

Public Document Pack



All Members of the Council

My Ref: LCS-DLDS-DS-C-022
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Contact Mike Aynsley
Tel: 0191 4332128

Date: Wednesday, 13
November 2019

NOTICE OF COUNCIL MEETING

You are summoned to attend a meeting of Gateshead Metropolitan Borough Council to be held in the Council Chamber, Gateshead Civic Centre, at **2.30 pm** on **Thursday, 21 November 2019** to transact the following business:

- 1 To confirm the Minutes of the meetings held 19 September and 17 October 2019** (Pages 5 - 14)
- 2 Official Announcements**
(announcements may be made by the Mayor, Leader of the Council or the Chief Executive)
- 3 Director of Public Health Annual Report - Presentation**
- 4 Petitions**
(to receive petitions submitted under Council Procedure Rule 10)
- 5 Questions from Members of the Public**
(to consider any questions submitted under Council Procedure Rule 7)

RECOMMENDATIONS FROM CABINET

- 6 Medium Term Financial Strategy 2020/21 to 2024/25** (Pages 15 - 48)
Report of the Strategic Director, Corporate Resources
- 7 Proposals to Reduce Plastic Waste** (Pages 49 - 62)
Report of the Strategic Director, Corporate Services and Governance
- 8 Revenue Budget 2nd Quarter Review 2019/20** (Pages 63 - 72)
Report of the Strategic Director, Resources and Digital
- 9 Capital Programme and Prudential Indicators 2019/20** (Pages 73 - 86)
Report of the Strategic Director, Resources and Digital
- 10 Capital Strategy 2020/21 to 2024/25** (Pages 87 - 102)
Report of the Strategic Director, Resources and Digital
- 11 Local Council Tax Support Scheme for 2020/21** (Pages 103 - 110)
Report of the Strategic Director, Resources and Digital
- 12 Treasury Management Performance to 30 September 2019** (Pages 111 - 120)
Report of the Strategic Director, Resources and Digital
- 13 Gateshead Quays Development Framework** (Pages 121 - 252)
Report of the Acting Strategic Director, Economy, Innovation and Growth
- 14 Report from the Cabinet** (Pages 253 - 256)

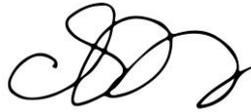
MOTIONS AND QUESTIONS

15 Notice of Motion

(to consider any notices of motion submitted in accordance with Council Procedure Rule 9.1)

16 Questions

(to deal with any questions submitted in accordance with Council Procedure Rule 8.1)

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Sheena Ramsey
Chief Executive

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Public Document Pack Agenda Item 1

GATESHEAD METROPOLITAN BOROUGH COUNCIL

COUNCIL MEETING

Thursday, 19 September 2019

PRESENT: THE MAYOR COUNCILLOR M HOOD (CHAIR)

Councillors: J Adams, Anderson, R Beadle, D Bradford, C Buckley, D Burnett, L Caffrey, B Clelland, P Craig, W Dick, S Dickie, Diston, K Dodds, C Donovan, A Douglas, D Duggan, John Eagle, K Ferdinand, M Foy, P Foy, M Gannon, A Geddes, F Geddes, J Gibson, B Goldsworthy, M Goldsworthy, T Graham, S Green, G Haley, M Hall, S Hawkins, H Haran, H Kelly, L Kirton, J Lee, K McCartney, J McClurey, K McClurey, J McElroy, E McMaster, P McNally, M McNestry, R Mullen, C Ord, M Ord, R Oxberry, I Patterson, Reay, S Ronchetti, J Simpson, J Wallace, R Waugh and K Wood

APOLOGIES: Councillors: M Brain, M Charlton, S Craig, C Davison, L Green, J Kielty, P Maughan, B Oliphant, J Turnbull, N Weatherley and A Wheeler

A minute's silence was observed following the deaths of Honorary Freeman Ezriel Salomon, Alderman Norman Callendar and former Mayoress Jennifer Mitchinson.

CL34 TO CONFIRM THE MINUTES OF THE MEETING HELD 18 JULY 2019

COUNCIL RESOLVED - That the minutes of the meeting held on 18 July 2019 be approved as a correct record.

CL35 OFFICIAL ANNOUNCEMENTS

(A) Heritage Schools Award

The Mayor announced that Gateshead's Virtual School for Looked After Children has become the first virtual school in the country to be recognised with a Heritage Schools Award.

The Mayor congratulated the team on the award.

CL36 PRESENTATION FROM THE TEENAGE CANCER TRUST

Council received a presentation from Sonia Graham and Emily Collingwood, from the charity, Teenage Cancer Trust, on the work of the charity.

CL37 PETITIONS

Councillor M Hall submitted a petition regarding a traffic scheme in Winlaton.

CL38 QUESTIONS FROM MEMBERS OF THE PUBLIC

Mr Ross Ferguson submitted the following question:

“I understand that Gateshead Council has declared a climate emergency. I would be most grateful if the Council would inform me what deadline has been set for net zero greenhouse gas emissions and what is the strategy to achieve this?”

Councillor J McElroy, Cabinet member for Environment and Transport, responded to the question.

Mr Ross Ferguson submitted a supplementary question:

“Will the Council set up a discussion group for Gateshead residents and Councillors interested in the climate emergency, with frequent meetings to assist in the urgent development of a net zero strategy? This could be called the Gateshead Climate Forum”.

Councillor J McElroy responded to the supplementary question.

CL39 YOUTH JUSTICE STRATEGIC PLAN 2019-20

Consideration was given to a report seeking approval of the Annual Youth Justice Strategic Plan 2019-2020.

COUNCIL RESOLVED - That the Annual Youth Justice Strategic Plan 2019-20 be approved.

CL40 ANNUAL REPORT OF THE AUDIT AND STANDARDS COMMITTEE

Consideration was given to a report seeking approval of the annual report of the Audit and Standards Committee for 2018/19.

COUNCIL RESOLVED - That the annual report of the Audit and Standards Committee for 2018/19 be approved.

CL41 REPORT FROM THE CABINET

The Leader of the Council reported on a number of key issues currently affecting the Council.

COUNCIL RESOLVED - That the information be noted.

CL42 NOTICE OF MOTION - KIM MCGUINNESS AND THE 2019 PCC ELECTION

Councillor R Beadle raised a point of order in relation to this motion.

The Mayor advised that the motion was in accordance with the Council Procedure Rules.

All Liberal Democrat councillors left the room during discussion of the motion.

Councillor R Mullen moved the following motion:

“This Council congratulates Kim McGuinness on her election as Police and Crime Commissioner and believes that she will be an excellent public servant.

We believe that Kim McGuinness brought forward a detailed and clear vision for how policing needs to change, that she ran a professional and high-minded campaign for office and proved herself an articulate campaigner.

This Council deplores the sexist comments aimed at Kim McGuinness during and after the campaign. This Council believes that there is no place in public life for these sexist, misogynistic and derogatory comments.

Statements in public life – whether in public meetings, printed material, social media or blogs – need to uphold the principles of the Equality Act which says women must not be subject to discrimination or harassment because of their sex. Abuse and harassment, including on social media, can impact on women’s willingness to run for office and so restrict their participation in democratic processes.

This Council resolves to:

- write to the Home Office demanding that the law is changed to make misogyny a hate crime
- write to the Northumbria Police and Crime Commissioner to ask her to require the police to record misogyny as a hate crime in their day-to-day activities
- call upon all candidates for public office to abide by the highest standards of behaviour and make a public commitment to reject sexism in their campaigns”

On the motion being put it was declared to be carried.

CL43 NOTICE OF MOTION - HIGH-STAKES TESTING IN PRIMARY SCHOOLS

Councillor R Beadle raised a point of order in relation to this motion.

The Mayor advised the motion was in accordance with the Council Procedure Rules and with the Code of Recommended Practice on Local Authority Publicity.

All Liberal Democrat councillors left the room during discussion of the motion.

Councillor D Bradford moved the following motion:

“Gateshead Council welcomes the commitment of the Labour Party to abolish SATs and other high-stakes testing in primary schools.

It notes that:

- 1) Statutory testing in primary schools has increased since 2010 and is increasing further: by 2020, children will be tested in Reception (the Baseline Assessment), Year 1 (the Phonics Screening Check), Year 2 (SATs), Year 4 (the Multiplication Tables Check) and Year 6 (SATs).
- 2) The pressures of statutory assessment contribute to the crisis of teacher morale, workload, recruitment and retention.
- 3) Tests are focussed on the requirements of school accountability rather than on support for children’s learning.
- 4) The pressures of testing in primary schools have a detrimental effect on children’s mental health.
- 5) Educational research has demonstrated repeatedly that teaching to the test narrows the curriculum and the educational experience of children, focussing on labelling not learning.
- 6) The National Education Union has agreed to carry out an indicative ballot of its members to ask their views about the campaign to abolish high-stakes primary testing and whether they would be prepared to boycott statutory high-stakes tests in primary schools.

This Council believes that campaigning, by those who work in primary schools, parents and academics, to end the current high-stakes system of primary assessment should be welcomed, in particular the More Than A Score campaign.

Gateshead Council resolves:

- 1) To express its support for campaigns against the current system of primary assessment, including those organised by teacher unions and More Than A Score.
- 2) To call a meeting of trade unions, parents and school governors to discuss the council’s position on these matters and to coordinate a response.
- 3) To lobby the Secretary of State for Education to listen to the growing number of voices who are calling for the abolition of high-stakes testing in primary schools.
- 4) To offer support to schools within the area which adopt an alternative approach to assessment (for example by taking the More Than A Score pledge).”

On the motion being put it was declared to be carried.

CL44 NOTICE OF MOTION - DOMESTIC VIOLENCE BILL

Councillor I Patterson moved the following motion:

“This council notes with great concern the failure of the Government to ensure the passage of the Domestic Violence Bill before the prorogation of Parliament. This council calls on the Government to ensure the Bill is brought back in the coming Parliamentary session as a priority and that sufficient Government time is allocated to ensure its passage”.

Councillor A Douglas moved the following amendment:

Replace “Domestic Violence Bill” with “Domestic Abuse Bill”.

The amendment was accepted by the mover of the original motion and, therefore, put as the substantive motion and duly carried.

COUNCIL RESOLVED -

This council notes with great concern the failure of the Government to ensure the passage of the Domestic Abuse Bill before the prorogation of Parliament. This council calls on the Government to ensure the Bill is brought back in the coming Parliamentary session as a priority and that sufficient Government time is allocated to ensure its passage.

CL45 NOTICE OF MOTION - PROMOTING PERIOD DIGNITY

Councillor V Anderson moved the following motion:

“This council:

- Acknowledges the motion of 22nd November 2018 regarding period dignity; where it was resolved that women and girls should be able to experience their periods with dignity.
- Recognises the fantastic work done by Red Box Gateshead, Gateshead Youth Council and volunteers to promote period dignity within schools.
- Welcomes steps by central government to provide sanitary products in all schools in England from spring 2020.
- Remains deeply concerned with the issue of period poverty within Gateshead, specifically with low income families, resulting in knock-on effects including impacting health and education.

Council calls for:

- Further study to be carried out into the costs to put an end to period poverty in the borough and the benefits resulting from this.
- Continued work and support with volunteers and Gateshead Youth Council to build a success of new Project ToM to promote period dignity throughout the

- borough.
- To take a lead as a local authority and provide sanitary products in all public civic buildings and places of work.
 - Encourage local businesses to promote similar actions to be taken”.

Councillor C Donovan moved the following amendment:

Delete:

“Council calls for:

- Further study to be carried out into the costs to put an end to period poverty in the borough and the benefits resulting from this.
- Continued work and support with volunteers and Gateshead Youth Council to build a success of new Project ToM to promote period dignity throughout the borough.
- To take a lead as a local authority and provide sanitary products in all public civic buildings and places of work.
- Encourage local businesses to promote similar actions to be taken”.

And insert:

“Council congratulates the Gateshead Youth Council for starting the new Project ToM, to promote period dignity throughout the borough.

Council waits with interest for the results of the existing feasibility study that it is currently conducting, which will assess the financial impact on Council should it resolve to provide sanitary products in its toilets in the future.

Council acknowledges the root causes of period poverty: stigma, austerity measures, a failing welfare system, and financial abuse, and calls upon the Government to urgently tackle and prioritise these issues, which affect women and girls disproportionately, so that women and girls are not denied opportunities and are afforded dignity.”

On the amendment being put it was declared to be carried.

The amendment was put as the substantive motion and duly carried.

COUNCIL RESOLVED -

“This council:

- Acknowledges the motion of 22nd November 2018 regarding period dignity; where it was resolved that women and girls should be able to experience their periods with dignity.
- Recognises the fantastic work done by Red Box Gateshead, Gateshead Youth Council and volunteers to promote period dignity within schools.
- Welcomes steps by central government to provide sanitary products in all schools in England from spring 2020.
- Remains deeply concerned with the issue of period poverty within Gateshead,

specifically with low income families, resulting in knock-on effects including impacting health and education.

Council congratulates the Gateshead Youth Council for starting the new Project ToM, to promote period dignity throughout the borough.

Council waits with interest for the results of the existing feasibility study that it is currently conducting, which will assess the financial impact on Council should it resolve to provide sanitary products in its toilets in the future.

Council acknowledges the root causes of period poverty: stigma, austerity measures, a failing welfare system, and financial abuse, and calls upon the Government to urgently tackle and prioritise these issues, which affect women and girls disproportionately, so that women and girls are not denied opportunities and are afforded dignity.”

CL46 NOTICE OF MOTION - REDUCTION IN BOTTLED WATER AND CREATING WATER REFILL FACILITIES

Councillor J Wallace moved the following motion:

“This council:

- Acknowledges the motion passed on 23rd May 2019 declaring a climate change emergency.
- Recognises the work done by council to promote recycling across the borough.

Council calls for:

- Bottled drinking water on all council premises and public buildings to be phased out as a start to reducing single-use plastic.
- To have water refill availability promoted in all council premises, using an initiative such as Refill with Northumbria Water.
- Have availability to purchase reusable water bottles on all council premises.
- Encourage local businesses to promote similar actions to be taken.”

Councillor J McElroy moved the following amendment:

Delete:

“Council calls for:

- Bottled drinking water on all council premises and public buildings to be phased out as a start to reducing single-use plastic.
- To have water refill availability promoted in all council premises, using an initiative such as Refill with Northumbria Water.
- Have availability to purchase reusable water bottles on all council premises.
- Encourage local businesses to promote similar actions to be taken.”

And insert:

- “Recognises the work started some time ago by the council which has already reduced the use of single use plastics.”

On the amendment being put it was declared to be carried.

The amendment was put as the substantive motion and duly carried.

COUNCIL RESOLVED -

“This council:

- Acknowledges the motion passed on 23rd May 2019 declaring a climate change emergency.
- Recognises the work done by council to promote recycling across the borough.

Recognises the work started some time ago by the council which has already reduced the use of single use plastics.”

CL47 QUESTIONS

The following question was received from Councillor R Beadle:

“Over the summer local media reported extensively on the costs of housing residents in temporary accommodation and the numbers who have been so housed. Could the Cabinet Member confirm the trends of spend and both average and maximum lengths of stay (for adults and children) over the past three years and the anticipated / projected figures over the next three years?”

Councillor J Adams, Cabinet member for Housing, responded to the question and also a supplementary question.

Mayor.....

GATESHEAD METROPOLITAN BOROUGH COUNCIL

COUNCIL MEETING

Thursday, 17 October 2019

PRESENT: THE MAYOR COUNCILLOR M HOOD (CHAIR)

Councillors: J Adams, R Beadle, D Bradford, M Brain, C Buckley, D Burnett, L Caffrey, M Charlton, B Clelland, P Craig, S Craig, C Davison, S Dickie, Diston, K Dodds, C Donovan, A Douglas, D Duggan, John Eagle, K Ferdinand, M Gannon, B Goldsworthy, M Goldsworthy, T Graham, L Green, S Green, M Hall, S Hawkins, H Kelly, L Kirton, J Lee, P Maughan, K McCartney, J McClurey, J McElroy, P McNally, R Mullen, B Oliphant, M Ord, I Patterson, Reay, S Ronchetti, J Simpson, J Wallace, R Waugh and N Weatherley

APOLOGIES: Councillors: Anderson, W Dick, M Foy, P Foy, S Gallagher, A Geddes, F Geddes, J Gibson, G Haley, H Haran, J Raine, K McClurey, E McMaster, M McNestry, C Ord, R Oxberry, J Turnbull, A Wheeler and K Wood

CL48 SENIOR MANAGEMENT STRUCTURE

Consideration was given to a report seeking approval of a revised senior management staffing structure.

- COUNCIL RESOLVED -
- (i) That the organisation structure be approved for implementation from 1 November 2019, with transitional arrangements to apply whilst vacant posts are being recruited to.
 - (ii) That authorisation be given to the Chief Executive to approve the final salary grades of Strategic and Service Directors, within the Council's current pay policy framework and grading structure, taking into consideration advice from the LGA, following application of the LGA job evaluation scheme.
 - (iii) That changes to the Chief Officer terms and conditions of employment be approved.
 - (iv) That authorisation be given to the Strategic Director, Corporate Services and Governance, following consultation with the

Leader of the Council, to agree any changes to the Council's Constitution as deemed necessary as a consequence of the approved changes.

- (v) That the requests for voluntary redundancy of three current Service Directors whose posts are proposed to be deleted from the staffing establishment be approved.
- (vi) That authorisation be given to the Chief Executive, following consultation with the Leader of the Council, to agree any changes that may be required to the senior management job titles as currently outlined in the report.

Mayor.....



COUNCIL MEETING

21 November 2019

MEDIUM TERM FINANCIAL STRATEGY 2020/21 – 2024/25

Sheena Ramsey, Chief Executive

EXECUTIVE SUMMARY

1. The purpose of this report is to seek approval of the Medium Term Financial Strategy 2020/21 – 2024/25.
2. The Council's current Medium Term Financial Strategy was approved by Council on 19 July 2018 and showed an estimated funding gap of £77m for the period to 2024 and £13.6m in 2020/21.
3. Following national political events a one year settlement is now expected in early December with the multi-year spending review and finance reforms being pushed back to 2021.
4. The Council will continue to keep the MTFs under review due to the high degree of uncertainty surrounding the potential impact of Government policies and announcements on funding decisions.
5. The Cabinet has considered the facts and issues arising from the report including alternative options and took all relevant advice before formulating their recommendation.

RECOMMENDATION

6. It is recommended that Council:
 - (i) Approves the Medium Term Financial Strategy for 2020/21 to 2024/25 including the proposed MTFs principles.
 - (ii) Notes the outcome of the reserves review of both general fund and strategic earmarked Council reserves and approves the creation of four strategic reserves at the financial levels outlined in the report.
 - (iii) Notes that the Strategic Director, Corporate Resources, following consultation with the Chief Executive, will continue to produce and monitor on an annual basis, a rolling programme of five-year budget forecasts taking account of the key issues facing the Council.
 - (iv) Notes that the Strategic Director, Corporate Resources, following consultation with the Chief Executive, will continue to keep under review and update the MTFs as appropriate to respond to Government policy and funding announcements.

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TITLE OF REPORT: Medium Term Financial Strategy 2020/21 – 2024/25

REPORT OF: Darren Collins, Strategic Director, Corporate Resources

Purpose of the Report

1. To request Cabinet to recommend to Council the approval of the Medium Term Financial Strategy (MTFS) 2020/21 to 2024/25 and the outcome of a review of Council Reserves as set out in this report and appendix.

Background

2. The MTFS sets the financial context for the Council's resource allocation as such is fundamental to effective financial planning.
3. The current MTFS was agreed by Council on 17 July 2018 and was prepared with some indicative funding forecasts from central government via the multi-year settlement up to 2019/20 and showed an estimated funding gap of £77m for the period to 2024 and £13.6m in 2020/21.
4. The government intended to implement the Fair Funding Review as of 1 April 2020, for the 2020/21 financial year along with a move towards 75% business rate retention and a four year spending review.
5. Following national political events a one year settlement is now expected in early December with the multi-year spending review and finance reforms being pushed back to 2021. The UK's date to leave the EU is expected to be 31 October 2019. All assumptions will need to be revisited regularly and the financial impacts to the Council's MTFS will be reconsidered in light of the revised funding position and external context.
6. This report reviews the principles of the MTFS for Cabinet to consider and make a recommendation to Council. It also updates budget forecast models taking into consideration Government funding for 2020/21, assumptions on future funding as well as service and corporate pressures. The MTFS also includes a review of reserves policy and reserves adequacy, the outcome of which is set out in the following sections of this report.
7. The Council will continue to keep the MTFS under review as a consequence of the high degree of uncertainty surrounding the potential impact of Government policies and announcements on funding decisions and this will allow for a budget to be set that ensures the financial sustainability of the Council.

Proposal

8. The proposed MTFS for 2020/21 to 2024/25 is attached at Appendix 2. This presents a very challenging financial position over the medium term as a result of assumptions concerning future Government funding. The indicative budget forecasts within the MTFS show an estimated funding gap of £49.9m for the next five years to 2025 with an estimated gap of £8m in the first year.
9. To satisfy its legal requirement to balance the budget the Council must make spending plans affordable by matching them to the estimated funding available over that time.

Action is required now to enable the council to legally balance the budget for both next year and in future years.

10. To assist in meeting the challenges ahead the principles which underpin the MTFS have been reviewed and these are proposed as follows:
 1. The overall financial strategy will be to ensure that the council's resources are directed to the thrive agenda framework. Financial sustainability will be achieved and maintained through targeted investment, reducing costs and more efficient ways of working. The council's MTFS will be reviewed on at least an annual basis.
 2. The council will consider a range of delivery mechanisms and funding sources to support capital investment to deliver thrive priorities, including the use of prudential borrowing, and will ensure that the full costs associated with financing the investment are taken into account when investment decisions are taken.
 3. The council will aim to promote and stimulate strong and sustainable economic growth leading to wellbeing and prosperity for residents and communities and this will be supported by a planned approach to strategic investment managed through the council's capital programme.
 4. The council will maintain its general reserve at a minimum of 3% of the net revenue budget to cover any major unforeseen expenditure. The Council will aim to balance its revenue budget over the period of the MTFS without reliance on the use of the general reserve.
 5. The council will maintain earmarked reserves for specific purposes which are consistent with achieving its key priorities. The use and level of earmarked reserves will be reviewed at least annually.
 6. Overall council spending should be contained within original estimates. If, following monthly revenue monitoring, service budgets are projected to exceed original estimates, plans should be prepared setting out the actions required to ensure spending at the end of the year does not exceed original estimates.
 7. The council recognises the impact of increases in council tax levels and fees and charges in an area of relatively low income and low wealth and will therefore balance the need for increases against the delivery of the thrive framework and demand for services.

Reserves Review

11. The 2018/19 Revenue Outturn position was reported to Cabinet on 25 June 2019, showing the balance of usable reserves of £52.9m (including ring fenced reserves of £12m) An explanation of each reserve and balances as at 31 March 2019 can be found in the council's audited statement of accounts for 2018/19.
12. Following a review of the MTFS position and of key priorities, the following changes to the Council's strategic reserves are proposed for approval;

It is proposed that £3.986m is transferred from the general reserve to earmarked reserves, leaving a balance of £10.821m which is 5% of the net revenue budget. It is further proposed that the Council's strategic reserves are realigned as follows:

- **Financial Risk and Resilience £11.290m-** It is proposed that the insurance, grant clawback, business rates and budget flexibility reserves are merged to create a new Financial Risk and Resilience Reserve.
- **Budget Sustainability £10.215m-** It is proposed that the strategic revenue investment and the workforce development reserves are merged to create a new Budget Sustainability Reserve.
- **Economic, Housing and Environmental Investment £5.000m-** It is proposed that the economic growth, culture and place shaping reserve is renamed to create a new Economic, Housing and Environmental Investment Reserve.
- **Poverty, Health and Equality Investment £3.500m-** It is proposed that the discretionary social fund, voluntary sector and anti-poverty reserves are merged to create a new Poverty, Health and Equality Investment Reserve.

Recommendations

13. Cabinet is requested to recommend to Council:

- (i) the approval of the Medium Term Financial Strategy for 2020/21 to 2024/25 including the proposed MTFS principles;
- (ii) to note the outcome of the reserves review of both general fund and strategic earmarked Council reserves and approve the creation of four strategic reserves at the financial levels outlined in the report;
 - a. Financial Risk and Resilience
 - b. Budget Sustainability
 - c. Economic, Housing and Environmental Investment
 - d. Poverty, Health and Equality Investment
- (i) to note that the Strategic Director, Corporate Resources, following consultation with the Chief Executive, will continue to produce and monitor on an annual basis, a rolling programme of five-year budget forecasts taking account of the key issues facing the Council
- (ii) to note that the Strategic Director, Corporate Resources, following consultation with the Chief Executive will continue to keep under review and update the MTFS as appropriate to respond to Government policy and funding announcements.

For the following reasons:-

- i) to contribute to the good financial management practice of the Council;
- ii) to assist the financial sustainability of the Council over the medium to long term.

Policy Context

1. The Medium Term Financial Strategy (MTFS) includes financial projections analysis and context that supports the Council's new policy approach 'Making Gateshead a Place Where Everyone Thrives'. The Council recognises there are huge financial pressures on not just Council resources, but those of partners, local businesses and residents. To deliver on the new policy approach over the next five years, the Council will need to be resolute in its determination to make Gateshead a place where everyone thrives. This means the Council's decision-making including resource allocation through the budget will be policy and priority led and driven.

Background

2. The current MTFS agreed by Cabinet 17 July 2018 has been reviewed and updated. The MTFS 2020/21 to 2024/25 document is attached at Appendix 2 and outlines a strategy to deal with an estimated financial gap of £49.9m over the period.
3. The likely continuing requirement and scale of budget savings, over and above the £170m already taken from budgets since 2010, represents an increasing challenge for the council.
4. Medium term financial planning remains extremely difficult due to external economic factors the financial impacts of which are impossible to predict accurately, coupled with the timing of a new finance system that is still in the design process. There is great uncertainty in relation to the level of funding beyond 2020 due to the changes in the Local Government finance system resulting in greater risks in relation to the localisation of business rates and the local council tax scheme. The unknown impacts alongside the level of risk to finances mean that these forecasts will need to be closely monitored and potentially refreshed more frequently than usual as consequences become clear. Staying the same is not an option. The council is required to change to deliver its priority outcomes within the limited funding available.
5. The funding estimated to be received from government and from council tax and business rate payers over the next five years is not sufficient to cover current level of spend plus new budget pressures. Local authorities are legally obliged to set a balanced budget each year and to ensure they have sufficient reserves to cover any unexpected events. Therefore, to legally balance the budget the council must make spending plans affordable by matching it to the estimated funding available over that time
6. The council will ensure that reducing resources are used to maximum effect, and allow the council to continue to deliver new and better ways of working and invest to improve the efficiency of services provided. It is evident however the continuing reductions in funding and increases in demand will have an inevitable impact on both the nature and scope of services that the council is able to deliver. The council will aim to manage the process of change to its services effectively.

7. The council will continue to have significant revenue and capital budgets to invest and deliver services consistent with the delivery of key priority outcomes of “Making Gateshead a Place where Everyone Thrives”. The council will retain its vision for the future of the Borough through promoting development and economic growth and this will assist in maintaining the medium term financial sustainability of the council.

Consultation and Equalities Impact

8. The MTFS sets a financial context for budget consultation. The Council’s budget planning framework is supported by the development of integrated impact assessments for draft budget proposals. These assessments include identifying possible disproportionate impact in relation to the protected characteristics as described within the Equality Act 2010 and identify potential mitigation where applicable.
9. The Council maintains its strong commitment to equality, believing that all groups and individuals within the community and its workforce have equal opportunity to benefit from the services and employment it provides. EIAs help the Council to arrive at informed decisions and to make the best judgements about how to target resources.
10. The Leader of the Council has been consulted on this report.

Alternative Options

11. There are no alternative options.

Implications of Recommended Option

12. Resources

- a. **Financial Implications** - the Strategic Director, Corporate Resources confirms that financial implications are as contained within the MTFS document.
- b. **Human Resource Implications** – The need to support Council employees as much as possible through changes arising from the MTFS principles set out in this report is recognised. Any direct implications will form part of the budget planning framework and identification of budget proposals.
- c. **Property Implications** – No direct property implications. Any direct implications will form part of the budget planning framework and identification of budget proposals.
13. **Risk Management Implication** – The MTFS risk implications are contained within the MTFS document. Risks arising from the direct impacts of this strategy will form part of the Council’s approach to the budget planning framework.
14. **Equality and Diversity Implications** – An equality impact framework has been developed to assess budget proposals.
15. **Crime and Disorder Implications** – No direct crime and disorder implications. Direct implications arising from the impacts of this strategy will form part of the Council’s approach to the budget planning framework and consultation process.
16. **Health Implications** – No direct health implications. Direct implications arising from the impacts of this strategy will form part of the Council’s approach to the budget planning framework and consultation process.

