

Classification: Open	Decision Type: Key
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Report to:	Cabinet	Date: 08 July 2026
Subject:	Prestwich Village Regeneration Project: Delivery of Phase 1A (Travel Hub) – Additional Funding Request	
Report of	Cabinet Member for Regeneration and Growth	

Summary

- 1.1 The Prestwich Village Regeneration Project will deliver a comprehensive re-development of the Prestwich Village site including the Longfield Centre. The Council has formed a Joint Venture (the JV) with Muse Places to deliver this activity. The project will deliver a new village centre and contribute to the Council's strategic aims (Bury 2030) and 'Let's Do It' Strategy.
- 1.2 Extensive progress continues to be made on the development and delivery of the project. The first phase (Phase 1A Travel Hub) remains on site with construction of the new facility still on schedule to be delivered Summer 2026.
- 1.3 Further to the approval of several previous Prestwich Cabinet reports, this report seeks the approval for £153,009.00 additional capital funding for extra works to fully deliver the first phase of the Prestwich Village Regeneration project.
- 1.4 Additional funding is required to deliver works that have been identified as a late requirement through the statutory planning consultation and subsequent discharge of the planning pre-commencement conditions for Phase 1A (Travel Hub) – planning gain. It also includes meeting the requirements of the Building Control Assessment (linked to the Fire Strategy) and costs of the installation of necessary parking control equipment to enable full operation of the facility. This risk was identified in the Cabinet report July 2024.
- 1.5 The parking control equipment costs have unfortunately risen since approval for the £14m cost envelope nearly two years ago and until the final account figure is confirmed at practical completion, these costs, the planning gain and Building Control requirements fall outside of the project's available contingency. However, these costs (in part or full) will be met by the contingency if it is not fully committed.
- 1.6 Details of the above and an explanation for each requirement can be found in Section 7 of this report. Some works have yet to be delivered as part of the construction programme but are imminent to keep delivery of Phase 1A (Travel Hub) on track and to ensure that the Travel Hub will be in operation without undue delay.

- 1.7 The £14m cost of the Travel Hub will be met via external grant funding secured by officers from the City Region Sustainable Transport Settlement (CRSTS). The additional costs required to complete the project will be met via Bury Council's Capital Programme and Medium-Term Financial Strategy.

Recommendation(s)

It is recommended that Cabinet:

- 2.1 Approve the additional capital funding requirement of £153,009.00 to ensure the full and successful delivery of Phase 1A (Travel Hub).
- 2.2 Approve the use of the Council's Capital Programme and Medium-Term Financial Strategy to fund the above additional costs using part of the approved funding for Phase 1A that was in place prior to the CRSTS grant being offered.
- 2.3 Subject to legal approval of the terms under which it is provided, formally accept the £14m CRSTS grant funding from Transport for Greater Manchester (TfGM) via the Greater Manchester Combined Authority (GMCA).
- 2.4 Acknowledge that, subject to the funding requirement outlined in the recommendation at Section 2.1, the allocation of £14m from the Council's Capital Programme to the Prestwich Travel Hub is no longer required, following the acquisition of £14m from the CRSTS programme to cover this expenditure.
- 2.5 Delegate to the Director of Place, in consultation with the Monitoring Officer and Section 151 Officer, authority to take all steps necessary to implement this decision, including finalisation of any arrangements, and provision of any Council JV LLP member consents.

Reasons for recommendation(s)

- 3.1 To successfully complete the delivery of Phase 1A (Travel Hub) within the agreed programme timeline.
- 3.2 To meet the planning pre-commencement conditions and delivery of additional works identified since the approval for the £14m cost envelope in July 2024 that cannot currently be met by contingency.
- 3.3 A formal acceptance of the £14m CRSTS funding is required by Bury Council to enable the grant funding to be claimed.

Alternative options considered and rejected

- 4.1 Not carry out the works associated with the planning pre-commencement condition, including Building Control requirements. This would prevent the Council from opening the Travel Hub.

