

**Manchester City Council
Report for Resolution**

Report To: Executive – 16th December 2009

Subject: London Road Fire Station

Report of: The Chief Executive
Head of Corporate Property

Summary

This report seeks authority to promote a Compulsory Purchase Order under Section 226 (1) (a) of the Town and Country Planning Act 1990, to facilitate development, redevelopment and improvement, on or in relation to land, that will promote or improve the economic, environmental or social well-being of Manchester.

Recommendations

The Executive is recommended to:

1. Authorise the Chief Executive to make a Compulsory Purchase Order under Section 226 (1) (a) of the Town and Country Planning Act 1990 (as amended by the Planning & Compulsory Purchase Act 2004) and the Acquisition of Land Act 1981 to secure the compulsory acquisition of the land shown edged red on the attached plan at Appendix 1 in accordance with the proposals set out in this report.
2. Authorise the Head of Corporate Property to make, if necessary, minor or technical amendments to the Compulsory Purchase Order boundaries.
3. Authorise the City Solicitor to seal the Order and to take all the ancillary or necessary steps, including the publication and service of all statutory notices and presentation of the Council's case at any Public Inquiry, to secure the confirmation of the Compulsory Purchase Orders by the Secretary of State and the vesting of the land in the City Council.
4. Authorise the Head of Corporate Property to request confirmation of the CPO with modifications, if, in the light of new information, it appears to her expedient for the confirmation of the Order
5. Authorise the City Solicitor to approve agreements with the owner setting out the terms for withdrawal of objections to the Order, including where appropriate seeking exclusion of land from the Order.
6. Authorise the Head of Corporate Property (in the event that the Secretary of State notifies the Council that it has been given the power to confirm the Order) to confirm the Order, if she is satisfied that it is appropriate to do so.

7. Agree that upon acquisition the lands acquired under the relevant order be held for planning purposes and vested in the Executive Land Holding Account.
8. Authorise the Head of Corporate Property to negotiate terms for the acquisition of all outstanding relevant interests, and for subsequent disposal of these interests on terms that provide for the redevelopment of the building so as to preserve its historic character and to bring the building into use.

Wards Affected:

City Centre

Community Strategy Spine	Summary of the contribution to the strategy
Performance of the economy of the region and sub region	The redevelopment of the Fire Station will bring a blighted site in the Piccadilly and Corridor strategic regeneration areas back into use. It will also have a significant visual impact on the development of the Mayfield Goods Yard which has been identified as a site for the relocation of a number of government departments.
Reaching full potential in education and employment	The redevelopment of the site has the potential to support the creation of a number of new jobs as well as helping to facilitate the full regeneration of the Piccadilly area.
Individual and collective self esteem – mutual respect	The redevelopment of an important historic building on prominent site will enhance the image of Manchester for residents.
Neighbourhoods of Choice	This CPO will facilitate the eventual redevelopment of an important building in the City Centre. This will ultimately have a positive impact on economic activity in the area. It is expected that environmental improvements will also result.

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 consequences for the revenue budget are set out in the report on Part B of this agenda

Financial Consequences – Capital

The consequences for the capital budget are set out in the report on Part B of this agenda

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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.

Reports to Executive:

15th February 2006 London Road Fire Station
26th July 2006 London Road Fire Station
22nd November 2006 London Road Fire Station
27th May 2009 London Road Fire Station