17. **Sustainability Implications** – The MTFS provides a framework with the express objective of achieving a sustainable financial position over the medium term.
18. **Human Rights Implications** – No direct human rights implications.
19. **Area and Ward Implications** – All areas of the Borough are covered by the principles set out in this strategy

Medium Term Financial Strategy

2020/21 - 2024/25



Contents

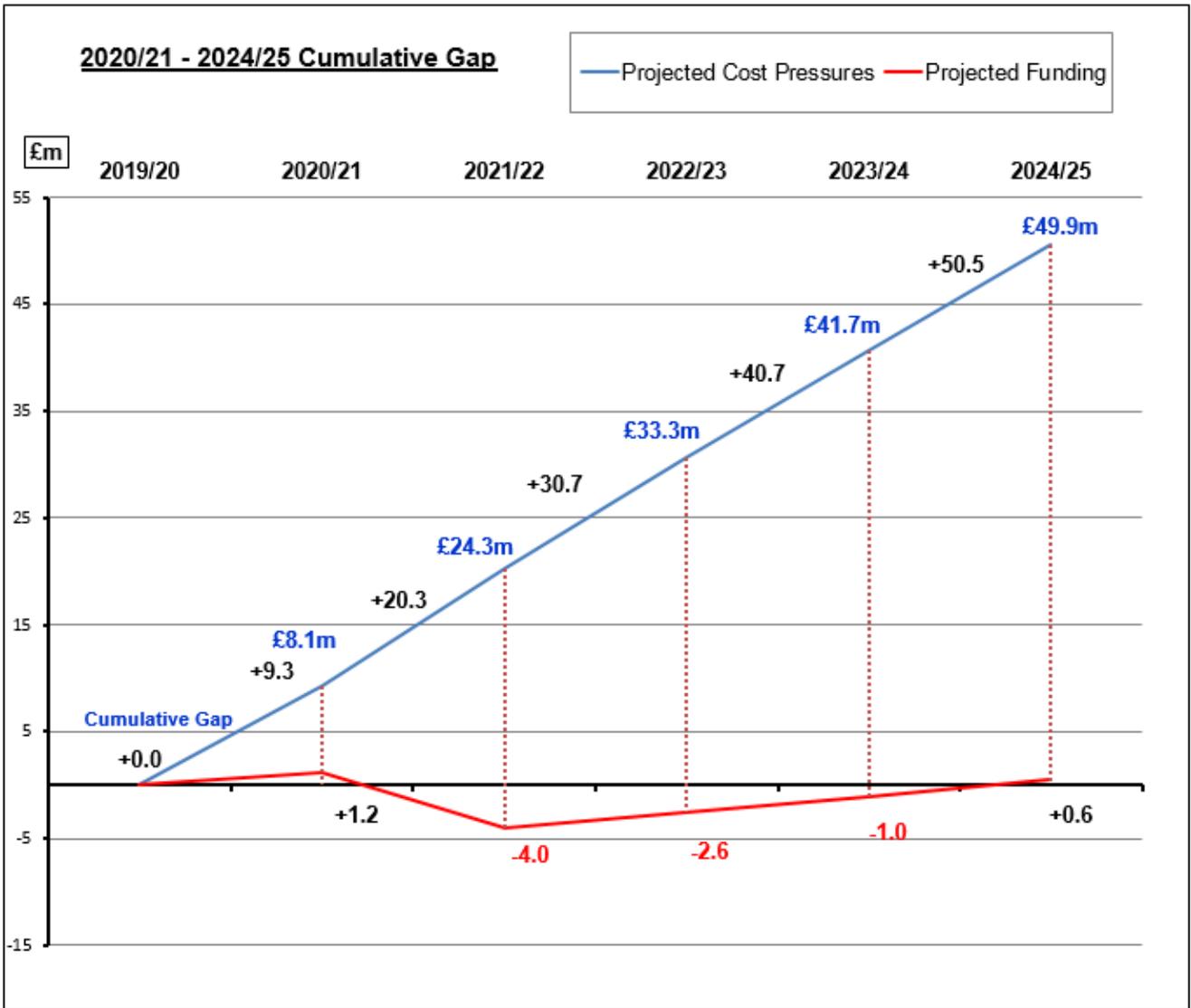
1	Executive Summary	2
2	Introduction	4
3	Financial Context.....	5
4	Local Policy Context.....	6
5	The Council’s Current Financial Position and Outlook	7
6	Looking Ahead	10
7	Capital and Prudential Borrowing.....	15
8	Reserves	17
9	Risk Assessment.....	21
10	Conclusion	24

1. Executive Summary

- 1.1 Local government is facing unprecedented financial and demand pressures following a decade of austerity. Achieving financial sustainability is critical to protect outcomes for the community and local economy.
- 1.2 This is the annual review of the council's Medium Term Financial Strategy (MTFS). It is based on a financial forecast over a rolling five-year timeframe from 2020/21 to 2024/25 which will help ensure resources are aligned to the outcomes in the council's strategic approach "Making Gateshead a Place Where Everyone Thrives". The MTFS sets the financial context for the council's resource allocation process and budget setting.
- 1.3 Reviewing the MTFS remains essential to ensuring the council's medium term financial sustainability. The council has responded to the financial challenges in a planned way through an approach based around four inter-related areas: economic growth, income generation, managing demand, and identifying savings/efficiencies.
- 1.4 Gateshead's strategic approach of Making Gateshead a Place Where Everyone Thrives was agreed with the council's purpose and beliefs in mind, along with what matters most to the people of Gateshead. Due to insufficient funding the council will be forced to make very difficult choices in the years ahead about which services to prioritise investment.
- 1.5 Significant changes are being proposed to local government funding. However recent announcements in the spending review confirm that longer term reforms regarding business rate retention and fair funding have been delayed at least until 2021/22. There will be a one year local government settlement expected early December.
- 1.6 In future it is expected that there will be greater reliance on income streams the council raises itself such as council tax, business rates, fees and charges and investments. This funding is highly unlikely to meet the rising cost of demand and cost of essential services. Local authorities are legally obliged to set a balanced budget each year and to ensure they have enough reserves to cover any unexpected events. Therefore, to legally balance the budget the council must make spending plans affordable by matching it to the estimated funding available over that time. The gap between the two amounts is referred to as the "funding gap". Thus, the funding gap is a combination of the council's best estimate of the future budget needed to cover rising cost pressures and demands for services alongside a reduced amount of income. Action is required now to enable the council to satisfy the legal requirement to balance the budget both next year and in future years.
- 1.7 Based on local estimates outlined in this report, this council estimates that overall it will need to close a financial gap of £49.9m to 2024/25. This gap can be summarised as follows (there may be slight differences due to rounding's):

2019/20 £m	Indicative Budget Forecasts	2020/21 £m	2021/22 £m	2022/23 £m	2023/24 £m	2024/25 £m
220.112	Estimated Base Budget	216.264	227.338	237.727	247.700	257.532
(206.999)	Estimated Funding Resources	(208.195)	(203.008)	(204.435)	(205.983)	(207.607)
13.113	Cumulative Funding Gap	8.069	24.330	33.292	41.717	49.925
13.113	Annual Funding Gap	8.069	16.260	8.962	8.425	8.208

1.8 The financial gap over the medium term can be further analysed to identify separately increasing cost pressures at the same time as the impact of reductions in funding on income. This can be presented graphically as follows:



1.9 The funding gap comes on top of £170m of budget savings since 2010. The council aims to ensure that reducing resources are used to maximum effect and allows the council to continue to deliver new and better ways of working and invest to improve the efficiency of services provided. It is evident however the continuing reductions in funding and increases in demand will have an inevitable impact on both the nature and scope of services that the council is able to deliver. The council will aim to manage the process of change to its services effectively.

1.10 The council will continue to have significant revenue and capital budgets to invest and deliver priority services consistent with achieving the outcomes of “Making Gateshead a Place where Everyone Thrives”.

2. Introduction

The Purpose of the Medium Term Financial Strategy (MTFS)

- 2.1 The MTFS is a key part of the council's Budget and Policy Framework which aims to ensure that all financial resources are directed towards delivery of council priorities. The Strategy describes the financial direction of the council for financial planning purposes and outlines the financial pressures over a five-year period but is reviewed annually to reflect the dynamic nature of local government funding.
- 2.2 The MTFS establishes the likely level of revenue resources available to the Council over the medium term and also estimates the financial consequences of the demand for council services. It improves financial planning and strategic financial management through providing the financial context within which the council budget will be set.
- 2.3 The review also allows for consideration of the council's reserves policy and level of reserves to ensure there is adequate protection against unforeseen events.

The Principles of the MTFS

- 2.4 Following a review the proposed principles underlying the MTFS 2020/21 to 2024/25 are as follows:
 1. The overall financial strategy will be to ensure that the council's resources are directed to the thrive agenda framework. Financial sustainability will be achieved and maintained through targeted investment, reducing costs and more efficient ways of working. The council's MTFS will be reviewed on at least an annual basis.
 2. The council will consider a range of delivery mechanisms and funding sources to support capital investment to deliver thrive priorities, including the use of prudential borrowing, and will ensure that the full costs associated with financing the investment are taken into account when investment decisions are taken.
 3. The council will aim to promote and stimulate strong and sustainable economic growth leading to wellbeing and prosperity for residents and communities and this will be supported by a planned approach to strategic investment managed through the council's capital programme.
 4. The council will maintain its general reserve at a minimum of 3% of the net revenue budget to cover any major unforeseen expenditure. The Council will aim to balance its revenue budget over the period of the MTFS without reliance on the use of the general reserve.
 5. The council will maintain earmarked reserves for specific purposes which are consistent with achieving its key priorities. The use and level of earmarked reserves will be reviewed at least annually.
 6. Overall council spending should be contained within original estimates. If, following monthly revenue monitoring, service budgets are projected to exceed original estimates, plans should be prepared setting out the actions required to ensure spending at the end of the year does not exceed original estimates.
 7. The council recognises the impact of increases in council tax levels and fees and charges in an area of relatively low income and low wealth and will therefore balance the need for increases against the delivery of the thrive framework and demand for services.

3. Financial Context

- 3.1 The financial outlook for local government and public services as a whole remains challenging. Local government have faced significant funding reductions, and these are highly likely to continue into the future. The government had previously stated its intention to hold a new Spending Review in 2019 covering the period 2020/21 to 2022/23. However, it has been confirmed that the longer term reforms have been delayed at least until 2021/22 due to recent political events including Brexit preparations.
- 3.2 There are acute problems nationally in funding the increasing demands of both adults and children's social care. Adult social care is a vital public service that promotes wellbeing and independence and helps support some of our most vulnerable people. There also continues to be a huge strain on children's social care budgets the impact of which is growing both nationally and locally. Early intervention can help limit the need for children to enter the social care system, lay the groundwork for improved performance at school and even help to ease future pressure on adult social care by reducing the pressure on services for vulnerable adults. Councils are struggling to invest in this vital early help and support, as a result of the severe funding reductions. Nationally the care and support system remains under enormous pressure.
- 3.3 Budget cuts across other areas of the public sector have a negative impact on local government. Councils often act as a safety net when people hit crisis point, and more people are reaching this point due to cuts to other sector budgets alongside welfare reform and the introduction of universal credit. Residents are being passed around the public sector without having issues resolved, while issues that could be prevented or caught early escalate into more complex crisis cases.
- 3.4 Each area faces different challenges regarding service demands, demographics and cost pressures as much depends on levels of deprivation, local demographics, local economy and risk appetite. While all councils are facing challenges, regional and local factors will impact on ability to find solutions such as ability to significantly raise local income.
- 3.5 Lack of clarity over the value and future of social care funding continues to hinder the ability to plan effectively. In the March 2017 Budget, the government said that it would publish a Green Paper on social care during the summer of 2017 to allow a public consultation to be held. It was then stated it would be published before the 2018 Parliamentary summer recess setting out proposals to ensure that the care and support system is sustainable in the long term. More recently the paper has been delayed again. There will also be a review of the current functioning and structure of the Better Care Fund to make sure that it supports the plan.
- 3.6 The UK's date to leave the EU is expected to be 31 October 2019, all assumptions will be revisited regularly and the financial impacts to the Council's MTFs will be reconsidered in light of any changes to the general economy.
- 3.7 Medium term financial planning is taking place against a background of unprecedented levels of change and pressure on local authority budgets and follows significant continued funding cuts for local government. This environment impacts on the ability of the council to respond to the needs of Gateshead residents and the wider community.

4. Local Policy Context

- 4.1 The council has launched a strategic approach **Making Gateshead a Place Where Everyone Thrives**, developed with the council's purpose and beliefs in mind, along with what matters most to the people of Gateshead. This approach provides a framework to demonstrate how the Council will work and make decisions in the future which will be policy and priority-led.
- 4.2 Making Gateshead a Place Where Everyone Thrives is aligned to the timeframe of the council's Medium Term Financial Strategy (MTFS) and is predicated on the following council pledges:
- **Put people and families at the heart of everything that we do**
 - **Tackle inequality so people have a fair chance**
 - **Support our communities to support themselves and each other**
 - **Invest in our economy to provide sustainable opportunities for employment, innovation and growth across the borough**
 - **Work together and fight for a better future for Gateshead**
- 4.3 The MTFS is central to identifying the council's resource capacity to deliver its priority outcomes it reflects:
- ✓ The council's current financial position and outlook.
 - ✓ The council's overall financial strategy, including use of reserves.
 - ✓ Internal and external pressures which may influence the council's financial position.
- 4.4 There are huge financial pressures on not just council resources, but those of partners, local businesses and residents. To deliver on the new strategic approach over the next five years, the council will need a radical rethink about how it works and key priorities, how resources are spent, how the council works with partners, organisations, businesses, trade unions, employees and the local people and communities of Gateshead.



5 The Council's Current Financial Position and Outlook

- 5.1 **Revenue Outturn 2018/19** The agreed net revenue budget was £203.466m. The final outturn reported to Cabinet on 25 June 2019 stating an overall under spend of £1.139m after proposed movement of reserves. Whilst the outturn position is positive, it should be noted that a number of one off areas of under spend in capital financing costs as well as additional traded and investment income have contributed to this position.
- 5.2 **Revenue Budget 2019/20** Council agreed the revenue budget in February 2019. This was set at £206.999m and included £13.113m savings. The budget includes a number of risk areas which, if not closely monitored and controlled throughout the year, could add further pressure to the funding gap in future years. These include the delivery of agreed savings and achievement of income targets. It is assumed within future sections that all past savings are fully achieved before entering 2020/21 otherwise the financial gap would increase. As part of the budget accountability framework these will be closely monitored throughout the year and issues owned by the whole organisation.
- 5.3 **Future Outlook Beyond 2019** Medium term financial planning remains extremely difficult due to external economic factors the financial impacts of which are impossible to predict accurately, coupled with the timing of a new finance system that is still in the design process. The level of funding beyond 2020 is unknown due to the changes in the finance system resulting in greater risks in relation to the localisation of business rates and the local council tax scheme. The unknown impacts alongside the level of risk to finances mean that these forecasts will need to be closely monitored and potentially refreshed more frequently than usual as consequences become clear. Staying the same is not an option. The council is required to change to deliver its priority outcomes within the limited funding available.
- 5.4 To achieve a long term, sustainable financial position the medium term strategy and focus for service plan development over the next three to five years will be centred around;

Maximising Economic Growth - Doing all we can to support economic growth and revenue generation through increased council tax and business rates. Success in this area will enable the council to reinvest resources into activities which protect the most vulnerable.

Drive **Investment in Key Priorities** to ensure achievement of outcomes for Gateshead residents within desired timescales.



Focusing on **Longer Term Cost Prevention** with a targeted approach, emphasising early intervention to mitigate demand pressures.

Continuing to **Make Cuts and Drive efficiencies** through changes to the way the council works, for example, through exploiting new technology and cutting lower priority activities to realign resources towards high priorities.

Economic Growth

- 5.5 Local economies are linked to national economic growth. Ongoing negotiations and uncertainty around the UK's withdrawal from the European Union make future growth more difficult to predict than usual. Whatever form of Brexit is agreed, it will likely have a negative impact on predicted economic growth. This impact is skewed across regions, with the North East forecast to experience the biggest downturn.
- 5.6 The council aims to promote a strong and sustainable local economy leading to wellbeing and prosperity for residents, communities and businesses. This will be supported by a planned approach to investment to boost local economic growth such as improving local infrastructure and wider transport links. Success in this area will enable the council to have a stronger medium and long term financial position and allow redirection of resource to activities which protect the most vulnerable.
- 5.7 From a financial perspective the council will look to invest resources to generate economic growth that will result in increased business rates and council tax income to the Council. This will enable the council to become more financially self-sufficient and help close the financial gap. A significant amount of activity is already being delivered by the council and its partners, to promote sustainability and growth across the borough and evidence of this is readily visible through the regeneration of the town centres.

Investing in Key Priorities

- 5.8 The council aims to strengthen the long-term financial position through investing in key priorities to secure the policy outcomes of the Council in a timely manner in areas such as housing, economy, health, climate change and transport. The council will seek to maximise investment opportunities whilst continuing to seek out and secure other sources of funding such as external grants.

Long Term Cost Prevention

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- 5.9 Like many other local authorities a significant challenge facing the council is increasing demands and expectations for services at a time when funding sources are significantly reducing. In order to manage cost pressures over the medium term it is vital that plans are made to manage future demand and either reduce or stop it.
- 5.10 A particular area facing this pressure is in both children's and adult's social care where costs are increasing and vastly outstrip available budgets. This requires a targeted approach with early intervention and prevention strategies and working close collaboration with partners.
- 5.11 Other areas of demand include demands for online services, welfare and hardship support, access to public health services. This will involve implementing digital strategies, increasing capacity and skills within communities, close working with partners and volunteers to align priorities and increasing collective responsibility by encouraging and supporting local people, partner organisations, businesses and local communities to play a more active role in achieving priority outcomes for Gateshead.

Cuts and Efficiencies

- 5.12 The scale of the budget challenge means that the council will still face further significant cost reductions through efficiencies and different methods of service provision and cuts in service provision. This will require redirection of budgets to council spending priorities which in turn may result in ceasing existing activities, scaling down activities or services, renegotiation of contracts or Service Level Agreements. Despite already delivering considerable budget savings to date through cuts to services and efficiencies the council will continue to seek to achieve efficiencies through changes to the way the council works, for example, through exploiting new technology, consolidation of buildings and services, reducing complex processes.
- 5.13 The council will also actively look to streamline its processes in order to support effective decision making and make the best use of available capacity. Opportunities for working in collaboration and partnership and different ways of working will be identified and developed where this will support the delivery of the council's outcomes and improve service efficiency and delivery. This will include working collaboratively with key partners to share costs or transfer responsibilities.

6 Looking Ahead

6.1 Future budget forecasts have been projected over the medium term. Forecasts and assumptions are outline below for information.

2019/20 £m	Indicative Budget Forecasts	2020/21 £m	2021/22 £m	2022/23 £m	2023/24 £m	2024/25 £m
203.466	Net Revenue Budget	206.999	216.264	227.338	237.727	247.700
	Cost Pressures:					
5.817	Base Adjustments	-0.943	0.000	0.000	0.000	0.000
0.531	Inflation (General)	0.700	0.718	0.736	0.755	0.775
0.546	Inflation (Contractural inc Social Care Fees)	2.715	2.547	2.643	2.943	2.846
3.174	Corporate Council Wide (inc pay)	1.862	3.902	3.968	4.036	4.104
5.578	Service Demand	3.609	1.854	2.287	2.239	2.107
1.000	Strategic Investment (Capital)	1.322	2.052	0.754	0.000	0.000
220.112	Total Cost Pressures	216.264	227.338	237.727	247.700	257.532
	Funding Resources:					
(15.012)	SFA - Revenue Support Grant	(15.312)	0.000	0.000	0.000	0.000
(41.705)	SFA - Retained Business Rates	(42.539)	(65.939)	(67.258)	(68.603)	(69.975)
(15.109)	SFA -Top Up Grant/Equalisation	(15.109)	(41.031)	(38.708)	(36.431)	(34.154)
(91.319)	Council Tax	(93.655)	(96.038)	(98.469)	(100.949)	(103.478)
(40.943)	Other Grants (inc Public Health)	(40.580)	0.000	0.000	0.000	0.000
(1.968)	Collection Fund	(1.000)	0.000	0.000	0.000	0.000
(0.943)	Reserves	0.000	0.000	0.000	0.000	0.000
(206.999)	Total Funding Resources	(208.195)	(203.008)	(204.435)	(205.983)	(207.607)
13.113	Cumulative Funding Gap	8.069	24.330	33.292	41.717	49.925
13.113	Annual Funding Gap	8.069	16.260	8.962	8.425	8.208

6.2 The indicative budget forecasts show an estimated funding gap of around **£49.9m** for the five-year period 2020/21 to 2024/25. Indicative figures have been included for the following cost pressures;

- **General and Contractual inflation** the cost pressures arising from rising costs in utilities and existing contracts;
- **Council Wide Cost Pressures** such as pension costs, pay awards, costs relating to changes in policy and loss of grant in year;
- **Service Demand Pressures** such as children's and adults existing and estimates of future demand cost pressures;

Like many other councils, this council comes under increasing pressure to provide or enable essential statutory services without adequate funding. There are particular pressures within children's and adult's social care services where demand for the provision of care and support for looked after children and the elderly continues to grow. This adds significantly to the budgetary pressures faced by the Council. The Council has set aside recurrent funding within this financial plan.

Adult's social care cost pressures are continuing due to the increasing numbers of older people in Gateshead with associated problems such as frailty leading to falls and dementia or having one or more of the common long-term conditions such as diabetes, epilepsy, heart disease, chronic pain, arthritis, asthma and chronic obstructive pulmonary disease. In addition, providing care and support for people under 65 with disabilities accounts for a large portion of budget.

Children's social care face increasing cost pressures relating to looked after children, high needs supported accommodation for up to 25 years olds, special guardianship orders, children with disabilities and home to school transport.

Social care is a vital public service that promotes wellbeing and independence and helps support some of our most vulnerable people and children. Early intervention can help limit the demand pressures however councils are struggling to invest in vital early help and support, as a result of the severe funding reductions. Nationally the care and support system remains under enormous pressure and a long term sustainable solution must be found.

- **Revenue Costs of Capital Investment** the revenue cost arising from capital investment

6.3 The funding projections in this strategy are based on local assumptions, these are set out below for information;

6.4 **Revenue Support Grant (RSG)** The central government core grant. The MTF5 assumes RSG continues in 2020 in line with recent government announcements then removed for future years in the move towards full business rate retention.

6.5 **Locally Retained Business Rates** As part of the Devolution agenda, the government initially planned for councils to begin keeping 100% of local business rates to replace the Revenue Support Grant. The rollout of this new system has been delayed and scaled back to 75%. It was announced within the provisional Local Government Finance Settlement

2018/19 that the government aimed to introduce at least 75% business rates retention in 2020. This has now been delayed at least until 2021/22.

- 6.6 The MTFS assumes that the move to 75% business rate retention is implemented in 2021/22. This change in funding system for local government is still being consulted on. There is to be a system of redistribution through tariffs, top-ups and baseline resets, but the government are yet to announce the details. This makes modelling projected income from business rates extremely difficult adding significant uncertainty into the medium term position. At this point it is known that the intention is for Revenue Support Grant to disappear and the council will receive business rates calculated on a revised baseline. Business rate funding levels in future are highly indicative and are based on 75% of total rates plus an element of equalisation. This will need to be revisited as more information on the proposed new system comes to light.
- 6.7 The level of business rates, the frequency of property valuations, exemptions and reliefs, and the collection and appeals processes are all currently controlled by central government. Business rates income can be volatile and therefore not a stable and reliant source of funding, the system does not currently capture online digital business whilst high street businesses are struggling.
- 6.8 **Council Tax** Increases would need to take into consideration the Government's referendum principles which are set out every year within the settlement. A 1% increase in council tax yields approximately £0.900m. MTFS projections include 2% council uplifts over the period. This is in line with recent announcements within the spending review. An estimated amount to reflect growth in the council tax base has also been included.

Within the Spending Review the government announced an intention to consult on a further 2% Adult Social care precept for 2020. This method places the burden of funding a national funding shortage for social care onto local council tax payers. At this stage the potential funding from this has not been included in MTFS projections. Actual council tax increases will be decided on an annual basis taking into account financial circumstances of the council at the time and the level of resources available. Annual increases remain subject to the decision of both Cabinet and Council.

- 6.9 **Other Grants** include government grants that are used to finance general council budgets. These include New Homes Bonus, Improved Better Care Fund and Section 31 grant related to refunded costs by government for the business rate system. The MTFS assumes that from 2021/22 all other grants will taper off to nil to be replaced under the new funding regime under rates retention and fair funding including the current ring fenced Public Health grant. In 2020/21 in line with recent announcements it is estimated that the Public Health Grant will increase in line with inflation along with the Better Care Fund allocations via health.
- 6.10 **Borrowing and Investments** The council invests money with a number of financial institutions acting in accordance with the framework outlined in the Treasury Policy Statement and Treasury Strategy 2019/20 to 2023/24. The investment interest earned is used to support the Council's new strategic approach 'Making Gateshead a Place Where Everyone Thrives'.
- 6.11 **Fees and Charges** The council currently raises in the region of £22.7m from fees and charges, of which around £3.4m relate to statutory charges and £19.3m relate to non-

statutory charges. For some charges like parking, councils can set the charges they like. For others, like planning, the amount councils can charge is capped. It is normal practice for the council to review fees and charges annually and propose revised and new charges from 1 April each year. This will include the development of any policies in respect of discounts and concessions. As part of the annual review, all fees and charges are considered. Where inflationary increases have been proposed, these have been uplifted using the September Consumer Price Index (CPI) rate. Any impact on income budgets arising from these areas are either adjusted at the annual budget setting stage or will be consulted on as part of the budget proposal process.

7 Housing

- 7.1 The council has a housing strategy that focuses on ensuring that people who live, or would like to live in Gateshead can access, sustain and remain in a home that meets their needs and is safe, secure and affordable, in a thriving neighbourhood, at whatever stage of life they are. This provides a framework for the Council's housing-related strategic functions and activity and includes its homelessness and rough sleeping strategy.
- 7.2 The strategy is structured around three linked objectives:
- **Supply** - to ensure use of existing stock and supply of new housing best meets current and future needs and aspirations to create thriving, mixed communities. We want to encourage the building of sufficient new homes using land sustainably and prioritising the use of brownfield land. We also want to increase the number of empty homes brought back into use.
 - **Standards** - to improve the quality, condition and management of housing so that all residents benefit from safe, healthy, energy efficient and well-managed homes and neighbourhoods.
 - **Support** - to help residents' access and sustain a home which promotes their wellbeing and supports them to thrive. Tackling homelessness and its root causes is a key objective.
- 7.3 It also sets out the key priorities relating to these objectives and how the council and partners will work together to address them within current and future available resources.
- 7.4 To facilitate decision making and strategically plan for social housing in the future the Council continually updates its 30-year Housing Revenue Account Business plan considering the long-term future of the housing stock alongside the short-term plans. The plan includes all known income and expenditure information alongside several key assumptions in relation to the anticipated levels of voids, right to buy sales and inflation. It also includes plans for borrowing and repaying debt in the future.

8 Schools

- 8.1 Schools are funded through ring-fenced resources (Dedicated Schools Grant DSG and a number of other grants including the Pupil Premium) and children's services funding is included within the core council funding known as the Settlement Funding Assessment.
- 8.2 The Government introduced a national funding formula (NFF) for mainstream schools from 2018/19, with some local discretion available within formula.
- 8.3 The DSG is required to be spent directly on the education of children, with the vast majority of funding going into schools, based on an allocation mechanism agreed by Schools Forum, which has minority representation from the Council. Some schools funding is de-delegated from maintained schools and is centrally retained by the Local Authority with the approval of Schools Forum to fund services for schools, such as the Ethnic Minority and Traveller Achievement Service, and the Behaviour Support Service.
- 8.4 At 31 March 2019 the overall reserves balances for all maintained schools in Gateshead totalled £6.249m, an increase of £1.044m from March 2018. This increase was due to additional in year funding received from the DfE in December 2018. Six maintained schools had a deficit balance at 31 March 2019 totalling £0.456m. Due to the financial pressures facing schools over the coming years it is projected that school reserves will fall further, and more schools will be in a deficit position if there is no additional funding for schools.
- 8.5 At 31 March 2019 the DSG reserves in Gateshead totalled £0.816m, a decrease of £0.340m from March 2018. The decrease in reserves would have been higher but it was mitigated by £0.420m in year additional funding for the high needs block from the DfE. It is anticipated that the pressure on the high needs block will continue due to the increase in special school places, children with special educational needs (SEN) and permanently excluded pupils. DSG reserves were used to fund an in-year shortfall in the high needs block 2018/19 and it is anticipated that this will be required again to meet in year funding shortfalls despite additional

funding of £0.420m for 2019/20 and school's forum agreeing to top slice the schools block by 0.05% (£0.551m) to fund pressures.

- 8.6 The Spending Review announced a further High Needs schools funding increase of over £700m to support children and young people with special educational needs. Other announcements include ensuring in 2020/21 that that per pupil funding for all schools can rise in line with inflation and the minimum per pupil amount for 2020/21 will increase to £5,000 for secondary schools and £3,750 for primary schools. It was also announced that pupil related factors in the national funding formula will increase by 4% and that all mainstream schools will receive at least a 1.8% increase in line with inflation. The outcome for Gateshead schools is still to be determined, but the highest proportion of the additional mainstream funding will be allocated to the South East and South West of England.

9. Capital and Prudential Borrowing

- 9.1 The council's capital investment plans are set out in the capital programme, with the latest approved programme covering the period between the 2019/20 and 2023/24 financial years. The effective use of capital resources, including asset management, is fundamental to the Council achieving its medium and long term strategic objectives. Capital investment has a significant impact upon the local economy and helps to ensure that the council can continue to provide the best possible services and outcomes within Gateshead.
- 9.2 Any capital investment decision will have implications for the revenue budget. The revenue costs over the lifetime of each proposed capital project are considered when the project is being developed to ensure that the impact can be incorporated within the council's financial plans and to demonstrate that the capital investment is affordable. Revenue implications may include the costs associated with supporting additional borrowing as well as any changes to the running costs associated with the asset or wider benefits to the council such as the delivery of ongoing revenue budget savings or additional income through the generation of business rates, council tax or energy revenues.
- 9.3 The approved five-year capital programme for the period 2019/20 to 2023/24 includes a number of ambitious projects and estimates £262m of planned capital investment (excluding Housing). Total capital investment is estimated to be £368m including investment in the HRA. It is envisaged that additional projects and investment opportunities and pressures will emerge over the period as major projects, such as investment in Gateshead Quays, continue to progress towards the delivery phase. Indicative allowances have been included within the MTFS projections to support an additional £45m of borrowing in excess of the allocations within the existing approved programme over the period and this position will be reviewed as the capital programme is developed.

- 9.4 The council continues to explore external funding possibilities when developing capital projects to minimise the borrowing requirement as far as possible. Within the MTFS, assumptions have been made around the level of external funding in the future, but detailed work programmes will not be committed to until the allocations have been confirmed. Projects and investment plans may therefore be re-prioritised depending on the availability of external funding.
- 9.5 The generation of capital receipts can help to provide resources to support additional capital investment or can help to reduce the borrowing requirement and therefore the cost to the revenue budget. The availability of capital receipts has also reduced in recent years as a result of the property market. Capital receipts totalling £5m have been included within the MTFS projections. If additional capital receipts are generated during the year this provides the council with the flexibility to consider the introduction of additional projects to the capital programme or the ability to reduce the borrowing requirement.
- 9.6 Following the adoption of the Council's Core Strategy and Urban Core Plan, the council is likely to secure additional capital receipts for sites as developments come forward. The council is also likely to secure contributions from developers (including the potential introduction of Community Infrastructure Levy) to help fund the provision of strategic infrastructure that is necessary to support future developments and growth which may be used to support future capital investment, either as an addition to the capital programme or to displace the use of planned borrowing helping to reduce the revenue cost of supporting the capital programme.

