

Executive

Part Proceedings (B) of the meeting held on Wednesday, 12 February 2020

Present: Councillor Leese (Chair)

Councillors: Akbar, Bridges, Craig, N Murphy, Ollerhead, Rahman, Stogia, and Richards

Also present as Members of the Standing Consultative Panel:

Councillors: Karney, M Sharif Mahamed, Sheikh, Midgley, Ilyas, Taylor and S Judge

Apologies: Councillor S Murphy and Leech

Also present: Councillors: Flanagan, Johns and Stanton

Exe/20/22 Manchester Climate Change Update

An update on work to address climate change was considered. The Council's key leadership role had resulted in the establishment of the city's partnership-based approach to climate action. That had started with the creation of the "Manchester: A Certain Future Steering Group" in 2010. The approach recognised the need for everyone in the city to be mobilised to play their full part in tackling climate change. Since then the city has been using to the science to inform and develop the city's climate change strategy.

In February 2008 we approved "17 Principles of Tackling Climate Change in Manchester" and committed the city to becoming low carbon by 2020 (Minute Exe/08/27). In January 2009 we had gone on to adopt the "Call to Action" that sought to inspire and enable stakeholders to become fully engaged in the need to undertake mainstream activities in different ways to reduce carbon dioxide emissions (Minute Exe/09/4). In February 2014 we had approved the Climate Change Action Plan (CCAP) for 2014/15 to 2016/17 (Minute Exe/14/22). In 2015 that plan was extended to run until 2017/18 (Minute Exe/15/034). In November 2018 we had adopted, on behalf of the city, the Tyndall Centre's proposed targets and definition of zero carbon. We also committed to developing a draft action plan by March 2019, and a final detailed plan by March 2020, setting out how the city will ensure that it stays within the proposed carbon budget (Minute Exe/18/101). In July 2019 the Council then declared a climate emergency (Minute CC/19/52) which was considered and accepted by the Executive later that month (Minute Exe/19/59).

The target to reduce Manchester's CO₂ emissions by 41% by 2020, from 2005 levels, was based on recommendations by the Tyndall Centre for Climate Change Research at the University of Manchester (the Tyndall Centre). In June 2018 Manchester Climate Change Agency and the Manchester Climate Change Partnership had commissioned the Tyndall Centre to recommend targets to further define the city's commitment to 'play its full part in limiting the impacts of climate change', as set out

in the Our Manchester Strategy. The Tyndall Centre's report was due on 28 February 2020 but work to date had identified the following draft recommendations:

- Retain the existing 15 million tonne CO₂ carbon budget for 2018-2100
- Note that the updated carbon budget approach based on the latest scientific synthesis report by the IPCC would allow an increase in the carbon budget to 18 million tonnes CO₂ but that by retaining the 15 million tonne budget showed ambition and leadership
- Focus on immediate action to achieve a minimum reduction rate of 13% per annum and meeting interim (five-year) carbon budgets
- Note that if the city did not reduce emissions by 13% per annum, an increased rate will be required from 2020 in order to stay within budget.
- Carbon budgets should be revisited in five years or in response to a new scientific synthesis report.

The Tyndall Centre had also been commissioned to examine and report on carbon emissions from aviation. To date that had identified the following areas for Manchester to consider:

- To note that aircraft emissions could not be overlooked – additional action is required to meet the Paris Agreement 'well below 2°C' commitment
- UK aviation emissions needed to fit within a Paris-compliant national pathway. Noting that the Tyndall Centre's recommended carbon budget includes 1,262 million tonnes CO₂ for aviation from 2018-2100, versus 1,705 million tonnes based on current UK Government policy forecasts.
- Survey data made it possible to monitor and report Manchester residents' flights from UK airports, including from Manchester Airport
- A method for monitoring and reporting flights taken by Manchester businesses could be developed. To be aware of potential double counting with residents' flights.
- Manchester City Council and Manchester Airport should work with UK Government to ensure a Paris-compliant aviation strategy for the UK as technological change alone was not sufficient.
- Could Manchester Airport become a pioneer organisation (as part of the Manchester Climate Change Partnership) for managing the impact of its ground operations?

The final Tyndall Centre report on aviation was to be completed by 21 February 2020.

Manchester Climate Change Framework 2020-25 was being produced by the Manchester Climate Change Partnership and Agency to set out their recommended approach for Manchester to meet its targets. Since the publication in February 2019 of the Draft Manchester Zero Carbon Framework 2020-38, there had been three key developments:

- The review of emissions targets
- the Partnership and Agency had chosen to focus on the next five years, 2020-25, seeking to emphasise the point that urgent action was needed
- Adaptation and resilience to the changing climate had been identified as an additional objective, broadening the scope of the Framework from carbon reduction

The final version of the Framework was in development and was to be published by the Partnership and Agency on 28 February 2020. It would be considered at the next meeting of the Executive in March 2020.

Decision

To note the citywide progress and the summary of the Tyndall Centre for Climate Change Research review of targets.

Exe/20/23 School Place Planning and Admissions

A report from the Director of Education used the school admissions data for 2019/20 to forecast future demand for primary and secondary school places in the city and to make the case for supporting the creation of a new primary school in the city centre and a new secondary school in east Manchester.

The city's population was increasing. It was predicted to be around 664,000 by the mid-2020, compared to 504,000 when measured in the 2011 Census. The October 2018 school census had identified 77,372 pupils attending Manchester Schools, that had increased to 79,429 pupils in the October 2019 census. Given that change, and the predictions of population change, ensuring a sufficient supply of high quality school places would remain a priority for the Council.

The report explained that the Council was working with its partners to develop additional places in targeted areas, utilising Basic Need funding from the government for the site and building works. The development of new schools by a local authority required the use of the free school presumption process, working with an approved sponsor to establish the school. All new schools established through the presumption process were therefore classified as Free Schools.

In response to this forecast demand the Council had been working with Renaker Build to establish a new primary school as part of the Crown Street phase 2 development in the city centre (Minute PH/18/58). The school was expected to provide 210 places for primary age children along with a 26 place nursery. The free school presumption process for this school would now be used and it was anticipated that the school would admit its first pupils in 2024. A second new primary school was also being investigated by the Star Academies Trust, if a permanent site for it could be acquired. That was forecast to open in 2023.

In relation to secondary school places, the report explained that plans to develop a new secondary school at Nutsford Vale, Matthews Lane (Minute PH/18/21) had not progressed as expected. To safeguard the future development of a new secondary school in east Manchester approval had been given to fund the acquisition of the Showcase Cinema site on Hyde Road (Minute Exe/20/08). Some of that site could be given over for a new secondary school. If that site proved to be suitable then the new school at Matthews Lane would not be progressed as it was becoming clear that constructing a school on Nutsford Vale would be overly expensive.

The development of a new secondary school at the Hyde Road site would still require a free school presumption process to be undertaken to identify a preferred sponsor. That process should conclude in late summer or early autumn 2020 and the first places made available in September 2021 school admissions. However, opening of the school for September 2021 would require the use of temporary accommodation for a period of up to three years while the new school was being built.

The meeting was addressed by Councillor Johns as a councillor for the Deansgate ward. He thanked the Executive member and the education team for the work they had put into securing the development of the new primary school in the city centre. He spoke of the excitement there was amongst residents at the prospect of a new primary school within their local community.

It was noted that the Children and Young People Scrutiny Committee had also considered this report and had endorsed its recommendations (Minute CYP/20/12).

Decisions

1. That Basic Need funding be used to fund a new high school and contribute towards the development of a city centre primary school.
2. To request that officers undertake a consultation to gather views on the plans to develop a new primary school in the city centre and a new secondary school in east Manchester as a first step towards identifying a provider for the new school.
3. To delegate authority to the Director of Education in consultation with the Executive Member for Children's Services to progress the publication of a specification for each new school and invitations to sponsor based on the outcomes of the consultation; and to identify a preferred sponsor for each school to be recommended to the DfE.
4. To note the data relating to September 2019 admissions and the pupil forecasts that had been submitted to the Department for Education.

Exe/20/24 Refresh of the Ancoats and New Islington Neighbourhood Development Framework

Ancoats including New Islington is a distinctive neighbourhoods close to the city centre and adjacent to the neighbourhood of Miles Platting. In April 2014 we endorsed a draft Ancoats and New Islington Neighbourhood Development Framework (NDF) as a basis for consultation with local stakeholders and landowners (Minute Exe/14/041). In October 2014 we considered and approved a final version of the Framework (Minute Exe/14/109). Then, in July 2016 we had endorsed a draft of a refreshed Ancoats and New Islington Neighbourhood Development Framework so that it could be subject to further consultation with local stakeholders and landowners (Minute Exe/16/099). In December 2016 a final version of that Framework had been approved (Minute Exe/16/153).