1. Introduction

- 1.1 The London Road Fire Station is situated on the junction of London Road and Fairfield Street opposite Piccadilly Station. The site of the building is roughly triangular bounded by London Road on the east, Fairfield Street on the south and Whitworth Street on the north. The site comprises a total of circa 0.58 hectares. The building is within the Whitworth Street Conservation Area.
- 1.2 Part of the building may currently be used for the storage of goods by its owner but the visual appearance is of an empty and decaying building on a prominent site.
- 1.3 Originally conceived and planned for its site on London Road by George William Parker, the Chief Officer of Manchester's Fire Brigade between 1899 and 1903, the imposing municipal building is the work of John Woodhouse, George Willoughby and John Langham. It was constructed between 1904 and 1906 and served as the Headquarters for Manchester's Fire Brigade in the first half of the 20th century, eventually closing in the mid 1980s. The building encloses a central courtyard and was once home to forty firemen. It includes a training tower and once housed a public library, stables, a bank, police station and the Coroner's court.
- 1.4 The building was listed in October 1974 while it was still a functioning fire station and given Grade II* status. The listing refers in detail to the exterior of the building which is described as "Ebullient Edwardian Baroque style with turrets and domes, corner tourelles and tall south east tower with domed belfry". It is noted as "An ambitious building with much good detail of the period in unusually complete condition".
- 1.5 The building was acquired by its current owner in 1985 and has stood largely unused since that date. As a result of concern about its deteriorating condition, the building was included on the English Heritage "Buildings at Risk Register" in 2001 and retains that status today.
- 1.6 Officers have made sustained efforts to work with the building owner in order to bring the building back into use. There was serious concern about the fabric of the building when an inspection revealed a significant degree of deterioration as a result of water ingress through the roof. Since then the owner has taken adequate steps to make the building weather proof.
- 1.7 Officers agreed a timetable for the submission of an application for planning permission and listed building consent by the owner with the intention of implementing the permission and bringing the building into use. The owner has failed to comply with the agreed timetable and there now appears to be no reasonable prospect of the owner bringing the building into use. Discussions with the owners have established that they are not willing to sell the building to the Council or any other body that may redevelop the building. As a result, this report addresses the need to acquire the building and take the steps necessary to bring it back into use.

2.0 Reason for Council Involvement

2.1 The Council's primary purpose in seeking to acquire this building is to bring the building into active use while preserving its historic character. Bringing the building back into use will comply with the Council's policy objectives set out in the development principles for the former Fire Station.

2.2 On 26th July 2006 following stakeholder consultation, the Executive adopted development principles for the former Fire Station aimed at ensuring its regeneration and a contribution to the regeneration of the immediate locality identified as the Piccadilly Partnership area. The principles can be summarised as follows:

- The pivotal location of the building in regeneration terms and its prominence at a major gateway entry route to the city centre are compelling reasons for ensuring that the building contributes to regeneration
- The building must contain uses that create activity and interest throughout the day and on all frontages so as to achieve full integration with the wider area. The building must contain a significant amount of public access
- The quality and nature of the uses must complement the remainder of the Piccadilly area in order to ensure that the use is sustainable and ensures that the renaissance of the wider area can continue
- Uses that enhance the City's role as an international destination would add considerable value to the wider area and would be encouraged above other uses.
- The former fire station occupies what is effectively an island site and has prominent frontages to London Road, Fairfield Street and Whitworth Street. Similarly, each street frontage is an important interface with Piccadilly Station, the University and Piccadilly triangle respectively. These are all key routes, which form critical connections within and with the wider area, and as such the development must engage with and respond to these key routes.
- The building must be restored in a sensitive manner that respects its architectural and historical significance
- The quality of all aspects of design has been a core component of the success of the Piccadilly initiative. A commitment to design quality is essential to all aspects of the refurbishment of this building
- The future use of the building will inevitably generate a demand for car parking and the development must accommodate this either on site or nearby.

2.3 Bringing this important historic building into use is likely to contribute to the improvement of the social, economic and environmental well being of the area by:

- Improving the appearance of an architecturally important listed building
- Improving the appearance of the site particularly as viewed by people arriving on Manchester by rail at Piccadilly and by road on London Road.
- Ensuring a degree of public access to an building that marks a high point in social and economic development of Manchester
- Ensuring the preservation of a Grade II* listed building

- Improving the contribution made by a developed building to employment opportunities in Manchester
- 2.4 The regeneration and re-use of the building would be wholly consistent with a range of City Council regeneration policies and objectives.