Capital Investment Pressures

- 9.7 Significant challenges and priorities for the council's capital investment over the medium term that are set out in the council's key strategies include:
- Investing in assets to enable the Council to meet its key objective of Making Gateshead a Place where everyone thrives;
 - Investment in housing to ensure the supply of housing best meets current and future needs and aspirations to create thriving, mixed communities throughout Gateshead.
 - Continuing to regenerate the Gateshead Quays and Baltic Business Quarter area as part of the Council's Accelerated Development Zone, working with our development partner to build upon the successful delivery of iconic projects such as the Sage Gateshead and Baltic to create a significant new mixed-use development to help unlock economic growth and generate additional business rates and raise the profile of Gateshead;
 - Continuing to support the regeneration of Gateshead Urban Core to deliver a centre with the stature and vibrancy of a city and continuing to invest in improvements to local centres across Gateshead;
 - Improving the council's corporate ICT infrastructure, equipment and systems to improve connectivity, security and resilience and ensure that the council remains fit for the future and can provide services as efficiently and effectively as possible;
 - Investing in strategic infrastructure to support growth within Gateshead. This includes investment in areas such as transport infrastructure to provide an integrated transport

system which meets demand and improves connectivity and accessibility as well as investment in the council's schools to help increase capacity;

- Investing in assets to enable the Council to meet its key objective of Making Gateshead a Place where everyone thrives; and
- Investing in the provision of energy infrastructure to support the expansion of the Town Centre District Energy network to provide lower cost, lower carbon energy to support regeneration and economic development, generate income and provide long term resilience against rising energy prices.
- Meeting essential health and safety and mandatory obligations, such as Equality Act improvements, to improve the accessibility and sustainability of council owned assets;

9.8 The financial planning framework provided by the MTFs will provide the context for a council investment plan that will inform the allocation of resources within the capital programme.

10. Reserves

10.1 Local authorities must consider the level of reserves needed to meet estimated future expenditure when calculating the budget requirement. The Strategic Director, Corporate Resources is required, as part of the budget setting process each year, to provide a statement on the adequacy of reserves that is subject to an external audit review to assess value for money and a going concern opinion.

10.2 The Council keeps a level of reserves to protect against the risk of any uncertainties or unforeseen expenditure. This is considered best practice and demonstrates sound financial planning. The use of financial reserves will not in itself resolve a budget problem but it can allow for smoothing of impacts or allow the Council time to sort out issues. Therefore, reserves are mainly used to;

- Manage the impact of cuts over a longer period of time
- Invest in schemes that allow services to be delivered cheaper
- Take “one-off hits” for the council as a whole without the need to further reduce service budgets (e.g. changes to national insurance contributions or local tax regimes)
- Provide capacity to absorb any non-achievement of planned budget reductions in each year
- To temporarily roll over unused portions of grants that can legally be used at a later date
- To insure against major unexpected events (such as flooding)

- To guard against general risk (i.e. saving up for unexpected events)
- To guard against emergent specific risks, such as business rate appeals, council tax support funding cuts and welfare reform. These risks are predicted to continue to increase.

Reserves Policy

10.3 The council's policy on reserves is outlined within the MTFs principles as follows:

- The council will **maintain its general reserve at a minimum of 3%** of the net revenue budget to cover any major unforeseen expenditure. The council will aim to balance its revenue budget over the period of the MTFs without reliance on the use of the general reserve.
- The council will maintain earmarked reserves for specific purposes which are **consistent with achieving its key priorities**. The use and level of earmarked reserves will be reviewed annually.
- The council's general reserve is available to support budget setting over the period of the MTFs and usage should be **linked to the achievement of financial sustainability over the medium term**.

Review of Reserves

10.4 A review of reserves is undertaken twice a year and covers:

- The purpose for which the reserve is held,
- An assessment of the appropriate level of the reserve to meet potential future liabilities, in line with the Council's reserves policy and aligned to the risk management framework,
- Procedures for the reserve's management and control,
- A process and timescale for future reviews to ensure continuing relevance and adequacy.

10.5 The 2018/19 Revenue Outturn position was reported to Cabinet on 25 June 2019, showing the balance of usable reserves of £52.9m (including ring fenced reserves of £12m) An explanation of each reserve and balances as at 31 March 2019 can be found in the council's audited statement of accounts for 2018/19.

10.6 General reserves total £21.056m, split £14.807m Council general reserve and £6.249m schools reserves.

- General Fund- £14.807m- The minimum balance on the reserve is 3% of the net revenue budget which equates to £6.210m, therefore £8.597m is available for reallocation to earmarked reserves.
- Schools Reserves- £6.249m- The schools collectively have a balance of £6.249m, although it should be noted that this includes both surplus and deficit balances. It is currently estimated that all balances will be utilised by the end of 2021/22.

- 10.7 The Council's earmarked reserves for specific purposes total £31.848m (£26.019m strategic and £5.829m ring fenced).

Earmarked Reserves

- 10.8 The Strategic Director, Corporate Resources has reviewed the level of the general reserve and it is considered that a 5% minimum level should be retained given the current level of risk and uncertainty. It is proposed that £3.986m is transferred from the general reserve to earmarked reserves, leaving a balance of £10.821m which is circa 5% of the net revenue budget.
- 10.9 As part of the MTFs refresh, the earmarked reserves have been reviewed and it is proposed that the current reserves are realigned into four strategic reserves as follows:

Financial Risk and Resilience- It is proposed that the insurance, grant clawback, business rates and budget flexibility reserves are merged to create a new Financial Risk and Resilience Reserve.

Budget Sustainability- It is proposed that the strategic revenue investment and the workforce development reserves are merged to create a new Budget Sustainability Reserve.

Economic, Housing and Environmental Investment- It is proposed that the economic growth, culture and place shaping reserve is renamed to create a new Economic, Housing and Environmental Investment Reserve.

Poverty, Health and Equality Investment- It is proposed that the discretionary social fund, voluntary sector and anti-poverty reserves are merged to create a new Poverty, Health and Equality Investment Reserve.

- 10.10 The revised reserves balances following the realignment outlined in this report are shown in the table below for information.

	Revised Balance Sept-19 £000s
<u>General Fund</u>	
General Reserve	(10,821)
LMS Budget Share Reserve*	(6,249)
Total General Fund Reserve	(17,070)
<u>Earmarked Reserves</u>	
<u>Strategic Reserves</u>	
Financial Risk and Resilience	(11,290)
Budget Sustainability	(10,215)
Economic, Housing and Environmental Investment	(5,000)
Poverty, Health and Equality Investment	(3,500)
<u>Ring Fenced Reserves</u>	
Developers' Contributions*	(1,706)
DSG Reserve*	(816)
Unapplied revenue grants*	(1,115)
Public Health Reserve*	(2,192)
Total Earmarked Reserves	(35,834)
Total Reserves	(52,904)

**ringfenced for a specific purpose*

Reserves Summary 2019/20 to 2024/25

10.11 The following table illustrates the changes to balances following review and estimated use of all revenue reserves over the period to March 2025;

	Opening Balance Apr-19 £000s	MTFS Reallocation £000s	Revised Balance £000s	Estimated Use 2019/20 £000s	2020/21 £000s	2021/22 £000s	MTFS Projections			Estimated Remaining Balance Mar-25 £000s
							2022/23 £000s	2023/24 £000s	2024/25 £000s	
General Fund										
General Reserve	(14,807)	3,986	(10,821)							(10,821)
LMS Budget Share Reserve*	(6,249)		(6,249)	2,585	3,270	394				0
Total General Fund Reserve	(21,056)	3,986	(17,070)	2,585	3,270	394	0	0	0	(10,821)
Earmarked Reserves										
Strategic Reserves										
Business Rates Reserve	(5,000)	5,000	0							0
Insurance Reserve	(3,000)	3,000	0							0
Grant Clawback Reserve	(1,000)	1,000	0							0
Workforce Development Reserve	(6,009)	6,009	0							0
Discretionary Social Fund Reserve	(535)	535	0							0
Budget Flexibility Reserve	(2,290)	2,290	0							0
Economic Growth, Culture and Place Shaping Reserve	(2,885)	2,885	0							0
Strategic Revenue Investment Reserve	(4,206)	4,206	0							0
Voluntary Sector Reserve	(337)	337	0							0
Anti Poverty Reserve	(757)	757	0							0
NEW Financial Risk and Resilience		(11,290)	(11,290)	2,290	2,000	2,000	2,000	2,000	1,000	0
NEW Budget Sustainability		(10,215)	(10,215)	1,000	2,000	2,000	2,000	2,000	1,215	0
NEW Economic, Housing and Environmental Investment		(5,000)	(5,000)	1,000	1,000	1,000	1,000	1,000		0
NEW Poverty, Health and Equality Investment		(3,500)	(3,500)	1,000	1,000	1,000	500			0
Ring Fenced Reserves										
Developers' Contributions*	(1,706)		(1,706)	750	350	350	256			0
DSG Reserve*	(816)		(816)	816	0					0
Unapplied revenue grants*	(1,115)		(1,115)	748	367	0	0	0	0	0
Public Health Reserve*	(2,192)		(2,192)	753	321	321	321	321	155	0
Total Earmarked Reserves	(31,848)	(3,986)	(35,834)	8,357	7,038	6,671	6,077	5,321	2,370	0
Total Reserves	(52,904)	0	(52,904)	10,942	10,308	7,065	6,077	5,321	2,370	(10,821)
Total Ring fenced*	(12,078)	0	(12,078)	5,652	4,308	1,065	577	321	155	0
No Ring-fence	(40,826)	0	(40,826)	5,290	6,000	6,000	5,500	5,000	2,215	(10,821)
	(52,904)	0	(52,904)	10,942	10,308	7,065	6,077	5,321	2,370	(10,821)

10.12 For financial resilience the council may need to consider replenishment of the general reserve over the MTFS period.

10.13 The overall level of financial resources available to the council is finite and therefore the continued use of reserves above a certain level cannot be sustained in the longer term without placing the council's financial position at risk. The MTFS recognises that the council's financial reserves are maintained at a prudent level to protect present and future council services.

10.14 The council accepts that while balancing the annual budget by drawing on general reserves can be in certain circumstances a legitimate short-term option it is not considered good financial management to finance recurrent expenditure in this way. Where this approach is adopted the council will be explicit as to how such expenditure will be funded in the medium to long term to achieve financial sustainability. The council recognises that usage of reserves is one-off in nature and must be linked with expenditure and income plans to support financial sustainability in the medium term.

11. Risk Assessment

11.1 A comprehensive financial risk assessment is undertaken for the revenue and capital budget setting process to ensure that all risks and uncertainties affecting the council's financial position are identified. These are reviewed each year as part of the refresh of the MTFS. The key strategic financial risks to be considered in developing the MTFS are as follows:-

Risk	Likelihood	Impact	Risk Management
1. Future available resources are less than assumed.	Possible	High	Annual review of reserves and reserves policy to identify future resources. Assumptions on funding for 2020/21 and beyond are based on best estimates at this time. A prudent approach has been adopted based on previous years' experience as well as using regional network contacts to inform modelling.
2. Volatility of Business Rates funding given uncertainty around impact of appeals	Likely	High	Volatility of funding stream outside of council control but impact mitigated by establishment of specific earmarked reserve and financial monitoring framework. Modelling of potential impacts is used to inform internal financial planning.
3. Public Health funding is insufficient to meet responsibilities	Possible	Medium	Funding confirmed for 2019/20 but not in future years. The lack of certainty of continuation of grant going forward is a significant risk. Public Health responsibilities will be rolled into the new system under the move to 75% rate retention.
4. Pay Awards, fee increases and price inflation higher than assumed	Possible	Medium	Impact of potential increases mitigated by central contingency budget for pay, price increases and care fees. Where pay awards have been agreed these are factored into the estimates where affordable.
5. Future spending plans are underestimated	Possible	Medium	Service planning process identifies future budget pressures and these have informed the indicative budget forecasts. An effective budget monitoring framework is in place to identify in year and potential future cost pressures.
6. Anticipated savings/ efficiencies are not achieved	Possible	High	Regular monitoring and reporting takes place but the size of the funding cuts increase the likelihood of this risk. Non-achievement of savings would require compensating reductions in planned spending within services. Greater scrutiny of savings has taken place since 2017 through the revenue monitoring process. 2019/20 budget will see dedicated senior officer sessions on budget issues and greater adherence to the escalation framework.
7. Revenue implications of capital programmes are not fully anticipated	Unlikely	Low	Capital bid approval framework identifies revenue implications and links to Council priorities. Full analysis of revenue implications assessed and considered in scenario planning.
Risk	Likelihood	Impact	Risk Management
8. Income targets are not achieved	Possible	Medium	Current economic climate likely to impact. This forms part of the regular monitoring and reporting that takes place. Full review of fees and charges is undertaken on an annual basis.

9. Budget monitoring not effective	Possible	High	Regular monitoring and reporting in line with corporate framework. Action plans developed to address problem areas. Regular reports to CMT and Cabinet. Track record of delivering budget.
10. Exit strategies for external funding leasing/tapering not met	Unlikely	Medium	Regular monitoring and reporting.
11. Loss of principal deposit	Unlikely	Medium	Limited by the controls in the Treasury Management Strategy which prioritise security of deposit over returns. Impact limited due to the strategy of a diverse portfolio with top rated institutions.
12. Collection rates for retained business rates and council tax lower than anticipated	Possible	High	Impact mitigated by the review of bad debt provisions. Proactive approach to stimulating economic growth. Monitoring of Collection Fund is formally incorporated into the revenue monitoring process and key performance indicators.
13. Changes to Government policy including Health and Social Care integration and Welfare Reform	Likely	Medium/High	Best estimates of impact of government policy on funding factored into MTFS. Estimates are prudent and based on recent experience. Specific areas of uncertainty identified and subject to focussed actively, close monitoring and review. Risks of Better Care Fund are managed through the joint Council/CCG Better Care Fund Programme Board. The impacts of welfare reform continue to be planned for and monitored through the Council Scrutiny Framework.
14. Financial budget impacts of potential Brexit	Likely	Medium/High	Continue to work collaboratively with treasury advisors to assess potential budget impacts whilst the Government attempts to ensure an effective transition to a new economic relationship between the U.K. and the EU, including clarifying the procedures and broad objectives that will guide the process.
15. All MTFS risks not adequately identified	Unlikely	Low	Council's Risk Management Framework ensures all operational and strategic risks are identified as part of the annual service planning process. Regional networks such as SIGOMA , ANEC provide ability to assess and compare strategies to ensure assumptions are comprehensive.

12. Conclusion

- 12.1 The review of the MTFS has again been undertaken against a background of significant funding reductions, financial reforms and increasing costs due to service pressures. These factors could jeopardise the council's sustainable financial position unless budget savings continue to be delivered alongside the delivery of the council's priorities.
- 12.2 The MTFS covers five years and funding beyond 2020/21 remains highly uncertain although all indications are that austerity measures are likely to continue throughout the medium term.
- 12.3 The MTFS identifies a potential financial gap of £8m in 2020/21 and £49.9m in the next five years to 2024/25. This gap follows years of the council finding significant budget savings which alongside other public sector partners have a cumulative impact since austerity began in 2010.
- 12.4 Although the financial context continues to be challenging and uncertain the council has a track record of meeting its financial obligations and maintaining financial sustainability. A Council wide approach to the budget, which is priority driven and over a medium term planning horizon will ensure that this continues to be the case.
- 12.5 The council will continue to keep the MTFS under frequent review given the high degree of uncertainty surrounding the potential impact of government policy and government announcements on funding decisions.

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COUNCIL MEETING

21 November 2019

PROPOSALS TO REDUCE PLASTIC WASTE WITHIN THE COUNCIL

Sheena Ramsey, Chief Executive

EXECUTIVE SUMMARY

1. The purpose of the report is to update and seek approval on Council's approach to reduce the volume of single use plastic waste.
2. The Council's Traded Services have come up with proposals as to how they may reduce plastic waste further.
3. The Cabinet has considered the facts and issues arising from the report including alternative options and took all relevant advice before formulating their recommendation.

RECOMMENDATION

4. It is recommended that Council:
 - (i) Signs up to the UK Plastics Pact.
 - (ii) Amends its Corporate Social Responsibility Pledge to encourage the Council's supply chain to also sign up to the UK Plastics Pact.
 - (iii) Approves the implementation of the procurement protocol as set out in the attached report.

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TITLE OF REPORT: Proposals to reduce plastic waste within the Council

REPORT OF: Mike Barker, Strategic Director, Corporate Services and Governance

Purpose of the Report

1. This report provides an update on the Council's approach to reduce the volume of single use plastics and makes recommendations to further reduce plastic waste within the Council.

Background

2. The issue around single use plastics has recently been raised at an Environment and Transport Portfolio meeting following the Blue Planet TV series and officers have been asked to look at what can be done to reduce plastic waste in general.
3. Officers have worked with NEPO to develop an approach to reducing single use plastics in all NEPO contracts for goods and services, many of which are used by the Council.
4. Central Government have recently proposed plans to ban the distribution and sale of plastic straws, drinks stirrers and plastic-stemmed cotton buds, which will come into effect from 1 April 2020.
5. There are many examples of work that has already been carried out to reduce the volume of plastics used in the delivery of Council services, thus minimising waste as set out in Appendix 1.

Proposal

6. The Council's Traded Services continue to plan how they may reduce plastic waste further and they have come up with the following proposals:
 - Strengthen the wording in the Council's Corporate Social Responsibility Pledge as set out in appendix 1.
 - All future tenders will continue to seek alternatives to disposable plastic products and require the minimisation of the use of packaging that cannot be recycled.
 - Re-usable cups made from rice husks are available to purchase in Bewicks and other catering outlets managed by the Council and have been very popular with employees and other customers who

are incentivised to bring along re-useable cups through a discount scheme.

- Work with our suppliers and NEPO to explore new products and alternatives to plastics.
7. The recently tendered contract for vending machines has secured a range of commitments from suppliers as set out in appendix 2, which are currently in the process of being implemented.
 8. The UK Plastics Pact is a trailblazing, collaborative initiative that will create a circular economy for plastics. Established by the Waste and Resources Action Programme (WRAP), it brings together organisations from across the plastics value chain with UK Government to tackle the scourge of plastic waste. Links to their website can be found here <http://www.wrap.org.uk/content/the-uk-plastics-pact> and the key targets are set out in appendix 1.
 9. In order to ensure that all future procurements require suppliers to minimise unnecessary single use plastics a procurement protocol will be implemented, please see appendix 3.

Recommendations

10. It is recommended that:
 - (i) The proposals set out in paragraphs 6 continue to be implemented.
 - (ii) The Council be recommended to sign up to the UK Plastics Pact.
 - (iii) The Council be recommended to amend its Corporate Social Responsibility Pledge to encourage the Council's supply chain to also sign up to the UK Plastics Pact.
 - (iv) The Council be recommended to approve the implementation of the procurement protocol as set out in appendix 3 to the report.

For the following reason:

To minimise the use of single plastics within the Council and across the borough.

CONTACT: Andrea Tickner

extension: 5995

Policy Context

1. On 20th March 2018, Cabinet approved a Corporate Social Responsibility Pledge to ensure that our supply chain supports us to help the people of Gateshead to thrive. Within our Corporate Social Responsibility Pledge, there are references to the Council and its supply chain:
 - (i) reducing its environmental impact on future generations;
 - (ii) managing waste responsibly by promoting re-use, remanufacture, recycling;
 - (iii) and minimising the use of packaging,however, there is nothing specific within the Pledge that focuses on reducing **plastic** waste.

Background

2. Globally, it is estimated that more than 8 million tons of plastic are dumped in the oceans every year, over half of which are disposable plastics used once for convenience. The issue around single use plastics has recently been raised at an Environment and Transport Portfolio meeting following the Blue Planet TV series and officers have been asked to look at what can be done to reduce plastic waste in general.
3. Most of the Council's usages of single use plastics are used through the Council's traded services, catering and building cleaning. They are mainly used for packaging and vending. It is therefore important to ensure that there are no unintended consequences resulting from minimising single use plastics such as additional, or higher costs to customers that may impact on the services competitiveness and jeopardise the future of our traded services.
4. The Council has, over the years, taken a number of steps to minimise plastic waste and examples of this include:
 - The vending machines use paper cups and the machines are also able to vend into re-usable cups.
 - Phasing out of stand-alone water dispensers in Council offices, where appropriate, in favour of promoting the use of water being dispensed by taps in kitchen areas. We are also currently exploring the feasibility of installing a number of additional mains fed water dispensers throughout the Civic Centre for use by staff and the public, and we will be encouraging the use of reusable bottles as appropriate.
 - Water is served in refillable jugs for all Council meetings where water is provided.

- Ensuring that it is easy for employees to recycle plastic bottles by providing dedicated recycling bins at each workplace.
 - Plastic knives and forks have been phased out in Bewicks and other catering outlets managed by the Council and replaced with wooden knives and forks. Single use plastic cups will be phased out and replaced with an alternative.
 - A number of “veg-ware” products which look like plastic but are made from vegetable bi-products and are fully bi-degradable, have been introduced in our catering outlets and this will continue subject to being affordable.
 - School catering has minimised the use of disposable packaging and it also provides re-usable plastic trays and plates in most of the schools that it contracts with. It also recycles all necessary packaging on site and encourages pupils to recycle too.
 - Within our Building Cleaning Services, we have invested in chemical free cleaning where possible and this has massively reduced the volume of plastic packaging and plastic containers used to supply cleaning materials at specific sites.
 - For sites where chemical free cleaning is not viable we are looking at new products that do not use plastic packaging and come in concentrated capsule form which is then converted into a solution (similar to dishwasher tablets)
 - All of our buffing pads are made from recycled plastics.
 - Within all our traded services we adhere to segregated waste or designated recycling arrangements, including those for plastics, where they have been put in place by our customers.
 - Our photocopier paper packaging is paper based rather than made from plastic.
5. In October 2018, the Government set out plans to ban the distribution and sale of plastic straws, drinks stirrers and plastic-stemmed cotton buds. In England, it is estimated that annually we use 4.7 billion plastic straws, 316 million plastic stirrers and 1.8 billion plastic-stemmed cotton buds. In 2019, following overwhelming support to the consultation proposals, the Government subsequently confirmed that a ban on these items in England will come into effect from 1 April 2020. However, the government has recognised that there are instances where using plastic straws are necessary for medical needs or some disabilities and the ban also includes some exemptions that will enable plastic straws to continue to be used in certain situations or on request.
6. The Government is also looking at further ways to reduce avoidable waste and recycle more as part of the Resource and Waste Strategy which was published in late 2018, including stimulating demand for recycled plastic by introducing a tax on plastic packaging with less than 30% recycled plastic, banning plastics products where there is a clear case for it and alternatives exist and addressing barriers to reuse. There are many more proposals set out in the 146 page document which are subject to further consultation.

7. The European Parliament also voted and backed a “complete ban on a range of single use plastics across the union including plastic cutlery, plates, cotton buds, straws, drink stirrers and balloon sticks. The EU hopes it will be effective from 2021 and the UK will have incorporated the rules into national law if the ban becomes a fully-fledged directive before the end of a Brexit transition period.
8. The Council procures many of the commodities that it uses via arrangements put in place by NEPO (North Eastern Procurement Organisation). In response from requests by member authorities including Gateshead NEPO has recently issued questionnaires to 30 key suppliers to identify what steps they are taking to reduce single use plastics. Of the nine responses that NEPO received 5 had policies in place and are already providing the authorities with single use plastics, 6 had set targets within their own organisation to reduce single use plastics, 7 included criteria within their Corporate Social Responsibility arrangements and one had signed up to a single use plastics pledge.

Proposals

9. The Council’s Traded Services continue to plan how they may reduce plastic waste further and they have come up with the following proposals:
 - All future tenders will continue to seek alternatives to disposable plastic products and require the minimisation of the use of packaging that cannot be recycled.
 - Plastic straws and stirrers will be removed from all of the Council’s catering outlets.
 - Re-usable cups made from rice husks are available to purchase in Bewicks and other catering outlets managed by the Council and have been very popular with employees and other customers who are incentivised to bring along re-useable cups through a discount scheme.
 - Work with our suppliers and NEPO to explore new products and alternatives to plastics.

The UK Plastics Pact

10. WRAP (Waste and Resources Action Programme) is a national charitable organisation that works with government, businesses and communities to deliver practical solutions to improve resource efficiency. They have recently launched a new initiative called the UK Plastics Pact that they would like organisations such as the Council to sign up to.
11. The UK Plastics Pact is a trailblazing, collaborative initiative that will create a circular economy for plastics. It brings together businesses from across the entire plastics value chain with UK governments to tackle the scourge of plastic waste. It is proposed that the Council signs

up to the UK Plastics Pact and that the Council's supply chain is also encouraged to do the same via the Corporate Social Responsibility Pledge

12. Links to the website can be found here <http://www.wrap.org.uk/content/the-uk-plastics-pact> and the key targets are set out below:

By 2025, the UK Plastics Pact will transform the UK Plastic packaging sector by meeting four world-leading targets:

- *100% of plastic packaging to be reusable, recyclable or compostable*
- *70% of plastic packaging effectively recycled or composted*
- *30% average recycled content across all plastic packaging*
- *Eliminate single use plastics by taking action to eliminate problematic or unnecessary single-use packaging items through redesign, innovation or alternative (re-use) delivery models*

A roadmap to achieving these targets has also been published.

Domestic Waste

13. In terms of disposal of domestic waste on behalf of Gateshead residents the following information may be of interest to Councillors:
- a) Across Gateshead, residents can recycle a wide range of plastic household materials as part of the 'blue bin' kerbside collection service. This includes plastic pots, tubs, and trays (such as yoghurt pots, ice cream tubs, and pre-packaged food trays), as well as a range of plastic bottles, including containers for drinks and other household items, such as shampoos and detergents. Communal recycling facilities replicate the same service to residents from multi-occupancy dwellings such as high-rise flats.
 - b) Plastic materials collected through the blue bin service are transported to a materials recovery facility where they are separated and processed for onward recycling by an external contractor. In 2018/19, 13,080 tonnes of comingled dry mixed recyclable materials were collected on the council's blue bin service, of which approximately 10% (or 1,265 tonnes) were recovered plastic materials such as plastic bottles and pots, tubs and trays.
 - c) However, not all residents dispose of their plastic waste through the blue bin service, so some plastics will be within their general waste bins. This has been estimated at around 15% of the general waste received. In Gateshead, all general waste is incinerated at our energy-from-waste facility, where it is used to create super-heated steam that powers a turbine to create electricity for the national grid.

- d) A key issue in terms of the last two bullet points, therefore, is that all plastic collected within household waste collections are either recycled or incinerated for energy recovery. The council has not needed to landfill any household waste since April 2015.
- e) To further improve recycling performance, Gateshead Council (through South Tyne and Wear Waste Management Partnership), introduced a community education and engagement programme, that targets local community groups and schools. It is aimed at raising awareness of the waste services available to them, to inform them about the 'waste hierarchy', and encourage them to become responsible recyclers. Since the programme began in April 2014, over 4,800 Gateshead residents have participated in waste-awareness events and workshops.

Consultation

- 14. Consultation has taken place with other Councils across the country via the Association for Public Service Excellence (APSE) to explore what other authorities are doing to reduce their use of plastics. The consultation revealed that the authorities who replied are doing what the Council has done already or is planning to do in the future. There was limited learning from this consultation.

Alternative Options

- 15. Despite the current debate relating to plastics there are still valid reasons and advantages for its continued use. Plastics in use in the food industry are light, strong, durable, improve the shelf life of products, protect products by allowing them to be air tight, and are essential for food safety. Many plastics in circulation in the catering industry are not single use – they can be recycled multiple times and they help to reduce the need for virgin material by being recycled. Council services should ensure that where they do use plastics they can be, and are, recycled. A final consideration should be in relation to carbon footprint – plastics often have a lower carbon footprint than some alternatives currently available.

Implications of Recommended Option

- 16. **Resources:**
 - a) **Financial Implications** – The Strategic Director, Corporate Resources confirms the proposals have minimal financial implications.
 - b) **Human Resources Implications** – There are no Human Resources implications.

- c) Property Implications** - There are no property implications.
17. **Risk Management Implication** - There are no risk management implications
18. **Equality and Diversity Implications** - There are no equality and diversity implications
19. **Crime and Disorder Implications** – There are no crime and disorder implications
20. **Health Implications** – There are no health implications
21. **Sustainability Implications** - The recommendations will help to minimise the use of single use plastics
22. **Human Rights Implications** – There are no Human Rights implications
23. **Area and Ward Implications** - There are no area and ward implications

Background Information – information relied on in preparation of this report includes information on the WRAP web pages, tenders submitted by providers, information published on the Government/Environment web site and responses to consultation obtained via APSE, the Government publication, “Our waste, our resources: A strategy for England”.

Commitments from tenderers

The most recent tender processes that the Council has undertaken have secured the following commitments from our suppliers:

Templeman Retailing and Vending Limited (TRV) - Hot Drinks and Snacks Machines

- All hot drinks machines will vend paper cups.
- All of TRV's packaging, cardboard, and paper waste is collected and recycled in full by locally based specialist recycling company Riverdale Paper Ltd. Riverdale are also based locally on Team Valley Gateshead and collect all of TRV's recyclable paper waste twice per week. TRV's operators are instructed to return all waste paper & cardboard packaging to Team Valley for recycling as detailed above.
- TRV's plastic use is very minimal, however all plastics used from product packaging etc are placed within a dedicated plastic skip and collected by a specialist plastic recycling contractor who processes and recycles the material in full.
- TRV are committed to working with all suppliers to reduce plastic waste where possible.

Coca-Cola – Soft Drinks Vending Machines (taken from the Coca-Cola Sustainability Action Plan)

- We'll collect all of our packaging so that none of it ends up as Litter or in the Oceans.
- We'll make sure that 100% of our packaging is recyclable
- We'll work with local and national partners to collect 100% of our packaging in Western Europe
- We'll make sure that at least 50% of the material we use for our PET bottles comes from recycled plastic.
- We'll use the reach of our brands to inspire everyone to recycle.
- We'll lead the way in pioneering sustainable packaging – including renewable materials and smart new ways to reduce packaging waste
- *Baseline 2010 and target date is 2025*

Coca-Cola Sustainable Packaging

- Plastic Bottles use up 29% of the packs Coca-Cola sell. The Plastic they use is light, safe, hygienic, need very little energy to produce and are 100% recyclable when properly collected.
- Bottles weigh half of what they did in 1994.
- All PET bottles are 100% recyclable and contain 25% recycled plastic sourced from a plant in Lincolnshire
- 74% of plastic drinks bottles are collected for recycling in GB.