A report now submitted by the Strategic Director (Growth & Development) explained that it was now felt to be necessary to set the objectives for those elements of the NDF that related to the Back of Ancoats Poland Street area; and to set objectives for the redevelopment of the Council-owned former Central Retail Park site that on Great Ancoats Street.

To ensure that new affordable housing could be developed in the NDF area it was proposed that three sites in Council ownership should now be set aside for this purpose. Those sites were land adjacent to Butler Street; land adjacent to Downley Drive; and the former Ancoats Dispensary. These three sites were shown on a map included in the report. Together the three sites should provide for up to 145 new homes.

For the Back of Ancoats Poland Street area the report explained that the purpose of the refresh of the 2016 NDF was to ensure that it incorporated current thinking in terms of the redevelopment of the area and was properly aligned to the current market context relating to a number of key issues including zero carbon and affordable housing. The report described this area as having an interrupted street grid pattern that was dominated by two industrial estates at Poland Street; vacant and underutilised sites that detract from the visual amenity; as being part of the Conservation Area but gaining little benefit from the that; as having some open space at Kemp Street that attracted a high level of anti-social behaviour; with a lack of pedestrian footfall and visible daytime activity; and with low value buildings that do not front onto the Rochdale Canal and therefore do not exploit the advantage of a waterside location.

The specific objectives that were now being proposed for this area in the refresh of the NDF were:

- the reinstatement of the grid pattern street layout to improve connectivity and movement through the area as well as creating legible routes that draw pedestrians into the area and through to the surrounding areas;
- the creation of a mixed living and working neighbourhood, delivering flexible commercial floorplates for office and modern light industrial uses that can co-exist with a residential development that offers a range of typologies and tenures including the provision of affordable housing; and
- the creation of high quality amenity and green spaces integrated with surrounding uses and would draw people into and through the area.

A copy of the draft NDF for the “Character Area 3 – Poland Street Zone” was appended to the report. The intention was for a period of public consultation on that draft. That was supported.

The Council’s acquisition of the former Central Retail Park site had been agreed in September 2017 (Minute Exe/17/122). At that time the agreed objectives for the site had been:

1. to secure full control over the future redevelopment of this site in a manner that would accord with the extant and any future iteration of the wider Ancoats and New Islington Neighbourhood Development Framework;

2. to shape the development strategy to ensure that the site made a significant contribution to the future growth of the city in line with the Council's Residential Growth and wider economic growth ambitions; and
3. to promote the redevelopment of the site in a timely manner and appropriately sequenced ensuring that the Council's interest in its wider land portfolio across Ancoats and New Islington was protected and potentially enhanced.

Since then OBI Property, a Manchester based commercial property agency, had been commissioned to evaluate whether a commercial-led proposal for Central Retail Park could deliver a significant commercial workspace / office scheme. The outcome of that evaluation was positive and described in the report. It was believed that there would be demand for commercial development on the site.

Therefore, it was felt that a revised framework for the site would help to deliver an exemplary net zero carbon commercial district with the ability to attract new businesses and talent to Manchester. The development would bring together activities and people to create a vibrant mixed use neighbourhood, complementing and uniting the surrounding districts. In doing so, the proposal also represented a key opportunity to help unlock the potential of East Manchester.

A copy of the draft of the revised "Central Retail Park Development Framework" was appended to the report. The intention was for that draft to be subject to public consultation with the outcome reported to a future meeting.

To enable to redevelopment of the site to progress it was explained that the Council should now undertake a market engagement exercise to appoint a Development / Investment Funding Partner(s) to deliver on the proposals in the draft Framework. Once that had been done a commercial plan for the site could be prepared.

Decisions

1. In respect of the draft revisions to the Poland Street Character Area of the NDF, to:
 - a) note that the City Council will use its remaining land assets within the NDF area to deliver and influence the delivery of new net zero carbon development;
 - b) approve that these sites in the City Council's land ownership, land adjacent to Butler Street, land adjacent to Downley Drive, and the former Ancoats Dispensary, as identified on Map 1 of this report be used to promote affordable housing; and
 - c) endorse the draft revisions to the Back of Ancoats Poland Street Character Area 3, as set out in the draft that was appended to the report, as a basis for public consultation, and that a final version be brought back to a future meeting.
2. In respect of the former Central Retail Park site, to:

- a) approve the commercial led mixed use development strategy for the Central Retail Park site as set out in the report;
 - b) note the intention to commence an exercise to engage the market to identify a Development / Investment Funding Partner(s) with the objective to deliver a net zero carbon commercial led mixed use development on the Central Retail Park site;
 - c) delegate authority to the Chief Executive or the Deputy Chief Executive and City Treasurer, the City Solicitor, the Strategic Director (Growth and Development), the Head of Development, in consultation with the Leader of the Council, the Executive Member for Finance and Human Resources, and the Deputy Leader with the Corporate Property portfolio, to finalise the detail of that market exercise;
 - d) note that a Commercial Plan for the Central Retail Park site was to be brought to a future meeting for approval following the appointment of the Development / Investment Funding Partner(s); and
 - e) endorse the draft revisions to the Great Ancoats Street Frontage (the former Central Retail Park site) Character Area of the NDF, as set out in the draft Development Framework that was appended to the report, as a basis for public consultation, and that a final version be presented to a future meeting.
3. To authorise the City Solicitor to enter into and complete all documents and agreements necessary to give effect to these decisions.

Exe/20/25 City Centre Transport Strategy Engagement Outcomes

In October 2019 a report had been considered on proposals for a revised City Centre Transport Strategy (CCTS) that would be aligned to the Greater Manchester Transport Strategy 2040. It was felt that a new strategy was needed to take account of the ongoing and future predicted growth of the city centre and of changes in the policy context since the adoption of the 2010 strategy. The new strategy would incorporate the GM 2040 Strategy and the goal of being a zero-carbon city by 2038. The drafting of the strategy would take into account the outcomes of the City Centre Transport Strategy Conversation that had taken place in the autumn of 2018. It had been agreed that the Council would undertake an engagement and co-design exercise with key stakeholders in the city centre and surrounding wards in order to further develop the strategy with support from Transport for Greater Manchester (TfGM) and Salford City Council (Minute Exe/19/82). A report now submitted by the Strategic Director (Growth and Development) set out the outcomes of that exercise.

The engagement exercise had taken the form of seven workshops in the city centre, four in December 2019 and three in January 2020. These workshops included an introductory presentation and a facilitated group discussion, with in-depth participation from attendees. Qualitative responses were recorded during the session. Some participants also provided further comments and feedback after the

workshop. In all 52 people had taken part in the workshops and 22 of those had gone on to provide additional feedback after the event.

The report set out the outcomes from the workshops and the views of the stakeholders who had taken part. Participants had agreed the strategy should be ambitious in setting targets for each mode of transport. Participants also commented that transport is one of the main contributors of CO₂ emissions, so the targets should be more ambitious to recognise the Climate Emergency declared by the Council. Improving air quality was also a priority. Stakeholders recognised behaviour change should be a key part of the strategy, as well as combination of quick-wins and longer-term interventions.

Detailed findings were set out under three headings: walking, cycling and the role of city centre streets; the role of public transport; and managing traffic and parking. Some geographic areas of the city centre had been identified as needing specific interventions including Deansgate, Stevenson Square and the wider Northern Quarter, Mosley Street, Cross Street and Chinatown.

The report explained that the next step in the process would be to use the information gathered to inform a draft strategy document, to be developed with Salford City Council. That draft would then be the subject of further public consultation. That was agreed.

Decisions

1. To note the intention to produce a revised City Centre Transport Strategy.
2. To note the outcome of the engagement exercise on the strategy.
3. To agree to now hold a wider public consultation on the draft strategy.
4. To delegate authority to the Head of Local Planning and Infrastructure, in consultation with the Leader of the Council and Executive Member for Environment, Planning and Transport, to finalise with Salford City Council and Transport for Greater Manchester the draft strategy document and the terms of the public consultation.
5. To request that a report be made on the outcomes of the consultation, seeking approval for a final version of the City Centre Transport Strategy.

Exe/20/26 First Street Strategic Regeneration Framework Addendum

In July 2012 we had considered and endorsed the revised and updated First Street Development Framework (Minute Exe/12/082). In November 2015 we had adopted an updated and revised version of the Framework, having first considered the views put forward during consultation on a draft of that document (Minute Exe/15/125). In July 2018 a further update to the Framework had been brought forward and we had agreed that there should again be a period of public consultation on the proposed

revisions (Minute Exe/18/075). In November 2018 a final version of that Framework had been considered and approved (Minute Exe/18/106).