Piccadilly Regeneration Initiative

- 2.5 The regeneration of Piccadilly commenced in 1997 and has been one of the Council's highest priorities for over a decade. The Piccadilly Partnership was formed in 2003 as a strategic alliance between the City Council, the private sector and other agencies to underpin and further promote the economic vibrancy of the area.
- 2.6 Following extensive redevelopment and the creation of new public realm, Piccadilly is now established as a destination of choice for business, living and pleasure. The Council's original objectives at Piccadilly sought the regeneration of Piccadilly Gardens, Piccadilly Station and Piccadilly Basin and these have all been delivered successfully. Subsequent to this, we have also secured the redevelopment of Piccadilly Triangle, the creation of New York Street and other high quality schemes which, along with the provision of high quality public realm, have transformed this gateway entry sequence into the City Centre.
- 2.7 Despite all of this, significant areas of blight remain in Piccadilly which must be addressed if the regeneration of the area is to achieve its full potential. The London Road Fire Station is consistently identified as one of the single biggest elements of blight in this area and the City Council and its partners believe that its harmful effect will soon start to be a significant impediment to further change in the area.

The Corridor Manchester

- 2.8 The Corridor Manchester covers an extensive area to the south of the City Centre, which is centred on Oxford Road but extends beyond Piccadilly Station to the east and Deansgate to the West. A strategic partnership has been established to drive forward change in this area comprising the University of Manchester, Manchester Metropolitan University, Central Manchester and Manchester Children's Hospital NHS Trust, the NWDA and Manchester City Council. The area contains a unique concentration of prestigious academic, research and teaching institutions who have all invested significantly in this area in the past 5 years, and who all have major plans for further consolidation and growth.
- 2.9 The city's economy is driven by knowledge and creativity and the expansion of these facilities which put Manchester at the leading edge of knowledge and creativity is vital to our future prosperity. An ambitious but deliverable regeneration strategy has been prepared for the area that will see it emerge as a world class location for science, technology, innovation and creativity.

- 2.10 A development framework has subsequently been produced for this area to give a physical expression to the regeneration strategy which identifies key projects. The refurbishment and the re-use of the London Road Fire Station has been identified as a critical project. One of the key reasons for this is the importance of connectivity to the areas regeneration. The adverse experience that is created for all people who enter the city through its main transportation hub by the current condition of the building is a major concern to the Partnership.

Mayfield

- 2.11 A report elsewhere on the agenda describes the progress which has been made by council officers working with British Rail Board (Residuary), OGC and GONW to bring forward a regeneration strategy for this area, in order to create a campus for the relocation of government departments. The Fire Station is within the boundary of the Mayfield masterplan area and its redevelopment will significantly enhance the positioning of the campus and the wider area.

3.0 Description of the Proposal

- 3.1 The intention is that the Council acquires the building and then subsequently markets it for onward disposal. The terms of any disposal would require the new owner to bring the building into active use within a specified period of time. This could be achieved by the grant of a long lease with specific development obligations and provisions to terminate the lease returning the land to Council control if the development obligations are not met on time. It is likely that the primary use of the building use will be a hotel as it is suitable for this use by reason of its structure and location. Other options would of course be considered provided they would meet the principles identified in paragraph 2.2 above
- 3.2 The Head of Corporate property has identified that despite current economic conditions, there is at least one interested party with a track record of delivering development in Manchester. In addition there is a demand for hotel bed spaces and a number of possible parties with track records of the conversion of listed buildings for economically viable uses.
- 3.3 In order to ensure that the building is brought back into use in a manner that preserves its historic character, officers will undertake a competitive procedure for identifying intended purchasers so as to select a developer with the best scheme for the development of the site that is consistent with improving the appearance of the building and the site and ensuring an appropriate degree of public access to this important historic building.
- 3.4 The Council would then work with the preferred developer to agree a scheme for the redevelopment of the building within realistic and financially viable time scales and conclude a lease which requires the buyer to deliver the agreed scheme.