Coca-Cola Future Promise

- Coca-Cola will ensure packaging is sustainable, by 2020 all plastic bottles are to contain 50% recycled PET by 2020
- Coca-Cola are running campaigns and Partnerships with Keep Britain Tidy, Keep Scotland Beautiful and Keep Wales Tidy
- Champion new ways to improve the recycling of packaging and reduce litter; including better recycling for on-the-go packaging and Deposit Schemes.

PROTOCOL FOR MINIMISING SINGLE USE PLASTICS

Version 1

1. Background

- 1.1 This protocol describes the procedure to be followed to minimise single use plastics.
- 1.2 Globally it is estimated that more than 8 million tons of plastic are dumped in the oceans every year, over half of which are disposable plastics used once for convenience. The Council has made a commitment to minimise and where possible eliminate single use plastics in all service delivery and to encourage partners and suppliers to do the same.

2. Scope & Responsibilities

- 2.1 The Council requires that this protocol is followed for all procurements for goods, services and works.
- 2.2 When developing a specification consideration will be given to minimising the use of single use plastics wherever possible. Where alternatives can be used and are appropriate, they should be specified.
- 2.3 As a minimum, within all quotation and tender processes suppliers should be asked and evaluated on the following:
- *To identify single use plastics will be used in the delivery of the contract, including packaging*
 - *What steps they are taking to reduce and/or eliminate them.*
 - *Whether plastic packaging used in the delivery of goods, services or works comprises 30% or more recycled plastic*
 - *What process they have in place to increase volumes of re-usable or recyclable plastics*
- 2.4 The following single use plastic goods will not be used in the delivery of services either by the Council, it's contractors or sub-contractors with immediate effect:
- Nonrecyclable drinks vending cups
 - Straws/milk carton straws
 - Water cups

- Plastic cutlery
- Plastic stirrers

2.5 The following single use plastic goods are more difficult to replace and work is progressing with suppliers to find alternatives; however they will not be used in the delivery of services either by the Council, it's contractors or sub-contractors with effect from 1 January 2021:

- Food containers
- Soft drinks bottles

2.6 Officers will continue to work with suppliers to minimise single-use plastics and also encourage them to sign up to the UK Plastics Pact.

2.7 Any queries on the implementation of this procurement protocol should be raised with Andrea Tickner, Service Director, Corporate Commissioning and Procurement andreatickner@gateshead.gov.uk



COUNCIL MEETING

21 November 2019

REVENUE BUDGET – SECOND QUARTER REVIEW 2019/20

Sheena Ramsey, Chief Executive

EXECUTIVE SUMMARY

1. The purpose of this report is to inform of the latest position on the 2019/20 revenue budget at the end of the second quarter.
2. The original revenue budget for 2019/20, as agreed by Council on 21 February 2019, was set at £206.999m. The second quarter review now projects an outturn of £209.773m, representing an over spend of £2.774m.
3. The over spend is mitigated by additional Better Care Grant Funding of £0.263m resulting in an overall projected over spend of £2.511m.
4. The Cabinet has considered the facts and issues arising from the report including alternative options and took all relevant advice before formulating their recommendation.

RECOMMENDATION

5. It is recommended that Council approves an amendment to the net revenue budget for 2019/20 from £206.999m to £207.262m to account for the additional better care grant funding.

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TITLE OF REPORT: Revenue Budget – Second Quarter Review 2019/20

REPORT OF: Darren Collins, Strategic Director, Resources & Digital

Purpose of the Report

1. This report sets out the latest monitoring position on the 2019/20 revenue budget at the end of the second quarter. Cabinet is asked to note the contents of the report.

Background

2. Cabinet receives quarterly reports on the agreed revenue budget so that any variances can be identified and addressed. This report sets out the revenue monitoring position at the end of the second quarter.
3. Council agreed the original revenue budget for 2019/20 on 21 February 2019. This was set at £206.999m.
4. The Dedicated Schools Grant (DSG) budget for 2019/20 was agreed by Council on 21 February 2019 as £102.441m.
5. Council agreed the original Housing Revenue Account (HRA) budget for 2019/20 on 24 January 2019. This was set at a level which required £8.382m from reserves.

Proposal

6. Without any further action the projected outturn for 2019/20 at the end of the second quarter is £209.773m compared to the budget of £206.999m, this represents an over spend of £2.774m. The over spend is mitigated by known additional funding of £0.263m resulting in an overall projected over spend of £2.511m. The projection for the year includes the use of £3.444m of reserves.
7. Active management by council officers across the council will aim to ensure that spending for the year remains contained within the current estimate. The additional funding of £0.263m relates to additional Better Care Grant Funding, it is proposed that the Adult Social Care base budget is increased to reflect use of the grant and this will help mitigate the projected over spend. This would increase the total budget to £207.262m.
8. Key budget variances have been identified in the second quarter review remain those in respect of Adult Social Care, and Social Work – Children & Families. Action plans to address areas of over spend are in place to ensure that budget variances and shortfalls on savings targets are addressed. Progress against action plans is being monitored by Corporate Management Team.

9. The agreed savings for 2019/20 will continue to be actively monitored to facilitate delivery of the approved budget.
10. The HRA outturn at quarter 2 is projected to be a £7.077m use of reserve, compared to the budget of £8.382m, this is a reduction of £1.305m.
11. It is important that effective budget monitoring and action planning is in place to ensure that spending in 2019/20 is contained within approved budgets as this will contribute to a sustainable financial position for the Council.

Recommendations

12. It is requested that Cabinet:
 - (i) Notes the Council's revenue expenditure position at the end of the second quarter, as set out in Appendix 1.
 - (ii) Recommends that Council approves an amendment to the net revenue budget for 2019/20 from £206.999m to £207.262m to account for the additional better care grant funding.

For the following reason:

- To contribute to sound financial management and the long-term financial sustainability of the Council.

CONTACT: Suzanne Coulthard - Extension 3935

Policy Context

1. This report meets the standards required to comply with the Accounts and Audit Regulations 2015. It is also consistent with the Council's objectives of making Gateshead a place where everyone thrives by assisting in ensuring a sustainable financial position for the long term.

Background

2. The Accounts and Audit Regulations 2015, which represent financial management good practice, recommend that councillors should receive regular reports on performance against revenue and capital budgets. The frequency of the reports is determined following a risk assessment of the budget, and Cabinet currently receives a report on a quarterly basis.
3. This report sets out the latest position on the 2019/20 revenue budget at the end of the second quarter and projects spending and income to the end of the financial year.
4. Council agreed the original revenue budget for 2019/20 on 21 February 2019. This was set at £206.999m.
5. The reported position includes £0.263m of additional grant funding in respect of Better Care Funding. It is proposed that adult social care base budget is increased to reflect use of this funding. This will increase the overall revenue budget to £207.262m.
6. Appendix 2 details the budget for 2019/20 compared to an assessment of the projected outturn for the year. Without any further action the projected outturn for 2019/20 results in a projected over spend of £2.511m.
7. At the end of the second quarter of the year, the projected use of reserves is £3.444m.
8. It is currently projected that £1.171m (9%) of the £13.113m agreed savings proposals will not be achieved. Action is being taken now to address this as well as ensuring those areas with temporary mitigation from reserves are achieved by March 2020.
9. The Council retained element of the DSG budget is agreed in February within the Budget and Council Tax Level Report. The 2019/20 budget was agreed as £102.441m. During the first six months of the year adjustments have been made relating to an amendment to the original budget estimate (£0.420m), the academisation of a primary school (£0.480m) and a positive adjustment for cross border movements of SEN pupils and early years in 2018/19 (£0.080m). The adjustments have reduced the budget to £101.620m.
10. The projected HRA outturn at quarter 2 is on target with an estimated £7.077m use of reserve compared to the budget of £8.382m, this is a reduction of £1.305m. This is mainly due to £1.056m of slippage on the budgeted capital expenditure. This

relates to the reprofiling of the fire door installations into 2020/21 partly as a result of the delays surrounding the design, manufacture and testing of the doors.

11. The Gateshead Housing Company remain on course to deliver within budget. The company are anticipating an overspend in compliance in relation to domestic and void electrical remedial works however a contingency budget of £0.586m was held within the HRA to fund this work if required.

Variations

12. The main variances on a group basis are set out below.

Care, Wellbeing and Learning

13. The projected over spend of £0.906m on Social Work - Children and Families relates to placement costs.
14. The projected over spend of £2.581m on Adult Social Care relates to packages of care which is being considered in overall action planning.
15. The projected over spend of £0.305m on Commissioning & Quality Assurance relates to delayed changes to contractual payments for voluntary organisations and delays to the remodelling of the supporting people service.

Communities and Environment

16. The projected over spend of £0.560m on Street Scene relates to an underachievement of cemetery and crematoria income, an unachieved saving on fuel and unbudgeted areas of service delivery such as fly tipping.
17. The projected over spend of £0.542m on Development, Transport and Public Protection relates to unachieved income for bus lane and parking enforcement and car parking permits.

Corporate Services & Governance

18. The projected over spend of £0.352m on Corporate Commissioning and Procurement relates to a projected shortfall in rebate income and a projected deficit in relation to the print unit.

Corporate Resources

19. The projected over spend of £0.528m on Trading and Commercialisation relates mainly to an underachievement of income within Leisure Services and Civic Catering and School Meals income, mitigated by under spends in other areas of the service.

Other Services, Capital Financing and Trading and Investment income

20. There is a positive contribution to the reported position as a consequence of less borrowing being undertaken than estimated within original budget estimates due to anticipated changes to the capital programme.

21. There is a projected under spend of £0.762m on Other Services and Traded and Investment Income this relates to a positive contribution from the Insurance Fund and higher than anticipated investment income, offset by an under achievement of income from Trinity Square.

Summary

22. The projected over spend at the end of the second quarter of £2.511m is after the application of £3.444m of reserves in line with the usage agreed as part of 2019/20 budget.
23. For all projected over spends, regular monitoring will continue to take place with action plans being monitored with the aim of containing spending within the original budget. Plans will be incorporated into the internal monthly revenue monitoring timetable with regular updates to Corporate Management Team and with updates to Cabinet.

Reserves

24. The £3.444m projected use of reserves includes £2.264m of Strategic Reserves and £0.998m of ringfenced reserves in line with agreed usage as follows:

Strategic Reserves

- £1.830m Financial Risk and Resilience Reserve
- £0.020m Budget Sustainability Reserve
- £0.375m Economic, Housing and Environmental Investment Reserve
- £0.324m Poverty, Health and Equality Investment Reserve

Ringfenced Reserves

- £0.213m Grants and Contributions Reserve
- £0.166m Developers Contributions Reserve
- £0.516m Public Health Reserve

Balance Sheet Management

25. Balance Sheet control accounts, which cover the Council's assets and liabilities, are reconciled on a quarterly basis. In addition, a number of key Balance Sheet control accounts are now reconciled on a monthly basis as part of the revenue monitoring process. This is part of a proactive approach to Balance Sheet management which should ensure the early identification of issues that may impact on the Council's financial position.
26. Key control accounts are assessed based on experience from previous years, materiality and reliance on third party data. Those key control accounts reconciled at the end of the second quarter are operating satisfactorily.

Consultation

27. The Leader of the Council has been consulted on this report.

Alternative Options

28. There are no alternative options proposed.

Implications of Recommended Option

29. Resources

- a. Financial Implications** – The Strategic Director, Resources and Digital confirms these are as set out in the report and Appendix 2.
- b. Human Resource Implications** – There are no direct Human Resource implications as a consequence of this report.
- c. Property Implications** – There are no direct property implications as a consequence of this report.

30. Risk Management Implication

Regular budget monitoring and the associated action planning that arise from this activity assists in reducing the risk of the Council overspending its agreed budget. This enables effective financial planning which allows the Council to deploy resources in line with priorities.

31. Equality and Diversity Implications - Nil.

32. Crime and Disorder Implications - Nil.

33. Health Implications - Nil

34. Sustainability Implications – Regular budget monitoring and allocated actions contributes to the financial sustainability of the Council.

35. Human Rights Implications - Nil.

36. Area and Ward Implications - Revenue spending supports the delivery of services across the whole of Gateshead.

Appendix 2 - Revenue Monitoring Summary 2019/20

Service	Revised Budget £'000	Projected Outturn £'000	Variance £'000
<u>Care, Wellbeing & Learning</u>			
Social Work - Children & Families	28,071	28,977	906
Early Help & Education	3,776	3,697	(79)
Commissioning & Quality Assurance	6,816	7,121	305
Learning & Schools	2,950	2,847	(103)
Adult Social Care	65,165	67,746	2,581
Public Health	16,080	16,080	0
<u>Communities & Environment</u>			
Housing General Fund	414	402	(12)
Development, Transport & Public Protection	1,938	2,480	542
Council Housing, Design & Technical Services	(1,188)	(1,031)	157
Commissioning & Neighbourhoods	935	935	0
Street Scene	15,849	16,408	560
Economic Development	840	827	(13)
<u>Office of the Chief Executive</u>			
Policy, Performance & Communications	1,577	1,555	(22)
<u>Corporate Services & Governance</u>			
Legal & Democratic Services	3,782	3,880	98
Property & Corporate Asset Management	(1,606)	(1,623)	(17)
Human Resources & Workforce Development	1,382	1,331	(51)
Corporate Commissioning & Procurement	46	398	352
<u>Corporate Resources</u>			
Corporate Finance	1,585	1,481	(104)
Customer & Financial Services	2,795	2,876	81
Housing Benefits	200	543	343
IT Services	2,875	3,148	273
Trading & Commercialisation	7,252	7,780	528
Other Services & Contingencies	7,969	7,598	(371)
Capital Financing Costs	32,000	29,209	(2,791)
Traded & Investment Income	(3,786)	(4,177)	(391)
Expenditure Passed outside the General Fund	(1,855)	(1,855)	0
Levies	11,140	11,140	0
NET BUDGET	206,999	209,773	2,774
<u>Financed By</u>			
Settlement Funding Assessment (SFA)	(71,825)	(71,825)	0
Other Grants	(24,863)	(25,126)	(263)
Public Health	(16,080)	(16,080)	0
Council Tax	(91,319)	(91,319)	0
Collection Fund (Council Tax)	(1,968)	(1,968)	0
Earmarked Reserves	(943)	(943)	0
TOTAL FUNDING	(206,999)	(207,262)	(263)
PROJECTED (UNDER) / OVER SPEND	0	2,511	2,512

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COUNCIL MEETING

21 NOVEMBER 2019

CAPITAL PROGRAMME AND PRUDENTIAL INDICATORS 2019/20 – SECOND QUARTER REVIEW

Sheena Ramsey, Chief Executive

EXECUTIVE SUMMARY

1. The purpose of this report is to inform of the latest position on the 2019/20 Capital Programme and Prudential Indicators at the end of the second quarter to 30 September 2019. The report also considers the impact of CIPFA's Prudential Code on the capital programme and the monitoring of performance against the Statutory Prudential Indicators.
2. The original budget for the capital programme for 2019/20, as agreed by Council on 19 February 2019, totalled £118.921m, which was reduced to £100.347m at the first quarter review. The second quarter review now projects the year-end expenditure to be £95.636m.
3. CIPFA's Prudential Code advises the regular monitoring of performance against the prudential indicators which regulate borrowing and investment. Targets and limits for the prudential indicators for 2019/20 were agreed at Council on 19 February 2019 and borrowing and investment levels have remained within these limits.
5. The Cabinet has considered the facts and issues arising from the report including alternative options and took all relevant advice before formulating their recommendation.

RECOMMENDATION

6. It is recommended that Council:
 - (i) approve all variations to the 2019/20 Capital Programme, as detailed in Appendix 2 of the attached report, as the revised programme;
 - (ii) approve the financing of the revised programme; and
 - (iii) confirm that the capital expenditure and capital financing requirement indicators have been revised in line with the revised budget and that none of the approved Prudential Indicators set for 2019/20 have been breached.

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TITLE OF REPORT: Capital Programme and Prudential Indicators 2019/20
 – Second Quarter Review

REPORT OF: Darren Collins, Strategic Director, Resources and Digital

Purpose of the Report

1. This report sets out the latest position on the 2019/20 capital programme and Prudential Indicators at the end of the first quarter to 30 September 2019. The report assesses reasons for the variances from the approved programme and details the proposed financing of the capital programme. In addition, the report considers the impact of CIPFA's Prudential Code on the capital programme and the monitoring of performance against the statutory Prudential Indicators.

Background

2. The original budget for the capital programme for 2019/20, as agreed by Council on 19 February 2019, totalled £118.921m, which was reduced to £100.347m at the first quarter review to accommodate re-profiling into future years. The second quarter review of progress of schemes has resulted in a revised estimate for total capital expenditure of £95.636m.
3. The proposed reduction of the capital programme at the second quarter comprises of the following movements:

	£m
Increased borrowing/external funding/contributions	4.158
Re-profiling of capital expenditure to future years	(8.672)
Reduction of planned expenditure	(0.197)
Total Variance	(4.711)

4. A total of £4.158m increased capital expenditure includes the following schemes:
 - Additional £0.650m to the High Street South scheme to support the acquisition and demolition of properties as part of High Street South 5-year delivery Plan.
 - An £0.550m increase in relation to the Back Boiler Renewal & Replacement for Gateshead Councils tenants, this has been accelerated from 2020/21.
 - A £0.387m increase to improve the track surface and lighting at Gateshead International Stadium.
5. Planned investment has been re-profiled to 2019/20 on several schemes, amounting to £8.907m reductions This includes:
 - HRA Fire Safety Works / Compliance (3.73m) re-profiled into 2020/21, programme of works will complete next financial year.
 - Birtley Cremator (£1.90m), the scheme has been postponed until March 2021 due to delays with Northern Power and to retain capacity to perform cremations over the winter period.
 - Re-profiling of the loan to Keelman Homes (£1.00m) to reflect updated cashflows.
 - Delays in the construction of Follingsby Salt Store, (£0.82m) re-profiled into 2020/21 to ensure service continuity over the winter period.

- Delayed delivery of bungalow scheme at Bute Road, (£0.62m) will now be spent in 2020/21.
6. The other changes primarily relate to minor amendments to realign the schemes within the programme.

Proposal

7. The report identifies planned capital expenditure of £95.636m for the 2019/20 financial year. The expected resources required to fund the 2019/20 capital programme are as follows:

	£m
Prudential Borrowing	49.888
Projected Capital Receipts	0.500
Capital Grants and Contributions	23.200
Major Repairs Reserve (HRA)	21.048
Right to Buy Receipts (HRA)	1.000
Total Capital Programme	95.636

8. CIPFA's Prudential Code advises the regular monitoring of performance against the prudential indicators which regulate borrowing and investment. Targets and limits for the prudential indicators for 2019/20 were agreed at Council on 19 February 2019 and borrowing and investment levels have remained within these limits.

Recommendations

9. Cabinet is asked to:
- (i) Recommend to Council that all variations to the 2019/20 Capital Programme as detailed in Appendix 2 are agreed as the revised programme.
 - (ii) Recommend to Council the financing of the revised programme.
 - (iii) Confirm to Council that the capital expenditure and capital financing requirement indicators have been revised in line with the revised budget and that none of the approved Prudential Indicators set for 2019/20 have been breached.

For the following reasons:

- (i) To ensure the optimum use of the Council's capital resources in 2019/20.
- (ii) To accommodate changes to the Council's in-year capital expenditure plans.
- (iii) To ensure performance has been assessed against the approved Prudential Limits.

Policy Context

1. The proposals within this report are consistent with the objectives contained within the Council's corporate Capital Strategy and will contribute to achieving the objectives and priority outcomes set out in the Council's Thrive Agenda.

Background

2. The original budget for the capital programme for 2019/20, as agreed by Council on 19 February 2019, totalled £118.921m, which decreased to £100.347m at the first quarter review
3. The second review has reprofiled the capital programme to reflect in year progress within capital schemes, resulting in an revised estimate of £95.636m.
4. The £4.7m reduction is due to updated programme timelines for a number of schemes. All variations in the programme during the second quarter are detailed in Appendix 2.
5. Appendix 3 summarises the original budget and actual year end payments by Corporate Priority. The budget, projected year end payments and comments on the progress of each scheme are detailed in Appendix 4.
6. The Prudential Code sets out a range of Prudential Indicators that were agreed by the Council on 19 February 2019. Performance against the indicators for 2019/20 is set out in Appendix 5.

Consultation

7. The Leader of the Council has been consulted on this report.

Alternative Options

8. The proposed financing arrangements are the best available in order to ensure the optimum use of the Council's capital resources in 2019/20.

Implications of Recommended Option

9. **Resources:**
 - a) **Financial Implications** – The Strategic Director, Resources and Digital confirms that the financial implications are as set out in the report.
 - b) **Human Resources Implications** – There are no human resources implications arising from this report.
 - c) **Property Implications** - There are no direct property implications arising from this report. Capital investment optimises the use of property assets to support the delivery of corporate priorities. The property implications of individual schemes will be considered and reported separately.
10. **Risk Management Implication** - Risks are assessed as part of the process of monitoring the programme and in respect of treasury management. The Cabinet will

continue to receive quarterly reports for recommendation of any issues to Council, together with any necessary action to ensure expenditure is managed within available resources.

11. **Equality and Diversity Implications** - There are no equality and diversity implications arising from this report.
12. **Crime and Disorder Implications** - There are no direct crime and disorder implications arising from this report.
13. **Health Implications** - There are no health implications arising from this report.
14. **Sustainability Implications** - The works will help to make the environment more attractive and reduce health and safety hazards.
15. **Human Rights Implications** - There are no direct human rights implications arising from this report.
16. **Area and Ward Implications** - Capital schemes will provide improvements in wards across the borough.
17. **Background Information**
 - i. Report for Cabinet, 19 February 2019 (Council 19 February 2019) - Capital Programme 2019/20 to 2023/24; and
 - ii. Report for Cabinet, 16 July 2019 (Council 16 July 2019) – Capital Programme and Prudential Indicators 2019/20 – First Quarter Review.

Appendix 2

Reason for Movement	Portfolio	Group	Project Title	Variance (£'000)
INCREASES				
Other Increases	Communities - Culture, Sport and Leisure	PH&W	Dunston Leisure Centre Improvements	28
	Communities - Culture, Sport and Leisure	PH&W	Library Service Review	62
	Communities - Culture, Sport and Leisure	PH&W	Gateshead International Stadium Investment	387
	People - Children and Young People	CAF	PAMMS ASC system replacement	34
	People - Children and Young People	CAF	Travel Care Management System Replacement	18
	Place and Economy - Environment and Transport	EIG	Baltic - resilience capital contribution	59
	Place and Economy - Environment and Transport	EIG	Gateshead DES - New Development Connections	150
	Place and Economy - Environment and Transport	HEHC	Local Transport Plan - Planned Maintenance	206
	Place and Economy - Environment and Transport	EIG	Coatsworth Road Regeneration - THI	8
	Place and Economy - Housing	HEHC	Chopwell Community Centre Basement	60
	Place and Economy - Housing	HEHC	Aids and Adaptations	250
	Place and Economy - Housing	HEHC	Back Boiler Renewal and Replacement	550
	Place and Economy - Housing	HEHC	Chopwell Energy Efficiency Measures	250
	Place and Economy - Housing	HEHC	External Wall Insulation Works to Non-Traditional Properties	328
	Place and Economy - Housing	HEHC	Lift Replacement / Refurbishment	111
	Place and Economy - Housing	HEHC	New Build - Winlaton Assisted Living	339
	Place and Economy - Housing	HEHC	Replacement of Communal Electrics	105
	Place and Economy - Housing	HEHC	Window Replacement and Door Entry System Upgrade	364
	Resources, Management and Reputation	EIG	ADZ Investment - Baltic Quarter - Food and Beverage Café (Boules)	15
	Resources, Management and Reputation	EIG	ADZ Investment - Gateshead Quays	40
	Resources, Management and Reputation	EIG	High Street South Regeneration	645
	Resources, Management and Reputation	HEHC	Strategic Maintenance	120
	Resources, Management and Reputation	RD	Technology Plan: Infrastructure	9
	Resources, Management and Reputation	CSG	Legal Case Management System	20
TOTAL INCREASES				4,158
REDUCTIONS				
Other Reduction	Communities - Culture, Sport and Leisure	PH&W	Replacement of flooring within Gateshead Stadium Sports Hall	(63)
	Place and Economy - Environment and Transport	HEHC	Flood Alleviation Investment	(74)
	Place and Economy - Housing	HEHC	Multi Storey Modernisation Works	(30)
	Place and Economy - Housing	HEHC	Timber Replacements	(30)
Total Other Reductions				(197)
Re-Profiling to future years	People - Children and Young People	CAF	Social Care System	(359)
	Place and Economy - Environment and Transport	HEHC	Birtlev Crematorium Cremator Replacement	(1,900)
	Place and Economy - Environment and Transport	HEHC	Cemetery Extensions	(100)
	Place and Economy - Environment and Transport	HEHC	Follingsby Salt Store	(820)
	Place and Economy - Environment and Transport	EIG	West Askew Road junction improvements	(200)
	Place and Economy - Housing	HEHC	Loan to Keelman Homes - Bleach Green Affordable Housing	(1,000)
	Place and Economy - Housing	HEHC	Fire Safety Works / Compliance	(3,733)
	Place and Economy - Housing	HEHC	New Dwellings/Conversions	(560)
Total Re-Profiling to future years				(8,672)
TOTAL REDUCTIONS				(8,869)
TOTAL VARIANCE				(4,711)

Appendix 3

Portfolio	Revised Forecast Q1 June 2019	Revised Forecast Q2 September 2019	Variance	Actual Spend at 30 September 2019
COMMUNITIES				
Communities - Culture, Sport and Leisure	3,866	4,280	414	1,202
Total Communities	3,866	4,280	414	1,202
PEOPLE				
People - Children and Young People	6,732	6,425	(307)	1,337
People - Health and Wellbeing	2,703	2,703	0	301
Total People	9,435	9,128	(307)	1,638
PLACE AND ECONOMY				
Place and Economy - Economy	1,769	1,769	0	646
Place and Economy - Environment and Transport	19,825	17,154	(2,671)	6,356
Place and Economy - Housing	40,555	37,559	(2,996)	8,681
Total Place and Economy	62,149	56,482	(5,667)	15,683
RESOURCES, MANAGEMENT AND REPUTATION				
Resources, Management and Reputation	24,898	25,747	849	8,770
Total Resources, Management and Reputation	24,898	25,747	849	8,770
Total Capital Investment	100,348	95,637	(4,711)	27,293

Appendix 4

PORTFOLIO	Group	Project Title	Revised Q1 Allocation £'000	Revised Q2 Allocation £'000	Comments	
COMMUNITIES						
Communities - Culture, Sport and Leisure	HEHC	Fixed Play Facility Renewals	350	350		
	PH&W	Blaydon Leisure Centre Outdoor Sports Provision	1,102	1,102		
	PH&W	Cleveland Hall	19	19		
	PH&W	Dunston Leisure Centre Improvements	5	33	Other Increases	
	PH&W	Gateshead International Stadium Investment	1,210	1,597		
	PH&W	Gateshead Leisure Centre Investment	17	17		
	PH&W	GIS Centre Outdoor Sports Provision	204	204		
	PH&W	Library Service Review	522	584	Other Increases	
	PH&W	OnCourse Management System	7	7		
	PH&W	Replacement of flooring within Gateshead Stadium Sports Hall	285	222	Other Reduction	
	RD	Sage Gateshead - Capital Development	25	25		
	PH&W	Virtual Reality Fitness Systems	120	120		
		Total Communities - Culture, Sport & Leisure	3,866	4,280		
PEOPLE						
People - Children and Young People	CAF	Extensions and adaptations to the homes of foster carers	168	168		
	CAF	Longside House	400	400		
	CAF	PAMMS ASC system replacement	0	34	Other Increases	
	HEHC	School Capacity Improvements	3,000	3,000		
	HEHC	School Condition Investment	1,712	1,712		
	HEHC	Schools Devolved Formula Funding	400	400		
	HEHC	Schools Healthy Pupils Capital Fund	52	52		
	CAF	Social Care System	1,000	641	Re-Profiling to future years	
	CAF	Specialist IT Equipment for Low Incidence Needs Team LINT	0	0		
	CAF	Travel Care Management System Replacement	0	18	Other Increases	
	CAF	Video Interactive Equipment - Access to Education	0	0		
		Total Children and Young People	6,732	6,425		
People - Health and Wellbeing	CAF	Disabled Facilities Grants (DFGs)	2,112	2,112		
	CAF	Eastwood - Centre of Excellence	516	516		
	CAF	Telecare Equipment	75	75		
		Total Health and Wellbeing	2,703	2,703		
PLACE AND ECONOMY						
Place and Economy - Economy	CAE	Business Centre Portfolio	232	232		
	CAE	Gloucester PH	244	244		
	CAE	Speculative Office Build 2 - Baltic Quarter	100	100		
	CRS	Broadband Delivery UK	76	76		
	CRS	Digital Gateshead	1,075	1,075		
	CRS	Land of Oak & Iron Access for All	42	42		
		Total Economy	1,769	1,769		
Place and Economy - Environment and Transport	EIG	Baltic - resilience capital contribution	0	59	Other Increases	
	EIG	Battery Storage	0	0		
	HEHC	Birtley Crematorium Cremator Replacement	2,100	200	Re-Profiling to future years	
	HEHC	Cemetery Extensions	140	40	Re-Profiling to future years	
	HEHC	Chase Park Restoration	0	0		
	EIG	Coatsworth Road Regeneration - THI	0	8	Other Increases	
	EIG	Crowley Dam Repair and Conservation	90	90		
	HEHC	Flood Alleviation Investment	396	322	Other Reduction	
	HEHC	Follingsby Salt Store	920	100	Re-Profiling to future years	
	EIG	Gateshead DES - New Development Connections	1,200	1,350	Other Increases	
	HEHC	Heworth Roundabout Upgrade	593	593		
	HEHC	Local Transport Plan - Integrated Transport	4,588	4,588		
	HEHC	Local Transport Plan - Planned Maintenance	3,408	3,614	Other Increases	
	HEHC	Public Realm Improvement	50	50		
	HEHC	Replacement Bins	125	125		
	EIG	Salix Energy Efficiency Works	500	500		
	HEHC	Scotswood Bridge Strategic Maintenance	394	394		
	HEHC	Street Lighting Concrete Column Replacement	1,625	1,625		
	HEHC	Street Lighting LED Replacement - Phase 4	1,800	1,800		
	HEHC	Team Valley Flood Alleviation	100	100		
	HEHC	Trade Waste Service Expansion	196	196		
	HEHC	Traffic Signal Renewal - Borough Wide	500	500		
	EIG	West Askew Road junction improvements	1,100	900	Re-Profiling to future years	
		Total Environment and Transport	19,825	17,154		
	Place and Economy - Housing	HEHC	Aids and Adaptations	1,500	1,750	Other Increases
		HEHC	Back Boiler Renewal and Replacement	1,000	1,550	Other Increases
HEHC		Chopwell & Blackhall Mill	30	30		
HEHC		Chopwell Community Centre Basement	0	60	Other Increases	
HEHC		Chopwell Energy Efficiency Measures	0	250	Other Increases	
HEHC		Clasper House Building Development	6,973	6,973		
HEHC		Decent Homes - Investment Programme	7,000	7,000		
HEHC		Empty Property Programme 2015/18	0	0		
HEHC		Estate Regeneration	0	0		
HEHC		External Wall Insulation Works to Non-Traditional Properties	172	500	Other Increases	
HEHC		Fire Safety Works / Compliance	5,782	2,049	Re-profiling to Future Years	
HEHC		HRA Strategic Maintenance	2,000	2,000		
HEHC		Lift Replacement / Refurbishment	500	611	Other Increases	
HEHC		Loan to Gateshead Trading Company - Derwentside House Building	500	500		
HEHC		Loan to Gateshead Trading Company - Lyndhurst House Building	2,000	2,000		
HEHC		Loan to Keelman Homes - Bleach Green Affordable Housing	1,000	0	Re-Profiling to future years	
HEHC		Loan to Keelman Homes - Lyndhurst	500	500		
HEHC		Loan to Keelman Homes -Empty Properties	1,400	1,400		
HEHC		Loan to Keelman Homes to support Empty Homes 2016-21	1,400	1,400		
HEHC		Multi Storey Modernisation Works	100	70	Other Reductions	
HEHC		Neighbourhood Improvements	200	200		
HEHC		New Build - Bute Road	0	0		
HEHC		New Build - Seymour Street	450	450		
HEHC		New Build - Winlaton Assisted Living	1,790	2,129	Other Increases	
HEHC		New Dwellings/Conversions	1,060	500	Re-profiling to Future Years	
HEHC		Programme Management	550	550		
HEHC		Replacement of Communal Electrics	260	365	Other Increases	