A report now proposed that an addendum to the framework be considered to address the future development of three specific sites:

- The Little Peter Street site which was bounded by Little Peter Street to the north, Albion Street to the east and the River Medlock to the south. This site is within the ownership of the City Council and operated by NCP as a surface car park. This was envisaged as becoming a high quality, landmark commercial development.
- The One City Road site bounded by City Road to the north, Medlock Street to the west, River Street to the south, and Shortcroft Street to the east; occupied by a 4 storey office building with a private surface car park. This was envisaged as being a commercially-led development with two new buildings.
- The Premier Inn site at the southern end of Medlock Street facing the junction with the Mancunian Way which accommodates the five-storey Premier Inn building, and its associated car parking area of 113 spaces with the future as a commercially led, mixed use development.

It was proposed and agreed that there now be public consultation on the addendum to the Framework.

Decisions

1. To approve in principle the draft First Street Development Framework Addendum.
2. To request that a public consultation exercise on the addendum be undertaken with local stakeholders.
3. That a further report be made setting out comments received during the consultation.

Exe/20/27 St Mary's Parsonage - Strategic Regeneration Framework

The proposed St Mary's Parsonage Strategic Regeneration Framework area is located in the heart of the city centre, bound by three main arterial routes in and out of the city centre; Deansgate, Bridge Street and Blackfriars Street. Immediately to the south of the site is Spinningfields, and to the north is the Ramada Complex, Deansgate. The area benefits from important green space, with Parsonage Gardens being a tranquil green square in the city centre. It is also adjacent to the River Irwell, but with little connection with the river at present.

A report from the Strategic Director (Growth & Development) explained that it was felt that there were significant opportunities for the area to contribute to the Council's zero carbon target by improving the environment for walking and cycling and the reduction of motor vehicles from the area. There was the opportunity to create carbon neutral buildings of the highest standard of energy efficiency and to refurbish and redevelop the area's existing heritage buildings to significantly reduce their carbon footprint.

A draft Strategic Regeneration Framework (SRF) for the area had been developed. The report explained that there are a number of buildings in the neighbourhood felt to be no longer fit for purpose. Replacing these buildings should positively contribute to the area, with high quality design and materials, whilst respecting listed buildings. The report addressed specific proposals for key sites within the overall area including:

- Kendal Milne building & Multi Storey Car Park
- Reedham House & No.3 St Mary's Parsonage
- Albert Bridge
- Alberton House & Cardinal House
- No.1 North Parade

It was explained that the indicative phasing of the redevelopment of the sites within the SRF area was likely to be dependent on the aspirations of the landowners within the SRF area. The phasing being anticipated was

- 2021-2023: - Kendal Milne building refurbishment and the King Street West multi-storey car park redevelopment
- 2022-2023: - Cardinal House refurbishment
- 2022-2024: - Alberton House refurbishment
- 2022-2025: - Albert Bridge House and Bridge Street surface car park redevelopment, delivering three new buildings

It was thought to be crucial for the first phase of development to be supported by a public realm strategy and delivery plan.

It was agreed that the St Mary's, Parsonage areas was an important but underutilised city centre neighbourhood with potential to significantly contribute towards the regeneration and growth ambitions of the city. The intention was for there to be public consultation on the draft SRF for the area, with the outcomes of that reported to a future meeting. That was agreed.

Decisions

1. To approve in principle the draft St Mary's Parsonage Strategic Regeneration Framework.
2. To request the Strategic Director undertake a public consultation exercise on the addendum with local stakeholders.
3. That a further report be made setting out comments received during the consultation.

Exe/20/28 Empty Houses to First Time Buyer Homes - Update Report

In October 2017 approval had been given for the approve the establishment of the Housing Affordability Fund to allow the Council to invest directly into the provision of affordable homes in Manchester (Minute Exe/17/129). The fund would allow the

Council to support new-build scheme in the city and also to help purchase existing properties to allow them to be made into affordable homes.

In March 2018 two schemes were approved 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” (Minute Exe/18/026).

A report was now considered that provided an update on the Empty Houses Scheme, proposing the use of some of the Fund to grant funds to a registered social landlord so that could bring empty properties back into use as affordable homes.

The report explained the social landlord Mosscafe St Vincent’s could acquire the empty properties and undertake their refurbishment. The homes would then be marketed to first time buyers or residents, on or below the average household income, who wish to become owner-occupiers. Based on combined acquisition and refurbishment costs of around £120,000 and a sales programme which would require a 10% non-recoverable subsidy, an initial investment by the Council of £2m could potentially deliver 90 homes from empty properties in the city.

The grant payment would be secured under the provisions of Section 22 of the Housing Act 1996 which grants the Council the power to provide financial assistance in the form of grants or loans to a registered social landlord for the provision of housing. This proposal was agreed.

Decisions

1. To approve the giving of grant funding to Mosscafe St Vincent’s (MSV) under the provisions of Section 22 of the Housing Act 1996 in order to bring empty properties back into use for affordable home ownership.
2. To authorise the City Solicitor to enter into any agreements to give effect to this decision.

Exe/20/29 Northern Gateway Strategic Business Plan (Part A)

(Having introduced this item of business Councillor Leese left the meeting at this point. Deputy Leader Councillor N Murphy took the Chair)

In March 2017 we had authorised the City Solicitor, City Treasurer and Strategic Director (Development) to enter into an agreement with the Council’s preferred investment partner for the regeneration of the Northern Gateway lands, Far East Consortium International Limited (FEC). We had also delegated authority to the Chief Executive to dispose of the Council’s interest in land at the Northern Gateway Site (Minute Exe/17/064).

The Council had entered into the Joint Venture (JV) with the Far East Consortium (FEC) in April 2017 for the comprehensive redevelopment of the Northern Gateway for housing and ancillary development. As part of the delivery arrangements, the Council and FEC established a JV company, Northern Gateway Operations Limited

(OpCo), to have strategic input into and oversight of the development of the Northern Gateway.

In February 2019 we approved the Strategic Regeneration Framework for the Northern Gateway, the 155 hectare land area made up of the adjacent neighbourhoods of New Cross, the Lower Irk Valley and Collyhurst. This Framework was to support the opportunity to deliver up to 15,000 new homes over a 15-20 year period (Minute Exe/19/25).

In June 2019 consideration was given to the preferred approach to facilitating strategic land acquisitions within the Northern Gateway SRF area, and approval given to making a loan of up to £11 million to FEC (Minutes Exe/19/52 and Exe/19/57).

A report now submitted by the Strategic Director, Growth and Development described in outline the Strategic Business Plan for the Joint Venture. A copy of the plan was appended to the confidential Part B report on this item of business (Minute Exe/20/32). The purpose of the plan was to set the strategic context for the Northern Gateway and to set the parameters for the subsequent Development Area Business Plans. The Strategic Business Plan was to be updated annually to ensure that it could take account of any changes in national and local policy, market sentiment or wider economic implications. It was to be used to monitor the progress of the Northern Gateway project.

The report explained that the Financial Model contained in the Strategic Business Plan was currently showing a minimal return against the overall projected Gross Development Value. The overall plan would not be at a sufficiently viable for a developer to undertake the overall development without additional external public sector investment. This low level of return and high level of development risk was a consequence of the costs associated with the huge site-wide infrastructure requirements which needed to be addressed to tackle abnormal costs and support the delivery of housing at the scale set out in the plan. In total the investment into necessary “place-making” infrastructure to support development across the entire Northern Gateway was currently estimated at circa £165m. A bid of £51.6m to the Government’s Housing Infrastructure Fund (HIF) would, if successful, support the delivery of such infrastructure, but additional investment would still need to be secured from a range of sources including Section 106 developer contributions. It was however fully anticipated that the initial Development Area Business plan would be financially viable.

The initial Development Area Business Plan had to be for not less than 1,000 homes. Development Area 1 comprises three development phases:

- Collyhurst Phase 1 (Collyhurst Village and Collyhurst South)
- Former Angelgate site
- Addington Street

The total number of homes to be delivered within Development Area 1 was anticipated to be around 1,045 with a mixture of type and tenure, and the majority of homes being provided as open market for sale. The Development Area was to provide a mix of one, two, three and four bed properties in the form of apartments,

maisonettes and townhouses. The Joint Venture was committing to delivering 20% affordable homes across Development Area 1. That would include around 130 social rented dwellings delivered in Collyhurst and on-plot shared ownership homes at the former Angelgate site.

