

The Executive

Minutes of the meeting held on 7 March 2018

Present: Councillor Leese in the Chair
Councillors Craig, Flanagan, N Murphy, S Murphy, B Priest, Rahman and Stogia

Also present as Members of the Standing Consultative Panel:
Councillors Bridges, S Judge and Sheikh

Also Present
Councillors Reid

Exe/18/025 Minutes

Decision

To approve the minutes of the meeting held on 7 February 2018 as a correct record.

Exe/18/026 Manchester's Housing Affordability Plan – New Products

In October 2017 approval was given to the creation of the Housing Affordability Fund (HAF) (Minute Exe/17/129). A report now submitted by the Strategic Director (Development) set out proposals for the first two schemes that had been developed to utilise the fund to improve the availability of affordable housing in the city. These were: a "Rent to Purchase" scheme; and an "Empty houses to First Time Buyer Homes".

The Rent to Purchase scheme was to be available for working households who were able to afford market rent payments and who aspired to be homeowners, but were without the necessary deposit to access a normal mortgage. The scheme was to be marketed as a deposit free home purchase plan. The pilot for this was to be eight new homes built as part of larger in-fill schemes in north Manchester. The Council would invest £25K as shared equity in each of these eight houses, under a collaboration agreement with the housing provider. The Housing provider would then offer these eight houses on a series of 12 month assured shorthold tenancies on the basis that the occupants were seeking to buy the house within 5 to 10 years of occupation. When the house was sold to the occupant the Council's investment would be repaid from the mortgage the occupant was able to secure.

For the second scheme it was proposed that an agreement be made between the Council and Adactus Housing Group for the group to receive a grant made under section 22 of the Housing Act 1996. The grant would be used to bring empty and surplus to requirement houses back into use for affordable home ownership. The housing group would work with private sector partners to acquire and refurbish empty homes and then offer them for sale to first time buyers or owner occupiers. The proposed investment in this scheme was £2m. The report explained that this would have the potential to bring 135 empty homes back into owner occupation.

Decisions

1. To approve the two schemes described above and to delegate final agreement to the Director of Housing and Residential Growth in consultation with the Deputy Leader with responsibility for Housing
2. To authorise the City Solicitor to enter into any agreements to give effect to these two schemes.

Exe/18/027 The Regeneration of West Gorton – the Armitage Nursery and Community Facility

The Executive had last received a progress report on the implementation of plans for the regeneration of West Gorton in June 2014 (Minute Exe/14/057). A further update report was now submitted by the Strategic Director (Development) to explain progress made since then and to seek approval for the Council to transfer management of a building to support the operation of a nursery and community facility.

The report described the progress that had been made with the construction of over 400 new homes, with the Space Project television and media production facility, and the creation of the new purpose-built Community Hub at the junction of Hyde Road and Clowes Street.

The report also explained that the Council and partners had secured European Commission Horizon 2020 funding of over 1.5m Euros for a demonstration project in West Gorton under the 'GROWGREEN' initiative. The aim of the project was to demonstrate how nature-based solutions could be used to respond to a wide range of challenges in urban areas including flood risk, air quality, biodiversity, health and social inclusion, and others.

The report described how capital receipts were being used to fund the construction of a new building to provide a nursery and community within the grounds of the Armitage Primary School. The school was offering to take on the running of these facilities, including running costs such as insurance, cleaning and maintenance. To enable this it was proposed that the building be leased to the school at a peppercorn rent without review. The lease would comprise 125 year full repairing and insuring terms and with a strict user clause setting out that the building and site can only be used for a nursery, and in this instance a community facility for use by the West Gorton Community. This proposal was supported.

Decisions

1. To note the progress made to date in delivering the West Gorton Regeneration since the report in 2014.
2. To approve the proposed disposal, by way of lease, of the Armitage Nursery and Community Facility to the Diocese of Manchester for use strictly as a

nursery and community facility for the benefit to the West Gorton community. The right for the community to access and use the building will be contained in the lease to the Diocese and / or (as appropriate) in a separate agreement.

3. To delegate authority to the Director of Development and Corporate Estate to finalise the detailed terms of the lease
4. To authorise the City Solicitor to conclude and complete all documents and agreements necessary to give effect to the decisions on to the proposed disposal by way of lease and to finalise and enact the legal documents required to put this resolution into effect.

