

**ECONOMIC REGENERATION AND TRANSPORT SCRUTINY PANEL
MIDDLEHAVEN REGENERATION – ACTION PLAN**

DATE: 1 December 2015

SCRUTINY RECOMMENDATION	PROPOSED ACTION	BY WHOM	BUDGET COST	TIMESCALE
<p>1. That the significant progress that has been made at Middlehaven is promoted, through methods such as Love Middlesbrough. Publicity should highlight involvement of stakeholders and partners, levels of investment and future plans. The informative Middlehaven website (www.middlehaven.co.uk) is also a useful promotion tool, although action is needed to ensure that it is kept up to date.</p>	<p>The regular monitoring and update of the Middlehaven website has now been built into officer work programmes. Time will be dedicated bi-monthly to review and update the information on the Middlehaven website, and associated Council website pages.</p> <p>Stakeholder testimony is a valuable tool. Where appropriate, publicity generally includes acknowledgement of stakeholders where they have a direct input into a given scheme. Stakeholder involvement will continue to be acknowledged.</p>	<p>Sam Gilmore/ Marketing Team</p>	<p>The cost of a plan will be covered from existing budgets.</p>	<p>Bi- monthly monitoring and updates. Ongoing.</p>
<p>2. That work is continued to develop and promote links and dialogue between Middlesbrough Council, partner agencies and all local stakeholders in respect of future development at Middlehaven. This should include:</p>	<p>a. Middlehaven officers are in regular liaison with Middlesbrough College and other key stakeholders, to explore mutually beneficial joint-working. A recent example is the Council-coordination of LGF bids which included five</p>	<p>Sam Gilmore</p>	<p>All costs will be covered from within existing budgets.</p>	<p>a. Officers will continue regular dialogue with College colleagues. – ongoing.</p>

APPENDIX B

<p>a. Working with Middlesbrough College to ascertain how its Master Plan/vision can be best achieved in conjunction/co-ordination with Middlesbrough Council's Master Plan for Middlehaven.</p> <p>b. Determining how best, or whether, leisure and business opportunities provided by the River Tees can be developed. Possible future uses for the river in the longer term should be examined and dialogue undertaken with landowners to examine the feasibility of improving public access to the river bank to promote/enhance its use as a leisure attraction.</p> <p>c. Ensuring that the views of all local stakeholders are sought and taken into account in any future development proposals.</p>	<p>Middlesbrough College submissions for the Middlehaven area.</p> <p>b. The main body of the River Tees is an active commercial shipping lane, flanked largely by occupied industrial wharfage. That said, a long term ambition would be to make better leisure and recreation use of the Tees. An early opportunity would be to make use of the (recently-adopted) dock basin. Various uses are being explored for this area, including working with Middlesbrough College.</p> <p>c. Bi-monthly meetings are specifically held with Middlehaven stakeholders. This provides a forum to address emerging issues and inform stakeholders of development proposals</p>			<p>b. any emerging opportunities to enhance the usage at Middlesbrough dock will be reported to Executive for consideration.</p> <p>c. Middlehaven stakeholder meetings will continue to be held bi-monthly – ongoing.</p>
<p>3. That a review is undertaken of all areas of public spaces at Middlehaven that are under the Council's control. This should be with a view to ensuring a consistent, and as high as possible, standard of maintenance.</p>	<p>By the end of 2015, a report will be taken to the Executive to outline options for the service assignment of maintenance responsibilities, following the Council's acceptance of an asset transfer from the Homes and Communities Agency (HCA) and associated Dowry.</p>	<p>Sam Gilmore</p>	<p>All costs will be covered from within existing budgets, or through assignment of Dowry</p>	<p>Dowry usage and apportionment report – December 2015</p>

APPENDIX B

	This process will involve negotiations with service areas to arrive at a comprehensive and universal maintenance plan for Middlehaven.		funding.	
4. That, in view of the improved road links that will be created following the building of the dock bridge, consideration is given to how/whether public transport links can be improved to Middlehaven, particularly in view of the large number of students now attending Middlesbrough College. The college should be invited to consider how it might support this process.	The establishment of bus routes is typically based on commercial viability and demand factors along the route. As the number of facilities and attractions at Middlehaven increase, the viability of additional public transport services improves. Along with a contribution to the dock bridge the recent mixed-use development at Gateway Middlehaven has allocated £150,000 in Section 106 funding to contribute toward improved public transport provision.	Sam Gilmore / Derek Gittins	£150,000 is committed through the Section 106 agreement with the adjacent Gateway Middlehaven development.	Options for the most prudent application of this funding will be presented within six months of receipt, or completion of the dock bridge, whichever is the latter.
5. That, given the increasingly high profile of the Middlehaven regeneration schemes and progress made to date: a. Work is continued to determine how the non-ownership issue in respect of the former floating nightclub that is moored on the River Tees can be resolved as a matter of urgency and the vessel removed. b. The owner of the large disused crane at Middlehaven is contacted to ascertain whether anything can	a. The Tuxedo Royal vessel is officially ownerless. The previous owner was liquidated and the Receiver successfully applied to not have the vessel associated to them. In such circumstances usually, the vessel would revert to the State, but the Treasury Solicitor also successfully applied to disclaim any interest in it (claiming the vessel is of no value and is not cost effective to dispose of subject to existing and potential liabilities), and so the vessel	Sam Gilmore	No direct costs anticipated.	a. Project officers will make further contact with the environment agency to see if any disposal or relocation options can be progressed. b. new occupants will be contacted

APPENDIX B

<p>be done to improve its appearance, with removal being the preferred option.</p>	<p>was effectively declared "bona vacantia" (without owner).</p> <p>b. Officers understand that there is a party interested in occupying part of the Able UK land, including the area siting the crane. It is understood that the crane may be removed as part of the applicant's development proposals.</p>			<p>about their proposals for the crane by March 2016. Outcomes to be reported to the Scrutiny Panel.</p>
<p>6. That the Council continues to work with Terrace Hill Group in order to secure tenants for the vacant retail units at the Western Gateway development as soon as possible.</p>	<p>Although a private development in private ownership, work will continue to ensure that the Council can support the attraction of occupants to the vacant retail unit(s).</p>	<p>Sam Gilmore</p>	<p>No direct costs anticipated.</p>	<p>Ongoing</p>
<p>7. That the panel's previous support for a swing bridge over Middlesbrough Dock is re-iterated as this provides the most flexible option for future use of the dock. However, costs are recognised as important and any solution needs to be affordable and cost-effective.</p>	<p>A report on the options for the Dock Bridge is in preparation and will be submitted for Executive consideration in early 2016.</p>	<p>Derek Gittins</p>	<p>Exact costings to be determined</p>	<p>Executive report complete by March 2016.</p>