The plan assumed that where capital receipts were generated within the Northern Gateway area that those would be ring-fenced for re-investment into supporting the delivery of the Northern Gateway SRF objectives.

Councillor Flanagan addressed the meeting as a councillor for the Miles Planning and Newton Heath ward. He welcomed the significant investment in regeneration, redevelopment and place-making that was to come to the ward and the wider area. He also welcomed the opportunity that local residents were to have to stay in the area, occupying new homes so as to allow the demolition and redevelopment of existing properties. He suggested that a new name for the overall programme be considered as 'Northern Gateway' did not have the same relevance for the local community as the names already in use for their neighbourhoods.

It was noted that the Economy Scrutiny Committee had also considered the report at a recent meeting of the committee and had endorsed the recommendations (Minute ESC/20/13).

Decisions

1. To note the summarised content of the Strategic Business Plan, the detail of which was explained in another report (Minute Exe/20/32 below).
2. To note the summary of the intended content for the production of the initial Development Area Business Plan which was to focus on the delivery of up to 1,000 homes in the neighbourhoods of New Cross, Red Bank and Collyhurst.
3. To delegate authority to the Chief Executive in consultation with the Leader, Deputy Leader and the Executive Member for Finance and HR, to approve the full initial Development Area Business Plan.
4. To agree to the principle of ring-fencing Capital Receipts or overage generated from the disposal of Council-owned land through the Northern Gateway Joint Venture for re-investment into supporting the delivery of the Northern Gateway SRF objectives.
5. To note the intention of the Development Manager to appoint a Registered Provider partner to assist with the delivery of affordable housing on JV land within the Red Bank and New Town neighbourhoods to help meet the commitment of providing 20% affordable housing within the initiative.
6. To note that the Northern Gateway is currently characterised by large tracts of vacant and underutilised brownfield land and that for development of any scale to be delivered, significant "place-making" infrastructure interventions will be required and consequently a strategic approach towards leveraging

- investment from a range of sources will be necessary, including the capture of S106 developer contributions for the purposes of place-making infrastructure.
7. To note the intention to explore options for the preparation of a costed “place-making” infrastructure strategy for the Northern Gateway against which Section 106 developer contributions can be sought, with any such strategy being the subject of a future report and public consultation.
 8. To note the current situation with regard to the funding submission of £51.6m to the Government’s Housing Infrastructure Fund and the significant potential impact of this funding on the overall viability of the initiative.
 9. To note the significant contribution that the Northern Gateway initiative can make to the City’s affordable housing delivery ambitions and the various means available to the Council such as the Housing Affordability Fund through which investment can be leveraged to deliver affordable housing at scale within this area.
 10. To note that, subject to a positive announcement from Government relating to the Housing Infrastructure Fund, a further report will be made regarding the specific terms and conditions applicable in advance of any decision to enter into a Funding Agreement.
 11. To note that a Social Value strategy will be developed specifically for the Northern Gateway given the value of contracts/works to be carried out and the anticipated duration of the Joint Venture Partnership.

Exe/20/30 Decisions of the GMCA 7 January and 31 January 2020
(Councillor N Murphy in the Chair)

Decision

To note the decisions made by the GMCA on 1 and 31 January 2020.

Exe/20/31 Exclusion of the Public
(Councillor N Murphy in the Chair)

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/20/32 Northern Gateway Strategic Business Plan (Part B)
(Public excluded, Councillor N Murphy in the Chair)

The Executive considered a report of the Strategic Director (Growth and Development), which set out the Northern Gateway Strategic Business Plan as prepared by the Development Manager, FEC, on behalf of the Northern Gateway Operations Limited joint venture company. A copy of the plan was appended to the report. The report also provided detail on the scale of FEC investment to date and the level of further investment required.

It was noted that the Economy Scrutiny Committee had also considered the report at a recent meeting of the committee and had endorsed the recommendations (Minute ESC/20/15).

Decisions

1. To approve the Strategic Business Plan on behalf of the City Council as one of the two Shareholders in the Northern Gateway Joint Venture.
2. To note the financial commitments made to date by the Development Manager, FEC, since the signing of the Joint Venture legal agreements in April 2017.

Executive

Minutes of the meeting held on Wednesday, 11 March 2020

Present: Councillor Leese (Chair)

Councillors: Akbar, Bridges, Craig, N Murphy, Ollerhead, Rahman, Stogia and Richards

Also present as Members of the Standing Consultative Panel:

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

Apologies: Councillors S Murphy and S Judge

Also present: Councillors Andrews, Hacking and Stanton

Exe/20/34 Update on COVID19 (Coronavirus)

The Chair agreed to the following item of urgent business due to the need to update Executive Members on COVID 19 (coronavirus) at a national and local level and the steps that had and were being taken in Manchester.

The Chief Executive advised that the Council was responding to national guidance that was being issued and reassured members that work had begun on Business Continuity Planning for the Council services. The Director of Population Health advised that as at the present moment, the UK was in a “containment” phase of tackling the spread of the virus but acknowledged that this was likely to change and the virus would spread further. He advised that the Prime Minister had called a meeting of COBRA earlier in the week and a further meeting would take place later in the week to determine the country’s next steps.

In terms of Manchester, a COVID19 Locality Planning Group had been established and would report to the Health and Wellbeing Board on Wednesday 18 March. He advised that the number of reported cases in Manchester had been misreported in Manchester and in fact it was three Manchester residents who had been infected by the virus. A further two people were being treated in Manchester hospitals but were not Manchester residents. He advised that nationally, 382 cases had been reported and number had not risen as sharply as some other European countries. The current approach of self-isolation was working well and plans were in place for more locality testing. The Locality Planning Group had established a number of workstreams, including communications, Schools/Early Years settings, homelessness and street based services, HROD (business continuity) and Primary Care work.

It was reported that restricting the spread of the virus amongst Adult Social Care and Care Homes remained a concern a priority and there was a need to ensure that Care Homes had appropriate Business Continuity Plans in place. On a positive note, the Director of Population Health advised that the number of new cases being reported of

people infected with the virus in Wuhan, the epicentre, was reducing daily and was now in single figures.

The Executive Member for Adult Social Care thanks all the staff involved in the co-ordinating work that had been undertaken to date. She explained that it was important that the Council, Councillors and residents listened and followed the advice of health professionals. She commented that business continuity plans would be subject to evolving discussions and that if any Members had any concerns she was happy to be a point of contact.

Decisions

The Executive thanks the Chief Executive and Director of Population Health for the update.

Exe/20/35 Minutes

Decision

To confirm the minutes of the meeting on 12 February 2020 as a correct record.

Exe/20/36 Manchester Climate Change Framework 2020-25

In November 2018, the Executive agreed to establish a science-based carbon reduction target for Manchester, which required the city as a whole to adopt a carbon budget of 15 million tonnes of CO₂ between 2018 and 2100. This would require a year-on-year reduction of at least 13%, emissions to be halved within five years, and lead to the city becoming zero carbon by 2038 at the latest. In March 2019 the Executive endorsed the Manchester Zero Carbon Framework 2020-38, as the city's outline approach to meeting its targets, as proposed by the Manchester Climate Change Partnership and in July 2019, the Council declared a climate emergency. This declaration recognised the need for the Council, and the city as a whole, to do more to reduce its carbon emissions and mitigate the negative impacts of climate change. It also demonstrated the Council's commitment to be at the forefront of the global response to climate change and to lead by example

In February 2020 the Climate Change Partnership published a final version of the Framework, the Manchester Climate Change Framework 2020-25. The Framework was intended to provide the overarching structure for organisations to 'plug-in' their own bespoke plans, guided by 15 actions, as set out in the report, with the delivery of organisations' plans to be supported and enabled by incentives, standards and infrastructure provided by the Manchester Climate Change Agency, the Council, Manchester's strategic partners, the Greater Manchester Combined Authority, UK Government and their agencies.

The report explained that to realise the zero carbon vision for the city the Framework committed to achieve four headline objectives:

- Staying within the carbon budget for the city;
- Climate adaptation and resilience;
- Health and wellbeing; and
- Inclusive, zero carbon and climate resilient economy.

In addition to the four headline objectives, the Framework also set out seven key areas where urgent action was required:

- Buildings (new and existing);
- Renewable energy;
- Transport and flying
- Food
- The things we buy and throw away;
- Green infrastructure and nature-based solution; and
- Supporting and enabling residents and organisations to act.