4.0 Justification for using S226(1)(a) of the Town and Country Planning Act 1990

- 4.1 The Council has powers under the Listed Buildings and Conservation Areas Act 1990 to serve notices on the building owner requiring him to keep the building in repair. If the building is not repaired the powers to compulsorily purchase the building arise. The purpose of these provisions is to prevent the listed buildings from falling into disrepair and eventual dereliction. These powers have been considered by officers, particularly since 2006 when there was serious concern about the fabric of the building. However, negotiations with the owner have resulted in a series of voluntary works and joint inspections which have protected the building from water ingress and prevented its dereliction. These powers are not intended to ensure that important historic buildings are used.
- 4.2 S226 (1) (a) of the Town and Country Planning Act 1990 enables the Council to acquire land if the acquisition will facilitate the carrying out of development, redevelopment or improvement of the land however the Council should not use the powers unless it is satisfied that the development redevelopment or improvement of the land is likely to contribute to the social economic or environmental well being of the area. Since the Council will ensure that the building is disposed of on terms that require the redevelopment of the building in a manner consistent with its own policies for preserving the historic environment, improving the appearance of this key site and facilitating public access to and enjoyment of an important historic building, S226 (1) (a) Town and Country Planning Act 1990 is the most appropriate power to use in order to deliver this project.

5.0 The City Council's case for compulsory purchase

- 5.1 In about 2004 the Chief Executive tried to engage with the building owner to establish plans for bringing the building back into use. By September 2005 at a meeting between the Chief Executive and the building owner, it was established that redevelopment of the Fire Station by its owner was not the owner's priority. The Chief Executive therefore started negotiations to ensure an agreement for the building owner to work with the Piccadilly Partnership and the Council to bring forward redevelopment of the building.
- 5.2 In December 2005 the Piccadilly Partnership produced proposals for the development of the Fire Station which were shared with the owner of the building.
- 5.3 In January 2006 the building owner informed the Chief Executive that he was in a position to take forward a £50million investment programme to bring the building into use and that he would submit an application for planning permission and listed building consent by the end of March 2006.
- 5.4 In February 2006 the building owner engaged planning consultants to assist with bringing forward proposals for the Fire Station and indicated a willingness

to incorporate the ideas presented by the Piccadilly Partnership in December 2005

- 5.5 By May 2006 no application for planning permission or listed building consent to bring the building into use had been received by the Council. The Council was concerned not only about the lack of plans to bring the building into use but also about the deteriorating condition of the fabric of the building. The Chief Executive indicated that the Council may need to serve a repairs notice under listed building legislation. As a result the building owner consented to survey the building which showed that the building was suffering from water ingress which was threatening the survival of historic features inside the building. A joint site visit to establish the nature and extent of works required to protect the building was agreed in principle and in January 2007, after the building owner had been unavailable or had cancelled proposed joint site visits, a joint site visit took place.
- 5.6 By February 2007 the building had been made waterproof and adequate measures to dry the building had been taken. In February 2007 the owners planning consultants committed to agreeing a timetable for submission of a planning application to bring the building into use. In Autumn 2007 plans for the redevelopment of the building as a 250 to 300 bed hotel and multi purpose event space were proposed in general terms by the owner. In January 2008 the Chief Executive wrote a letter of support for the proposals and suggested the establishment of a project board to maintain momentum in bringing the building back into use.
- 5.7 By May 2008 no project board had been formed and the Chief Executive wrote to the building owner to express disappointment and concern that the plans to bring the building back into use did not match the Council's own ambitions in terms of timescale.
- 5.8 In July 2008 the building owner appointed new architects to bring forward detailed plans. However by May 2009 no plans had been produced. A programme was proposed by the building owner in July 2009 showing an intention to submit a detailed planning application and listed building consent by the end of October 2009. This has not happened.
- 5.9 In July 2009 a second broad proposal including a substantial element of enabling development in the form of a 15 storey tower emerging from the courtyard of the building was presented to the Council. All proposed meetings between July 2009 and October 2009 to explore the proposal in more detail were cancelled or postponed by the building owner.
- 5.10 The financial appraisal eventually produced in November 2009, to support the July proposal is not in a format that would ordinarily justify a proposal of this kind and contains elements which in the Chief Executive's view are commercially unsustainable. Further it does not justify the proposition that a 15 storey tower emerging from the building is the only viable way of bringing the building into use.

