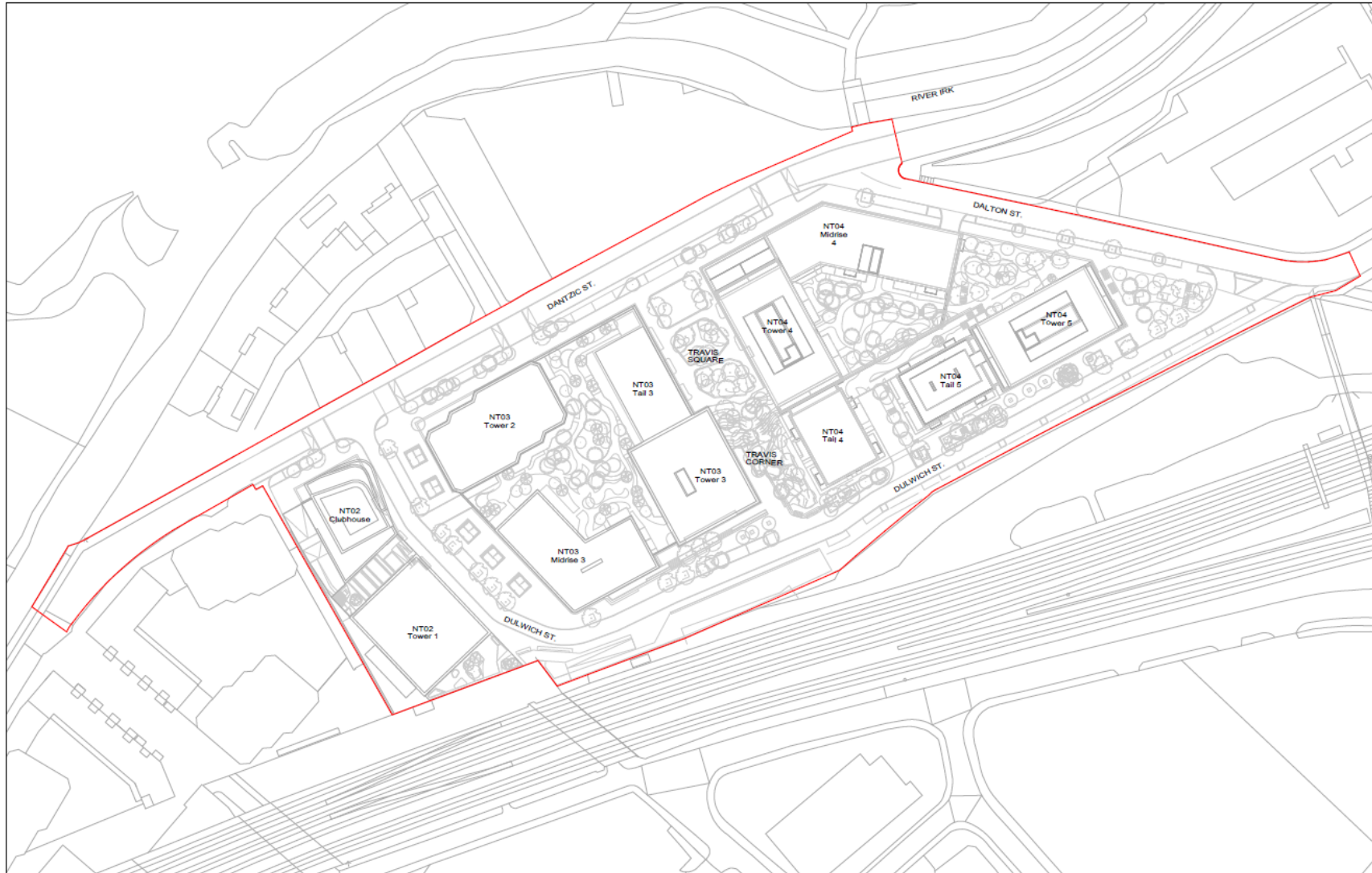
19. Conclusion;

The Statement of Reasons sets out the rationale and justification for the utilisation of the CPO powers upon the Order Lands. It is in the opinion of the parties that there is adequate justification for the utilisation of CPO powers, to upgrade and acquire unregistered titles, which will reduce the risk profile of the delivery of the Scheme upon the Order Lands. It is deemed that the use of CPO powers, against unknown owners, to facilitate the development of the Scheme is of benefit to the public. The Scheme will deliver much needed economic and social benefit to an area of the City Centre which has long suffered from a lack of significant investment, and which without this intervention these conditions are likely to persist. Alongside this, the delivery of new homes will help support Manchester City Council in meeting housing delivery targets and provide much needed additional affordable housing. The acquisition of the Order Lands will contribute to the improvement of the viability of the Scheme which could result in the provision of higher levels of social benefit such as in the form of additional affordable housing or sustainable initiatives.

The Order Lands cannot be acquired by agreement due to the unknown nature of the freehold owners and therefore the use of CPO powers is the foremost option to provide a clean title and facilitate the delivery of the scheme and the aforementioned benefits that come from it.

