

# Cabinet

8 May 2017

**Present:** N Redfearn (Elected Mayor) (in the Chair)  
Councillors CA Burdis, EN Darke, R Glindon, IR Grayson,  
M Hall, JLL Harrison, CB Pickard, JJ Stirling and  
A Waggott-Fairley

**In Attendance:** O Daniel (Young Mayor)  
D Bavaird (Business Sector)  
R Layton (North Tyneside JTUC)

## **CAB162/05/17 Apologies**

Apologies were received from A Caldwell (Age UK) and S Scott (Northumbria Police).

## **CAB163/05/17 Declarations of Interest and Dispensations**

Councillors R Glindon and CB Pickard each declared a registerable personal interest in item 8(a) Delivering Housing Growth – Business Case for Wallington Court (Minute CAB170/05/17), as they were both Directors of North Tyneside Trading Company, North Tyneside Trading Company (Consulting) Limited, North Tyneside Trading Company (Development) Limited, North Tyneside Trading Company Aurora Properties (Sales) Limited and North Tyneside Trading Company Aurora Properties (Rental) Limited. A dispensation had been granted to both Councillors Glindon and Pickard in relation to the main Trading Company appointment.

## **CAB164/05/17 Minutes**

**Resolved** that the Minutes of the meeting held on 10 April 2017 be confirmed and signed by the Chair.

## **CAB165/05/17 Report of the Young Mayor**

The Young Mayor reported on the following activities in which he, Young Cabinet Members and/or Youth Councillors had been involved:

- Youth Councillors had held a car wash and raised £80 for the Young Mayor's chosen charity Depaul, a young people's homeless project.
- The Children's Council and Youth Councillors had taken part in a big spring clean up at the Rising Sun Country Park.
- The Young Mayor had attended the first meeting of the Youth Select Committee on body image. There were 11 young people taking part from around the country. Youth Councillor, Rebecca Moore had been voted as the Vice Chair of the committee. The committee planned to get together in July.
- The Regional North East Children in Care Council had been on a 3 day residential at Kielder to plan their next campaign for change for 2017. Thirty three young people had attended from 10 authorities across the region.
- Some Youth Councillors had attended a stakeholders meeting with Hannah Graham from SYSTRA Ltd and contributed to the research being carried out into bus fare options for 16 to 18 year olds.

- Auditions for the Young Mayor's Music Festival, Soundfest had gone well, and some great bands and soloists had been selected. The festival would be promoted over the next few weeks.
- The Anti-Bullying Working Group were updating the Your Present Your Future Website with a film and more help lines.
- The Environment Working Group were looking at what could be included in an environment app. This would be developed with support from the Chair of the Greener North Tyneside Board.
- The Young People's Health and Wellbeing Group had a visit from the school nurse, Elaine Davies and trialled an app around nutritional health.

The Young Mayor mentioned that he was due to meet with the Children's Council to answer questions. Many of them would like to become a future Young Mayor.

The Elected Mayor thanked the Young Mayor for the report and commended him and the Youth Councillors for their hard work. She also congratulated Rebecca Moore on being appointed as Vice Chair of the Youth Select Committee.

### **CAB166/05/17 North Tyneside Transport Strategy (All Wards)**

Cabinet received a report seeking approval of the North Tyneside Transport Strategy.

Transport was an important part of everyone's lives. It supported the economy, society and communities. It was important that the Authority had a clear policy direction to guide its strategic planning and day to day responsibilities. This was reflected in the priority set in the Our North Tyneside Plan 2016-2019 which aimed to ensure our places would have an effective transport and physical infrastructure.

A Transport Strategy for North Tyneside had been developed and was attached to the report at Appendix 1. This strategy explained the Authority's transport vision and would be used to; shape future decisions, influence sub-regional, regional and national issues, support future funding bids for transport-related projects or initiatives and support the North Tyneside Local Plan.

This local strategy had been prepared with a clear eye on the national and regional context. Transport policy was set nationally and included economic development and planning policy guidance, as well as guidance issued by the Department for Transport.

At a sub-national level this was implemented through bodies such as Transport for the North and Rail North which brought together the local transport authorities in Northern England.

Under the current arrangements, the North East Combined Authority (NECA) was the local transport authority. There was a statutory requirement for NECA to have in place a transport plan. This was currently being developed and a Transport Manifesto had been published in 2016 as a precursor to it. It would replace the current and third version of the Local Transport Plan (LTP3) 2011 – 2022 developed by the former Tyne and Wear Integrated Transport Authority.

The new plan would link to the Strategic Economic Plan for the North East, which was currently being refreshed by the North East LEP, and to the continued devolution discussions.

In addition to the national and regional policy context, the draft North Tyneside Transport Strategy had been developed using a wide evidence base. The report outlined examples of what information had been taken into account.

North Tyneside was already very well connected locally, regionally, nationally and internationally. Alongside its economy, environment, housing offer and education system, the borough was already a destination of choice for people, businesses and visitors. There were challenges ahead in order to maintain success which needed to be addressed through the strategy.