- 5.11 There is now significant doubt as to whether the owner of the building genuinely intends to bring forward any realistic plan to bring the building into use. Although basic steps to protect the fabric of the building remain in place, the building remains at risk of deterioration and remains substantially unused except for storage. The steps taken by the Council to encourage the building owner to bring the building into use have not resulted in the submission of a planning application after five years of negotiations. It is therefore considered that the only way to bring the building into use is to purchase it and market it for redevelopment by an alternative owner.
- 5.12 Initial soundings have indicated substantial interest from at least one developer who is familiar with the building and who believes that it can be brought into use without radical interventions. There is a demand for additional hotel bed spaces in the city centre. However market testing has been inhibited due to the fact that the Council has not yet resolved to purchase the building and therefore the identity of the unique building has not yet been circulated.
- 5.13 If the Executive approves the recommendation to acquire the Fire Station, the following actions will be taken before a CPO is made:
- More detailed market testing to establish the capacity of the market to bring the building into use within a reasonable timescale
 - A formal offer to purchase the building will be made
 - A reasonable time will be given for the current owners to submit applications for planning permission and listed building consent
- 5.14 In the event that there is clear evidence that the Council will be able to bring the building into use so as to facilitate social, economic and environmental benefits and that it is unable to purchase the building voluntarily, the Chief Executive will authorise the making of the proposed CPO.

6.0 Planning position of the London Road Fire Station Order Lands

- 6.1 A number of planning applications have been submitted over the past 25 years for the re-use of the building, as set out below, but unfortunately, not one of these have been implemented.
- i) Application No: 26506 for conversion of existing fire station into hotel was approved on 21/05/1986
- ii) Application No: 043811/DL/CMDC/93, for Listed Building Consent proposed internal and external alterations including demolition and extension to the existing building in association with the change of use to hotel. The application was withdrawn on 23/07/1993
- iii) Application No: 043810/DF/CMDC/93, sought planning permission to change the use of the building to hotel use with associated external alterations including demolition and extension. The application was withdrawn on 23/07/1993.

iv) Application No: 044016/DU/CMDC/93, for change of use of the building to a hotel was approved on 10/09/1993

v) Application No: 062113/LO/CITY3/01 for Listed Building Consent to convert the building into a hotel was withdrawn on 15/04/2003

vi) Application No: 062112/FO/CITY3/01 for the conversion of the building into a hotel remains outstanding as sufficient information has not been submitted to determine the application.

Planning Policy Considerations

National Policy

Planning Policy Statement 1 (PPS1): Creating Sustainable Communities

6.2 PPS1 encourages the promotion of urban and rural regeneration to improve the well-being of communities, improve facilities, promote high quality and safe development and create new opportunities for the people living in those communities. Policies should promote mixed use developments that create linkages between different uses and create more vibrant places. The use of this building as a hotel would add considerably to the vitality of the area and would be fully in accordance with PPS1.

Planning Policy Statement 6 (PPS6): Planning for Town Centres

6.3 PPS6 is firmly based on the principles of sustainable development and the need to sustain and enhance the role of City Centres for the benefit of all. Key messages include that the need to plan for growth and growing City Centres, to tackle exclusion by ensuring access for all to a wide range of everyday goods and services and to promote sustainable patterns of development and less reliance on the car.

Planning Policy Statement 22 (PPS22): Renewable Energy

6.4 One of the key principles contained within PPS22 is that development proposals should demonstrate any environmental, economic and social benefits as well as how any environmental and social impacts have been minimised through careful consideration of location, scale, design and other measures. This building is located in one of the most accessible parts of the country, immediately adjacent to the regions principle public transport hub and would therefore comply with this policy.

Planning Policy Guidance Note 15 (PPG15): Planning and the Historic Environment

6.5 PPG15 states that works which affect a listed building there is a need to have special regard to specific matters, including the desirability of preserving the setting of the building. Where a listed building forms an important visual element in a street, it would probably be right to regard any development in the street as being within the setting of the building. The desirability of

preserving or enhancing a conservation area should also, be a material consideration in the planning authority's handling of development proposals.