Exe/18/028 The Northern Gateway – Progress Update

The Northern Gateway comprised a 155 Hectare land area made up of the adjacent neighbourhoods of New Cross, the Lower Irk Valley and Collyhurst. Approval had been given in September 2015 to identify and appoint a private sector investor and delivery partner to work alongside the council to unlock and deliver the significant residential potential of an area (Minute Exe/15/099). In March 2017 it was reported that the development partner had been found (Minute Exe/17/065). A report now submitted by the Strategic Director (Development) explained that a key early activity of the partnership between the developer and the Council was the preparation of a Strategic Regeneration Framework (SRF) and Masterplan for the Northern Gateway area. These were to inform and guide overall development activity in the area and also underpin the partnership's business plan. It was anticipated that the draft SRF would be complete by the summer of 2018 and ready for public consultation.

The report also explained that consideration had been given to bringing forward a first phase of residential development within the Collyhurst area, which could be delivered in a 2-3 year period. In October 2017 the Executive had approved the establishment of four Housing Affordability Zones, one of which was Central Estates in North Manchester (including land at Monsall and Moston Lane) (Minute Exe/17/129).

The report reiterated the intention for the Northern Gateway area to create neighbourhoods that would meet the modern housing needs of existing and new residents by providing a mix of housing types and a variety of tenures: apartments and family housing; homes for open market sale; homes for rent; homes for affordable owner occupation; and affordable rent. The Northern Gateway work was also seeking to create local benefit through employment and training opportunities in development schemes and the through the use of local suppliers. It was therefore proposed that the Collyhurst area be added to the North Manchester Affordability Zone so as to provide a focus for the targeting of funding to deliver new social housing, and a range of financial products that would facilitate access to owner occupation or affordable rent to residents on or below the Manchester average income.

Decisions

1. To note the report and the progress that is being made in the production of a draft SRF and Masterplan.
2. To approve the inclusion of the Collyhurst area in the North Manchester Housing Affordability Zone originally designated in October 2017.
3. To approve the bringing forward of an initial phase of residential development activity in Collyhurst, including the delivery of new Council owned social housing at the earliest opportunity.
4. To note that local Ward Members were to be consulted to develop options for the location of this initial phase of development activity in advance of a wider public consultation exercise with local residents and key stakeholders prior to the finalisation of delivery arrangements.

Exe/18/029 Transport for the North - Strategic Transport Plan

Transport for the North (TfN) was created as a pan-Northern Partnership Board of Civic and Business Leaders, working with Highways England, Network Rail, High Speed 2 and the Department for Transport to improve road, rail, sea and air connections in order to help drive long-term economic growth across the North of England. TfN had developed a Strategic Transport Plan (STP) to show the spatial and modal scope for transport investment across the North of England to up to 2050, together with expected costs and benefits. The Plan had also been developed with regard to other relevant initiatives, including the Northern Powerhouse. It was subject to public consultation until mid-April 2018. In April 2018 TfN was to become the country's first Sub-National Transport Body and the final version of the STP would then become a statutory document.

This report submitted by the Strategic Director (Development) and the Deputy Chief Executive (Growth & Neighbourhoods) set out the content of the STP and the key transport infrastructure investments that were needed across the North of England, including investment in strategically vital cross-Pennine links. The report also proposed the basis of Council's response to the consultation. In responding to the draft plan, it was intended to coordinate the Council's submission with that being prepared by the GM Combined Authority.

Decisions

1. To welcome the publication of the Draft Strategic Transport Plan (STP) and in particular the key proposals to transform levels of investment in infrastructure in the North and to transform connections between the cities of the North of England that it contains.
2. To delegate authority to the Chief Executive, the Strategic Director (Development) and the Deputy Chief Executive (Growth & Neighbourhoods), in consultation with the Leader and the Executive Member for the Environment, approval and submission of a response to the STP consultation.

3. To request that a report on the implications for Manchester be submitted once the final version of the STP has been published and TfN has become a Sub-National Transport Body.

Exe/18/030 Corridor Manchester Strategic Spatial Framework

In June 2017 we had endorsed in principle the draft Strategic Spatial Framework for the Oxford Road Corridor and requested that the Chief Executive undertake public consultation on the draft (Minute Exe/17/082). The Strategic Director (Development) now reported on the outcome of that consultation.

The draft Corridor Manchester Strategic Spatial Framework had been prepared to guide development and investment activity in the area in order to achieve the Corridor Manchester Strategic Vision to 2025. It was to guide the future development of the Corridor Manchester and be a material consideration when considering planning applications in the area.

The report explained that given the large extent of the Corridor area it had not been feasible to send letters to all possible consultees so an online consultation programme had been used. That had utilised the Council's website and social media sites such as Twitter and Facebook to reach a wide range of stakeholders. The consultation had run for six weeks and had closed in December 2017. Despite high levels of social media interaction a total of six responses had been received: three from individual residents and three from organisational stakeholders.

The report set out the issues that had been raised by the consultees, and the proposed response to them, explaining how the Framework had been amended to reflect the points raised.