- 4.2 Not carry out the works associated with the parking control equipment. This would prevent the Council from opening the Travel Hub.
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Report Author and Contact Details:

Name: Liz Gudgeon

Position: Major Projects Manager

Department: Place

E-mail: e.a.gudgeon@bury.gov.uk

Name: Robert Summerfield

Position: Director of Regeneration and Project Delivery

Department: Place

E-mail: r.summerfield@bury.gov.uk

Background

- 5.1 As part of the Council's vision for 2030, Bury Council is working collaboratively with our communities to achieve faster growth than the national average alongside lower levels of average deprivation. The 'Let's do It!' strategy focuses on building a better future for our children and young people, promoting inclusion, improving our environment, and delivering improvements in prosperity and quality of life.
- 5.2 The Prestwich Village Regeneration Project will deliver a framework for modern urban living, working and social enjoyment in Prestwich Village centre. It aims to bring forward a cohesive programme of regeneration that will see the development of a new village centre which is inclusive, sustainable, reflects the needs and aspirations of residents and delivers an attractive urban environment alongside a thriving local economy.
- 5.3 As noted in the Cabinet report 12th July 2023, the project has the potential to bring in significant capital investment which will help to deliver multi-faceted regeneration, economic growth, and environmental improvements in Prestwich Village.
- 5.4 To realise the vision, Cabinet approval was given on 13th October 2021 for the Council and Muse Places to legally form the Prestwich Regeneration LLP (the JV) to bring forward a multi-phase mixed use regeneration project. Under this arrangement, Muse Places operate as the developer for the project, delivering construction and development activity on behalf of the JV.
- 5.5 The Prestwich Village Regeneration Project consists of three phases:
- **Phase 1A** – Delivery of a modern Travel Hub facility consolidating parking in a single town centre location and making available land at Rectory Lane for redevelopment.

- **Phase 1B** – Delivery of new retail units including a market hall, new leisure/community facilities, a modern new home for the Prestwich Library and new attractive public realm.
- **Phase 2** – Delivery of 248 new homes.

Progress to Date – Phase 1A (Travel Hub) and Third-Party Operator

- 6.1 Since Cabinet approval 16th July 2024 (£14 million cost envelope for Phase 1A Travel Hub) and 4th December 2024 (appointment of Vinci Construction Limited as the main contractor), significant progress continues with the construction of Phase 1A (Travel Hub), with practical completion Summer 2026.
- 6.2 Further to approval given at Cabinet 15th October 2025 (two-stage procurement process for the appointment of an external operator) and 11th March 2026 (delegated authority to finalise contractual arrangements and execute and award the contract), the procurement process is complete and the contract is in principle agreed subject to finalisation of operation matters and will be entered into prior to any variation to provide for the PARCS equipment.
- 6.3 The above delegated authority was approved to ensure that the preferred third-party operator can be in contract as soon as possible before practical completion of the Travel Hub for mobilisation in advance of its opening and for the Council to meet the procurement timescale.

Additional Works

- 7.1 Since the £14m cost envelope was approved nearly two years ago as mentioned above, it has been determined that £153,009.00 additional funding is required to fully deliver the first phase of the Prestwich Village Regeneration project.
- 7.2 Table 1 below identifies the works and associated costs:

Item	Cost (£)	Description
Pedestrian crossing upgrade	29,337	TfGM requirement to upgrade from a pelican to a puffin crossing.
Parking control equipment	70,000	PARCS installation (parking equipment including roller shutters and barrier), signage, IT and office infrastructure.
Emergency egress works	53,672	Formation of a path, fencing, gating and associated works from the building's emergency exit to provide safe pedestrian access away from the Travel Hub in the event of an emergency.
TOTAL	153,009	

Table 1

7.3 **Pedestrian crossing upgrade**

TfGM requirement to upgrade from a pelican to a puffin crossing due to the predicted increase in usage from the Travel Hub into the centre of Prestwich Village and to the Metrolink tram stop. A puffin crossing is the newer, more modern upgrade that uses sensors to detect pedestrians and adjusts the crossing time e.g. stays red for longer. It is a safer and more efficient crossing system.

The cost of £29,337.00 will cover Vinci Construction Limited completing the facilitation works and TfGM installing the upgraded crossing equipment.

7.4 **Parking control equipment**

The total estimated cost two years ago when compiling the cost envelope was £75,000.00 (which is already accounted for within the project's cost breakdown) but it has been more recently confirmed that the total cost is £145,000.00. The difference of £70,000.00 is therefore required to provide a fully operational PARCS system prior to the opening of the Travel Hub.

7.5 **Emergency egress works**

The Travel Hub has been designed in accordance with the functional requirements of the Building Regulations 2010 and is supported by a Building Control Plan Assessment. Additional works are required to meet Fire Strategy and Building Control requirements prior to opening that extend beyond the original project scope.

The cost of £53,672.00 will ensure that in the event of an emergency, there is a pedestrian route for users of the Travel Hub to safely exit away from the building.