The Climate Change Partnership had invited the Executive to consider three proposals in relation to the Manchester Climate Change Framework 2020-25:

- Formally adopt the Manchester Climate Change Framework's aim, vision, objectives and targets as the definition of what Manchester needs to achieve in order to 'play its full part in limiting the impacts of climate change';
- On behalf of the city, endorse the Manchester Climate Change Framework as Manchester's high-level strategy for achieving the aim, vision, objectives and targets; and
- Deliver the Manchester City Council Climate Change Action Plan for the period 2020-25 in order to contribute towards the successful implementation of the citywide Framework.

It was commented that this report was one of the most important reports the Executive had had to consider for many years and it was reassuring to see that proposals to move to a green future were being developed in an Our Manchester way - working with residents and organisations to deliver this agenda. It was also reported that this year's Manchester Day would be themed around Climate Change, with Deansgate and St Stephenson Square closed to all vehicles and invitations to attend had been sent to Greta Thunberg and David Attenborough.

Members noted the hard work that had gone into developing the Framework and thanked all the officers involved for their contributions. An area of concern raised was the consequence of not achieving the required 13% reduction in CO₂ each year from now until the Framework was reviewed in 2023 and it was explained that if sufficient progress was not made in the first few years, then there would be a need to increase the percentage of CO₂ reduction for each year after, placing more pressure on the ability for the Council to achieve its 2030 zero carbon target.

It was also commented that the Framework was probably the most ambitious plan in Europe, if not the world, and that Manchester should be proud of the commitment it has made, with the work to be undertaken over the next five years being the most crucial. It was noted that other places across the country and the world would need to

develop plans that were as ambitious as Manchester's if real change to addressing climate change was to be achieved

It was noted that the report had also been considered at a recent meeting of the Neighbourhoods and Environment Scrutiny Committee and the committee had endorsed its recommendations (Minute NESC/20/19).

Decisions

1. To note the content of the Manchester Climate Change Framework 2020-25. Endorses the Manchester Climate Change Framework as Manchester's high-level strategy for achieving the aim, vision, objectives and targets
2. To adopt the Manchester Climate Change Framework's aim, vision, objectives and targets as the definition of what Manchester needs to achieve in order to 'play its full part in limiting the impacts of climate change'.
3. To agree to deliver the Manchester City Council Climate Change Action Plan for the period 2020-25 in order to contribute towards the successful implementation of the citywide Framework

Exe/20/37 Manchester City Council Climate Change Action Plan 2020-25

Manchester City Council's Climate Change Action Plan 2020-25 sets out the actions that need to be delivered to ensure that the Council plays its full part in delivering the city's zero carbon ambition.

It was reported that the Council has been working with partners to take action on climate change for over 10 years and had developed a series of action plans with associated targets, the most recent of which covered the 2016-20 period. The Council's previous CO₂ target was to reduce its direct emissions from buildings, energy and transport by 41% by 2020 from a 2009/10 baseline. The latest available data from 2018/19 revealed that a 48.1% reduction had been achieved.

The Climate Change Action Plan 2020-25 made a number of specific commitments:

- Deliver at least a 50% reduction in carbon emissions from the Council's buildings, energy and transport by 2025 (from circa 30-32,000 tonnes in 2019/20 to circa 15-16,000 tonnes in 2024/25) via a 13% year on year reduction;
- Report quarterly on progress against the actions in the plan and provide quantitative reports on data in tonnes of CO₂; and
- Become zero carbon by 2038 at the latest (based on the Tyndall Centre for Climate Research definition of zero which is at least a 95% reduction i.e. a reduction of 35,547 tonnes CO₂ from the 2018/19 total which would mean that the Council's direct emissions in 2037/38 would be less than 1,871 tonnes CO₂).

It was reported that the estimated savings which would need to be achieved over the next 5 years would be:

Direct Emissions Action 2020-25	Annual Carbon Saving (tonnes CO₂)
Completion of Phase 1 Buildings Carbon Reduction Programme	1,400
Completion of Phase 1 (a) Buildings Carbon Reduction Programme - ERDF Supported	400
Phase 2 of Carbon Reduction Programme	3,000
Large scale energy generation scheme	7,000
Completion of the final year of the street lighting LED replacement programme	220
Estimated carbon emissions saving benefit from the decarbonisation of the National Grid	800
Completion of the Civic Quarter Heat Network and connection to the Town Hall, Town Hall Extension, Art Gallery and Central Library	1,600
Replacement of half of waste fleet vehicles with Electric Vehicles	900
Reductions to the Council's Fleet through increase in number of Electric Vehicles	400
Reduction in staff travel via car, taxi, air, train	100
Total Estimated Savings	15,820

The Plan also set out the different roles the Council had, including enabling and influencing, reducing direct emissions and reducing indirect emissions.

The report highlighted that additional revenue and capital funding has been identified to respond to the 10 July 2019 Climate Emergency Declaration and to deliver the Plan which would be kept under review as further detailed funding for specific projects or programmes was agreed. It was explained that the Council's Zero Carbon Coordination Group and associated workstreams would be responsible for overseeing the implementation of the Plan and identifying additional sources of internal and external funding.

Members again, noted the hard work that had gone into developing the Action Plan and thanked all the officers involved for their contributions. It was commented that there was a clear commitment and momentum within local communities and amongst young people in wanting to tackle climate change and that the Council needed to harness this to help it achieve the commitments within the Plan. It was also commented that whilst some service areas had adopted a "business as usual" approach to integrating tackling climate change within the delivery of services, all Council services would need to quickly adopt this approach.

It was noted that the report had also been considered at a recent meeting of the Neighbourhoods and Environment Scrutiny Committee and the committee had endorsed its recommendations (Minute NES/20/20).

Decisions

1. To note the content of the Manchester City Council Climate Change Action Plan 2020-25.
2. To adopt the Manchester City Council Climate Change Action Plan 2020-25.
3. To delegate authority to the Deputy Chief Executive and City Treasurer, in consultation with the Executive Member for Environment, Planning and Transport, to update and amend the action plan as necessary; and
4. To note that future editions of the action plan to be reported to the Neighbourhoods and Environment Scrutiny Committee and published on the Council's website at: www.manchester.gov.uk/zerocarbon.

Exe/20/38 Planning and Climate Change

Manchester's commitment to climate change had been well documented, from adopting a science-based carbon budget of 15 million tonnes of CO₂ between 2018 and 2100 and endorsing the draft Manchester Zero Carbon Framework as the city's overarching approach to meet science-based targets on tackling climate change, to declaring a Climate Emergency in July 2019, which recognised the need for the Council, and the city as a whole, to do more to reduce its carbon emissions and mitigate the negative impacts of climate change.

The planning system was one of the ways which could help mitigate climate change and assist in influencing and supporting those involved in place-making and shaping the use of land and buildings. With regard to climate change there was a statutory duty on local planning authorities to include policies in their local plans that are designed to tackle climate change and its impacts. The revised National Planning Policy Framework (NPPF) (as of 2019) now included a stronger emphasis on future development, previously lacking in the older version, stating that plans must "pro-actively shape places in a way that contributes to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience". It further notes that local planning authorities need to take account of the Climate Change Act 2008.

The report explained that the Framework also contained policies on a wide range of other topics such as significantly boosting the supply of housing, the use of land and the importance of development being viable to willing developers. The balance between these factors was left to local planning authorities to strike through its Local Plan preparation. Manchester's current local plan, the Core Strategy was adopted in 2012 and was about to undergo a refresh and the Council's declaration on climate change would be at the heart of this review which would seek to align policy and processes to tackle this key issue.

It was also reported that whilst the NPPF may contain policies on climate change there was a distinct lack of practical advice and support to local authorities on how to secure a radical reduction in carbon emissions. For a local planning authority, the test was therefore how to address its vision for future development in the local plan process in the context of the NPPF. It was also recognised that there were other potential challenges at a national level which were likely to impact on the Council's climate change ambitions such as the deregulation of planning through the expansion of permitted development rights.

Prior to the adoption of the Council's development plan - the Core Strategy in 2012, the City's quality agenda was supported by the Guide to Development Supplementary Planning Document (SPD). Endorsed in 2007, this provided the step change to a more comprehensive set of environmental policies in the Core Strategy. And with regard to climate change, the SPD set out a requirement, which still existed today, for planning proposals to be supported by an Environmental Standards Statement. The Core Strategy now embedded the principles of the Guide and introduced a number of policies that sought to enhance the built and natural environment and incorporate local and global environmental protection in planning activity.