Planning Policy Guidance Note (PPG13): Transport

6.6 PPG13 Advocates minimising the need to use the private car and strongly promotes public transport, walking and cycling as alternatives to the private car. It states that by shaping the pattern of development and influencing the location, scale, density, design and mix of land uses, planning can help to reduce the need to travel, reduce the length of journeys and make it safer and easier for people to access jobs, shopping, leisure facilities and services by public transport, walking and cycling.

North West of England Plan, Regional Spatial Strategy (RSS)

6.7 The RSS was adopted in September 2008 and replaces the previously published Regional Planning Guidance. The RSS provides a framework for development and investment in the region over the next fifteen to twenty years. There are relevant policies in the RSS related to this proposal. These are as follows:

Policy DP2 - Promote Sustainable Communities

6.8 Which states that sustainable communities should meet the diverse needs of existing and future residents, promote community cohesion and equality and diversity, be sensitive to the environment and contribute to a high quality of life.

Policy DP3 - Promote Sustainable Economic Development

6.9 Which states that sustainable economic growth should be supported and promoted

Policy DP4 - Make the Best Use of Existing Resources and Infrastructure

6.10 Which states that priority should be given to developments in locations consistent with the regional and sub-regional spatial frameworks (Chapter 5) and sub-regional policies (Chapter 10- 13 (10 being relevant to Manchester), which:

- Build upon existing concentrations of activities and existing infrastructure
- Do not require major investment in new infrastructure. Where this is unavoidable, development should be appropriately phased to coincide with new infrastructure provision.

And that

Development should accord with the following sequential approach:

- First, using existing buildings (including conversion) within settlements and previously development land within settlements;
- Second, using other suitable infill opportunities within settlements
- Third, the development of other land where this is well located in relation to housing, jobs and other services and infrastructure and which complies with the other principles in DP1-9.

Policy DP5 - Manage Travel Demand; Reduce the Need to Travel, and Increase accessibility

6.11 Which states that development should be located so as to reduce the need to travel, especially by car. Major growth should, as far as possible, be located in urban areas where strategic networks connect and public transport is well provided. All new development should be genuinely accessible by public transport, walking and cycling and priority will be given to locations where such access is already available.

Policy DP7 - Promote Environmental Quality

6.12 Which states that environmental quality (including air, coastal and inland waters) should be protected and enhanced, including by:

- Understanding and respecting the character and distinctiveness of places and landscapes;
- The protection and enhancement of the historic environment;
- Promoting good design in new development and ensuring that development respects its setting taking into account relevant design requirements
- Reclaiming derelict land;
- Maximising opportunity's for the regeneration of derelict or dilapidated areas;

Policy W6 - Tourism and the Visitor Economy

6.13 Which states that proposals and schemes should seek to deliver improved economic growth and quality of life, through sustainable tourism activity in the North West. This should be in line with the principles of Policy W7 and include a focus on the regional centres of Manchester (and others) where tourism is a contributory component of the economy.

6.13 MCR1 and MCR2 are the key sub-regional policies that relate to the site. The proposals are generally in accordance with the policy framework set out in these policies.

Unitary Development Plan (UDP)

6.14 The redevelopment of the Fire Station is considered to be consistent with UDP Policies and in particular with policies I3.1 (Employment & Economic Development - Design of Commercial Development) E1.1 (Environmental Improvement & Protection - Air Pollution), E1.4 (Environmental Improvement

& Protection - Noise Control), E1.5 (Environmental Improvement & Protection - Energy Conservation), E2.7 (Environmental Improvement and Protection) E3.5 (Environmental Improvement & Protection - Safe Environments), T3.7 (Transport - Cycle Parking), L1.3 (Leisure & Recreation - Access to Waterways), RC3 (Mixed Uses), RC4 (Environment), RC5 (Waterways), RC6 (Tourism), RC17 (Car Parking), RC18 (Pedestrians), DC9.1 (New Commercial & Industrial Development - Access for Disabled People), DC10.1 (Food & Drink), DC10.2 (Food & Drink) , DC26 (Development and Noise).