7.6 It is important to note that the additional funding being requested will only be utilised if the final account figure confirms there is no available remaining contingency. The intention is to maximise use of the CRSTS funding and minimise the use of the additional funding.

Funding Mechanism

8.1 Additional works will be funded from Bury Council's Capital Programme and Medium-Term Financial Strategy.

8.2 The funding strategy outlined in July 2024 proposed that the Council's Capital Programme would bear the cost of the construction of the Prestwich Travel Hub. Following acquisition of the £14m CRSTS grant, the Council will now not require this funding from the Capital Programme as previously approved except for the £153,009.00 mentioned above.

8.3 The £14m grant is a set amount agreed as a result of the funding submission in 2025. As such, it is not possible for the Council to secure a grant increase

to cover the additional costs set out in this report. The Council's Capital Programme will therefore need to fund these costs. This is an advantageous position for the Council, as this removes the risk/burden of funding the £14m capital cost assumed in 2024.

- 8.4 The revenue implications of this borrowing commitment will be £14,536 per year over 20 years compared to £1,330,000 per year if the Council had to fund the full £14m build costs. Where it is possible to meet these new additional costs from contingencies within the existing cost budget envelope this will be done and the additional borrowing will not be drawn down, but this is not expected at this stage of the project build.

City Regional Sustainable Transport Settlement (CRSTS) Round 1

- 9.1 Following the approval of the funding strategy for delivery of Phase 1A (Travel Hub) at Cabinet on 16th July 2024, the Council has been successful in bidding for £14m under the CRSTS Round 1.
- 9.2 The process for fully securing the grant funding takes the form of the submission of firstly, a one-page document outlining the aims and objectives of the project which is followed by an Outline Business Case and then submission of a Full Business Case (FBC) after feedback from a Critical Friend Review by TfGM. This is then approved by the Greater Manchester Delivery Group (GM Delivery Group) and lastly the Bee Network Committee as the final approval stage.
- 9.3 The FBC has been submitted. A request to approve was being targeted for the Bee Network Committee meeting in July 2026. At this current time, it is unclear as to whether this meeting may take place. As such all decisions are being brought forward to the Bee Network Committee meeting on 25th June 2026. Requesting approval of the FBC at this meeting will now be subject to approval at the GM Delivery Group, noting that the Travel Hub is on the agenda for the meeting of this group on 14th July 2026.
- 9.4 The required timescale for spending the grant funding from Round 1 is by the end March 2027. As practical completion of the Travel Hub is expected by Summer 2026, this deadline will be exceeded.
- 9.5 Therefore, Bury Council would like to formally accept this grant funding subject to the approval of the FBC at the Bee Network Committee 25th June 2026 and approval at the GM Delivery Group on 14th July 2026 to enable it to be drawn down.

Timescales

- 10.1 As the completion of the Travel Hub is expected to complete this Summer, it is essential that all the additional works are fully undertaken and completed within

the same timeframe to ensure that the facility will be in operation without undue delay.

- 10.2 Due to keeping to the delivery programme, TfGM has installed the majority of the new crossing equipment, but some works remain outstanding. The PARCS equipment has yet to be installed but this is scheduled to be complete over the next few weeks and in advance of the building being handed over to the Council.

Social Value

- 11.1 The project has a Social Value Vision Statement that quantifies the overall Social Value that it has the potential to bring to the local community in terms of new jobs and additional local spend, as well as the broader social, economic and environmental value benefits. This was previously established alongside Bury Council's Social Value Strategy to identify priorities.
- 11.2 There will also be a Prestwich Village Construction Social Value Action Plan (as there is for Phase 1A) that covers the expected outcomes, measures, associated monetary values and delivery mechanisms to ensure that all construction phases meet their stated objectives. Such outcomes and associated targets will be discussed with the selected contractor and form each action plan that will be part of the contract and regularly monitored.
- 11.3 Both documents will be in line with the Council's Social Value Strategy.

Links with the Corporate Priorities:

- 12.1 The redevelopment of Prestwich Village supports delivery of the 'Let's Do It!' strategy and the four principles that underpin it as they all have a correlation to how the Council will design the future of our towns:

Local Neighbourhoods: The delivery of the project will support the Council fulfil the aims of the neighbourhood delivery model, making the borough a safe place to live, putting the borough on track for carbon neutrality and building houses that are homes.

In summary, the project will:

- Provide a new community hub that will re-provide a modern-day library, adult learning provision, community space and health related services which will be a true connection to the community and integrated public service teams in the village centre.
- Build new homes will endeavour to meet the eco-homes standard and be high quality, carbon neutral and affordable.