Through the lifetime of the Local Plan, the Borough was set to grow with more people, more jobs and more homes. The population was set to grow to 219,500 by 2032. More homes would be required to support this. Significant employment sites were being developed and the Borough's town and district centres would continue to play a vital role.

Car ownership had increased meaning parking arrangements were under pressure. In addition, most people travelled to work by car which put the road network under pressure. Travel to work involved two-way flows with residents travelling out of the borough and those that lived elsewhere travelling in.

The types of transport people used however were changing, for example cycling to work had increased dramatically over the last decade and modal shift across transport types was predicted to continue. Public transport remained important with the balance shifting towards the Metro.

The Borough's transport assets were diverse and important and roads, pavements and travel were important to residents. Travel was particularly important to young people.

The strategy set out a vision for delivering effective transport in North Tyneside. The five principles that would guide action and against which performance would be measured were:

- Principle 1: Improve safety, health and well-being outcomes and sustainability
- Principle 2: Support economic growth
- Principle 3: Improve connectivity
- Principle 4: Enable smart choices for all
- Principle 5: Manage demand

Greater detail of each of the principles was outlined in the report.

The Authority's policies and strategies specific to transport matters were currently being reviewed to ensure that they were aligned with the vision and principles of the strategy. These were outlined in Annex 4 of the Appendix to the report. Approval would be sought by Cabinet and/or the appropriate decision-maker.

The Cabinet Member for Housing and Transport gave assurance that the business sector would continue to be consulted on the development of any policies to support the Transport Strategy.

Cabinet considered the following decision options:

Option 1: To approve the recommendations set out in paragraph 1.2 of the report.

Option 2: To not approve the recommendations set out in paragraph 1.2 of the report.

**Resolved** that (1) the draft North Tyneside Transport Strategy, attached at Appendix 1 to the report, be approved; and  
(2) the work that is underway, as outlined in the report, to review the Authority's policies and strategies specific to transport matters and ensure that they are aligned to this strategy, be noted.

(Reason for decision - Approval of the strategy will allow the Authority to shape future decisions, influence sub-regional, regional and national issues, support future funding bids for transport-related projects or initiatives and support the North Tyneside Local Plan.)

### **CAB167/05/17 LDD12 – Transport and Highways (All Wards)**

Cabinet received a report which provided details of the revised Supplementary Planning Document LDD12 – Transport and Highways (“the SPD (LDD12)”), and seeking approval to adopt the revised SPD (LDD12).

The purpose of the SPD (LDD12) was to provide direction and guidance for prospective developers to ensure that the transport implications of new developments were rigorously and consistently assessed and appropriate mitigation measures secured.

There had been substantial changes to the policy context since the current SPD (LDD12) had been adopted in 2010. These included the introduction in 2012 of a new National Planning Policy Framework; the submission in 2016 of the North Tyneside Local Plan to the Secretary of State for Communities and Local Government; and the preparation of the draft North Tyneside Transport Strategy.

The revised SPD (LDD12) provided guidance on the Authority's planning policies relating to transport and highways considerations, in relation to:

- i. sustainable transport;
- ii. assessment of transport for new developments;
- iii. design and quality;
- iv. Sustainable Urban Drainage Systems (SUDS); and
- v. parking.

The revisions to the document ensured that the revised SPD (LDD12) would support development that was sustainable, made efficient use of land and resources and demonstrated good design, in line with national policy guidance.

Stakeholder engagement on the draft SPD (LDD12) had taken place during May-June 2016 with a comprehensive list of stakeholders including developers; local and national voluntary sector organisations; neighbouring local authorities and Nexus. Revisions had been made to the draft document to reflect responses received.

The revised SPD (LDD12) had been presented to the Economic Prosperity Sub-Committee at its meeting of 18 January 2017, and was an item at Members' briefings on 7 and 8 February 2017.

Cabinet considered the following decision options:

Option 1: To approve the recommendations set out in paragraph 1.2 of the report.

Option 2: To not approve the recommendations set out in paragraph 1.2 of the report.

**Resolved** that the revised SPD (LDD12), attached at Appendix 1 to the report, be adopted, so that it may be taken into account as a material consideration in the determination of planning applications

(Reason for decision – It will make it possible to ensure that the transport implications of new developments continue to be rigorously and consistently assessed and appropriate mitigation measures secured.)

### **CAB168/05/17 Appointments to Outside Bodies Exercising Executive Functions 2017/18 (All Wards)**

Cabinet received a report regarding proposed arrangements for the appointment of representatives to serve on outside bodies that had executive decision-making powers for the 2017/18 Municipal Year.

Appendix A to the report set out those outside bodies which had executive functions and required appointments to be made by Cabinet for 2017/18.

Cabinet's attention was drawn to the Tyne and Wear Archives and Museums Joint Committee, which would be replaced by the Tyne and Wear Archives and Museums Strategic Board with effect from 1 June 2017. The Authority would be entitled to appoint one Member (who should be a Cabinet Member) onto the Strategic Board; that Member would also be the Authority's representative on the Tyne and Wear Archives and Museums Audit Committee. A substitute Member would also need to be appointed who would be invited to attend both the Strategic Board and the Audit Committee in the absence of the appointed Member.