It was also reported that the submission of a Construction Management Plans (CMP) were encouraged, and although these were not material considerations for the local planning authority, the purpose of requesting a CMP at the planning stage was to seek early consideration of associated issues by relevant parties as it was recognised that these could cause concern in areas particularly of significant growth. It also allowed for potential amenity and environmental issues and mitigation measures to be identified.

In advance of the refresh of the Core Strategy, and to help steer developers and applicants and those who needed more encouragement, officers had been considering how the Council could strengthen its position to address climate change. One way to provide a greater focus on the issue was through the information required at application stage. The validation checklist was used to specify the documents that had to be submitted before an application could proceed. Whilst this was updated in 2018 to allow for greater transparency with regards to viability assessments, it would seem timely to amend the list further particularly regarding the requirements for and contents of an environmental standard and a sustainability statement.

It was further explained that as the Council worked towards its 2038 zero carbon target ambition through the local plan review, an updated evidence base, including that on low carbon and renewable energy generation, flood risk assessments which understood climate change scenarios, and consideration of the viability of development would be prepared. The focus would be on the ability of local policies to ensure that new buildings played a key role in delivering carbon reduction. Discussions with the industry had already highlighted that it was clear that many responsible developers already recognised that it was incumbent on them to address climate change issues and many contractors, developers and occupiers had an understanding of their corporate social responsibility and how important this issue was to decision makers.

Decisions

1. To note the report.
2. To agree to officers formally reviewing the Council's approach to address the challenge of responding to the climate emergency via the planning process in advance of changes to the Government's position on this issue following its recent consultation.
3. To request that officers commence a review of the local validation list and to commence work with stakeholders to establish a Manchester Building Standard with the aim to achieve the best possible standards in new design with respect to carbon performance in order to support local plan policy formation to inform the review of Manchester's local plan.
4. To delegate authority to the Director of Planning, in consultation with the Executive Member for Environment, Planning and Transport, to amend the process for consultation and adaptation of changes to the local validation list.
5. To endorse the development of guidance notes on retrofitting homes.

Exe/20/39 Re-designation of Northenden Neighbourhood Forum

The concept of Neighbourhood Planning was introduced through the Localism Act 2011. It enabled local community organisations (comprising at least 21 individuals) to initiate and produce Neighbourhood Development Plans and Neighbourhood Development Orders. In order to do this a community organisation needed to apply to the Council for the designation of a Neighbourhood Area in their locality; and also for designation of the organisation as a Neighbourhood Forum.

The Northenden Neighbourhood Forum (the Forum) had applied for a re-designation of the forum as required by the relevant Act and Regulations. In November 2013 the Council designated a Neighbourhood Forum and a Neighbourhood Area in Northenden. The Neighbourhood Forum designation expired in November 2018, whilst the Neighbourhood Area designation remained in existence. The current application, if approved, would re-designate the Forum for a new five year period.

It was reported that the consultation on the re-designation had run from 17 December 2019 to 4 February 2020, and had received responses from nine organisations and individuals. Five responses objected to the re-designation, one was in support and three were neutral. The representations had been taken into account when making the recommendation in relation to the Forum's application.

The assessment of the re-designation application, based on the analysis of the representations and the assessment of the Forum's application pointed to some concerns with respect to the prevailing situation with respect to the Forum. Notwithstanding the concerns identified, the overall conclusion was that the Forum should be recommended for re-designation.

It was explained that whilst re-designation was recommended, it was clear that the Forum could benefit from some further guidance to ensure the Forum worked effectively with locally elected members and the wider community in Northenden and how it may expedite renewed progress on a neighbourhood plan, taking account of any updated evidence base and ensuring a robust community engagement programme.

Decisions

1. To re-designate the Northenden Neighbourhood Forum organisation as a Neighbourhood Forum.
2. To instruct officers to provide the feedback, as set out in paragraphs 5.5 and 5.6 of the report, to the Northenden Neighbourhood Forum.

Exe/20/40 Wythenshawe Hospital Draft Strategic Regeneration Framework

Manchester University NHS Foundation Trust (MFT) have developed a draft Strategic Regeneration Framework for the transformation of the Wythenshawe Hospital Campus. The draft Framework envisaged the development of the Wythenshawe Hospital Campus and its surroundings as a sustainable health village over a 10 to 15 year period, enhancing the Hospital whilst diversifying uses to include complementary commercial, leisure and retail set within a high quality, greener public realm. These proposed outcomes were in line with the Council's existing Core Strategy policies for the Hospital and its surrounding area.

It was reported that the draft Framework addressed the opportunities to deliver a range of economic, social and environmental benefits for local residents and across Greater Manchester, whilst also placing net zero carbon ambitions for the Campus at the heart of the strategy. Importantly, the masterplanning work and strategy had considered future changes in accessibility and transport, including major investment in public transport and other strategic transport infrastructure that would enhance the accessibility of the site, as well as improved opportunities for walking, cycling and other sustainable transport planning.

At the forefront of the ambitions set out in the Wythenshawe Campus Strategic Regeneration Framework were the following key objectives:

- To create an enhanced clinical environment that was in line with modern standards and delivered a hospital that was accessible and welcoming for patients and visitors;
- To achieve net zero carbon development across the masterplan in line with the commitments of MFT, Bruntwood and Manchester City Council;
- To deliver inclusive growth, ensuring that the local community derived maximum benefit from the investment into the Campus including (through job creation), local employment and training opportunities;
- To support a masterplan that provided a range of employment, including jobs that could contribute towards a rise in productivity and pay in the foundational sectors of the economy, such as retail and social care;

- To create world class research facilities to support the work of clinicians and academics in keeping MFT at the forefront of innovative developments in healthcare;
- To ensure that MFT continues to attract the best people to work at the Wythenshawe Campus and to create a safe, efficient and stimulating work environment; and
- To maximise the opportunities to develop MFT land for commercial uses which supported the work of MFT.

It was reported that the benefits to be secured for Wythenshawe, Manchester and Greater Manchester that would arise from the proposals set out in the draft Framework for the Wythenshawe Hospital Campus and its surroundings were potentially very significant

It was explained that subject to the approval, the intention was that the draft Framework would be the subject of a public consultation exercise that would take place between March and June 2020 involving landowners, local residents, businesses, developers, statutory and non-statutory bodies and other local stakeholders. Feedback would be gathered to help refine and finalise the Framework. Once the representations had been assessed, a final version of the Framework, incorporating any necessary amendments, would be brought back to a future meeting of the Executive for consideration and approval.

Councillor Andrews, Ward Councillor for Baguley, was invited to comment on the report. He welcomed the proposals commenting that all local ward councillors were in support of the redevelopment of Wythenshawe Hospital. He raised concerns in relation to the potential impact of construction traffic to local residents and the local area once redevelopment commenced and requested that the Executive worked with its partners, including Transport for Greater Manchester, to ensure that the impact to residents was mitigated as best as possible

Decisions

1. To endorse the Wythenshawe Hospital Campus Strategic Regeneration Framework as a basis for public consultation.
2. To request that in advance of a final version of the Framework being approved, a further report is brought back to the Executive following the public consultation exercise, summarising the consultation responses and any amendments that have been made to the Framework as a result and to include detail on proposal as to how the site will be serviced during construction and by public transport thereafter.

Exe/20/41 Manchester Fort Draft Strategic Regeneration Framework

The Manchester Fort Shopping Park was established as a bulky goods shopping destination in 2004 and had since evolved into one of the largest and most successful retail parks of its kind in the North West. It was a well-known feature of the City's shopping landscape. The Park occupied a strategic location in North

Manchester; adjacent to the intersection of the main radial routes of Cheetham Hill Road and Queens Road and played a significant role in contributing to the economy and social wellbeing of Manchester and complements the City Centre and established district centres of Cheetham Hill, Harpurhey and Newton Heath.

The owners of the Park were now looking to continue their long-term investment and commitment to ensuring that the Park continued to play its part in the continued regeneration, revitalisation and growth of North Manchester. It was noted that the Park was also located adjacent to the Northern Gateway area, which extended northwards from the edge of the City Centre to Queen's Road, incorporating the neighbourhoods of New Cross, Collyhurst and the Lower Irk Valley. Over the next 10 to 15 years, the Council, working with Far East Consortium (FEC) intended to bring forward up to 15,000 new homes in this location and the Park would play a key part in the local retail offer for new and existing residents in the Northern Gateway.

The vision established in the draft Development Framework sought to make much more of the space currently dominated by the remnants of the bulky goods offer through a comprehensive redesign of this section of the Park.