- Promote active travel – provision of a travel hub and walking and cycling routes that will connect people with local amenities. Design a new village centre that will include ‘secure by design’ principles to allow people to feel safe and secure.

Enterprise to drive economic growth and inclusion: The project will:

- Create more flexible and innovative/digital workspaces for local entrepreneurs to grow.
- Modern retail space to encourage more new and independent businesses to open and remain in Prestwich.
- Invest in the physical infrastructure and work with key stakeholders such as Transport for Greater Manchester to enable local people to access employment and training opportunities to contribute to the growth of the local economy.

Delivering Together: The project will:

- Make sure that everyone’s voice is heard via community engagement/consultation at various stages of the development of the project and through a variety of media platforms, including a dedicated website.
- Develop new buildings which will promote the use of them as community assets i.e. community hub, market hall and public realm which will in turn, support community involvement and organisations and connect people to them.
- Provide the opportunity to drive digital inclusion using the latest technology in the new buildings.
- Provide better transport connectivity through its design and involvement of the Active Travel agenda.

A Strength-Based Approach: The project will:

- Promote community wealth building and community capacity as community groups have and will continue to be encouraged to be part of the community engagement/consultation processes.
- Build on previous links to develop the project that have been made with Bury VCFA.
- Provide flexible community space in the community hub and outdoor space for events that will promote community inclusion within the village.
- Recognise the importance of population health due to the likely relocation of the existing NHS services into the community hub building, as well as providing the opportunity to increase health provision in the village.

Equality Impact and Considerations:

- 13.1 A full Equality Impact Assessment was completed by a third party as part of planning permission for the Prestwich Regeneration project. This identified some potential temporary negative impacts with mitigations during the demolition and construction phase resulting in reduced or eliminated negative impacts during this phase.
- 13.2 There are no outstanding equalities concerns or considerations at this stage.

Environmental Impact and Considerations:

- 14.1 One of the project's objectives is to deliver a sustainable development. As noted in the report to the 12th July 2023 Cabinet, delivering sustainable developments is now a primary goal for the Prestwich Regeneration LLP. It has adopted Muse Places' Sustainability Strategy which includes a Sustainable Development Brief and Sustainable Action Plan which will be utilised on the project – both making up the Sustainable Development Strategy.
- 14.2 The Planning and Regeneration Statement submitted as part of the hybrid planning application provides summary detail on the environmental impact of the project, including carbon emissions and biodiversity. It states that:

“The project will be low and net zero carbon by design – sustainability and carbon reduction are fundamental to the proposals. Proposed measures include new energy and water efficient buildings to minimise carbon in operation, the use of sustainable building materials to reduce upfront embodied carbon, photovoltaic panels and air source heat pumps.”

“The proposals for Prestwich Village will secure a significant increase in biodiversity when compared with what is on the site at the moment. The proposals will uplift biodiversity by more than 40%. This will be supported by significant levels of new tree planting, open spaces and public spaces where people and nature can thrive.”

Assessment and Mitigation of Risk:

Risk / opportunity	Mitigation
The project's contingency cannot support the additional works as identified in this report, either in full or part.	The Council's Capital Programme and Medium-Term Financial Strategy have the capacity to cover the additional funding of £153,009.00, subject to the approval of this report.

Risk / opportunity	Mitigation
The additional works will not be carried out within the required timeline.	Some of the works are already complete with the remaining works already programmed in to the delivery programme.
The CRSTS funding is not approved at the GM Delivery Group and/or Bee Network Committee.	A very robust FBC has been submitted that has undergone a Critical Friend Review by TfGM prior to submission.
The CRSTS funding is not spent within the expected timeline (by end March 2027).	The Travel Hub started on site in March 2025 and will be complete Summer 2026.

Procurement Implications:

- 15.1 Parking costs are a variation to recently tendered procurement and the remaining works are a variation to the Vinci main contract which are compliant with the relevant Procurement regulations at the time of originally sourcing.