	HEHC	Sheltered Unit Modernisation Works	240	240		
	HEHC	Stock Project Management	400	400		
	HEHC	T-Fall Insulation	50	50		
	HEHC	Timber Replacements	100	70	Other Reductions	
	EIG	Urban Core - Exemplar Neighbourhood	2,648	2,648		
	HEHC	Warden Call	200	200		
	HEHC	Window Replacement and Door Entry System Upgrade	750	1,114	Other Increases	
		Total Place and Economy - Housing	40,555	37,559		
Resources, Management and Reputation	EIG	ADZ Investment - Baltic Quarter - Food and Beverage Café (Boules)	315	330	Other Increases	
	EIG	ADZ Investment – Baltic Quarter Spec Build (Riga)	9,951	9,951		
	EIG	ADZ Investment – BQ Emerging Technology Centre (PROTO)	0	0		
	EIG	ADZ Investment - Gateshead Quays	5,000	5,040	Other Increases	
	EIG	Civic Centre Workspace Strategy	500	500		
	EIG	Development Site Preparation Works	750	750		
	EIG	Follingsby	282	282		
	EIG	GRP Public Art - Birtley	31	31		
	HEHC	Health & Safety	500	500		
	EIG	High Street South Regeneration	525	1,170	Other Increases	
	EIG	Housing JV - Brandling	350	350	Re-Profiling to future years	
	EIG	Major Projects - Project Management Costs	240	240		
	EIG	Metrogreen	270	270		
	HEHC	Replacement of Fleet and Horticultural Equipment	1,710	1,710		
	RD	AGRESSO Upgrade	499	499		
	RD	Services To Schools - IT Solution	0	0		
	HEHC	Strategic Maintenance	750	870	Other Increases	
	RD	Technology Plan: Infrastructure	2,477	2,486	Other Increases	
	RD	Technology Plan: Transformation Through Technology	216	216		
	CSG	Legal Case Management System	95	115	Other Increases	
	EIG	Non Operational Portfolio - Strategic Investment Plan	437	437		
			Total Resources, Management and Reputation	24,898	25,747	
	Total Capital Investment			100,347	95,636	

PRUDENTIAL INDICATORS 2019/20

The 2019/20 Prudential Indicators were agreed by Council on 19 February 2019 (column 1). This is now compared with the 2019/20 actual Q2 position as at the 30 September 2019 (column 2).

Certain Treasury Management indicators must be monitored throughout the year on a regular basis in order to avoid breaching agreed limits. The capital expenditure and capital financing requirement indicators have been revised in line with the revised budget and none of the other approved Prudential Indicators set for 2019/20 have been breached.

Capital Expenditure		
	2019/20 £000 Reported Indicator	2019/20 £000 Quarter 2
Non-HRA	94,817	73,588
HRA	24,104	22,048
Total	118,921	95,636
To reflect the reported capital monitoring agreed by Council during the year		

Ratio of Financing Costs to Net Revenue Stream		
	2019/20 Reported Indicator	2019/20 Quarter 2
Non-HRA	16.50%	NA
HRA	47.30%	NA

Capital Financing Requirement		
	2019/20 £000 Reported Indicator	2019/20 £000 Quarter 2
Non-HRA	414,628	379,092
HRA	345,505	345,505

Authorised Limit for External Debt	
	2019/20 £000 Reported Indicator
Borrowing	890,000
Other Long Term Liabilities	0
Total	890,000
Maximum YTD 31/03/2019 £670.567m	

Operational Boundary for External Debt	
	2019/20 £000 Reported Indicator
Borrowing	865,000
Other Long Term Liabilities	0
Total	865,000
Maximum YTD 31/03/2019 £671.034m	

The Council's actual external debt at 30 September 2019 was £665.224m. It should be noted that actual external debt is not directly comparable to the Authorised Limit and Operational Boundary, since the actual external debt reflects the position at one point in time.

Estimated Incremental Impact on Council Tax and Housing Rents

This indicator is set at the time the Council's budget is set. Therefore, there is no requirement for this Indicator to be monitored on a quarterly or annual basis.

Adherence to CIPFA code on Treasury Management

The Council has adopted the CIPFA Code of Practice for Treasury Management in the Public Services.

Upper / Lower Limits for Maturity Structure of Fixed Rate Borrowing

	2019/20 £000 Reported Indicator		2019/20 £000 Actual Position	
	Upper Limit	Lower Limit	Actual Percentage	Maximum YTD
Under 12 months	25%	0%	5.16%	5.87%
12 months to 24 months	25%	0%	3.95%	7.54%
24 months to 5 years	25%	0%	6.73%	7.49%
5 years to 10 years	25%	0%	10.13%	10.31%
10 years to 20 years	30%	0%	9.73%	11.74%
20 years to 30 years	30%	0%	1.17%	1.18%
30 years to 40 years	50%	0%	27.65%	27.82%
40 years to 50 years	50%	0%	32.48%	32.69%
50 years and above	30%	0%	0.00%	0.00%
All within agreed limits.				

Upper / Lower Limits for Maturity Structure of Variable Rate Borrowing

	2019/20 £000 Reported Indicator		2019/20 £000 Actual Position	
	Upper Limit	Lower Limit	Actual Percentage	Maximum YTD
Under 12 months	30%	0%	3.01%	3.01%
12 months to 24 months	15%	0%	0.00%	0.00%
24 months to 5 years	15%	0%	0.00%	0.00%
5 years to 50 years	15%	0%	0.00%	0.00%
All within agreed limits				

On 8 March 2007, Council agreed to the placing of investments for periods of longer than 364 days in order to maximise investment income before forecasted cuts in interest rates. An upper limit was set and agreed as a new Prudential Indicator.

Upper Limit on amounts invested beyond 364 days

	2019/20 £000 Reported Indicator	2019/20 £000 Actual Position	2019/20 £000 Maximum YTD
	Investments	15,000	5,000

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COUNCIL MEETING

21 November 2019

CAPITAL STRATEGY 2020/21 TO 2024/25

Sheena Ramsey, Chief Executive

EXECUTIVE SUMMARY

1. The purpose of this report is to recommend to Council the approval of the Capital Strategy for 2020/21 to 2024/25 to support the framework used to set and monitor the Capital Programme.
2. All Councils are required to have a Capital Strategy in place which is approved by full Council. This supports decision making and ensures Councils have a robust approval, reporting and monitoring framework in place which clearly links capital expenditure to the wider Council objectives and impact on the revenue budget.
3. The Cabinet has considered the facts and issues arising from the report including alternative options and took all relevant advice before formulating their recommendation.

RECOMMENDATION

4. It is recommended that Council approves the Capital Strategy, attached as Appendix 2, to ensure that it fully complies with the requirements of good financial practice in capital accounting.

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Title of report: Capital Strategy 2020/21 to 2024/25

Report of: Darren Collins – Strategic Director, Resources and Digital

Purpose of the Report

1. Cabinet is asked to recommend that Council approve the attached Capital Strategy for 2020/21 to 2024/25 to support the framework used to set and monitor the Capital Programme.

Background

2. In December 2017 the Chartered Institute of Public Finance (CIPFA) revised the Prudential Code for Capital and the Code of Practice on Treasury Management to align these documents to the revised MHCLG Guidance on Local Government Investments.
3. The revised guidance emphasis the need to ensure capital expenditure is prudent, affordable and sustainable, with greater emphasis placed on the assessment and management of the long-term implications of capital expenditure on the revenue budget and the delivery of the Council's policy objectives.
4. All Councils are required to have a Capital Strategy in place which is approved by full Council. This supports decision making and ensures Councils have a robust approval, reporting and monitoring framework in place which clearly links capital expenditure to the wider Council objectives and impact on the revenue budget.

Proposals

5. Cabinet is asked to recommend that Council approve the Capital Strategy attached at Appendix 2, to ensure that the Council fully complies with the requirements of good financial practice in capital accounting.

Recommendation

6. Cabinet is asked to agree the Capital Strategy as attached at Appendix 2 and recommend the Strategy for approval to Council.

CONTACT: Jane Wright, ext. 3617

Policy Context

1. The proposals in this report are consistent with the Council's priority of Making Gateshead a Place Where Everyone Thrives and the Medium Term Financial Strategy, in particular they ensure that effective use is made of the Council's resources to achieve the Council's priorities whilst ensuring a sustainable financial position.

Background

2. Part 1 of the Local Government Act 2003 specifies the powers of a local authority to borrow for any purpose relevant to its functions under any enactment or for the purposes of the prudent management of its financial affairs. Borrowing is linked to the CIPFA Prudential Code for Capital which sets out a range of prudential and treasury indicators that must be calculated to ensure borrowing is affordable, prudent and sustainable.
3. In addition, the revised Prudential Code requires all Councils to have in place a Capital Strategy which has been approved by full Council. To ensure Councils have a robust approval, reporting and monitoring framework in place which clearly links capital expenditure to the wider Council objectives and impact on the revenue budget all Council are required to have a Capital Strategy in place which is approved by full Council.
4. The Prudential Code also refers to the need for a clear and integrated treasury strategy which, by the application of set prudential and treasury management financial indicators enables the Council to assess and monitor the prudence, affordability and sustainability of the capital programme.
5. CIPFA has produced the Prudential Code, which represents best practice, adopting the attached Capital Strategy will ensure the Council fully complies with the Code and this contributes towards achieving good practice.

Capital Strategy

6. The Capital Strategy for 2020/21 to 2024/25 is attached at Appendix 2. This covers the specific capital investment activities included with the Capital Programme and the framework in place for the annual review of the five-year rolling programme.
7. The Capital Strategy ensures all decisions on capital investment support the Council's priorities and the Council's Medium Term Financial Strategy (MTFS) and sets out the decision-making, monitoring and reporting framework for capital expenditure.
8. In compliance with the Prudential Code, the Capital Strategy also sets out the Council's approach to the following areas:
 - Use of the capitalisation flexibility
 - The impact of the ongoing costs of capital expenditure on the revenue budget and if any reliance is place on investment returns to balance the revenue budget
 - Assessment of risks associated with the Capital Programme
 - Any restriction around borrowing
 - Long term projections around borrowing and the repayment of debt
 - The Council's approach to commercial investments
 - Use of independent external advice to support decision-making
 - How other long-term liabilities, such as equity investments and financial guarantees are identified and monitored.

- The level of knowledge and skills available within the Council to support informed decision-making.

Consultation

9. The Leader of the Council has been consulted on this report.

Alternative Options

10. There are no alternative options, as the Capital Strategy reports recommended for approval are required in order to comply with CIPFA's Prudential Code for Capital.

Implications of recommended options

11. **Resources:**

a) Financial Implications - The Strategic Director, Resources and Digital confirms that there are no additional financial implications associated with this report.

b) Human Resources Implications - There are no human resources implications arising from this report.

c) Property Implications – There are no property implications arising from this report.

12. **Risk Management Implications**

There are no risk management implications arising from this report.

13. **Equality and Diversity Implications**

There are no equality and diversity implications arising from this report.

14. **Crime and Disorder Implications**

There are no crime and disorder implications arising from this report.

15. **Sustainability Implications**

There are no sustainability implications arising from this report.

16. **Human Rights Implications**

There are no human rights implications arising from this report.

17. **Area and Ward Implications**

There are no direct area and ward implications arising from this report.

18. **Background Information:**

The following documents have been used in preparation of the report:

- Local Government Act 2003
- CLG Guidance on Local Government Investments
- CIPFA's Prudential Code for Capital
- CIPFA's Code of Practice on Treasury Management

Capital Strategy

2020/21 – 2024/25

1. Introduction

- 1.1 The Capital Strategy outlines the principles and framework that shape the Council's capital programme. The aim is to deliver an affordable, sustainable and prudent capital programme which contributes to the achievement of the Council's strategic approach to making Gateshead a Place Where Everyone Thrives.

2. Objectives of the Capital Strategy

- 2.1 The current capital programme represents significant investment of the Council's finance, amounting to £368m over the 5 year period in either new assets or the enhancement of existing assets to support the provision and development of Council services and the wider economic and housing regeneration within the borough.
- 2.2 The efficient and effective use of capital resources, including sound asset management supports the Council in the achievement of its medium and long-term objectives. The Capital Strategy together with the Medium Term Financial Strategy (MTFS), Corporate Asset Strategy and Management Plan, Housing Strategy and Treasury Management Strategy will ensure efficient and effective capital planning and management of capital resources to support the Council's priorities.
- 2.3 The Capital Strategy determines the Council's approach to capital investment, to:
- Ensure efficient use of limited resources and assets which are directed towards the Council's priority areas to support the achievement of the Council's strategic approach of Making Gateshead a Place Where Everyone Thrives; and
 - Provides a framework to support capital decision making and the management and monitoring of the capital programme to ensure the capital programme remains affordable, sustainable and prudent over the long term.

3. The Capital Planning Framework

3.1 Financial Planning

- 3.1.1 Investments within the capital programme are aligned to the Council's strategic approach of Making Gateshead a Place Where Everyone Thrives:
- Put people and families at the heart of everything we do
 - Tackle inequality so people have a fair chance
 - Support our communities to support themselves and each other
 - Invest in our economy to provide sustainable opportunities for employment, innovation and growth across the borough
 - Work together and fight for a better future for Gateshead
- 3.1.2 The development of the capital programme has clear links to the Council's MTFS and the revenue budget. To ensure the capital programme is affordable, sustainable and prudent over the long term, the whole life capital and revenue implications of each capital project is considered when the capital bid is assessed to ensure the impact is incorporated into the Council's financial plans, including the long term costs and savings associated with the assets.
- 3.1.5 To ensure the financial implications of the capital programme are considered as part of the wider financial context of the Council the capital programme is set for five years and the all costs, income and savings linked to the capital programme are incorporated within the five-year MTFS. The MTFS is reviewed and updated annually to ensure the estimates and assumptions remain up to date, relevant and reflect any changes that

have occurred in the preceding year. All changes within the capital programme are factored into the annual review.

3.2 Supporting Plans

3.2.1 A number of statutory plans and other strategies are prepared to inform service delivery arrangements and identify the Council's priorities. These complement the Capital Strategy by reflecting the importance of capital investment within different policy contexts and provide a guide as to the areas where capital expenditure may be required. These include:

- The **Medium Term Financial Strategy (MTFS)** – which is a key part of the Council's Policy, service Planning and Performance Management framework and aims to ensure all revenue resources are directed towards the achievement of Vision 2030.
- The **Corporate Asset Strategy and Management Plan** - which details existing asset management arrangements and outcomes and planned action to improve asset use.
- The **Schools Asset Management Plan** - which contains key data to enable investment appraisals, and the approach to balancing initial capital investments against running costs, to enable the most appropriate decisions to be taken when evaluating identified problems and establishing long-term strategies.
- The **Local Transport Plan** - which reflects a joint approach to transport needs in Tyne and Wear. It also addresses needs specific to Gateshead. Capital needs and the approach to investment are shaped by an indicative breakdown between maintenance and integrated transport themes.
- The **Highways Asset Management Plan** – which aims to facilitate the development and improvement of the way in which highway maintenance and management functions are carried out. This will assist in the optimal allocation of resources.
- The **Housing Strategy** – which sets out the long-term vision for housing. The aim of the strategy is to ensure Gateshead continues to provide good quality affordable homes and housing services that meet the needs and aspirations of the local people.
- The **Housing Revenue Account (HRA)** – which includes a 30-year business plan as part of self-financing which considers the required capital investment to maintain decency in the Council's housing stock. With the lifting of the debt cap greater investment in Council Housing may be possible, providing the business models are financial viable and affordable within the HRA.
- The **Local Plan** - which sets out the spatial planning framework to deliver economic prosperity and healthy, sustainable communities through economic and housing regeneration and new developments.

3.3 Qualifying Capital Expenditure

3.3.1 The definition of capital expenditure under the Local Government Act 2003 is

'expenditure that results in the acquisition of, or construction of, or the addition of subsequent costs to assets (tangible or intangible) in accordance with proper practices'

3.3.2 To meet the definition of capital, expenditure will only be classified as capital expenditure if the expenditure is directly attributable to an asset and:

- Results in the acquisition, construction or improvement of an asset;
- Is separately identified and measurable; and
- Results in a measurable benefit to the Council for a period in excess of 12 months.

3.3.3 In addition, the Local Government Act 2003 allows the following type of expenditure to be classified as capital expenditure:

'the giving of a loan, grant or other financial assistance to any person, whether for us by that person or by a third party, towards expenditure which would, if incurred by the authority be capital expenditure'

3.4.4 Therefore a loan to a third party for a specific scheme which would result in capital expenditure if incurred by the Council will be classified as capital expenditure and assessed alongside other capital bids for inclusion within the capital programme.

3.4.5 The Council's Capitalisation Policy is audited annual as part of the Final Accounts process and the most recent audited Capitalisation Policy is attached as Appendix 1.

3.4.6 Any loans, grants or other financial assistance to third parties will not be classified as capital expenditure if the investment is entered into primarily to generate a yield for the Council and fails to meet the criteria detailed above. Transactions entered into solely for financial benefit will be treated as a financial investment and will be assessed using the investment framework included in the Treasury Management Strategy and will be funded from the Council cash balances rather than through capital financing arrangements.

3.5 Investment for Commercial Return

3.5.1 To date the Council have not entered any non-treasury financial investments which are purely to generate a commercial return. The Council owns a portfolio of tenanted non-residential properties (TNRP), which generate a revenue return to the Council however, these properties have been held for a significant number of years and support wider corporate priorities.

3.5.2 In 2019/20 the Council entered into a Limited Liability Partnership (LLP) with Public Sector plc (PSP) to operate the TNRP portfolio for 7 years. This will generate a guaranteed rental income through minimising the risk of market fluctuations in rental income to the Council. Any Council investment in the partnership will be assessed on a case by case basis in line with all other proposed capital investment. The performance of the partnership will be monitored using Key Performance Indicators set by the Council and reported to Cabinet annually.

3.5.3 There are currently no plans to consider entering into a non-treasury financial investment solely or primarily to obtain a revenue return, however if an opportunity to do so arose the long term financial impact and the risks inherent to the scheme would be assessed as part of the due diligence process. Where the size of the investment or the risk of the investment required external advice, this will be obtained. Any potential investment entered into for a commercial return will require prior Cabinet approval.

3.6 Other Long-Term Liabilities

3.6.1 The Council has entered a number of other long-term liabilities, including the investment in Newcastle Airport. A register of investments is maintained by the Treasury Management Team and was reported to Cabinet with the Treasury Policy report in February 2019. An annual review of the value of these long-term liabilities is undertaken and any changes in value will be incorporated into future financial planning.

3.7 Risk Management

- 3.7.1** Risk management is a key feature in the management of the Council's capital programme from the initial planning stage through to project delivery. The opportunities and the risks which could impact on the Council's plans and performance are considered when each capital bid is considered for inclusion in the Capital Programme.
- 3.7.2** The overall impact of the capital programme is assessed, monitored and restricted by both the long-term affordability and sustainability of revenue implications arising from the capital programme and the prudent provision of borrowing to fund the capital programme as assessed and monitored using the prudential indicators as approved by Council as part of the revenue budget process.
- 3.7.3** In addition, the key risks of the capital programme are identified and included within the Revenue Budget and MTFs alongside other financial risks to the Council.

4. Setting the Capital Programme

4.1 Annual Review

- 4.1.1** The capital programme is set for five years and reviewed annually alongside the revenue budget to ensure existing schemes are still required and continue to meet the agreed Council priorities and to allow for new priority schemes to be incorporated into the programme. Additional schemes are added to the programme in the event that additional resources are confirmed, such as capital receipts or additional external funding, and when it can be demonstrated that the scheme is a high priority for the Council.
- 4.1.2** Depending on the type of scheme being proposed, it may also be appropriate to consider alternative methods of delivering the project and achieving the desired outcomes rather than using the resources outlined above. This may include exploring the opportunities to work in partnership with other stakeholders to deliver capital schemes.
- 4.1.3** The Council operate a two-stage bidding process for new capital schemes. The first outline bid includes a summary of the scheme, indicative costs, timing and outcomes and which of the Council priorities it meets.
- 4.1.4** During the second stage of the process project managers are required to complete a more detailed business case which includes a full business model, working with their Business Partners, including total projected costs and income over the life of the scheme.
- 4.1.5** Once the second stage bids are received they are assessed for inclusion within the capital programme. This assessment will review:
- whole life costs of the scheme;
 - project timescales and estimated cashflows;
 - projected outcomes, both financial and non-financial; and
 - achievement of corporate priorities.
- 4.1.6** The potential costs associated with the new schemes and any changes to existing schemes are factored into the revised Capital Financing Requirement to assess the impact on the revenue budget and to inform decision making.

4.2 Timetable and approvals

- 4.2.1** The capital programme is reviewed and approved annually and follows the timetable set out below:

October	First stage Capital Programme project proposals invited for any potential capital scheme for the next five year period.
October	Receipt of completed templates for assessment for inclusion in the second stage of the application process.
November	Completed stage two application returned for assessment and inclusion in the draft five-year capital programme for consultation
December - January	Consultation with Officers and Councillors on the draft capital programme
February	Five-year capital programme taken to Council for approval.

4.2.1 During the year additional capital schemes may be brought to Cabinet for approval, either as a separate Cabinet report or as part of the quarterly capital report depending on the value of the scheme, in line with approved delegations. For all additional schemes, the same assessment will be undertaken as for capital schemes incorporated into the Capital Programme as part of the annual review.

5. Capital Financing

5.1 Funding Sources

5.1.1 Capital expenditure can be funded from a number of different sources, but the sources of capital funding primarily available to the Council are:

- Prudential borrowing;
- External grants or contributions;
- Capital receipts arising from the sale of assets; and
- Contribution from revenue resources.

5.2 Prudential Borrowing

5.2.1 The Prudential System of Local Government Capital Finance has operated since April 2004, which allows local authorities to invest as long as their capital spending plans are affordable, prudent and sustainable. The Code of Practice was refreshed in 2017 and places greater emphasis on assessment of the long-term impact of the capital programme on the wider financial context and the approach to the risk management of the capital programme.

5.2.2 The level of prudential borrowing which can be supported is dependent on the availability of revenue resources required to fund the associated costs of borrowing. The affordability issue is addressed in the principles underpinning the Council's MTFs and is controlled through Prudential Indicators agreed annually by Council as part of the revenue budget process. These indicators are monitored and reported monthly to Treasury Management Strategy Group and quarterly to Cabinet and Council to ensure the capital programme remains affordable and within the levels agreed. Any breaches of the indicators must be reported to Cabinet at the first opportunity and the report must include reasons for the breach and the actions that have been taken to correct the breach.

5.2.3 In order for borrowing to be considered prudent, affordable and sustainable there must be an identifiable, long-term source of revenue funding to meet the costs of borrowing. Ideally this will come from revenue savings or from additional income generated directly from the capital project.

- 5.2.4 Where capital expenditure relates to a loan to a third party the loan repayments are linked to the Council's underlying borrowing requirement. Loan repayments are monitored to ensure payments remain in line with the loan agreement.
- 5.2.5 The Council is required to make provision each year for the principal repayment of borrowing, known as Minimum Revenue Provision (MRP). The annual MRP charge to revenue is calculated by aligning the repayment of debt to the useful life of the asset to which it relates. The MRP Policy forms part of the revenue budget report approved by Cabinet and Council annually in February 2019.

5.3 External Funding

- 5.3.1 The reduction of Government grants to support the capital programme has resulted in the increased reliance on borrowing to fund the capital programme in recent years. To reduce the level of prudential borrowing it is essential that external funding possibilities are explored when developing capital project proposals. It is important that financial implications are considered throughout the bidding process in order to ensure that the potential benefits and risks to the Council are fully understood prior to accepting any external funding.
- 5.3.2 The Council take an increasingly proactive approach to applying for capital grants. The optimisation of funding from external sources will be essential if the Council is to deliver in its objectives.

5.4 Capital Receipts

- 5.4.1 In general, capital receipts from the sale of Council assets are treated corporately, although there may be circumstances where a capital receipt must be used to fund a specific scheme, for example capital receipts from the sale of HRA assets.
- 5.4.2 Property Services have estimated that there is the potential to generate c.£16m in capital receipt over the MTFs period. As uncertainty remains around the final use of some sites, level of capital receipts which will be achieved and to ensure a prudent approach to the calculations of the funding requirement of the capital programme a total of £6m capital receipts are included within the MTFs estimates, with this figure subject to ongoing review.
- 5.4.3 Capital receipts can be used to:
- Finance in-year capital expenditure;
 - Repay borrowing entered into to fund capital expenditure; and
 - Until 31 March 2022 fund the up-front revenue costs of service reform and transformation which generates ongoing revenue savings through budget flexibility.
- 5.4.4 Any proposed use of capital receipts to support budget flexibility will be reported as part of the revenue and capital budget reports with any in-year amendments reported to full Council during the year. Where capital receipts are used to fund budget flexibility the Capital Financing Requirements and associated prudential indicators will be updated to reflect the impact of this decision on the revenue budget and the MTFs.

5.5 Contribution from Revenue Resources

- 5.5.1 The use of revenue contributions towards the funding of the capital programme is an alternative source of funding, however due to the pressure on the Council's revenue budget the availability of revenue funding for capital expenditure purposes is limited. Capital expenditure relating to the ~~Page 98~~ currently supported by a revenue contribution;

this is assessed annually to ensure it remains affordable and is unlikely to be available over the longer term.

6. Monitoring the Capital Programme

6.1 The 5-year capital rolling programme is approved in February of each year and progress is monitored and reported throughout the year with amendments to schemes and new schemes added through the formal approval process.

6.2 Project Management and Monitoring

- 6.2.1 Project managers are responsible for the proper and effective control and monitoring of their projects, including financial monitoring. Project managers must ensure that:
- Only capital expenditure is charged to the capital project;
 - Capital expenditure must be properly attributed to the specific project;
 - Capital expenditure is within the agreed budget, and approval is sought regarding any unavoidable variations;
 - Realistic expenditure profiles are determined and regularly reviewed to identify potential slippage;
 - Project monitoring returns are completed each quarter and submitted to the Capital Team within Corporate Finance.
 - The projected outcomes of the scheme have been achieved.
- 6.2.2 For higher risk capital projects, a project group will be established to manage the delivery of the project. This will be a multi-disciplinary team and will usually include the project manager and, as a minimum, representatives from the Capital Team, Property Services and Design Services. In these cases, external advice may also be used to ensure all risks have been identified, assessed and are at a level that is acceptable to the Council. Monitoring of the scheme will continue throughout the project to ensure risk continues to be effectively managed.

6.3 Capital Programme Reporting

- 6.3.1 Each quarterly report will confirm the latest programme, expenditure to date, forecast outturn and the projected financing position. The report also outlines any proposed amendments for Cabinet to consider and approve, providing reasons for any forecast underspends, overspends, potential slippage or new schemes requested for inclusion in the capital programme
- 6.3.2 The Capital Programme position is formally reported to Cabinet and Council each quarter throughout the year. In advance of reporting to Cabinet, the Capital Programme is discussed by SMG Projects, Corporate Management Team and scheme variances are presented to Group Management Teams.
- 6.3.3 Cabinet may approve changes to the Capital Programme each quarter including the addition of new schemes during the year, or amendments to existing schemes. Additional schemes may be added when:
- additional external funding is received;
 - where there is an urgent health and safety issue has been identified;
 - where it can be demonstrated that additional capital investment will support one of the Council's financial position through long term savings or additional income; or
 - where the scheme support the Council's priorities and it has been assessed as requiring immediate action.