Having considered the matters raised by the consultees and the proposed responses to them, including the changes to be made to the Framework, it was agreed that the Framework be adopted.

Decisions

1. To note the comments received on the Strategic Regeneration Framework and the response to these comments.
2. To endorse the principles in the Corridor Manchester Strategic Spatial Framework so that it now be a material consideration in the Council's decision making as the Local Planning Authority.

Exe/18/031 Manchester Piccadilly Strategic Regeneration Framework Update 2018

In December 2013 we had endorsed a Strategic Regeneration Framework for Manchester Piccadilly (Minute Exe/13/175). In October 2017 we noted that as part of the Growth Strategy the vision for the Piccadilly area had been refined to enhance its

potential and incorporate updated infrastructure proposals. It was agreed then that a refreshed Strategic Regeneration Framework (SRF) for Manchester Piccadilly should be developed to reflect the updated masterplanning work carried out as part of the Growth Strategy (Minute Exe/17/131).

The Strategic Director (Development) presented a report setting out that revised SRF. It explained the key changes since the 2013:

- the Northern Powerhouse Rail requirements had been incorporated into the proposals for Manchester Piccadilly Station and the additional economic potential reflected in the development proposals;
- the HS2 route alignment had been revised with the HS2 viaduct separating from the existing rail viaduct to create a piece of land between the two that required amend proposals in the SRF;
- the context of this area in the city in particular the increasing development density and ambition of city centre schemes;
- more detail was available on the requirements of each transport mode, including Metrolink, and station designs;
- incorporating and reflecting the updated or new SRFs for the areas that sit within the Manchester Piccadilly area, in particular Mayfield, North Campus and Portugal Street East, with the overarching Manchester Piccadilly Framework revised to reflect the refreshed proposals.

The report described the priorities that were now incorporated in the draft of the revised SRF.

- The new station must connect into the heart of the city centre, providing a sense of impact on arrival.
- A station and rail infrastructure should be of world class architectural quality.
- The formation of a dramatic new Boulevard to connect three new public spaces: a civic arrival space on London Road; a new public square where Metrolink exits the station; and a new city park at the eastern end of the station.
- Impact from parking should be minimised through providing appropriate numbers of spaces for a city centre transport hub that are appropriately incorporated into the surrounding area.
- All street frontages should be animated with publicly accessible uses, providing a “destination quality” retail and leisure offer.
- Clear and vibrant connections to neighbouring areas including Mayfield, North Campus and Piccadilly station, including enhancing connections between the areas to the north and south of the site.
- A one-station solution with seamless integration between national, regional and local transport modes, including the re-positioning of the Metrolink station.
- Maximising heritage assets by bringing the station arches into use and improving the setting of Crusader Works and London Road Fire Station.

The report described the development potential and priorities for each major part of the area and explained that the overall development potential of the area was now forecast as being:

- 271,950 m² of commercial space (Gross External Area)
- 24,275 m² of retail and leisure space
- 4,900 homes

- 250 hotel rooms
- 25,200 m² of social infrastructure
- 6.5 ha of new public realm

It was explained that the intention was now to carry out consultation on this revised SRF and to report the outcome of that consultation to a future meeting.

Decisions

1. To endorse in principle the updated regeneration framework for the Manchester Piccadilly SRF area.
2. To request the Chief Executive undertake a public consultation exercise on the regeneration framework with local stakeholders and report on the outcome of that consultation.

Exe/18/032 Ramada Complex, Deansgate

The Ramada Complex occupies a strategic location within the retail core of the city centre, bounded by Deansgate to the East, Blackfriars Street to the South, the River Irwell to the West and Victoria Bridge Street to the North, with an area of about 1.4ha. The existing hotel on the site was constructed in the 1970s and now makes no positive visual contribution to the surrounding environment. There is also a restaurant and a public car park plus the derelict offices fronting onto Deansgate. Planning consent had been granted in 2009 for a mixed use scheme of four new buildings, 599 car parking spaces and the creation of a riverside walkway along the entire length of the Irwell frontage. That consent had lapsed without being implemented. The site is within the city centre renewal area which had been transformed over the past 20 years into a vibrant, modern, retail-led quarter. The redevelopment of the Ramada Complex, therefore had the potential to become a major asset to the area, helping to augment the attractiveness of the wider area as a prime mixed-use location.

A report submitted by the Strategic Director (Development) explained that a Strategic Regeneration Framework (SRF) had been drafted to provide a new vision for the site and to guide its redevelopment so that it makes the contribution to the economy and attractiveness of the city centre that the prominent location warrants.