Legal Implications:

- 16.1 The Council will enter into a grant funding agreement with either TfGM or GMCA (**GFA**) in respect of the CRSTS grant funding, which must be reviewed by legal prior to execution.
- 16.2 As the GFA will be entered into near or after completion of the project works, the terms of the GFA, including, drawdown, monitoring, procurement and clawback condition will align with actual project delivery. For example, commencement of the funding period (the period during which expenditure is eligible to be funded by grant) will be backdated to precede or align with the date when incurrence of project costs began.
- 16.3 The Council will thoroughly consider and ensure it agrees with TfGM's Subsidy Control analysis in respect of the grant. The GFA will contain an obligation for the Council to repay the grant in the event of a ruling of Subsidy Control non-compliance.
- 16.4 The development agreement between the Council and Morgan Sindall (**DA**), its subcontract to Muse and the construction contract between the JV LLP and Vinci may require amendment/variation to reflect the minor change in scope and increase in value required to deliver the additional works. These variations are permissible under regulation 72(f) of Public Contract Regulations 2015 and 'Permitted Variations' under paragraph 3(b) of section N of the Council's Contract Procedure Rules. There are no formal notice requirements in relation

to these variations. As required under the terms of the Pagabo framework, the Pagabo website will need to be updated to note the variation to the DA.

- 16.5 The amendments/variations described above will all be in agreed form prior to execution of any, to ensure obligations and deliverables are consistently flowed down the contractual layers.
- 16.6 The terms of the amendments/variation will ensure the additional works are carried out in compliance with the relevant planning pre-commencement condition(s), Building Control(s) and Fire Safety Regulation(s), so that upon completion of the works the basis on which the Travel Hub can lawfully and safely open is clearly evidenced.
- 16.7 Collateral Warranties provided to the Council by Vinci will either be updated to cover, or a separate warranty obtained to cover the additional works, to ensure the Council's direct rights of enforcement are extended accordingly.
- 16.8 Procuring another supplier to provide PARCS equipment compatible with the that being provided by the existing supplier would, given the value of the agreement, be unduly expensive and technically burdensome. As such, a post execution variation is permissible under paragraph (3) of section N of the Council's Contract Procedure Rules. The total value (following increase) of the contract remains below the threshold at which the Procurement Act 2023 would apply, and there are no below threshold notice requirements in respect of any variation. The variation will be effected after the contract details notice for original contract is published, to ensure there is a clear audit trail which shows this is a post contract variation, and not a pre-contract increase in value, which is riskier from a procurement law perspective.

Financial Implications:

- 17.1 The revenue implications of this borrowing commitment will be £14,536 per year over 20 years compared to £1,330,000 per year if we had to continue to fund the full £14m build costs. Where it is possible to meet these new costs from contingencies within the existing cost budget envelope this will be done and this additional borrowing will not be drawn down, but this is not expected at this stage of the project build.
- 17.2 The additional costs are required to allow the opening of the asset and to derive benefit from its operational use.

Appendices:

There are no appendices attached to this report.

Background papers:

- Prestwich Regeneration – Joint Venture (Parts A and B) October 2021.
- Prestwich Village Regeneration – Progress Update and Draft Development Plan July 2023.
- Prestwich Village Regeneration Scheme: Delivery of Phase 1A (Travel Hub) – Legal Structure and Funding Approval (Parts A and B) July 2024.
- Prestwich Village Regeneration Scheme: Delivery of Phase 1A (Travel Hub) – Main Works Package (Parts A and B) December 2024.
- Prestwich Village Regeneration Scheme: Procurement of a Third-Party Operator for Phase 1A (Travel Hub) October 2025.
- Prestwich Village Regeneration Project: Appointment of Third-Party Operator for Phase 1A (Travel Hub) March 2026.

Please include a glossary of terms, abbreviations and acronyms used in this report.

Term	Meaning
Prestwich Regeneration LLP (JV)	The Joint Venture company that comprises of Bury Council and Muse Places Ltd that has been established to deliver the Prestwich Village Regeneration Project.
Planning gain	A secured contribution as part of granting planning permission to help mitigate the impacts of development and support local infrastructure.
GMCA	Greater Manchester Combined Authority – made up of the ten Greater Manchester councils and the mayor who work with local services, businesses, communities and other partners to improve the city region.
CRSTS	City Region Sustainable Transport Settlement is a Department for Transport funding programme to support economic growth, tackle regional inequality and decarbonise transport.
TfGM	Transport for Greater Manchester – the local government body responsible for delivering Greater Manchester’s Transport Strategy.
LPA	Local Planning Authority manages the rules, permission and development frameworks under national legislation.
Full Business Case	The comprehensive financial and operational proposals required to evidence value for money as part of the CRSTS application process.
PARCS	Parking Access and Revenue Control System – an automated system that manages vehicle entry, parking duration and payments using barrier gates, Automatic Number Plate Recognition (ANPR) and pay stations.