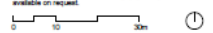
The Council and the Developer will work together, in line with the terms of the Victoria North Joint Venture, to deliver the Scheme in line the details provided within this Statement of Reasons utilising CPO powers to do so.

APPENDIX I



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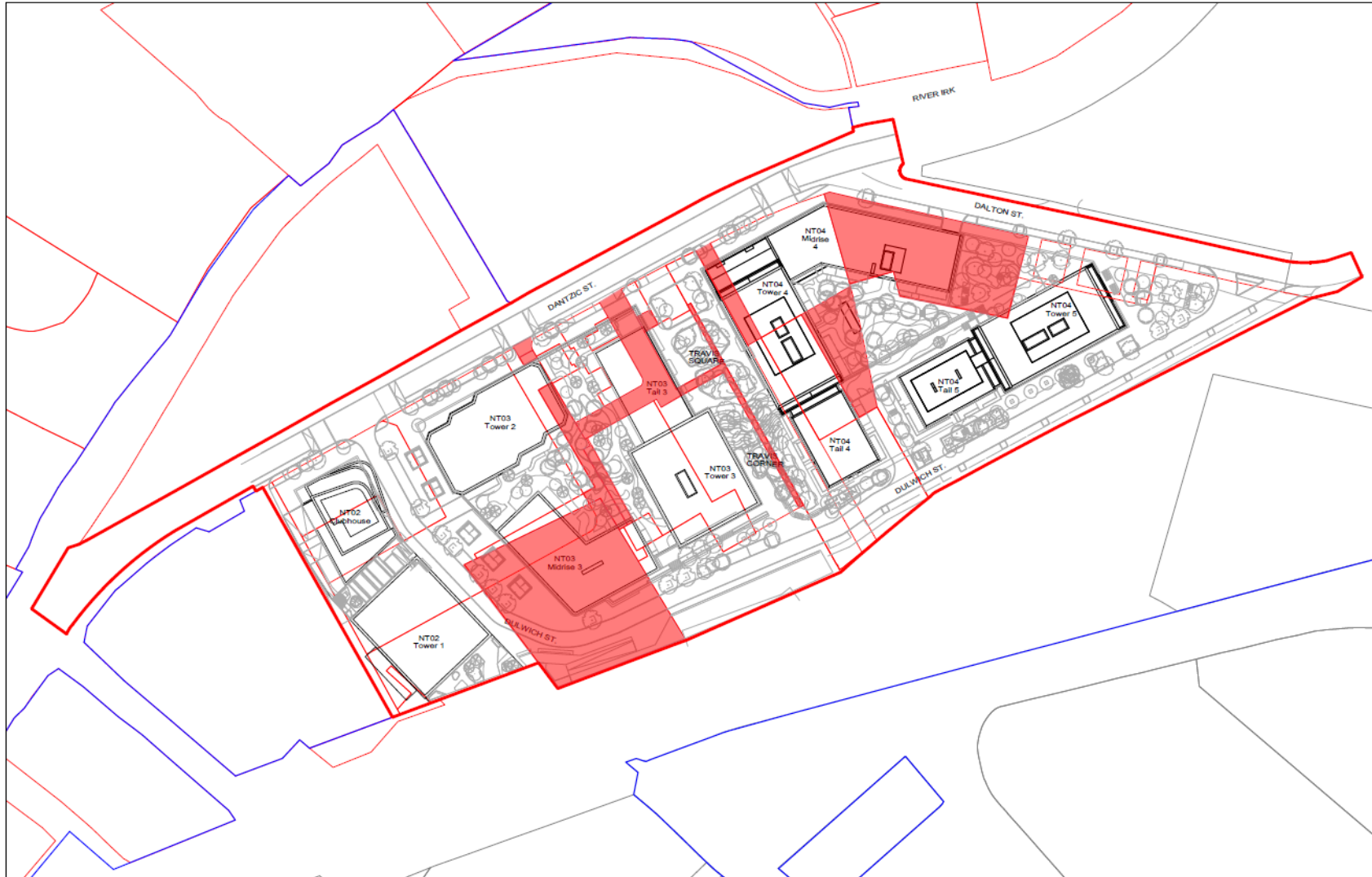
Legend
 — Application boundary



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Project: Red Bank NT02-04
 Date: 13/04/2023
 Drawn: FEJ
 Checked: FEJ
 Scale: A1
 Date: 13/04/2023
 File: RDB-MLA-20-05-DR-AR-01110000

APPENDIX II



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 available on request.

Legend
 Application boundary
 Land owned or controlled by the applicant
 Order Lands (Shaded Red)



MACCREANOR LAVINGTON
 RCB Red Bank NT04
 Maccreanor Site Plan - Land registry Title

Project: Red Bank NT04
 Date: 31/03/23
 Scale: 1:500
 Rev: A1

P12.01 SO-Initial Status
 Rev Details
 Date 31/03/23
 Rev A1 P12.01