It was envisaged that the redesign could be achieved through the sub-division or remodelling of the existing bulky goods floorplates facilitating a significant enhancement of the Park's offer by creating an opportunity to deliver smaller, more flexible units capable of accommodating a variety of new formats, as and when leases came up for renewal or of earlier opportunities arose. It was explained that the vision may not be realisable in the short term, but it was important to set a positive context for the future, to support and encourage investment that sustains and enhances the Park.

Within the Park as a whole, the draft Framework envisaged some broadening of the retail offer, with the potential for a convenience food offer to help diversify and provide greater resilience for the Park, subject to proportionate testing of impact and alternative locations.

It was explained that the Park owners (Nuveen) had already undertaken a period of informal public consultation which provided the local community with an opportunity to view and comment on the draft Development Framework at an early stage of its preparation. This public consultation was publicised through approximately 2,000 information leaflets distributed to the surrounding community, social media posts and posters in community venues. Two public consultation events were held at the Shopping Park in July 2019 to provide local residents and stakeholders with the opportunity to find out more and to comment on the initial draft document. There was also a dedicated project website which hosted the consultation materials and an online feedback form.

It was reported that the intention was to now undertake a more formal consultation exercise with residents, shoppers and wider stakeholders focused on the detailed proposals set out in the Draft Framework. Subject to the approval, the intention was that the draft Framework would be the subject of a public consultation exercise that would take place in Spring 2020 involving landowners, local residents, businesses, developers, statutory and non-statutory bodies and other local stakeholders.

Feedback would be gathered to help refine and finalise the Framework. Once the representations had been assessed, a final version of the Framework, incorporating any necessary amendments, would be brought back to a future meeting of the Executive for consideration and approval.

Decisions

1. To approve the draft Framework as a basis for a public consultation exercise that will be undertaken with the local community and other stakeholders.
2. Requests that a further report be brought back to the Executive following this public consultation exercise, setting out the details of the outcomes of this process and any amendments that have been made, in advance of a final version of the Framework being approved.

Exe/20/42 The Strategy to further improve Children Social Care Services

Following Ofsted's inspection in 2017 which judged Manchester's Children's Services to no longer be inadequate, the service had continued to make progress and improvements in the services it provided. This was evidenced through independent peer reviews and through Ofsted's focused visits in 2018 and more recently December 2019. However, it was evidently clear in order for the service to continue to make improvements as the Council strived for Manchester's Children's Services to be judged a 'good or better' by Ofsted, a key success factor was for there to be a stable, talented and confident workforce.

It was explained that failure to achieve this could potentially undermine and reverse the progress that has been made to date, thus bringing a reputational and arguably financial risk the council. Consequently, the proposed strategy was intended to be flexible/adaptive in order to respond to changing fiscal and social policy over the next five years. As a result, the strategic approach to service delivery would continue to be informed by a dynamic Directorate Business Plan which would be focussed on delivering safe, effective and efficient services.

In addition, the approach to service planning, delivery and service improvement and the basis for the services strategic endeavours would continue to be informed by the 'Our Manchester' behaviours, principles, relationship focussed practice, the signs of safety, passionate about our ways of working and performance; tracked and monitored via measurable goals and objectives articulated in our service practice model (Our Practice in Manchester) and Directorate Plan.

It was highlighted that improving the quality of social work practice was a key short, medium and long term priority for the service. To date, there had been significant progress with regards to the 'infrastructure' to support and underpin this and continuous improvement through self-assessment was now an embedded approach and would continue throughout the next five years. As such, the report set out the following financial incentive proposals for the recruitment and retention of social workers, the impact of which would be reviewed 18 months after implementation and in accordance with the market rate policy to measure the success of the approach:

Social Worker Level 1	£2,000 retention payment after 2 years' service; paid either in a lump sum or alternatively in 3 instalments of £666 on their 2 year anniversary, 6 months later and a further 6 months after that. We propose to engage staff on the preferred option.
Senior Social Worker	£5,000 market rate supplement,
Team Manager	Continuation of £5,487 market rate supplement - supported with a consistent and clear set out objectives identified in About You.

It was noted that the aim of these proposals was to mitigate against a twofold risk associated with an unsuccessful recruitment and retention strategy and a continued reliance on high cost agency staff, who by the nature of their employment are less likely to buy into the organisation's vision and objectives.

Furthermore, it was explained that the proposed the initiatives as set out in the report would cost £2.335m in 2020/21, reducing to £2.061m from 2021/22 onwards and would be funded through the effective use of:

- The Social Care Grant as indicated in the current budget plan for 2020/21.
- Application of a vacancy factor of 10%, which is a reduction of 10% against the performance since September 2019 and would be considered 'healthy; this would compare favourably to a national turnover and vacancy rate. In addition this also allows for student/new social workers to come into the service thus bringing a dynasim and creating opportunities for progression.
- Incorporating the current 'Families First Team' within Manchester's Early Help Service to strengthen and extend the reach of the Troubled Families programme, which will release monies that then can be redirected and avoid any compulsory redundancies.

Decisions

1. To note that the grading and pay changes referred to in the report will be considered by the Personnel Committee or dealt with under powers delegated to Chief Officers.
2. Having given due regard to the strategic ambitions, challenges in recruitment of qualified children and families social workers in order for the Council to have a stable, confident and talented social work workforce, to approve the funding proposals to provide the budget for the grading and pay changes referred to in the report.
3. Agrees that the service continues to actively promote the successes, initiatives and activity of the Education and Children Services and Neighbourhood

Directorates in order to continually improve the experiences and outcomes of Manchester's children and young people.

Exe/20/43 Capital Programme Update

A report concerning requests to increase the capital programme was submitted. The report explained that all capital projects were reviewed throughout the approval process with regard to the contribution they can make to Manchester being a Zero-Carbon City. Projects did not receive approval unless the contribution to this target was going to be appropriate.

It was agreed to recommend six changes to the Council and to make a further three changes under delegated powers. These changes would increase the capital budget by £25.615m across 2019/20 to 2021/22, funded from borrowing, invest to save initiatives, government grants and capital receipts.

The report also provided a progress report on the Special Educational Needs and Disabilities (Education Basic Needs) project. The project included three expansions to existing special schools which met the needs of Manchester residents with an Education, Health and Care Plan. All projects had been developed to RIBA stage 2 design and were currently progressing to stage 3. All planning applications were due to have been submitted by April 2020 and works were expected to commence on site from May 2020 onwards with completion of schemes in summer 2021. The total anticipated cost of works being brought forward would be £20.2m funded by government Education Basic Need grant.

Decisions

1. To recommend that the Council approve the following changes to the Council's capital programme:
 - a) Growth and Development – Piccadilly Gardens Phase 1. A capital budget virement of £1.811m is requested, funded by Sustaining Key Initiatives budget.
 - b) Growth and Development – HOME Arches Phase 1. A capital budget increase of £0.215m is requested, funded by Borrowing.
 - c) Neighbourhoods - Purchase of Electric RCV's. A capital budget increase of £9.4m is requested, funded by £5.7m Borrowing and £3.7m Invest to save.
 - d) Public Sector Housing - Northwards Housing 2020/21 Capital Programme. A capital virement of £10.406m is requested from Northwards Housing Unallocated, funded by HRA (RCCO).
 - e) Growth and Development – Carbon Reduction Programme Phase 2. A capital budget increase of £15m is requested, funded by Borrowing.
 - f) Growth and Development – Carbon Reduction Action Plan Delivery. A revenue budget increase of £1m is requested, funded by Capital Fund.
 - g) Growth and development – Greening of the City. A capital budget increase of £1m is requested, funded by Capital Fund.

2. To approve the following changes to the City Council's capital programme:-
 - a) Highway Services – Levenshulme Active Neighbourhoods Early Works. A capital virement of £0.327m is requested from Highways Investment Programme, funded by Borrowing.
 - b) Children's Services – North Ridge High School – Special Capital Fund Additional Funding. A capital virement of £0.477m is requested from Special Educational Needs Grant Unallocated, funded by Government Grant.
 - c) Public Sector Housing – Housing Delivery Model. A revenue budget increase of £0.100m is requested, funded by Housing Investment Fund.
3. To note the update on Special Educational Needs and Disabilities (Education Basic Needs) project.

Exe/20/44 Revenue Budget Update 2020/21

The Council's revenue budget for 2020/21 was approved at Full Council on 6 March 2020 (Minute CC/20/17). The budget contained investment for priority areas including £9.9m for Children's Services, £23.3m for Adult Social Care and £1.352m for Homelessness. It also included £7.5m of efficiency savings, of which £4.6m were being reinvested back into the budget.