- 6.15 Furthermore, it is considered that a scheme to redevelop the building and bring it into use would enhance the appearance, character and setting of the Whitworth Street/Princess Street Conservation Area and the nearby listed buildings in accordance with policies E3.8 (Environmental Improvement & Protection - Conservation Areas), DC18.1 (Conservation Areas) and DC19.1 (Listed Buildings).

7.0 Financial viability the proposed development

- 7.1 Research and market knowledge identifies that there is a shortfall in hotel accommodation serving Manchester city centre and this under supply would provide demand which would support additional hotel facilities.
- 7.2 The City Council is aware of specific interest in this property for this use and therefore confident given the pent up demand for hotel accommodation that there is the prospect that on acquisition the Council will be able to identify a willing buyer to bring the building forward for refurbishment for this use.

8.0 Human Rights Act 1998

Article 1 of protocol 1 of the Human Rights Act 1998 provides that no person shall be deprived on their property except in accordance with the law. Compulsory Purchase will ensure that the building owner receives market value for the building. It appears that the building has an investment value to the owner and this will be realised and can be reinvested in alternative assets. As set out in this report, the social economic and environmental benefits to Manchester of bringing back into use a historically important building located at a prominent arrival point for visitors to Manchester substantially outweigh the detriment of depriving the owner of the use of the building.

9.0 Conclusions

- 9.1 The London Road Fire Station is located in a prominent position opposite Piccadilly Station. It is a Grade 2* Listed Building which has been on the English Heritage Buildings at Risk Register since 2001. Despite prolonged efforts to persuade the owner to bring the building back into use it remains empty today.
- 9.2 The proposal to acquire the building and to resell it on condition that it is brought back into use is a measure of last resort which is necessary to prevent the further deterioration and possible loss of this historic building.

10.0 Contributing to the Community Strategy

(a) Performance of the economy of the region and sub region

- 10.1 The development will assist the regeneration of a strategically important area of the City and unlock the potential of surrounding sites. Hotel use should help attract visitors to Manchester and help to create job opportunities within the wider city centre.

(b) Reaching full potential in education and employment

- 10.2 This investment will facilitate the creation of employment and training opportunities which will have a positive effect on the local and sub-regional economy.

(c) Individual and collective self esteem – mutual respect

- 10.4 Employment, skills and training opportunities will be created as a direct result of this investment and associated individual and collective self esteem will be improved via the workplace as a consequence.
- 10.5 The resulting development will be designed to a high quality and the enhanced built environment will have a positive effect not only on local residents but also on all arriving in the city centre through Piccadilly Station or London Road.

(d) Neighbourhoods of Choice

- 10.6 The redevelopment of the Fire Station site will bring new life to the area which will be in keeping with the City Council's policy objective of creating neighbourhoods of choice.

11.0 Key Polices and Considerations

(a) Equal Opportunities

- 11.1 A key aim is to ensure that local people can access and benefit from the employment opportunities and community facilities being created. In addition, there is a commitment to ensure that design standards throughout the development will comply with the highest standards of accessibility.