- 6.3.4 Revisions to existing schemes may become necessary if a scheme becomes materially different from the original project proposal. This may be as a result of the need to incur additional expenditure to meet unavoidable issues, changes in project delivery timescales, the receipt of additional funding or the need to withdraw a scheme.
- 6.3.5 All variations to the Capital Programme must be approved by Cabinet prior to incurring any additional expenditure as it may be necessary to re-prioritise existing schemes within the Capital Programme to accommodate variations.

7. Treasury Management, borrowing and debt

- 7.1 As defined by CIPFA in the Treasury Management Code of Practice, Treasury Management is:

'the management of the organisation's investments and cash flows, its banking, money market and capital market transactions; the effective control of the risks associates with the activities; and the pursuit of optimum performance consistent with those risk.'

- 7.2 The Treasury Management Strategy specifies how the Council manages its treasury management activities and includes the Council's Borrowing and Investments Strategies as well as specifying the Council's risk appetite in relation to borrowing and investments.
- 7.3 The Borrowing Strategy outlines the different borrowing options available to fund the capital financing requirement and how the risks around borrowing will be managed. The prudential framework and indicators, which are set annually, ensure the capital programme remains affordable, sustainable and prudent include by setting maximum levels of overall borrowing, interest rates exposure and the total borrowing maturity exposure per period. To ensure the revenue implications of the capital programme are fully integrated within the Council's revenue budget the Prudential and Treasury Management Indicators are approved as part of the revenue budget by Cabinet and Council February each year. The 2019/20 – 2023/24 prudential and Treasury Management Indicators were approved by Council in February 2019.
- 7.4 The Treasury Management Investment Strategy specifies the Council's approach to specified and non-specified treasury management investments and non-treasury financial investments. Non-treasury financial investments are investments entered into either directly or through investment in a third party primarily to generate a financial yield and are not capital expenditure.

8 Knowledge and Skills

- 8.1 Officers and Councillors involved in the decision-making process are required to have an appropriate level of skill and knowledge or access to these to make informed decisions.
- 8.2 The officers from Corporate Finance, involved in the day to day management of the Capital and Treasury Management Teams are Consultative Committee of Accountancy Bodies (CCAB) qualified accountants. Link Asset Services provide external advice and support on treasury management issues and are also available to provide advice on capital accounting issues.
- 8.3 For individual capital schemes which are more complex and potentially higher risk, external advice will be sought to assist with the due diligence process. Where external advice is taken, the outcome of the advice will be included within reports to Senior Officers and Councillors as part of the decision-making process.

- 8.4 Treasury management and capital training is available to Officers and Councillors and can include both formal training delivered by external advisor and in-house presentation around specific issues.

APPENDIX 1

GATESHEAD COUNCIL - CAPITALISATION POLICY

All capital expenditure on the acquisition, creation or enhancement of a non current asset is capitalised on an accruals basis.

Expenditure on the acquisition of a non current asset, or expenditure that adds to, and not merely maintains, the value of a non current asset is capitalised and classed as a non current asset. However, this is provided that the non current asset yields benefits to the Council and the services it provides for a period of more than one year.

Expenditure that should be capitalised will include expenditure on the:

- Acquisition, reclamation, enhancement or laying out of land;
- Acquisition, construction, preparation, enhancement or replacement of roads, buildings and other structures;
- Acquisition, installation or replacement of plant, machinery and vehicles;
- Replacement of a component of a non current asset that has been treated separately for depreciation purposes and depreciated over its individual useful life.

In this context, enhancement means the carrying out of works that are intended to:

- Lengthen substantially the useful life of the asset; or
- Increase substantially the open market value of the asset;
- Increase substantially the extent to which the asset can or will be used for the purposes of the Council.

The Council capitalises expenditure on developing and implementing computer software and licenses as an intangible asset, provided that the expected life exceeds one year.

The Council also capitalises Project Management costs where this is directly linked to the delivery of a major project included within the Capital Programme.

All capital expenditure creating or enhancing a non current asset (see definitions above) will be recorded in the Council's Asset Register where the asset can be identified. Some expenditure may also relate to assets owned by a third party rather than the Council and this is capitalised as Revenue Funded from Capital under Statute (REFCUS) in accordance with accounting regulations.

The Council's de-minimis level for valuation purposes is £40,000 and £10,000 for individual items of capital expenditure, with the exception of certain external funding regimes where different levels of capitalisation are specified.

All expenditure is capitalised through the capital accounts and financed at the year-end, as long as the scheme has been approved through the Council's capital programme. This includes programmes of spending such as purchase of fleet vehicles, ICT equipment, strategic maintenance or health and safety schemes, where individual project spend could be less than the current de-minimis level.



COUNCIL MEETING

21 November 2019

LOCAL COUNCIL TAX SUPPORT SCHEME FOR 2019/20

Sheena Ramsey, Chief Executive

EXECUTIVE SUMMARY

1. The purpose of this report is to recommend to Council the approval of a Local Council Tax Support Scheme for the year 2020/21.
2. The Council is provided with funding to deliver its own Local Council Tax Support scheme although this grant is no longer separately identifiable having been subsumed within the Council's overall finance settlement figure that continues to reduce year on year.
3. The proposed Local Council Tax Support scheme for Gateshead has been established with due regard to the Council's statutory obligations and in order to support those claimants most in need of financial assistance, consistent with the Council's priorities and policies.
4. The Cabinet has considered the facts and issues arising from the report including alternative options and took all relevant advice before formulating their recommendation.

RECOMMENDATION

5. It is recommended that Council:
 - (i) approve the proposed scheme as set out in paragraphs 7 and 8 of the report; and
 - (ii) delegate powers to the Strategic Director, Resources and Digital, to provide regulations to give effect to the scheme.

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TITLE OF REPORT: Local Council Tax Support Scheme for 2020/21

REPORT OF Darren Collins, Strategic Director Resources and Digital and Borough Treasurer

Purpose of the Report

1. Cabinet is requested to recommend to Council a Local Council Tax Support Scheme for the year 2020/21.

Background

2. The Local Government Finance Act 2012, paragraph 5 of Schedule 1A, established a framework for Local Council Tax Support that requires the Council for each financial year, to revise its scheme, or replace it with another scheme and to do so before 11 March in the financial year preceding that for which the revision or replacement scheme is to have effect.
3. The Council is provided with funding to deliver its own Local Council Tax Support scheme although this grant is no longer separately identifiable having been subsumed within the council's overall finance settlement figure that continues to reduce year on year. The regulations require that pensioner households must be protected from the impact of the local scheme and therefore any shortfall in funding will fall to working age households or the council itself.
4. When designing a scheme the Council additionally must also consider its responsibilities under:
 - The Child Poverty Act 2010
 - The Disabled Persons (Services, Consultation and Representation) Act 1986, and Chronically Sick and Disabled Persons Act 1970
 - The Housing Act 1996 which gives local authorities a duty to prevent homelessness with special regard to vulnerable groups
5. Under legislation, the Council's own Local Council Tax Support scheme must be approved each year by Council by 11 March at the latest. The proposed council tax support scheme within this report is therefore a scheme for 2020/21.

Proposal

6. The proposed Local Council Tax Support scheme for Gateshead has been established with due regard to the Council's statutory obligations and in order to support those claimants most in need of financial assistance, consistent with the Council's other priorities and policies.

- 7 Apart from some minor underlying adjustments to the scheme calculations to bring the scheme in line with the Government's Housing Benefit and Universal Credit scheme, the proposed scheme for 2020/21 will remain the same as the scheme that was in place in previous years from 2013/14 and this will retain the same provision for pensioners and the original 8 underlying principles outlined below:
- Protection should be given to certain groups – all working age claimants to pay at least 8.5% of their council tax liability
 - The scheme should encourage people to work
 - Everyone in the household should contribute
 - Capital or Savings threshold should be maintained at £16,000
 - War Pensions should be disregarded
 - Minimum level of support should be £1 (per week)
 - Child benefit should be disregarded as income.
 - A discretionary fund should be maintained.
- 8 The proposed scheme therefore retains the minimum contribution of all working age claimants at 8.5% of their Council Tax liability and does not recommend an increase to this figure.

Recommendations

- 9 Cabinet is requested to recommend that Council:
- i) approves the proposed scheme as set out in paragraphs 7 and 8 of the report; and
 - ii) delegates powers to the Strategic Director, Resources and Digital to provide regulations to give effect to the scheme.

For the following reasons:

- i) To meet the statutory requirements of the Local Government Finance Act 2012 in relation the establishment of a framework for Localised Council Tax Support
- ii) To mitigate the impact of Welfare Reform changes on Council Tax support claimants
- iii) To mitigate the impact of funding reductions on Council finances
- iv) To support the Council's "Thrive" policy priority.

CONTACT: Pam Richardson: 3648

Policy Context

1. The proposals in this report are consistent with Council priorities and, in particular, ensuring that effective use is made of Council resources to support the framework for “making Gateshead a place where everyone thrives”.

Background

2. The Welfare Reform Act 2012 included the abolition of the Council Tax Benefit scheme with effect from 1 April 2013.

The Act created the need for each billing authority in England to develop a scheme that ‘states the classes of person who are to be entitled to a reduction under the scheme’. The Council must, before developing a scheme, consult any major precepting authority which has power to issue a precept, publish a draft scheme in such a manner as it sees fit, and then consult such other persons as it considers are likely to have an interest in the operation of the scheme.

3. The Council scheme, since 2013 has been based on 8 underlying principles:
 - **Principle 1 – Protection should be given to certain groups** – All working age claimants to pay at least 8.5% of their council tax liability. The council will support through the local scheme the remaining amount up to 91.5%.
 - **Principle 2 – The scheme should encourage people to work** – The earnings taper will not be increased and the earnings disregard will not be decreased.
 - **Principle 3a – Everyone in the household should contribute: Non-Dependants** - Non dependant deductions will increase in line with government recommendations and be on a sliding scale according to income.
 - **Principle 3b – Everyone in the household should contribute: Second Adult Rebate** – there will be no second adult rebate.
 - **Principle 4 – Benefit should not be paid to those with relatively large capital or savings** – The level of savings a claimant can have will be £16,000. A tariff will be applied for savings held between £6,000 and £16,000.
 - **Principle 5 – War pensions should not be included as income** – In recognition of the sacrifices made by war pensioners, war pension income will be excluded as income.
 - **Principle 6 – There should be a minimum level of support** – The minimum award of council tax support will remain at £1 per week.
 - **Principle 7 – Child benefit will not be included as income** – All child benefit income will continue to be disregarded in the calculation.

- **Principle 8 – Establishment of a discretionary fund** – A discretionary fund will allow for additional support to be provided to the most vulnerable in exceptional circumstances.

Proposal

4. The proposed scheme for 2020/21 will retain the same 8 underlying principles and remain the same as the scheme in place in previous years apart from some very minor adjustments to the underlying entitlement calculation to reflect changes to the Government's Housing Benefit and Universal Credit schemes.

Consultation

5. Where the proposed scheme for a year remains the same as in previous years, no formal consultation is required to be undertaken.

Alternative Options

6. Alternative options could involve the adoption of a scheme which offers less support by increasing the minimum contribution or more support to residents by increasing at a greater rate the Council's commitment of resources. The proposal retains the significant level of support from the Council to working age claimants in line with policy priorities.

Implications of Recommended Option

7. **Resources:**

- a) **Financial Implications** – The proposed approach enables the Council to operate a support scheme within the funding available and to mitigate the impact on working age claimants by utilising council resources.

Adopting the scheme means that approximately 12,270 council tax payers will continue to pay no more than 8.5% of their council tax (around £116 per year/£2.22 per week).

The full impact on the Collection Fund continues to be monitored and the behaviour of those claimants who are required to pay has been analysed during the current and previous years. Collection from this client group has exceeded previous assumptions in the first six years of the scheme and continues to do so in 2019/20.

A discretionary fund of £25,000 is available to be used to support the most vulnerable claimants in exceptional circumstances.

The removal of the ring-fence within the Government funding calculation means that Government funding for this area has been significantly reduced. The best estimate of the Council's overall subsidy in relation to the scheme is approximately £7.5 million.

- b) **Human Resources Implications** – There are no human resource implications directly arising from this report

- c) **Property Implications** - There are no property implications directly arising from this report
8. **Risk Management Implication** - Retaining a scheme based on the same principles eliminates the risk of a local scheme not being supported from a technology perspective.
9. **Equality and Diversity Implications** - A Comprehensive Impact Assessment has been carried out.
10. **Crime and Disorder Implications** – No impact.
11. **Health Implications** – Financial concerns arising from the Governments Welfare Reforms may adversely affect the mental and physical health of some residents.
12. **Sustainability Implications** - There are no sustainability implications arising from this report.
13. **Human Rights Implications** – There are no Human Rights implications arising from this report.
14. **Ward Implications** – This scheme affects all current and future working age benefit recipients across Wards within the borough.

Background Information

Welfare Reform Act 2012

Local Government Finance Bill

Communities and Local Government - Statement of intent

Communities and Local Government - Vulnerable people –key local authority duties

Welfare Reform and Work Bill 2015

Comprehensive Impact Assessment

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COUNCIL MEETING

21 November 2019

TREASURY MANAGEMENT – PERFORMANCE TO 30 SEPTEMBER 2019

Sheena Ramsey, Chief Executive

EXECUTIVE SUMMARY

1. The purpose of this report is to inform on Treasury Management performance for the six months up to 30 September 2019.
2. The projected outturn for 2019/20 at 30 September 2019 is £9.375m compared to the estimate of £11.053m, an underspend on budget of £1.678m.
3. The Cabinet has considered the facts and issues arising from the report including alternative options and took all relevant advice before formulating their recommendation.

RECOMMENDATION

4. It is recommended that Council notes the Treasury Management Performance to 30 September 2019; to contribute to sound financial management and the long-term financial sustainability of the Council.

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Title of report: Treasury Management – Performance to 30 September 2019

Report of: Darren Collins – Strategic Director, Resources and Digital

Purpose of the Report

1. The purpose of this report is to review Treasury Management performance for the six months to 30 September 2019, covering investments and borrowing. This is consistent with approved performance management arrangements.

Background

2. Cabinet will receive half yearly performance reports on the agreed Treasury Management budget identifying any variances. This report sets out the monitoring position at 30 September 2019.
3. Council agreed the Treasury Policy Statement and Treasury Strategy 2019/20 to 2023/24 which provided a framework for the Strategic Director, Resources and Digital to exercise his delegated powers on 19 March 2019.
4. Council also agreed the original General Fund budget for Treasury Management for 2019/20 on 21 February 2019. This was set at £11.053m.

Proposals

5. The projected outturn for 2019/20 at 30 September 2019 is £9.375m compared to the estimate of £11.053m, an underspend on budget of £1.678m.
6. The Audit and Standards Committee reviewed the Treasury Management performance to 30 September 2019 on 28 October 2019 and raised no comments for submission to Council.
7. It is important that effective budget monitoring and action planning is in place to ensure that spending in 2019/20 is contained within approved budgets as this will contribute to a sustainable financial position for the Council.

Recommendation

8. Cabinet is asked to recommend that Council note the Treasury Management Performance to 30 September 2019; to contribute to sound financial management and the long-term financial sustainability of the Council.

CONTACT: Clare Morton, ext. 3591

Policy Context

1. The proposals in this report are consistent with Council priorities and in particular they ensure that effective use is made of the Council's resources to ensure a sustainable financial position and support of the framework for achieving the Council's strategic approach 'Making Gateshead a Place Where Everyone Thrives'. The Council recognises there are huge financial pressures on not just Council resources, but those of partners, local businesses and residents. This requires the Council's decision-making to be policy and priority led and driven.

Background

2. The Prudential Code plays a key role in capital finance in local authorities. Local authorities determine their own programmes for capital investment that are central to the delivery of quality public services. The Prudential Code was developed by CIPFA, the Chartered Institute of Public Finance and Accountancy, as a professional code of practice to support local authorities in taking their decisions. Local authorities are required by regulation to have regard to the Prudential Code when carrying out their duties in England and Wales under Part 1 of the Local Government Act 2003.
3. In December 2017 CIPFA issued a revised Treasury Management Code of Practice and a revised Prudential Code (the Code) which represent best practice. The Council fully complies with the Code and this contributes towards achieving good practice.
4. Part 1 of the Local Government Act 2003 specifies the powers of a local authority to borrow for any purpose relevant to its functions under any enactment or for the purposes of the prudent management of its financial affairs. Borrowing is linked to the CIPFA Prudential Code for Capital which sets out a range of prudential and treasury indicators that must be calculated to ensure borrowing is affordable, prudent and sustainable. The Prudential Code refers to the need for a clear and integrated treasury strategy.
5. In addition, under Section 15 of the Local Government Act 2003, authorities are required to have regard to the MHCLG's guidance on Local Government Investments. This document stipulates the requirement for an annual investment strategy to be integrated into the Council's Treasury Strategy.
6. Under Part 4 of the Council's Constitution the Strategic Director, Resources and Digital will produce a Treasury Policy Statement annually, setting out the general policies and objectives of the Council's treasury management function.
7. The Council also provides a treasury management service to the Gateshead Housing Company through a Service Level Agreement.

Mid-Year Performance to 30 September 2019

8. This report sets out the latest position on the 2019/20 Treasury Management budget as at 30 September 2019 and projects interest on borrowing and investment income to the end of the financial year.
9. The projected outturn for 2019/20 at 30 September 2019 is £9.375m compared to the estimate of £11.053m, a projected under spend of £1.678m. The underspend is made up of several elements:
 - a) Borrowing costs are lower than budget due to lower levels of borrowing taken in the year to date and at lower rates than estimated due to management of cash flows and reliance on internal borrowing.
 - b) Investment interest achieved in the year to date has exceeded budgeted estimates, primarily due to higher rates of return available in the market.
 - c) Investment interest received from loans to the Council trading companies is more than anticipated in budgeted estimates.
10. Appendix 2 details the budget for 2019/20 compared to an assessment of the projected outturn for the year.

Consultation

11. The Leader of the Council has been consulted on this report.

Alternative Options

12. There are no alternative options, as the Treasury Management mid-year performance report recommended for approval is required to comply with the policy on delegation, review requirements and reporting arrangements as outlined in the Treasury Policy Statement and Treasury Strategy.

Implications of recommended options

13. **Resources:**
 - a) **Financial Implications** - The Strategic Director, Resources and Digital confirms that the financial implications are set out in this report. There are no additional financial implications associated with the report itself.
 - b) **Human Resources Implications** - There are no human resources implications arising from this report.
 - c) **Property Implications** – There are no property implications arising from this report.
14. **Risk Management Implications**

The Treasury Policy and Treasury Strategy which informs activity in this area were prepared with the primary aim of minimising risk to ensure that the Council's principal sums are safeguarded. Maximising income is considered secondary to this main aim.

15. **Equality and Diversity Implications**

There are no equality and diversity implications arising from this report.

16. **Crime and Disorder Implications**

There are no crime and disorder implications arising from this report.

17. **Sustainability Implications**

There are no sustainability implications arising from this report.

18. **Human Rights Implications**

There are no human rights implications arising from this report.

19. **Area and Ward Implications**

There are no direct area and ward implications arising from this report.

Mid-Year Report - Performance to 30 September 2019

1. Investment Performance

- 1.1 The latest projection of gross investment income for 2019/20 based on interest earned to date and expected interest to March 2020 is £0.699m, compared to the original estimate of £0.691m.
- 1.2 This gross investment interest is adjusted to account for £0.373m interest payable to third parties and interest receivable of £1.995m from various third parties, the most significant of which is Newcastle International Airport. This gives a projected net interest to the General Fund 2019/20 of £2.321m compared to the budget of £2.145m. The current variance to budget is mainly as a result of higher levels of interest received on loans to third parties than anticipated when the 2019/20 budget was set.

2. Rate of Return

- 2.1 The average rate of return is monitored for each investment type that the Council enters into and these are used to calculate an average rate of return for the Council for the year to date. The current rate of return is 0.97%, which is greater than the original estimate of 0.93%.
- 2.2 The quarterly LINK Asset Services Investment Benchmarking report assesses both the rate of return and the risk of the counterparty to calculate a weighted average rate of return, which is used for comparison across Local Authorities. In the most recent report received, June 2019, the Council achieved a weighted average rate of return of 1.00% on its investments for Quarter 1 2019/20 which is in excess of the risk adjusted expectations (0.89% to 0.99%) defined in the Benchmarking Report for our Group.
- 2.3 The rate of return would be expected to decrease during the year as investment balances reduce and current deposits are replaced with shorter, lower yielding deposits.
- 2.4 It is a difficult investment market in terms of earning the level of interest rates commonly seen in previous decades as rates are very low and in line with the current 0.75% Bank Rate. The continuing potential for a re-emergence of a Eurozone sovereign debt crisis, and its impact on banks, prompts a low risk and short-term strategy. Given this risk environment and the fact that increases in Bank Rate are likely to be gradual and unlikely to return to the levels seen in previous decades, investment returns are likely to remain low.

3. Brexit and the Economy

- 3.1 The Bank of England's Monetary Policy Committee (MPC) has left Bank Rate unchanged at 0.75% so far in 2019 due to the ongoing uncertainty over Brexit. In its last meeting on 19 September, the MPC became more dovish as it was more concerned about the outlook for both the global and domestic economies based on an assumption that there is an agreed deal on Brexit, where the suggestion that rates would need to rise at a "gradual pace and to a limited extent" is now also conditional on "some recovery in global growth". Brexit uncertainty has had a dampening effect on UK GDP growth in 2019, especially around mid-year. If there

were a no deal Brexit, then it is likely that there will be a cut or cuts in Bank Rate to help support economic growth

4. Borrowing

4.1 The total borrowing for the Council and the Housing Revenue Account (HRA) as at 30 September 2019 was £665.224m, which was within the operational borrowing limit of £865m. This borrowing is made up of £610.524m Public Works Loans Board (PWLB) loans and £54.7m market loans.

4.2 The Treasury Strategy estimates for the 2019/20 financial year were based on a borrowing requirement of £86.564m. To date this year the Council has taken £10m long term borrowing from the PWLB. The timing of further borrowing will depend on a combination of cash flow requirements to support the capital programme and achieving preferential borrowing rates at the time.

4.3 The current forecast for interest payable on borrowing is allocated to the General Fund and the Housing Revenue Account (HRA) as shown in the following table:

	General Fund	HRA
Interest Payable	£11.234m	£13.540m
Average rate of interest	3.29%	4.06%

4.4 This represents a gross saving of £1.906m on the original estimate, of which £1.502m is a saving for the General Fund and £0.404m is for the HRA.

5. PWLB Government Intervention

5.1 The maximum net amount of PWLB loans that can be outstanding at any time is subject to a statutory limit. The Government has legislated to increase the lending limit from £85bn to £95bn.

5.2 HM Treasury advised on 9th October 2019 that they would increase the margin that applies to new loans from the PWLB by 100bps (one percentage point) on top of usual lending terms, with immediate effect.

5.3 The Council have reviewed the increase in rates and estimate the additional interest costs for the remainder of this financial year to be in the region of £0.176m. Additional interest costs for 2020/21 are anticipated to be £1.049m, of which £0.732m relates to General fund.

6. Summary of Mid-Year Performance

6.1 The projected net impact of investment and borrowing activity on the revenue budget in 2019/20 is an underspend of £2.107m, comprising £1.678m General Fund and £0.429m HRA.

General Fund	Estimate £m	Projected Outturn £m	Variance £m
Investments	(2.145)	(2.321)	(0.176)
Borrowing	12.736	11.234	(1.502)
Premia	0.462	0.462	0.000
Net Position	11.053	9.375	(1.678)

- 6.2 Investment returns are likely to remain relatively low during 2019/20 and beyond and interest rates are expected to be below long term borrowing rates therefore value for money considerations indicate that best value can be obtained by delaying new external borrowing and by using internal cash balances to finance new capital expenditure in the short term.
- 6.3 The current approach of borrowing internally provides benefits in terms of reduced credit risk, as the Council has less cash invested than if it had gone to the markets and borrowed externally. This means that cash balances and investment returns, are historically low resulting in reduced levels of income, which is significantly outweighed by the savings achieved from avoiding external borrowing. The additional element of interest rate risk will be monitored.

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COUNCIL MEETING

21 November 2019

GATESHEAD QUAYS DEVELOPMENT FRAMEWORK

Sheena Ramsey, Chief Executive

EXECUTIVE SUMMARY

1. The purpose of this report is to inform on the Gateshead Quays Development Framework Consultation Feedback Report.
2. Before the Council can adopt the Framework it must prepare a Consultation Feedback Report which sets out how Gateshead Council consulted, a summary of the main issues raised and how these have been addressed in the Framework.
3. Copies of the Feedback report and the amended Development Framework will be made available for inspection. Further minor modifications can be made to take into account any further representations made at this stage.
4. The Cabinet has considered the facts and issues arising from the report including alternative options and took all relevant advice before formulating their recommendation.

RECOMMENDATION

5. It is recommended that Council:
 - (i) Notes the Gateshead Quays Development Framework Consultation Feedback Report in Appendix 4 that sets out who the Council consulted, the main issues raised, and how these have been addressed in the Framework.
 - (ii) Make available the consultation Feedback report along with the amended Development Framework for over 30 days on the Council's website, in the Civic Centre reception.
 - (iii) Approves the Gateshead Quays Development Framework in Appendix 2, subject to any minor modifications arising from the consultation on the Feedback Report and amended Framework.
 - (iv) Delegate authority to the Strategic Director, Economy, Innovation and Growth, following consultation with the Cabinet member for Transport and Environment, to make any minor changes necessary to the Gateshead Quays Development Framework in light of any further representations received during the consultation.

- (v) Delegate authority to the Strategic Director, Economy, Innovation and Growth, following consultation with the Cabinet member for Transport and Environment, to approve the Adoption Statement and publish the final Gateshead Quays Development Framework.

TITLE OF REPORT: Gateshead Quays Development Framework

REPORT OF: Peter Udall, Acting Strategic Director Economy, Innovation and Growth

Purpose of the report

1. The purpose of the report is for Cabinet to recommend to Council that it notes the Gateshead Quays Development Framework Consultation Feedback Report, approves the Gateshead Quays Development Framework and delegates any minor modifications as a result of consultation on the Feedback Report and amended Framework to the Strategic Director, Economy, Innovation and Growth, following consultation with the Cabinet member for Transport and Environment, and publish the final Framework.

Background

2. Gateshead Council adopted the Core Strategy and Urban Core Plan (CSUCP) in March 2015. The CSUCP identifies the Urban Core as the priority location for development which will maintain and enhance its vibrancy. Key to this spatial strategy is the allocation of key sites within the Urban Core for growth, including this framework area, the wider Gateshead Quays (Policy QB2). Policy CS2, requires that all sites within the wider Gateshead Quays are brought forward in accordance with an approved development framework or masterplan to ensure a comprehensive and coordinated approach.
3. This Development Framework therefore sets out a comprehensive and coordinated approach to the development of the wider Gateshead Quays and infrastructure provision in accordance with policy. It has been led in partnership by Gateshead Council and, Ask and Patrizia the appointed developers for Gateshead Quays. There have been specialist inputs from Gateshead Council and the Gateshead Quays design team consisting of; Lichfields, masterplanners Planit-IE, architects HoK, transport consultants Vectos and environmental consultants Arup.
4. The Framework is prepared for the entirety of the wider Gateshead Quays as identified by Policy QB2 in the CSUCP, in the context of informing emerging proposals by Ask Patrizia and Gateshead Council for the development of an arena and conferencing facility on the site located between the Sage Gateshead and BALTIC Centre for Contemporary Art. This Framework considers the possibility of accommodating large, 'landmark' buildings within this site as well as ensuring the architectural detailing is of a high quality to complement that of the Sage Gateshead and BALTIC.
5. The Framework corresponds with the timeframe of the CSUCP. As such, this document provides realistic considerations for development up to 2030 within the wider Gateshead Quays development framework area.

6. The development Framework sets out the purpose of the document; introducing the area; the existing context; the development opportunities - identifying three main development Plots, A the arena and conference centre, B land between the Baltic and the Tyne Bridge and C Hillgate Quay. The Framework then sets out a strategy and plan, the environmental considerations that will need to be considered bringing this site forward, development delivery including infrastructure provision.
7. In accordance with the adopted Statement of Community Involvement (SCI), consultation on the development Framework followed the procedures set out in Sections 12-22 of Town and Country Planning (Local Planning) (England) Regulations 2012. Consultation commenced on the 9 September concluding on the 8 October
8. Consultation was undertaken through:
 - A members' seminar 18 September
 - Letters/E Mails being sent to statutory consultees and key organisations on the Local Plan consultation database
 - Publishing an article in Council News September
 - Consultation material being made available for inspection during normal officer hours
 - Gateshead Civic Centre
 - Gateshead Central Library
 - Publishing material on the Council website
 - Publishing on the Council Consultation Portal including a questionnaire
 - Individual letters delivered to addresses on Newcastle side of the river that look onto the Gateshead Quays site
 - Hosting a traditional drop in event at St Mary Centre
 - Hosting a virtual drop in event
 - Sending out notification of the consultation through 'Gateshead Now'
 - Notification in 'Team Brief' and 'Council News' and the Intranet
 - Social Media
 - Press release
 - Meetings and correspondence with individuals and organisations to fulfil our Duty to Cooperate
9. In total 468 respondents commented from 1106 consultees
10. The main material issues raised by the consultees were:
 - Buses do not use South Shore Road.
 - The Town Centre, especially the southern part of High Street must also be a priority and not left any longer.
 - Transport related – cycling, public transport, the road network, car parking, etc.
 - Baltic Quay Apartments not sufficiently referenced within the document.
 - Ecology and biodiversity underplayed within the document.
 - Ensure South Shore Road remains available for events.
 - HMS Calliope's heli' pad and car park shown as a development plot.
 - Development Framework Opportunities...middle section of text, first bullet point should include 'public transport'.

11. Before the Council can adopt the Framework, it must prepare a Consultation Feedback Report as set out in Appendix 4. This sets how Gateshead Council consulted, a summary of the main issues raised, and how these have been addressed in the Framework. Copies of the Feedback report and the amended Development Framework as set out in Appendices 2 and 4 will be made available for inspection, at the Civic Centre and published on the web site for over 30 days from the 25 November – 3 January). Further minor modifications can be made to take into account any further representations made at this stage. As soon as reasonably practicable after the Framework is adopted, the Council must make available the Framework and an Adoption Statement and send a copy of the adoption statement to any person who has asked to be notified of the adoption of the document

The Proposal

12. Cabinet to recommend to Council that it notes the Gateshead Quays Development Framework Consultation Feedback Report, approves the Gateshead Quays Development Framework and delegates any minor modifications as a result of the consultation on the Feedback Report and amended Framework to the Strategic Director, Economy, Innovation and Growth, following consultation with the Cabinet member for Transport and Environment, and after a further round of consultation.