At that meeting the Council had also approved an amendment to allocate a budget of £250k in 2020/21 for a one-off Spring Challenge Fund. The purpose of the funding was to provide a sustainable approach to improving neighbourhoods. This was to be funded from the Council's revenue contribution to capital budget that was held as part of the capital financing budget and was included within the revenue budget. Now the amendment had been formally approved Executive was asked to comment on how the Challenge Fund should be implemented.

It was also noted that two further budget proposals had been referred to the Executive by Full Council. Both were budget amendments that were not put to Council but were instead referred to the Executive for consideration. These were not yet included in the Revenue Budget for 2020/21:

- To allocate a budget of £960,000 phased equally over three years to enable the Council to make available a £10,000 per annum Green Neighbourhood Investment Fund in each of the 32 wards, encouraging our neighbourhoods to participate in carbon reduction on a community-led basis shaped by the priorities of the Manchester Climate Change Action Plan; to be funded out of the proposed £2.079m contribution to the Business Rates Reserve for 2020/21.
- To allocate a budget of £960,000 phased equally over three years to enable the Council to deliver a programme of target hardening (including further alleygating) in areas of benefit; to be funded out of the proposed £2.079m contribution to the Business Rates Reserve for 2020/21 and to allocate a

budget of £1.5m to enable the Council to deliver road safety and traffic calming schemes in areas of need; to be funded from On Street Parking Reserve.

The Executive was also asked to comment on the approach they would like to take in consideration of these two budget proposals.

The report also detailed proposed additional capital funding of £15m to support the work to reduce the carbon produced from the Council's operational estate and £1m for greening the city both of which, if supported, would be incorporated into the Council's Capital budget. It also included the establishment of a revenue budget increase of £1m funded by the Capital Fund. This was to fund a dedicated team to deliver the commitments within the Carbon Reduction Plan.

Finally, there was a recommendation in the Capital Update report for a revenue budget increase of £100k funded by the Housing Investment Reserve. This initial investment was to provide additional capacity to allow work to establish the viability of a Manchester bespoke scheme, identify indicative land and any title or grant issues, and develop a report leading to full approval of a model by summer 2020.

Decisions

1. To note that the £250k amendment for the Spring Challenge Fund has been approved by Full Council and agrees that where suitable proposals are put forward from residents and/or community groups, these are reported by Ward Members to the relevant Executive Member who will consult with the Executive Member for Finance and Human Resources to determine approval of any funding.
2. To agree that in respect of the above, final approval of any funding requests from residents and organisations in the Moston Ward (the ward of the Executive Member for Finance and Human Resources) be in consultation with the Leader of the Council rather than the Executive Member.
3. To defer consideration of the amendment from Councillor Stanton for a Green Neighbourhood Investment Fund, until all local ward plans have been accumulated which would identify areas of spend to tackle carbon reduction, which was likely to be September 2020.
4. To defer consideration of the amendment from Councillor Kilpatrick's for a programme of target hardening (including further alleygating) until there is greater certainty of the Council's future budget position.
5. To note the revenue budget position for 2020/21 as amended to include the additional budget changes summarised in section 2 of the report and that these changes are subject to Full Council approval on 25 March 2020.
6. To note that Council referred two further budget amendments to the Executive for consideration.

Exe/20/45 Our Town Hall Project - Decision on the Notice to Proceed

In a report to Executive in December 2018, it was noted that Lendlease had been selected as the preferred Management Contractor for the Our Town Hall (OTH) project (Minute Exe/18/120 refers).

The Council had engaged Lendlease as its Management Contractor to manage the project, procure the works, advise on risk and to contract with works package contractors who had the primary responsibility for undertaking the works. The Management Contractor would assume the financial and contractual burden associated with administering the works packages, but would not undertake any of the construction works itself. The Management Contractor was to be paid a fee for its services (split between the pre-construction period and the construction period) and be reimbursed the cost of its preliminaries and overheads.

The contract with the Management Contractor required that before the Council issued the Notice to Proceed (NTP) it had to satisfy itself that a number of key documents and dates had been agreed with the Management Contractor, including the supplemental particulars, project cost plan, date of completion, and the preliminaries cost schedule. It was reported that these documents had been agreed

The original capital budget for the Town Hall project of £306.1m was approved by Executive on 8 February 2017 (Minute Exe/17/27 refers) as part of the Council's Capital Programme. Since that time the project had been through various stages of design, with the budget re-based at RIBA Stage 3 within an overall capital envelope of £305.2m. The capital movement between the original budget at February 2017 and latest budget of £305.2m was made up of transfers from the capital budget to support costs which could not be capitalised. These included design team expenses, programme managements costs, communications and minor changes on planned preventive maintenance.

At the point of NTP, the forecast capital cost projection remained at £305.2m. This allowed for budgets set aside to address residual risk and which would incorporate the costs of inflation movements, changes in scope/design and general contingencies. The overall construction budget was £243.483m. This included the value of the project cost plan and contract to be entered into with the Management Contractor, costs incurred prior to the appointment of the Management Contractor, and an allocation for other specific costs and contingencies.

Following consideration of the proposal to issue the Notice to Proceed by the Resources and Governance Scrutiny Committee at its meeting on 24 February 2020 (Minute RGSC/20/17 refers) the Deputy Chief Executive and City Treasure had taken the key decision to approve Capital Expenditure of £243,483,000 to Our Town Hall Notice to proceed with the main contract.

Decisions

1. To note that on the basis of the Tranche 1 Works Packages procured to date (60% by value), and the level of design readiness to procure the balancing Tranche 2 (40%) packages, the project was suitably advanced for the Council

- to Commit to Construct, noting the arrangements that are in place to manage the risk of cost and programme overrun in the Tranche 2 Works Packages.
2. To note that a date for completion of 22 December 2023 had been agreed with the Management Contractor.
 3. To note that the Decision to give Capital Expenditure (Construction) approval to Our Town Hall in the sum of £243.483m was made, and published 27 February 2020. This decision had been considered by the Resources and Governance Scrutiny Committee at its meeting on 24 February 2020, at which it endorsed the proposed recommendations. The Notice to proceed with the main construction works was to be issued to the Management Contractor (Lendlease) and construction would commence on site in March 2020.

Exe/20/46 Establishment of new trading company as a vehicle for claiming exhibition tax relief at Manchester Art Gallery

Museums and Galleries Exhibition Tax Relief (MGETR) was introduced by the Government on 1 April 2017 and was a tax relief for museum or gallery-related companies (which could include a charity or other entity that did not actually pay any corporation tax) who created and installed new exhibitions, with 16% of the eligible costs of creating and installing exhibitions (including staffing and premises costs) able to be claimed back.

It was explained that a qualifying company must either be a charity that maintained a museum or gallery or a wholly owned subsidiary of a charity or local authority that maintains a museum or gallery.

As such it was proposed that approval be given to the establishment of a City Council wholly owned trading company called Manchester Art Gallery Exhibitions Productions Company Ltd (MAGEP). Once established this would enable the Manchester Art Gallery to benefit from the Government exhibition tax relief scheme in line with the budget efficiency proposals.

Decision

1. To agree to the establishment of the Manchester Art Gallery Exhibitions Productions Company as set out in this report. The arrangements would be finalised subject to final due diligence and further tax advice.
2. To delegate authority to the City Solicitor and Deputy Chief Executive and City Treasurer in consultation with the Executive Member for Skills, Culture and Leisure to take all necessary steps to establish the Company and set up appropriate Governance arrangements to give effect to the above resolution.

Exe/20/47 Future Dates and Times of Executive meeting

The Chair informed Members that there was a need to hold an additional meeting of the Executive which would meet on Wednesday 25 March at 8:30am. He also informed Members of a proposal to move the time of the Executive meetings in the 2020/21 Municipal Year from 10:00am to 2:00pm.

Decisions

1. To note that a further meeting will be scheduled for Wednesday 25 March at 8:30am.
2. To note that the time of the Executive meetings in the 2020/21 Municipal Year move from 10:00am to 2:00pm

Exe/20/48 Exclusion of the Public

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/20/49 Proposed Disposal of 16 - 18 Bennett Road, Crumpsall

The Executive considered a report of the Strategic Director (Growth and Development), on a proposal to dispose of a property at less than best value to Manchester Jewish Housing on the condition that they refurbished the property as either 2 or 4 dwellings and that those properties were let at social rent levels and subject to scrutiny of the costs and income by the Head of Development.

Decisions

1. To authorise the disposal of the property at less than best value to Manchester Jewish Housing Association on the terms as set out in the report.
2. To authorise the Head of Development and the Head of Housing Services to finalise the terms of the transaction and for the City Solicitor to execute the necessary documentation.