

## **Report to CABINET**

### **Eastern Gateway at Oldham Mumps**

**Portfolio Holder:** Cllr Sean Fielding, Cabinet Member for Economy and Enterprise (Leader)

**Officer Contact:** Roger Frith, Interim Director of Economy

**Report Author:** Julie Burke, Team Leader, Ext. 4290

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#### **Reason for Decision**

To seek Cabinet approval for the delivery strategy for the Eastern Gateway development, site A at Mumps.

#### **Executive Summary**

The Mumps Area/Eastern Gateway is a key area of opportunity and a catalyst for the regeneration of the Town Centre and the wider area. Development of the TfGM Park and Ride site at Mumps/ Prince Street is the first phase of a wider Masterplan, prepared by BDP in 2014, which set out a vision for a new Town Centre residential neighbourhood and a major new retail development to bolster Oldham's Town Centre retail offer.

In order to release the retail site for development, a replacement TfGM Park & Ride facility was required and Growth Fund 2 monies was allocated towards the cost. The replacement car park was completed in January 2017, with the land swap completing mid-March 2017.

An outline proposal has been approved in principle by several interested parties who have now provided offers for the site. The offers have been appraised by officers and external consultants. Whilst any agreement would be subject to a number of conditions precedent, the Council is now in a position to decide on the delivery strategy for the Eastern Gateway, site A.

#### **Recommendations**

That Cabinet:

1. Approves the delivery strategy for The Eastern Gateway, site A.

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2. Notes the current proposals in the delivery strategy for the remaining sites, approval of which will be sought subsequent to this report:
  3. Authorises further recommendations as outlined in the report in the restricted part of this agenda.
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## Eastern Gateway Developments at Oldham Mumps

### 1.0 Background

The Oldham Prospectus and Investment Framework (2013) identifies the Mumps Area/ Eastern Gateway as a key area of opportunity and catalyst for the regeneration of the Town Centre. In December 2012 the Council and Transport for Greater Manchester (TfGM), who have significant land interests in the area, signed a Memorandum of Understanding to agree to work together to identify and develop investment opportunities in the area.

Key to the regeneration of the wider area is the development of the TfGM Park and Ride site at Mumps/Prince Street and the adjoining land and buildings on Rhodes Bank. The development of these sites is seen as the key to the future redevelopment of the Prince St, Yorkshire St and Eastern Gateway area in the new tram era.

Site A is the first element of the Eastern Gateway Masterplan to be brought forward. The masterplan sets out a vision for a new Town Centre residential neighbourhood of new homes, together with new retail development to bolster Oldham's Town Centre retail offer, and build upon the wider improvements within the Town Centre, such as the transformation of the Old Town Hall.

### 2.0 Current Position

#### 2.1 Mumps Metrolink Park and Ride

The replacement TfGM Park & Ride was completed in January 2017, with the land swap completing mid-March 2017.

#### 2.2 Site A: Retail and Hotel

Following the decision by M&S in 2016 not to progress with a department store in Oldham, officers have been considering the feasibility for a revised scheme comprising retail and hotel uses. This scheme has been approved in principle by the remaining interested parties who have now provided offers for the site. The offers have been appraised by officers and external consultants and any agreement would be subject to a number of conditions precedent.

The revised scheme avoids BT fibre optic cables and the need to divert the deep sewer beneath the site which had contributed to significant time and financial costs in the original scheme.

#### 2.3 Site B – Office and Retail/Business

Due to the geometry of site B, it lends itself to retail/ business use at ground floor with office space above. Officers will consider further options for the delivery of development on site B, and will seek further approvals regarding the delivery strategy.

#### 2.4 Site C – Car Park

Once redeveloped for the retail and hotel scheme, the existing pay & display car park on site A will no longer exist. This in turn will leave a deficit in available public car parking in the Mumps area. Whilst the TfGM Park and Ride facility and the new car park for site A will be available, this will only be for use by their respective customers/ users. Car parking for

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use by businesses in the area, or visitors to those businesses must seek alternative options in the town; the distance of travel to which could potentially have an impact on the decision of new businesses to invest in the Mumps area. The need to provide parking for local use is therefore still considered to be significant. Officers will obtain professional fees and construction costs for the delivery of a car park on site C prior to obtaining further approval for its delivery.

## 2.5 Site C – Residential

Officers will consider further options for the delivery of residential use on the remainder of site C and will seek further approvals regarding the delivery strategy.

## 2.6 Site D – Residential

The original scheme had proposed the conversion and extension to the building for residential use and there is no cause to alter this proposal. However, once an announcement regarding the development of site A has been made, Officers will undertake a new marketing campaign for the site as this is likely to be more successful once the market can see significant investment by the private sector in the area.

## 2.7 Site E (Southlink) – Residential

Officers will consider further options for the delivery of residential use on site E and will seek further approvals regarding the delivery strategy.

## 2.8 Planning Strategy

The previous retail scheme was approved by the planning committee in April 2016, but due to the material change for the revised scheme on Site A, a full planning application would need to be submitted. The proposals for the remaining sites may not be fully consistent with the approved plans therefore will likely require new applications.

## 3.0 Options

### 3.1 Option 1: Sell Site A

The Council to sell site A.

Option 2: Do Not Sell Site A

The Council does not sell site A.

### 3.2 Preferred Option

Option 1: Sell the site

Option 1: The Council to sell site A.

## 4.0 Consultation

Consultation has been held with external professional advisors.

## 5.0 Financial Implications

Financial implications are covered in the report in the restricted part of this agenda.

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## 6.0 Legal Services Comments

Legal implications are covered in the report in the restricted part of this agenda.

## 7.0 Co-operative Agenda

This report is intended to build upon Oldham's Council's Corporate Plan "Delivering a Cooperative Oldham" (updated 2013) and in particular one of its key objectives – 'A productive place to invest where business and enterprise thrive'.

There are 4 key work programmes within the Corporate Plan that will help achieve this objective;

- Invest in Oldham
- Get Oldham working
- Destination Oldham
- Campaigning Oldham

The recommendations contained within this report are intended to make a significant contribution to the Corporate Plan and the key work programmes listed above.

## 8.0 Human Resources Comments

Not applicable.

## 9.0 Risk Assessments

As set out in the report in the restricted part of this agenda.

## 10.0 IT Implications

None envisaged.

## 11.0 Property Implications

Property implications are covered in the report in the restricted part of this agenda.

## 12.0 Procurement Implications

Procurement implications are covered in the report in the restricted part of this agenda.

## 13.0 Environmental and Health & Safety Implications

Environmental implications are covered in the report in the restricted part of this agenda.

## 14.0 Equality, community cohesion and crime implications

None.

## 15.0 Equality Impact Assessment Completed?

No.

## 16.0 Key Decision

Yes.

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17.0 Key Decision Reference

ECEN-15-18

18.0 Background Papers

None.

19.0 Appendices

Appendices as attached to the report in the restricted part of this agenda.

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