The new draft SRF envisaged that the redevelopment of the area would:

- create an active and vibrant place to live, dwell and enjoy alongside a new, significant piece of public realm; a new destination within the City Centre;
- reveal the River Irwell, creating opportunities for riverside living and intimate dining;
- re-connect the site to its historic setting by providing permeability through and around its edges, whilst maximising views to local assets such as Manchester Cathedral, the River Irwell and Deansgate; and
- create a development of high architectural merit that complements the existing and future skyline of the City, located at a key City Centre intersection with the opportunity to engage with both the river and the cathedral.

The report proposed, and it was agreed, that there should now be a period of public consultation on this new draft SRF, with the outcome of that consultation to be reported to a future meeting.

Decisions

1. To endorse in principle the draft SRF for the Ramada Complex, Deansgate.
2. To request the Chief Executive undertake a public consultation exercise on the regeneration framework with local stakeholders and report on the outcome of that consultation.

Exe/18/033 Capital Programme Proposed Increases

A report concerning requests to increase the capital programme was submitted. We agreed to recommend three changes to the Council and approved eight other changes under delegated powers. These changes would increase the Council's capital budget by a total of £1.145m: being a decrease of £0.119m in 2017/18, and an increase of £1.244m in 2018/19 and £0.02m in 2019/20.

Decisions

1. To recommend to Council the approval of
 - (a) Growth and Neighbourhoods – Parking Improvements. An increase to the capital budget of £0.924m in 2018/19, funded by a revenue contribution to capital outlay from the Parking Reserve.
 - (b) Asset Management Programme – Ross Place Refurbishment. An increase to the capital budget of £0.096m in 2018/19, funded by Capital Fund.
 - (c) Growth and Neighbourhoods – Blackley Crematorium. An increase to the capital budget of £0.115m in 2017/18, funded by capital receipts.
2. To approve the following changes to the capital programme
 - (d) Highways – Safe Routes to Loreto High School. An increase to the capital budget of £0.050m (£0.005m in 2017/18 and £0.045m in 2018/19), funded by government grant.
 - (e) Highways – Stretford Road Cycling Scheme. An increase to the capital budget of £0.050m (£0.030m in 2018/19 and £0.020m in 2019/20), funded by government grant.
 - (f) Growth & Neighbourhoods – Didsbury Park Play Area. An increase to the capital budget of £0.050m in 2017/18, funded by a Section 106 contribution.

- (g) Growth & Neighbourhoods – Wythenshawe Park. An increase to the capital budget of £0.129m in 2018/19, funded by a Section 106 contribution.
- (h) Private Sector Housing – Armitage Nursery & Community Centre. An increase to the capital budget of £0.020m in 2018/19, funded by a contribution from the school.
- (i) ICT – Corporate Telephony and Contact Centre Solution. A decrease in the capital budget of £0.037m in 2017/18, and the transfer of £0.037m to the revenue budget, funded by capital fund.
- (j) ICT – Education System. A decrease in the capital budget of £0.178m in 2017/18, and the transfer of £0.178m to the revenue budget, funded by capital fund.
- (k) Highways – Manchester/Salford Highways Survey. A decrease in the capital budget of £0.074m in 2017/18, and the transfer of £0.074m to the revenue budget, funded by capital fund.

Exe/18/034 Manchester Leisure Arrangements

In July 2017 we had endorsed a preferred approach for the delivery of the Council's Sport and Leisure Strategy and proposal to undertake a full procurement exercise and to assess the full costs and benefits for the delivery of operational arrangements for 20 leisure facilities (Minute Exe/17/099). The business case evaluating the arrangements was to be presented to a future meeting.

A report from the Deputy Chief Executive (Growth & Neighbourhoods) explained that work had continued since then on the evaluation of the procurement and the development of the business case. It explained that the existing leisure contracts were due to finish at the end of March but more time was needed to bring forward the best possible business case for the future provision of these facilities. Therefore the report sought authority to extend the existing contracts for up to a further to six months so as to allow time for the new delivery arrangements to be finalised and presented. That was agreed.

Decisions

1. To note the report and the progress being made.
2. To note that detailed proposals for Manchester Active will be presented to a future meeting.
3. To approve the extension to the two existing Sport and Leisure facility operating contracts with the Eastlands Trust (for the National / Regional Sports Centres of Excellence) and GLL (for the Community Leisure Centres) for a minimum of a further 3 months and maximum of 6 months.

Exe/18/035 Exclusion of the Public

A recommendation was made that the public be excluded during consideration of the next item of business.

Decision

To exclude the public during consideration of the following item which involved consideration of exempt information relating to the financial or business affairs of particular persons and public interest in maintaining the exemption outweighs the public interest in disclosing the information.

Exe/18/036 Manchester Leisure Arrangements

A report explained the terms on which the operating companies referred to in Minute Exe/18/034 above were willing to agree to an extension to the existing contracts.

Decision

To note the report.