Cabinet considered the following decision options: either to agree the recommendations as set out in section 1.2 of the report, or alternatively to disagree with the proposals.

**Resolved** that the Elected Mayor be authorised to determine: (1) the appointment of representatives to serve on those executive outside bodies set out in Appendix A to the report for the 2017/18 Municipal Year, subject to the change to the arrangements for appointments to the Tyne and Wear Archives and Museums Strategic Board outlined above;

(2) any changes to the appointment of representatives to serve on those executive bodies which might arise during 2017/18; and

(3) the appointment of representatives to serve on any new executive outside bodies that may arise during the 2017/18 Municipal Year.

(Reason for decision – It will ensure that the Authority is properly represented on external bodies that exercise executive functions.)

### **CAB169/05/17 Exclusion Resolution**

**Resolved** that under Section 100A (4) of the Local Government Act 1972 (as amended) and having applied a public interest test as defined in Part 2 of Schedule 12A of the Act, the press and public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Act.

**CAB170/05/17 Delivering Housing Growth – Business Case for Wallington Court  
(Previous Minute CAB136/02/17) (All Wards)**

Cabinet received a report seeking approval for the Wallington Court Business Plan and requested that the development be pursued by Aurora Properties (Sale) Limited. The Business Plan outlined a proposal to build 12 bungalows on the Wallington Court site for a mixture of sale on the open market and affordable rent. The homes for affordable rent would be sold to either a registered provider, the Authority's Housing Revenue Account or to North Tyneside Trading Company (Development) Limited to remain as affordable properties in perpetuity. The Business Plan demonstrated that the scheme would be financially viable for Aurora Properties (Sale) Limited and would provide much needed new homes in an area of high demand.

Cabinet considered the following decision options:

Option 1: To approve the recommendations as set out in section 1.2 of the report

Option 2: Not to approve the recommendations as set out in section 1.2 of the report

**Resolved** that (1) the development of the Wallington Court site in line with the Business Plan attached at Appendix 1 to the report, be approved;

(2) the Head of Environment, Housing and Leisure be authorised, in consultation with the Elected Mayor, the Head of Law and Governance and the Head of Finance to agree minor modifications to the Business Plan provided it remains within the financial envelope as set out in the report;

(3) the Authority shall provide all necessary support to Aurora Properties (Sale) Limited, by way of finance, both debt and equity funding, in the most efficient manner, complying at all times with State Aid legislation, all other relevant legal requirements and the Authority's Constitution and Financial Regulations provided there are no additional financial implications for the Authority which cannot be contained within existing budgets, on such appropriate terms as approved by the Head of Finance in consultation with the Head of Law and Governance;

(4) the Head of Commissioning and Investment be authorised, in consultation with the Elected Mayor, Head of Finance, Head of Law and Governance and the Head of Environment Housing and Leisure to (a) declare the Wallington Court site surplus to requirements and deemed suitable for development by Aurora Properties (Sale) Limited; (b) agree the terms of disposal of the site by private treaty; (c) complete negotiations for the sale of the site to Aurora Properties (Sale) Limited in accordance with all relevant legal requirements, the Authority's Constitution and financial regulations; and (d) deal with all ancillary matters arising that are consistent with Resolution 4(c) above; and

(5) the Chief Executive be authorised, in consultation with the Elected Mayor, the Head of Law and Governance and the Head of Finance to agree the preferred outcome of the homes built for affordable rent based on an options appraisal which will demonstrate the value for money of each option.

(Reason for decision - It will support the Mayoral priority for delivering 3,000 new affordable homes and continue to develop places that people like living in and that will attract others to visit or work here. As well as building homes for affordable rent, homes built for market sale are commercially viable and would potentially return a profit to Aurora Properties (Sale) Limited after repayment to the Authority of the loan and associated interest. Aurora Properties (Sale) Limited could then determine how this profit is used. The increase of the supply of market homes will improve and benefit the area and support the local economy.)

### **CAB171/05/17 Corporate Risk Management Summary Report (All Wards)**

Cabinet considered a report which detailed the corporate risks that had been identified for monitoring and management by the Authority's Senior Leadership Team and relevant Cabinet members. The report also provided detailed information on each risk and how it would be managed.

The following decision options were available for consideration by Cabinet:

Option 1: To consider the information provided for each of the corporate risks and endorse the outcome of the latest review by the Authority's Senior Leadership Team.

Option 2: After consideration of the detailed information provided for the corporate risks, suggest changes to the corporate risks and their controls.

**Resolved** that the latest review of key corporate risks undertaken by the Senior Leadership Team be endorsed.

(Reason for decision – Each of the corporate risks has undergone substantial review and challenge as part of the corporate risk management process. This is designed to provide assurance that corporate risks and opportunities are being identified and appropriately managed.)

### **CAB172/05/17 Date and Time of Next Meeting**

6.00pm on Monday 12 June 2017.

**Minutes published on 11 May 2017.**

**The decisions contained within these Minutes may be implemented (unless called in by 3 Non-Executive Members for consideration by the Overview, Scrutiny and Policy Development Committee) immediately following the expiry of the call-in period; i.e. 5.00pm on 18 May 2017.**