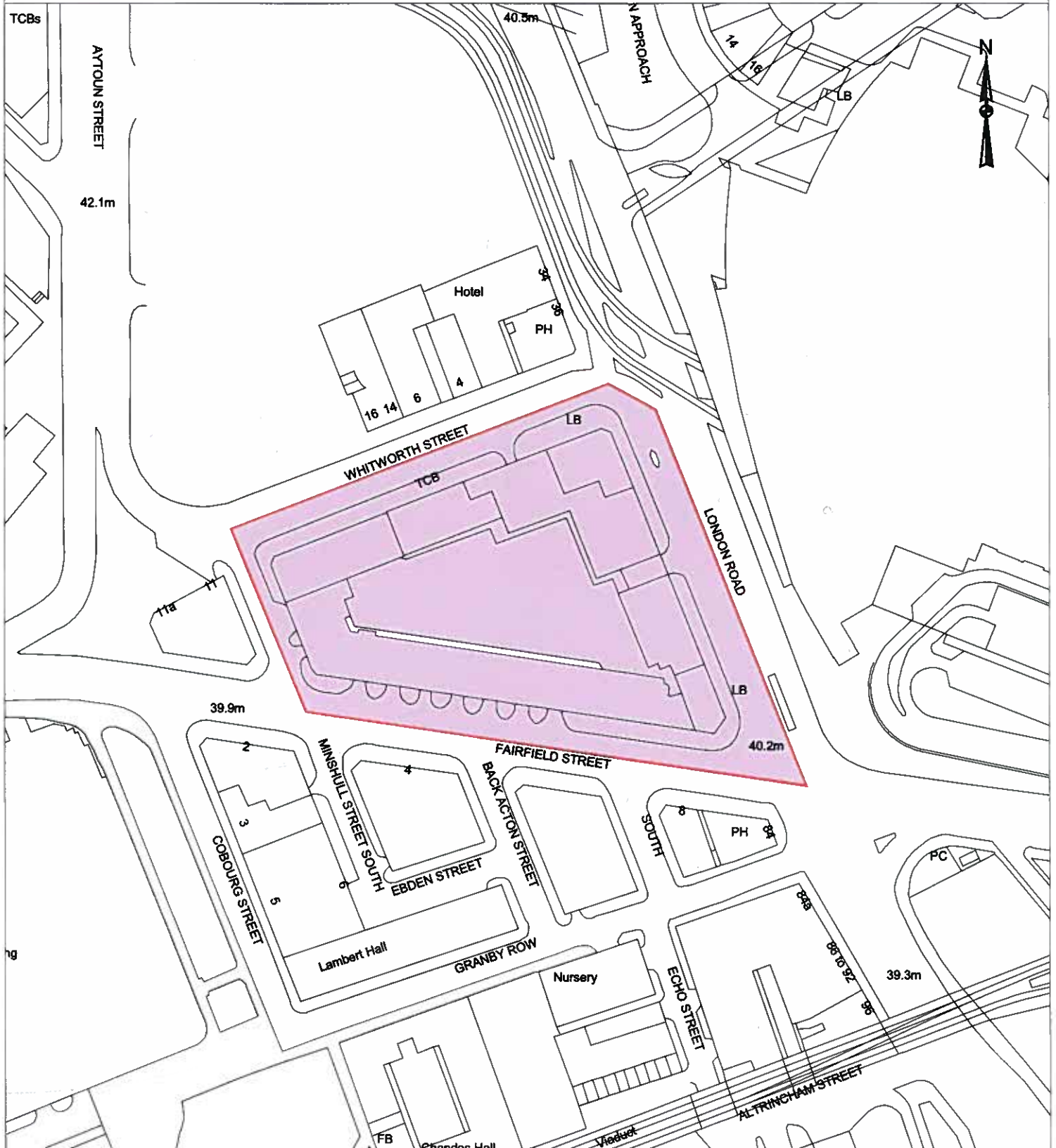
(b) Risk Management

- 11.2 A project board will be created that will develop risk management strategy and will continually monitor and respond to risks throughout the lifetime of the project. A full risk workshop will be undertaken as part of the Council's capital approval process.

(c) Legal Considerations

- 11.3 The legal requirements of S226 Town and Country Planning Act 1990 and Government Guidance in circular 06/04 on the making of a CPO has been addressed in the content of this report.

MAP REFERRED TO IN THE CITY OF MANCHESTER (FORMER LONDON ROAD FIRE STATION) COMPULSORY PURCHASE ORDER 2010



Serial No.	J1427	Plan No.	J/J1427/2	Scale	1:1250	JACOBS 5th Floor 81 Fountain Street Manchester M2 2EE
Drawn by	JM	Date	30/11/09			

JACOBS

Working in Partnership with Manchester City Council Corporate Property Department