Recommendations

13. It is proposed that Cabinet recommends Council to:

- i. Note the Gateshead Quays Development Framework Consultation Feedback Report in Appendix 4 that sets out who the Council consulted, the main issues raised, and how these have been addressed in the Framework.
- ii. Make available the consultation Feedback Report along with the amended Development Framework for over 30 days on the Council's website, in the Civic Centre reception.
- iii. Approve the Gateshead Quays Development Framework in Appendix 2, subject to any minor modifications arising from the consultation on the Feedback Report and amended Framework
- iv. Delegate authority to the Strategic Director, Economy, Innovation and Growth, following consultation with the Cabinet member for Transport and Environment, to make any minor changes necessary to the Gateshead Quays Development Framework in light of any further representations received during the consultation.
- v. Delegate authority to the Strategic Director, Economy, Innovation and Growth, following consultation with the Cabinet member for Transport and Environment, to approve the Adoption Statement and publish the final Gateshead Quays Development Framework

For the following reasons:

- i. To ensure a comprehensive and coordinated approach to site development and infrastructure provision to facilitate and accommodate the growth proposed in the CSUCP
- ii. To meet statutory obligations and ensure full public engagement and afford weight to the Framework as a material planning consideration.

Policy Context

1. The Gateshead Quays development is consistent with the overall vision for Gateshead as set out in Making Gateshead a Place Where Everyone Thrives. The Core Strategy and Urban Core Plan for Gateshead and Newcastle (CSUCP) was adopted on 25 March 2015 and forms part of the Gateshead Local Plan. This Framework is supplementary to the CSUCP and the saved policies within the Unitary Development Plan.
2. The CSUCP Plan is a strategic planning framework that will guide development in Gateshead to 2030. It is the first part of the council Local Plan, containing an overall vision and spatial strategy to deliver economic prosperity and create lifetime neighbourhoods. CSUCP covers the whole of the area within the administrative boundaries of Gateshead and includes strategic policies and specific policies for the Urban Core, Sub-Areas and sites

Next Steps

3. The Framework, if approved, would be a material consideration for all planning applications within this development framework boundary used alongside the Gateshead Local Plan to inform decision making on planning applications.

Consultation

4. Consultations have taken place with the Leader and Deputy Leader and the Cabinet members for Transport and Environment.
5. In accordance with our adopted Statement of Community Involvement (SCI), consultation on the development Framework followed the procedures set out in Sections 12-22 of Town and Country Planning (Local Planning) (England) Regulations 2012. Consultation commenced on the 9 September concluding on the 8 October. The Consultation Feedback Report can be seen in Appendix 4.

Alternative Options

6. The alternative is not to have a development Framework. But this has been discounted as it would be contrary to Policy CS2 of the CSUCP and without a robust Framework there is a risk that development could be brought forward in an uncoordinated way without the appropriate infrastructure.

Implications of Recommended Options

6. Resources:

- a) **Financial Implications** - The Strategic Director, Resources and Digital confirms that there are no direct financial implications arising from this report. The Framework will assist in ensuring that the strategic infrastructure necessary to support development is delivered.

b) **Human Resources Implications** – There are no human resource implications arising from this report.

c) **Property Implications** - There are no direct property implications arising from this report. However, the implementation of the Framework will have an impact on some Council owned sites within the Framework boundary when they are being brought forward for development

7. **Risk Management Implication** – There is a risk that without a robust Framework that meets legal requirements, necessary strategic infrastructure will not be delivered in a timely manner
8. **Equality and Diversity Implications** – There are no equality and diversity implications arising from this report
9. **Crime and Disorder Implications** – There are no crime and disorder implications arising from this report.
10. **Health Implications** – There are no health implications arising from the report
11. **Sustainability Implications** – There are no sustainability implications arising from the report.
12. **Human Rights Implications** - There are no human rights implications arising from this report.
13. **Area and Ward Implications** – Bridges

PROJECT
GATESHEAD QUAYS

REFERENCE
PL1779.1

DOCUMENT
DEVELOPMENT FRAMEWORK

CLIENT
ASK PATRIZIA (GQ) LLP

STATUS
PLANNING

DATE
23/10/19

DOCUMENT CONTROL

FILE NAME

PL1779.1-03-ID-001-06-GATESHEAD QUAYS DEVELOPMENT FRAMEWORK

PREPARED BY (INITIALS)

CH ML

CHECKED BY (INITIALS)

ALC



PLANNING

LICHFIELDS

TRANSPORT

VECTOS

ENVIRONMENTAL

BRUP

Contents

1 INTRODUCTION	5
2 EXISTING CONTEXT ANALYSIS	13
3 DEVELOPMENT FRAMEWORK OPPORTUNITIES	29
4 DEVELOPMENT FRAMEWORK STRATEGIES	33
5 THE FRAMEWORK PLAN	41
6 ENVIRONMENTAL CONSIDERATIONS	51
7 DEVELOPMENT DELIVERY	55

PURPOSE OF THE DOCUMENT

The Core Strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne 2010 – 2030 (CSUCP) identifies the Urban Core as the priority location for development which will maintain and enhance its vibrancy. Key to this spatial strategy is the allocation of key sites within the Urban Core for growth, including this framework area, described as Gateshead Quays (Policy QB2). As set out at Policy CS2, the site should be brought forward in accordance with an approved masterplan. This development framework constitutes that masterplan.

This development framework therefore sets out a comprehensive and coordinated approach to the development of Gateshead Quays and infrastructure provision in accordance with policy CS2. It has been prepared in partnership with Gateshead Council and Ask Patrizia. Specialist inputs have been provided by Gateshead Council, planning consultants Lichfields, masterplanners Planit-IE, architects HoK, transport consultants Vectos and environmental consultants Arup.

This document provides guidance and strategic principles to ensure a comprehensive and coordinated approach to site development and infrastructure provision in compliance with Policy CS2 of the Core Strategy and Urban Core Plan.

The framework is prepared for the entirety of the Gateshead Quays area as identified by Policy QB2 in the CSUCP, in the context of informing emerging proposals by Ask Patrizia and Gateshead Council for the development of an arena and conferencing facility on the site located between Sage Gateshead and Baltic Quay Apartments. This framework considers the possibility of accommodating 'landmark' buildings within this site as well as ensuring the architectural detailing is of a high quality to complement that of Sage Gateshead and BALTIC.

The intention is for this development framework to correspond with the timeframe of the CSUCP. As such, this document provides realistic considerations for development up to 2030 within the Gateshead Quays development framework area.

This document has been prepared taking into account current planning policies and will form a material consideration for all planning applications within this development framework boundary.

1

INTRODUCTION

1.1 Introduction

PLANNING POLICY CONTEXT

The CSUCP identifies the clear ambition of Gateshead and Newcastle to expand and develop Gateshead Quays commercial and cultural attraction to complement and support the regeneration of the surrounding area. Specifically, Policy QB2 of the CSUCP allocates Gateshead Quays framework area for mixed use development, including “office (B1), leisure and conferencing facilities (D1, D2), hotel (C1), residential (C3) with ancillary retail (A1, A2, A3, A4) uses.”

Critical to the successful delivery of the framework will be addressing the site’s design context, and also the more specific policy criteria of Policy QB2. These include:

- i. *The provision of new public space(s), which will provide opportunities for performances, events and external exhibitions, expanding the functionality of the existing Performance Square and Baltic Square;*
- ii. *The provision of green spaces to form part of a green infrastructure corridor from the Exemplar Neighbourhood, through the Baltic Business Quarter towards the Quays. This will include a series of pocket parks and squares integrated into the new development linking to existing spaces to the west and east of the site;*
- iii. *The provision of a defined public realm network using streets, squares, lanes and stairs, with a legible and permeable urban structure, which clearly defines public and private space;*
- iv. *The provision of a primary pedestrian route through the site to ensure improved pedestrian and cycle access from Central Gateshead to the riverfront;*
- v. *The development of new public car parking at Mill Road/Hawks Road;*
- vi. *Ensuring that development along Oakwellgate will enhance the setting of St Mary’s Heritage Centre;*
- vii. *Enhancement of Maidens Walk Coal Drops through the use of illuminations;*
- viii. *The provision of effective surface water management, following the drainage hierarchy;*
- ix. *Avoidance and mitigation of tidal flood risk along the river front, over the lifetime of development;*
- x. *Consideration of the potential to incorporate surface water flow paths as a design feature, to convey surface water into the River Tyne; and*
- xi. *A Foul and Surface Water Drainage Strategy which demonstrates there is adequate foul and surface water capacity for the development with the aim of reducing flood risk and ensuring no deterioration of water quality.*

GATESHEAD QUAYS LOCATION

The Gateshead Quays framework area (referred to in this document as the ‘framework area’) lies to the south of the River Tyne, between the river and Gateshead centre, within the Tyne Gorge. The boundaries of the framework area are defined by Mill Road in the east, the railway viaduct and Hawks Road to the south and the River Tyne to the north. The Tyne Bridge and lower level Swing Bridge form prominent features which defines the character of the western edge of the framework area.

The framework area includes several recognisable landmarks buildings including; BALTIC, Sage Gateshead, St Mary’s Heritage Centre and HMS Calliope Royal Naval Reserve Unit along the River Tyne.

Several other important neighbours to the framework area that development proposals should consider carefully include Gateshead Millennium Bridge and Tyne Bridge, Gateshead College on Hawks Road/ Quarryfield Road, Newcastle Quayside and the Northern Design Centre within the neighbouring Baltic Quarter.

These existing neighbours provide opportunities to contribute to the success of development proposals. This is a dynamic area of Gateshead, undergoing change, it includes development opportunities within its boundaries, but equally it is surrounded by areas subject to development potential in the future. This framework has been prepared with an eye on that future, taking into consideration future connections and patterns of movement

LOCATION PLAN OF GATESHEAD QUAYS FRAMEWORK - POLICY QB2



Page 135

1.2 Introduction to the Framework Area

This part of Gateshead's Urban Core is rich in heritage. The framework area lies partly within the Bridges Conservation Area, reflecting the area's prominence in industrial activity and rail development throughout the 19th Century. The framework area is today characterised in part by the built legacy of this period, including BALTIC, the Grade II Listed Coal Drops, Brandling Street railway arches/viaduct and the Grade I Listed St Mary's Heritage Centre (further analysis is included in the next chapter).

The transformation of the area began in earnest during the 1990's and 2000's, led by projects such as the Gateshead Millennium Bridge, Sage Gateshead and BALTIC provided a focus for regeneration and the introduction of a range of new tourism and leisure activities and uses. Together, these developments have had a significant beneficial effect on the riverscape, characteristics which have resulted in a townscape of world class architectural and cultural merit.

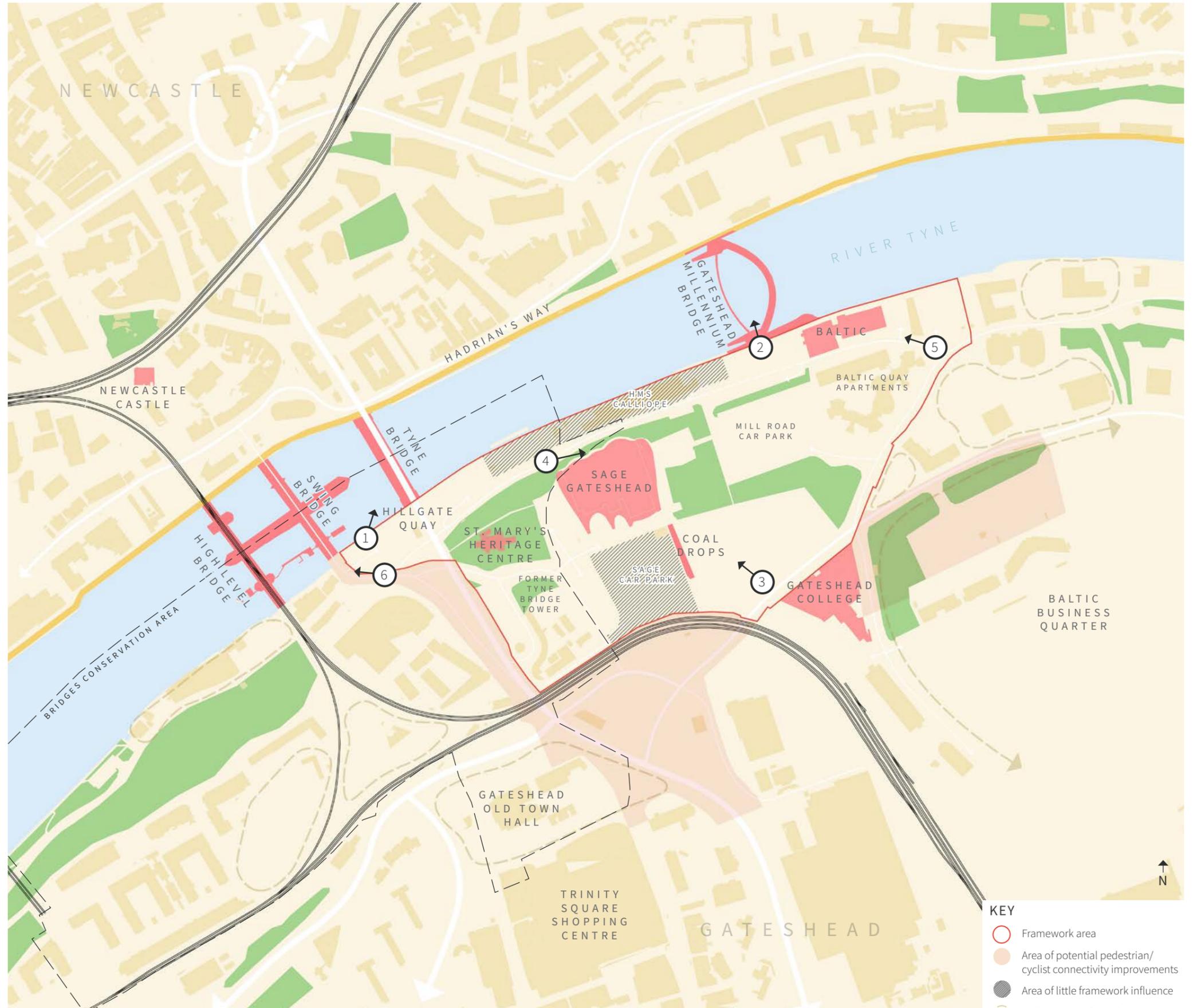
Following this reinvention of the area, further schemes have been delivered including:

- The Mill Road car park site was cleared and has been used as a surface car park, operated by the Council, since 2004.
- High rise residential blocks (Baltic Quay Apartments) were completed in 2003, immediately to the east of Mill Road car park.
- The By the River Brew Co bar and restaurant on Hillgate Quay has temporary planning permission, granted in December 2017, for a container village for a period of five years (ref. DC/17/01082/FUL).

The Tyne Bridge Tower site is owned by Gateshead Council and previously accommodated a 13-storey office block which was demolished in 2011. The site has subsequently been temporarily landscaped and integrated into the wider public realm. The site's development potential is predicated on the assembly of those adjoining sites to the south and west (Including the Church St Car Park). Over the longer term, the site could come forward for mixed use development.

Within the framework area, due to existing long-term lease commitments - the land currently utilised for HMS Calliope and the Sage Gateshead car park is considered unlikely to be deliverable within the time frame of this document.

Similarly, in order to successfully connect the framework area into the heart of Gateshead, this document suggests wider connectivity interventions on the immediate road network beyond the framework area as highlighted on the plan right.



KEY POINTS OF INTEREST WITHIN AND IMMEDIATELY SURROUNDING GATESHEAD QUAYS

KEY

- Framework area
- Area of potential pedestrian/cyclist connectivity improvements
- ▨ Area of little framework influence
- Wider potential development sites
- Bridges Conservation Area

1 TYNE BRIDGE FROM HILLGATE QUAY



Page 137

2 GATESHEAD MILLENNIUM BRIDGE



3 COAL DROPS ALONG MAIDENS WALK AS VIEWED FROM HAWKS ROAD



4 SAGE GATESHEAD FROM HILLGATE



5 BALTIC FROM SOUTH SHORE ROAD



6 BRIDGE ST. FACING OVER HILLGATE QUAY TOWARDS SWING BRIDGE AND HIGH LEVEL BRIDGE



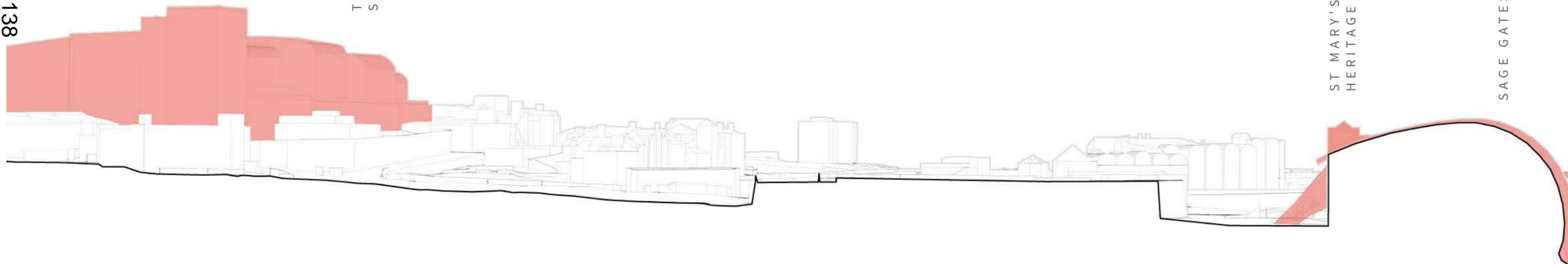
1.3 The Tyne Gorge

Page 138

TRINITY SQUARE
SHOPPING CENTRE

ST MARY'S
HERITAGE CENTRE

SAGE GATESHEAD



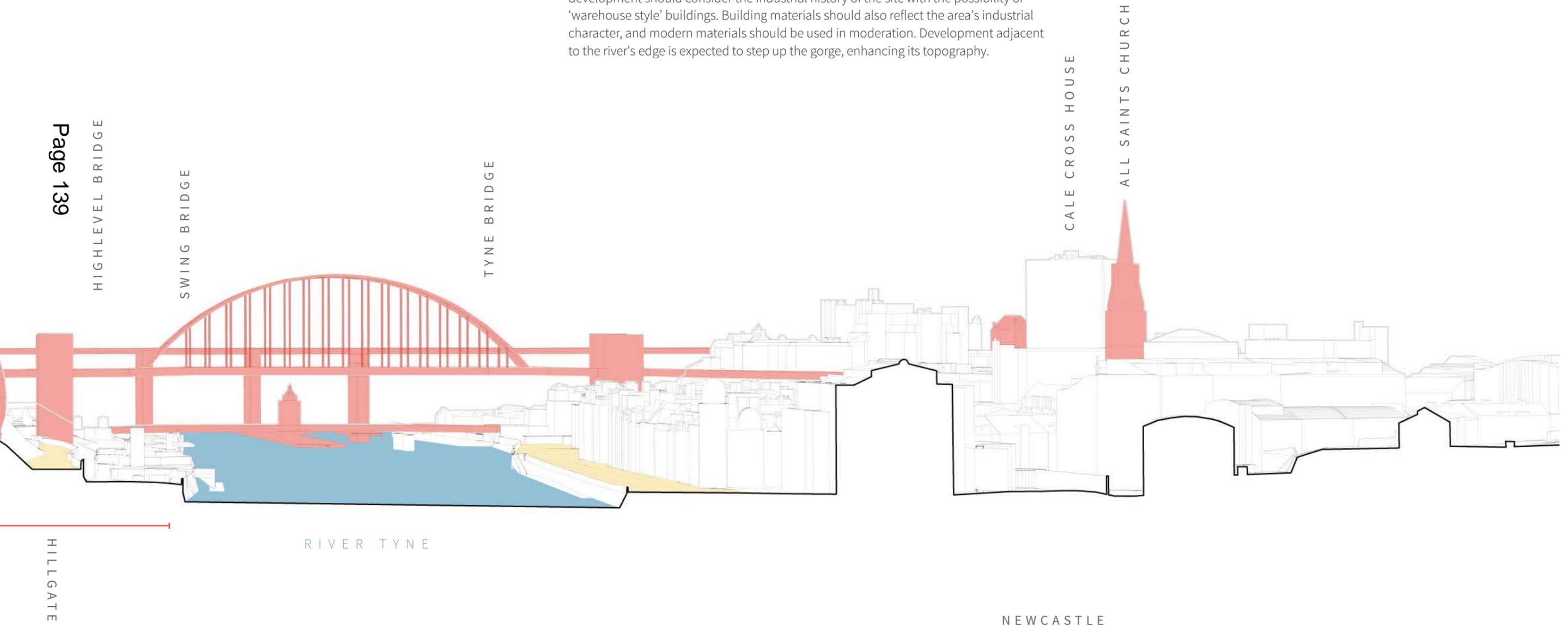
FRAMEWORK AREA

GATESHEAD

URBAN LANDSCAPE STUDY OF THE TYNE GORGE (2003)

The pace of change along the Tyne Gorge has accelerated in recent years, not least as a result of the BALTIC and Gateshead Millennium Bridge. The Urban Landscape Study of the Tyne Gorge was prepared in 2003 to set the context for managing future change. It sought to analyse the historical development of the Gorge and Gateshead / Newcastle, undertake a visual analysis of the Gorge, indicate the importance of different areas of the Gorge, identify threats and opportunities within the Gorge, and indicate principles for the protection and development of the Gorge in the future.

The 'Tyne Gorge Study' highlights that Hillgate/South Shore road was historically an industrial area, with warehouses facing towards the Tyne. Today the area is visually sensitive and features prominently from many viewpoints across Gateshead / Newcastle. The framework area is visible from various points across Newcastle / Gateshead; in particular the top floor of the BALTIC as one of the highest points on the Quayside, offering a unique view of the Gateshead Millennium Bridge, Tyne Bridge and Sage Gateshead. It is therefore important to consider that future development does not compete with and overshadow the neighbouring buildings, including the unique landmarks of BALTIC, St. Mary's and Sage Gateshead, but instead complements the topography of the gorge. The Study further comments that the design of future development should consider the industrial history of the site with the possibility of 'warehouse style' buildings. Building materials should also reflect the area's industrial character, and modern materials should be used in moderation. Development adjacent to the river's edge is expected to step up the gorge, enhancing its topography.



2

EXISTING CONTEXT ANALYSIS

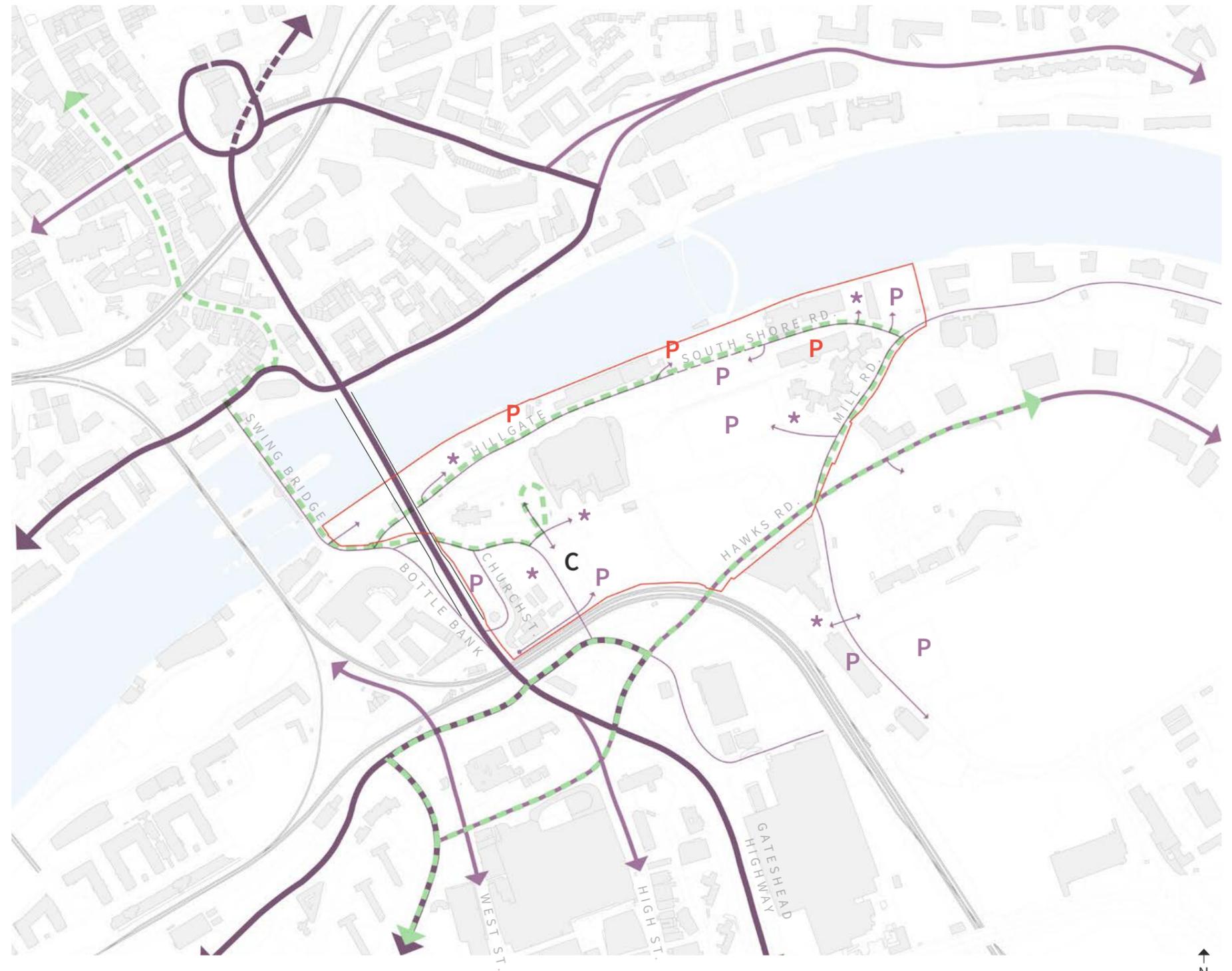
2.1 Existing Context Analysis

MOVEMENT NETWORK

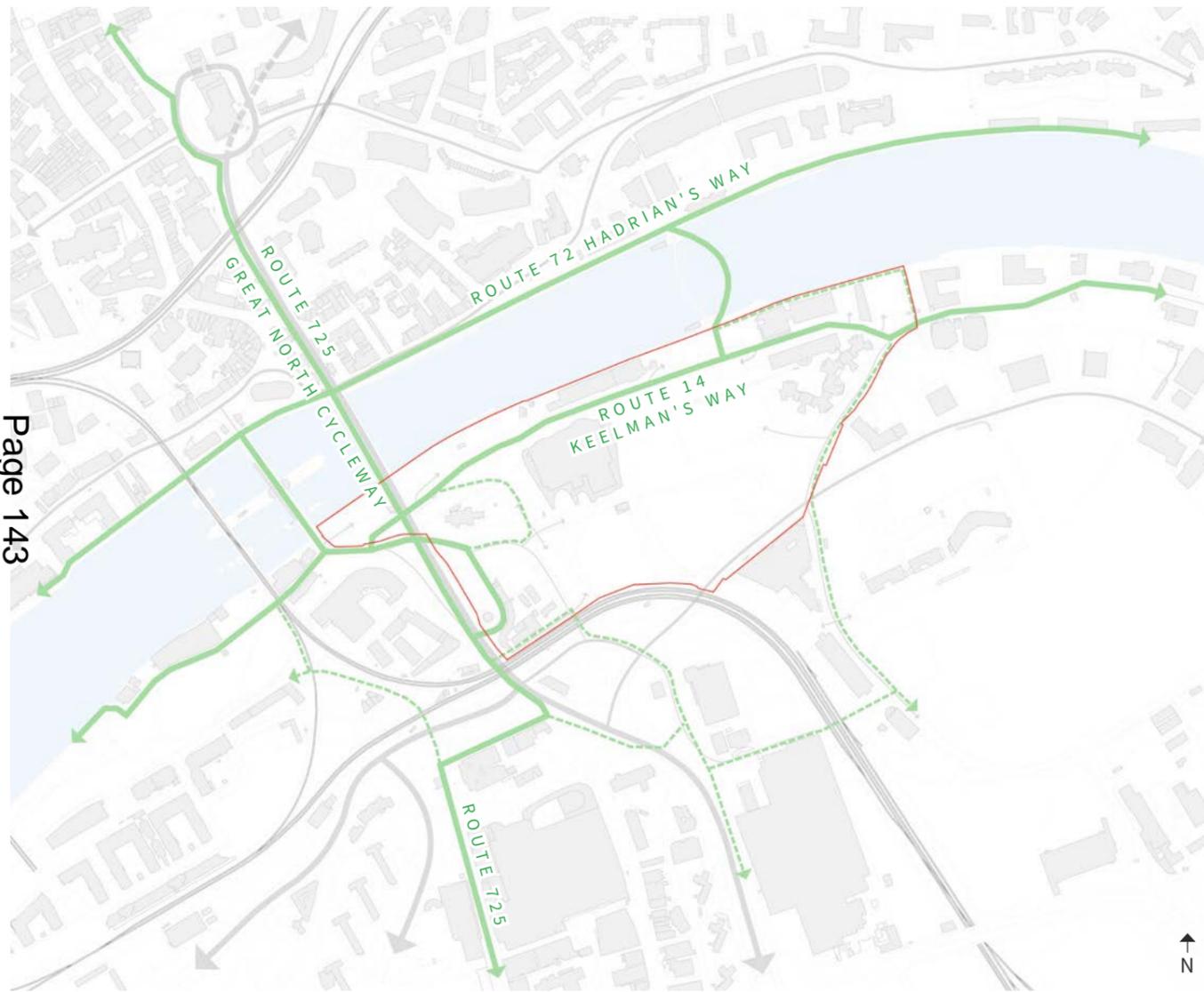
The framework area benefits from a range of pedestrian and cycle connections to and from Gateshead town centre. However, it is recognised that these connections are not without some existing barriers created by railway infrastructure, strategic highways and complex junctions. This results in indirect and unattractive connections between the town centre and the framework area. The topography between the framework area and the town centre also results in a significant level change.

The framework area is also supported by existing public transport connections to both Gateshead and Newcastle. Gateshead Interchange Metro lies approximately 1 km from the centre of the area. Buses (Q1, Q2, 93 and 94 Bus routes) serve South Shore Road and Hawks Road within the framework area to connect with Gateshead town centre, Newcastle Central Station and the wider Tyne & Wear region.

- KEY**
-  Urban Core Distributor Route
 -  Secondary street
 -  Local access route
 -  Bus Routes
 -  Existing service area
 -  Existing public car parking area
 -  Existing private car parking area
 -  Existing coach parking
 -  Bridge structure



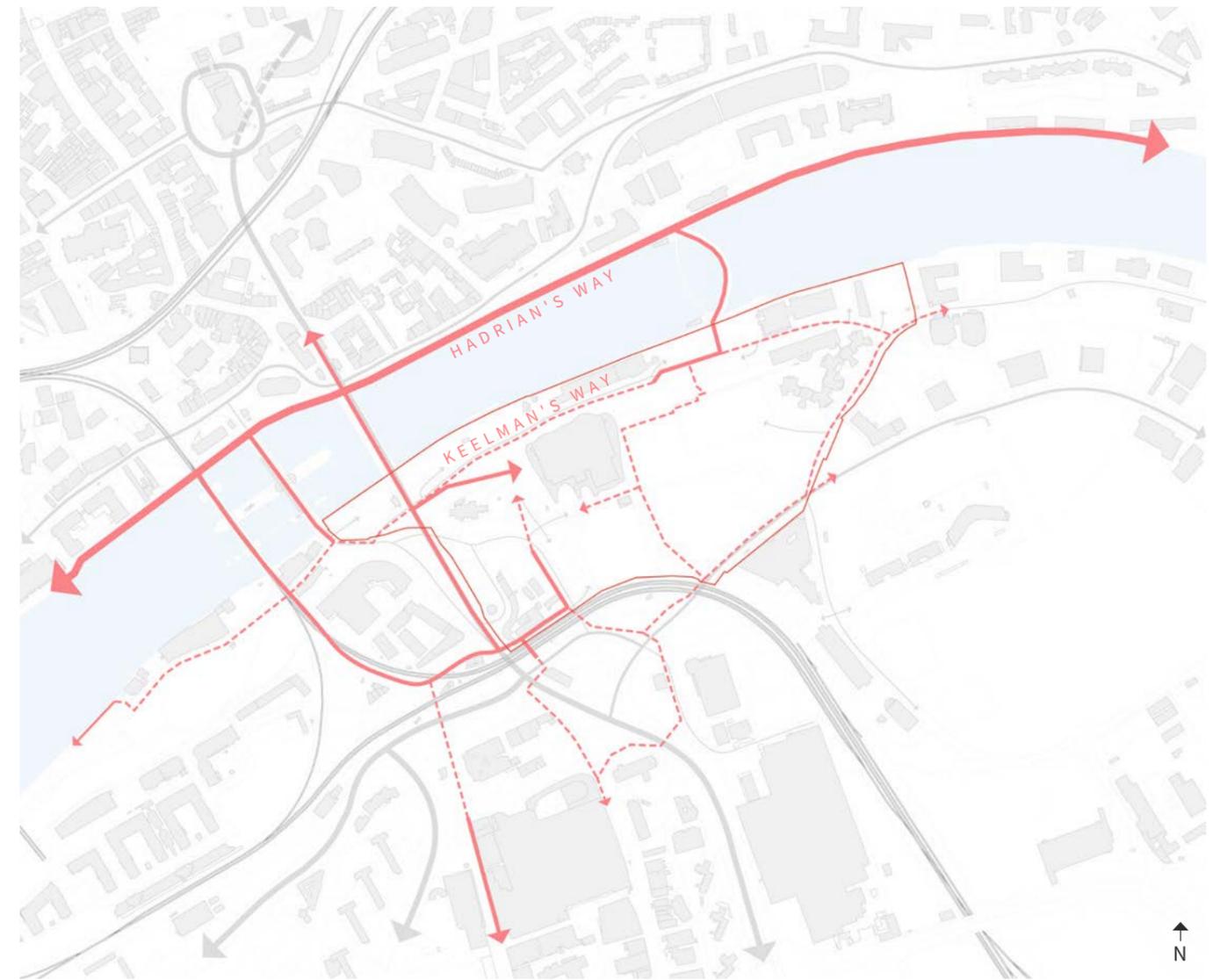
STREET HIERARCHY PLAN



CYCLE NETWORK PLAN

KEY

- National Cycle Network
- - - Local cycle route



PEDESTRIAN MOVEMENT NETWORK PLAN

KEY

- Long range recreational route
- - - Key pedestrian routes
- . . . Key pedestrian routes with the potential to be enhanced

2.2 Existing Context Analysis

HERITAGE ASSETS

The framework area includes and is surrounded by a number of heritage assets.

The heritage assets within the framework area include:

- Bridges Conservation Area;
- St. Mary's Church (Grade I listed);
- Tyne Bridge (Grade II* listed);
- Coal Drops (Grade II listed);
- St. Mary's Church Mausoleum (Grade II listed);
- Walls, Gates and Railings around St. Mary's Churchyard (Grade II listed);
- Public Convenience (Grade II listed);
- Ramp to Sage Gateshead car park (retaining walls of former Brandling Junction Railway Station) (local list);
- BALTIC (local List);
- Kent House, Church Street (local List); and
- River Tyne Quay Walls – archaeologically sensitive.

Notable heritage assets beyond the framework area include:

- High Level Bridge (Grade I);
- Swing Bridge (scheduled monument and Grade II*); and
- Various assets on the north bankside of the River Tyne.

New development must respect this historic legacy through sustaining the significance of heritage assets and their setting directly, and indirectly by respecting key views of designated heritage assets.

Any forthcoming planning applications should consider the impact of the proposed development on the contribution made by the setting of these heritage assets to their significance. An assessment of the effect of the proposals on the significance of the identified heritage assets should also be undertaken.

KEY

- Heritage landmark
- ★ Listed buildings
- ✳ Locally listed building within the framework area
- Bridges Conservation Area



HERITAGE ASSETS



Page 145

HISTORIC GRAIN IN 1898

HISTORIC GRAIN

The 1898 map shows the large footprint industrial works contained within the framework area, mostly associated with wire rope works and railway.

The layout pre-dates Tyne Bridge, however layout of Oakwellgate, South Shore Road, Hawks Road and Mill Road is apparent. Larger footprint buildings sit to the east of the framework area. Church Street does not follow the modern alignment, creating a larger development block which transcends the western framework boundary. A finer grain of development exists in this location, with a minor east-west connection linking Bottle Bank to Oakwellgate.

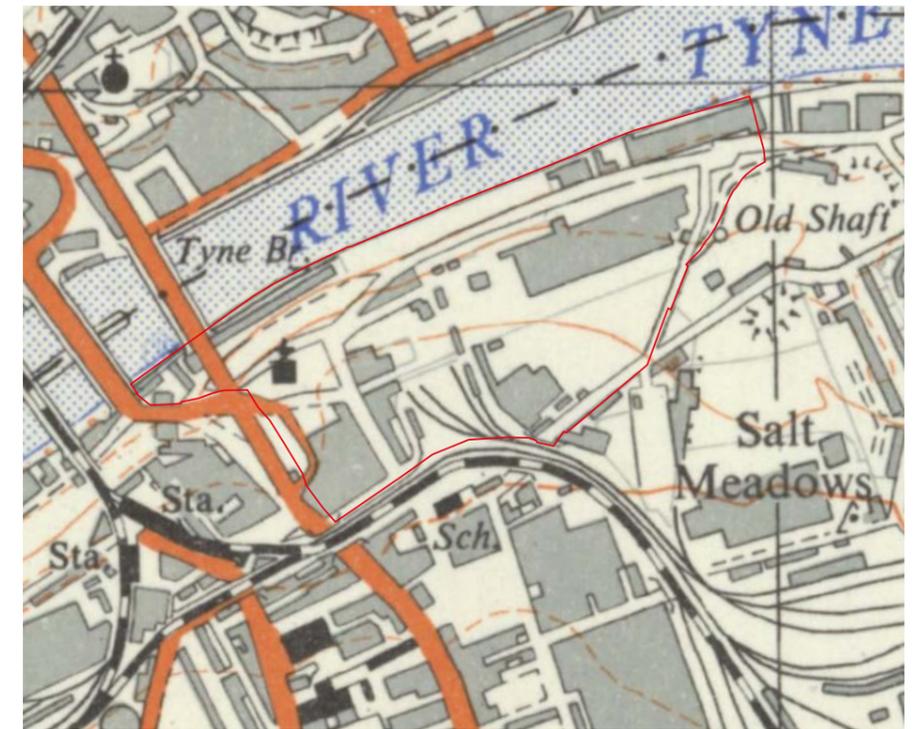


HISTORIC GRAIN IN 1919

Works within the eastern half the framework area were removed by the 1919 map.

A key connection (Bank Road) linking South Shore Road to Oakwellgate is apparent in this map, creating a strong north-south connection through the framework area with fine grain buildings fronting this route just north of the railway viaduct.

The map also highlights a number of small buildings fronting onto Brandling Street with a direct connection through to Bottle Bank.



HISTORIC GRAIN IN 1951

Further change in the layout of development within the framework area are apparent in the 1951 grain. Large footprint buildings had been constructed on the eastern portion of the area, alongside a change in form along the River Tyne. The construction of the new Tyne Bridge provides the street layout of Church Street recognisable today.

Bank Road, leading onto Oakwellgate still provides the north-south connection through the area. The Hillgate/ South Shore Road route and the loss of Bank Road occur during the re-development in the late 1990s/ early 2000s associated with Sage Gateshead and BALTIC.

Historic plans have been reproduced with the permission of the National Library of Scotland.

2.3 Existing Context Analysis

DISTINCTIVENESS

A number of distinctive buildings and structures dominate views or lie directly within the framework area. These distinctive landmarks (some of which are associated with key elements of public open space as shown right) help to define the uniqueness of the place and any inter-relationships must be carefully considered within development proposals.

The distinctive buildings shown right have been devised from CSUCP Figure 14.10 - along with some additional structures such as the Coal Drops, St. Mary's Heritage Centre and Public Convenience which are key assets to the framework area.

The plan on the right splits those landmarks into distinctive landmarks which contribute significantly to the wider townscape within to the framework area. Development proposals should carefully consider direct or indirect relationships to these assets. It is less important for development to carefully consider the relationship with 'Other buildings of prominence'. Whilst these are still identified as distinctive landmarks, these are not considered to engage with the townscape in the same manner.

Towards the west of the framework area within the Bridges Conservation Area, there is an opportunity for new development to reflect and protect the prominence of the historic townscape.

LAND USES

There is a complex mix of uses distributed across the wider framework area. This diversity will be key to the success of the future of the area. This diverse mix can be mutually beneficial, contributing to activity levels throughout the day and into the evening, attracting different user groups and visitors to the area, as well as residents. These also help, and will continue to help support public transport and other infrastructure improvements.

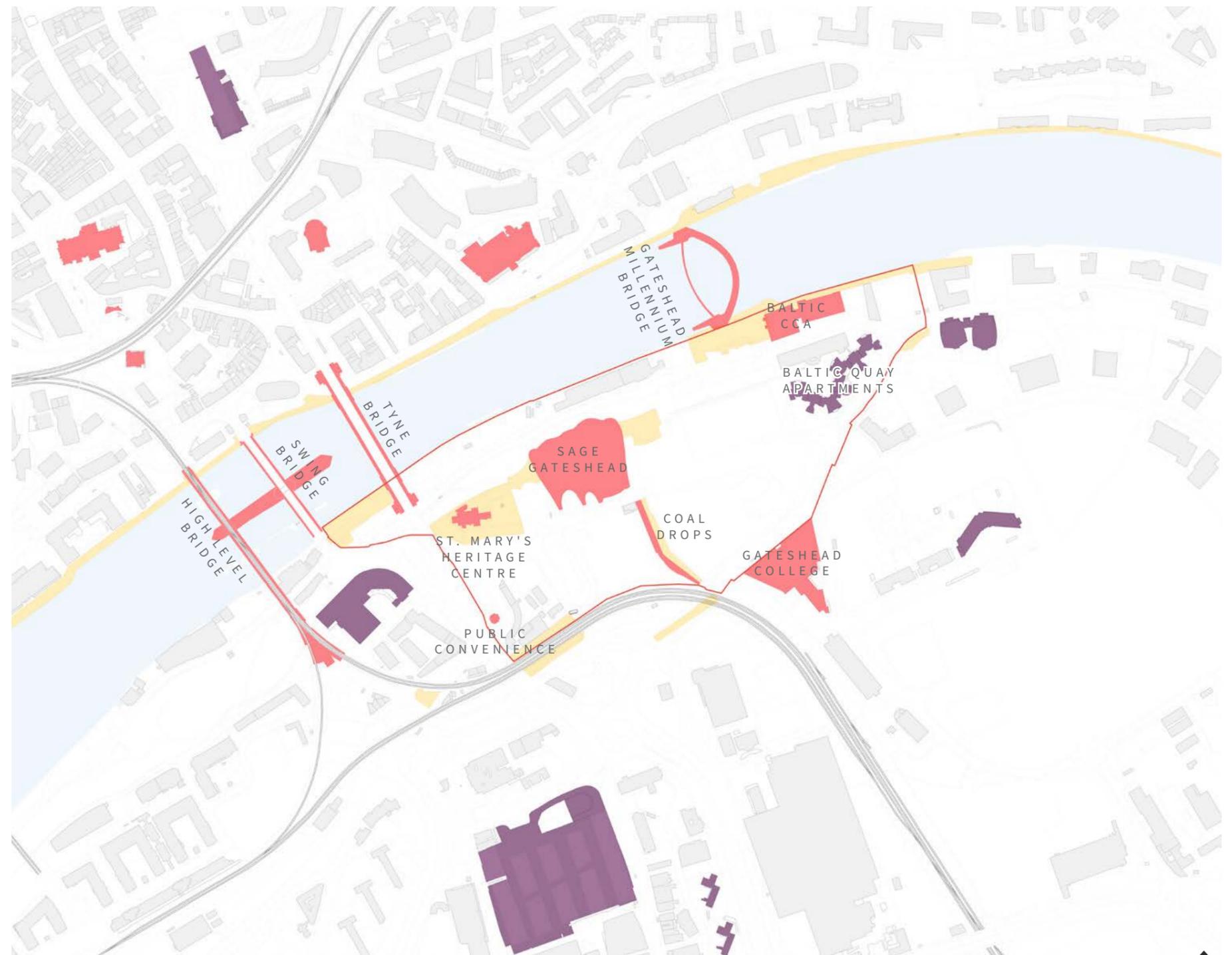
BUILDING HEIGHTS

A variety of building heights can be found across the framework area, ranging from 1 storey sheds, to 10 storey + residential buildings. However in amongst that variety can be found an average mid range building height of approximately 5-7 storeys.

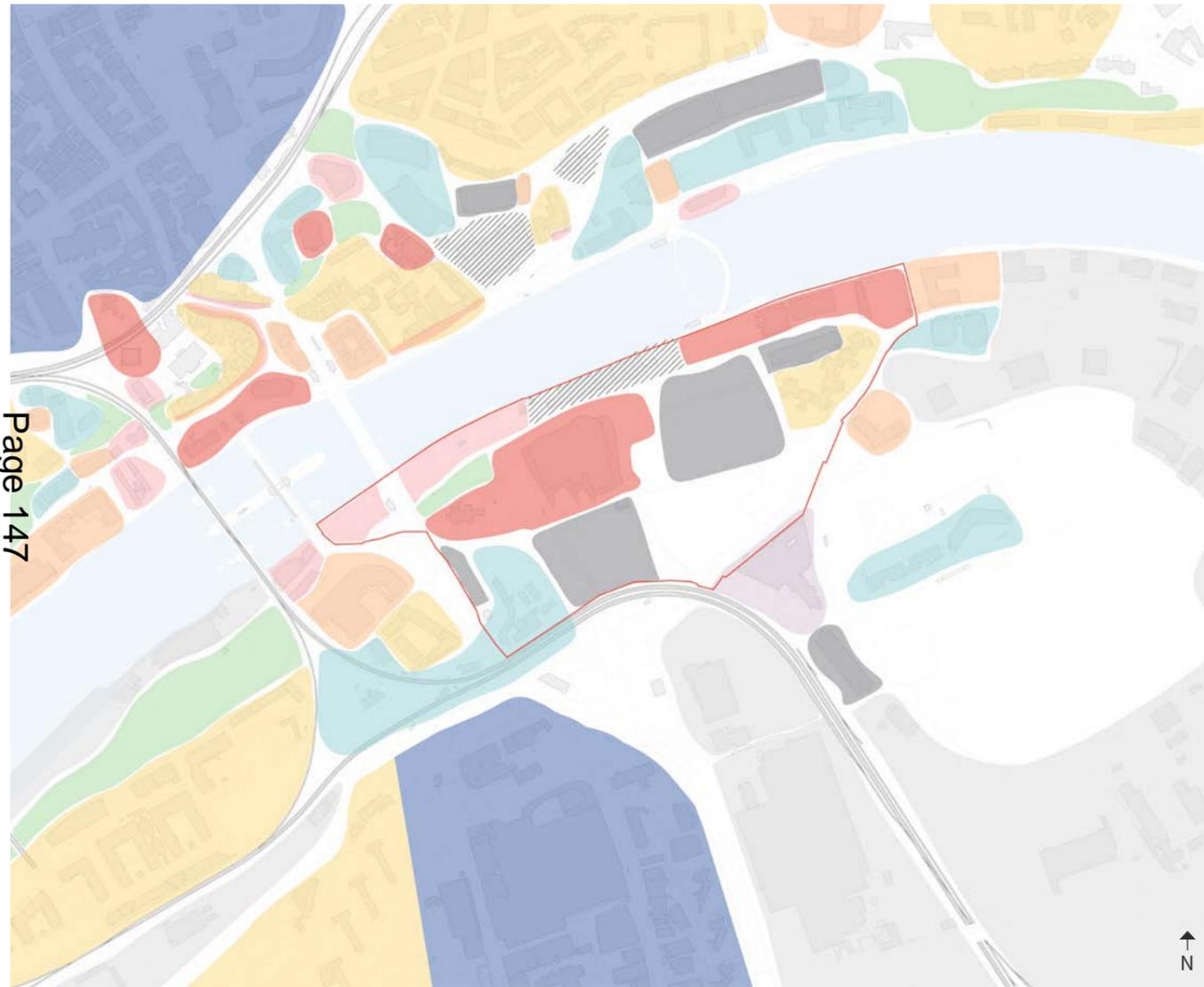
New development should be complementary to the existing landmarks by framing, complementing or visually linking these iconic buildings together to create and reinforce the unique sense of place.

KEY

- Distinctive landmarks
- Other buildings of prominence
- Distinctive areas of public realm



DISTINCTIVE LANDMARK BUILDINGS AND STRUCTURES



EXISTING LAND USES

- Cultural
- Green spaces
- Business
- Residential
- Hotel
- Food and beverage
- Town centre
- Education
- Car parking
- Light industrial/ big box
- Other



EXISTING BUILDING HEIGHTS

- 10+ storeys
- 8-10 storeys
- 6-7 storeys
- 4-5 storeys
- 2-3 storeys
- Single storey

2.4 Existing Context Analysis

GREEN/ BLUE INFRASTRUCTURE

The framework area is influenced by the Strategic Green Infrastructure Network aligned along the River Tyne and a strategic green link across Gateshead to the Tyne, as set out in the CSUCP. The framework area also has two key types of green space running through it, which contribute to public open spaces. The first is areas of green spaces (predominantly amenity grassland) located between the key buildings, some simply on land awaiting development (such as south of Mill Road car park), others provide benefit to the setting of key buildings such as around St. Mary's Heritage Centre.

The second category is the network of densely wooded banks which run parallel to the Tyne (along the southern edge of Hillgate Quay and South Shore Road within the framework area). These provide a swathe of mostly publicly accessible woodland which add to the Strategic Green Infrastructure Network. A break in this band of woodland occurs directly south of the Gateshead Millennium Bridge.

Generally, the existing landscape creates a setting for some of the existing buildings such as St. Mary's Church and the Sage Gateshead to nestle within green space, improving the setting of these key landmarks.

CSUCP policy CS18 'Green Infrastructure and the Natural Environment' and policy UC15 'Urban Green Infrastructure' sets out the strategic planning objectives for the delivery for the framework.

SURFACE WATER AND TIDAL FLOOD RISK

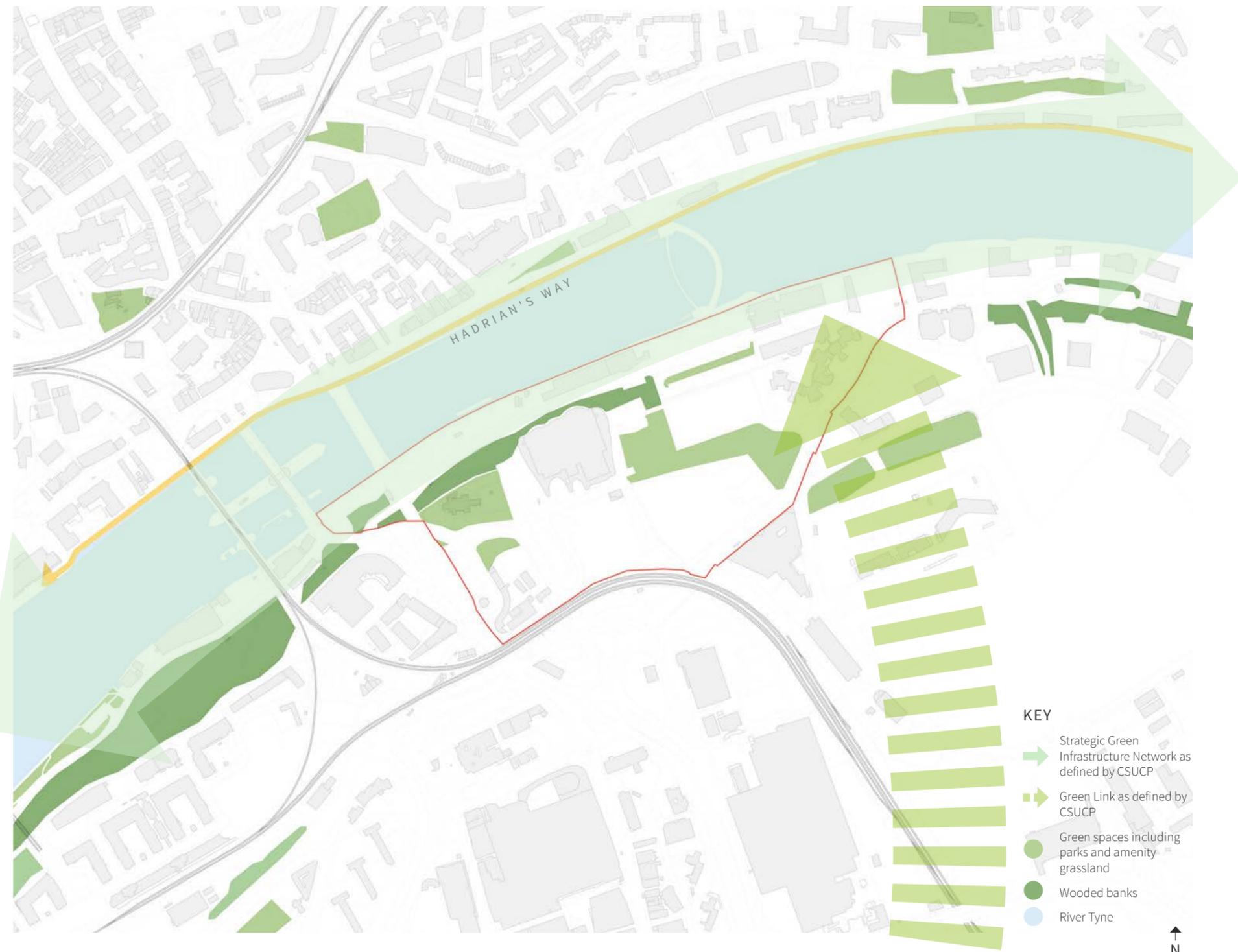
The steeply sloping roads descending in a northwesterly and northeasterly direction toward the Tyne are at risk of surface water flows during 1:30 and 1:100 rainfall events. The most at risk areas include the foot of Bottle Bank, Bridge Street, Mill Road and the car park east of BALTIC. The Hillgate Quay area is at risk of future tidal flooding.

ECOLOGICAL CONDITIONS

The framework area contains a mixture of land uses and habitat type including existing buildings with associated landscaping, expanses of hardstanding including some with areas pioneer scrub dominated by ornamental butterfly bush (*Buddleja davidii*), pockets of native scrub, areas of well-managed amenity grassland and rank grassland. There are some small areas of largely deciduous woodland and occasional stands of trees across the area. The railway arches and coal drops provide potential opportunity for roosting bats.

Japanese knotweed (*Reynoutria japonica*) is known to be present within the framework area.

A colony of inland breeding kittiwakes are known to be resident on the Tyne Bridge and its adjoining towers between March and August.

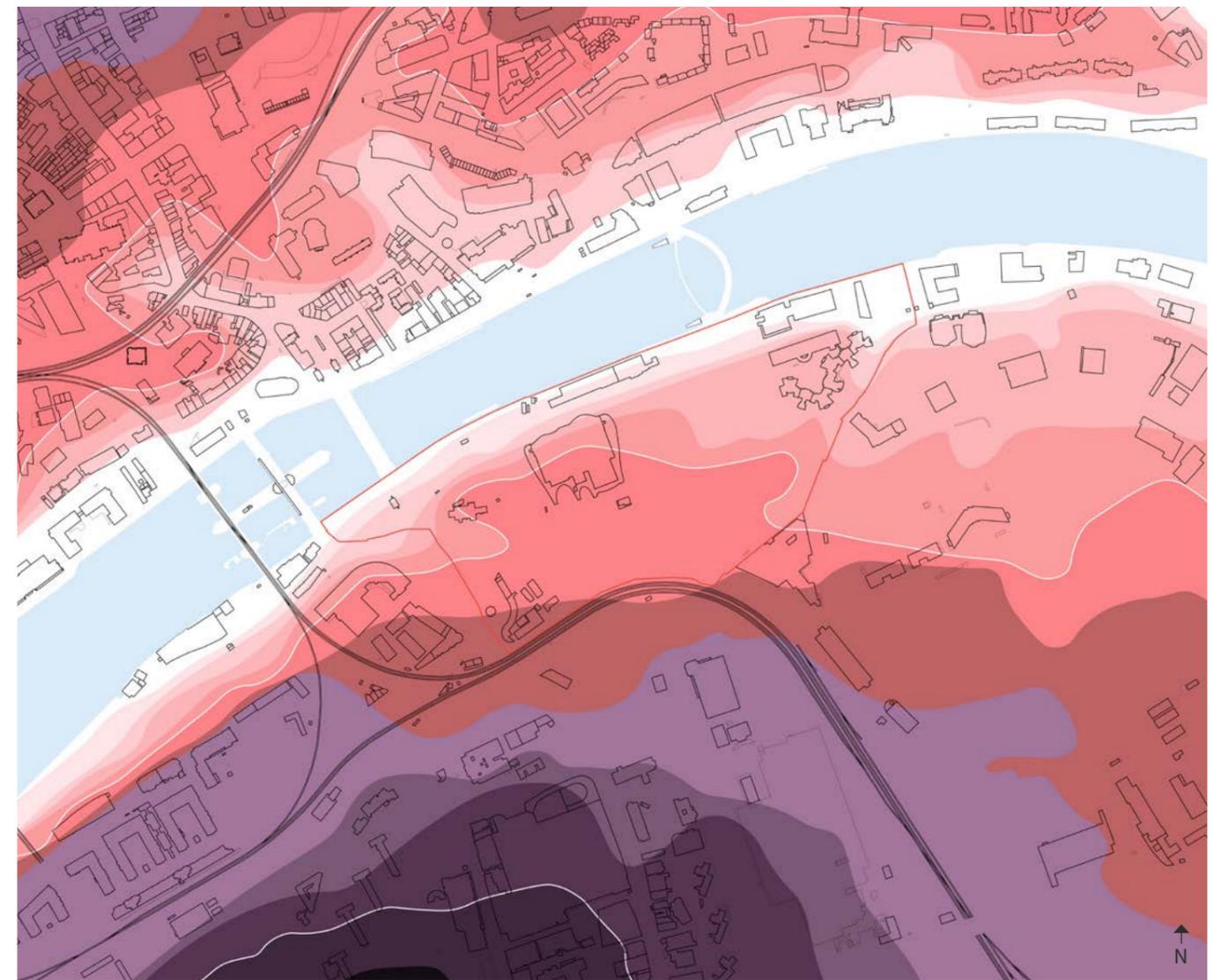


GREEN/ BLUE INFRASTRUCTURE NETWORK PLAN



SURFACE AND TIDAL WATER FLOODING

- | | |
|--------------------------|---|
| Surface water flood risk | Tidal flood risk |
| ● 1 in 30 year event | ● 1 in 200 year event with climate change to 2100 |
| ● 1 in 100 year event | |
| ● 1 in 1000 year event | |



TOPOGRAPHY

- | | |
|-------|-------|
| ● 55m | ● 25m |
| ● 50m | ● 20m |
| ● 45m | ● 15m |
| ● 40m | ● 10m |
| ● 35m | ● 5m |
| ● 30m | |

2.5 Existing Context Analysis

STRATEGIC VIEWS

As identified within CSUCP policy UC13 'Respecting and Managing Views within, From and Into the Urban Core' the topography of the Tyne Gorge has a strong influence on the experience of approaching and viewing the framework area from both Gateshead town centre and Newcastle. The complex topography added to the built form, can conceal key buildings within the area, for example, from the town centre views of BALTIC are few and only fleeting glimpses.

Newcastle has a much stronger visual relationship with the landmarks of Gateshead, than Gateshead town centre does with its own landmarks. Gateshead views of landmark buildings are often glimpsed, with barriers to views created by the railway viaduct, existing built form and the topography. The viewshed of Sage Gateshead, BALTIC and St. Mary's Heritage Centre are shown below.

Views of St Mary's Church are amongst the backdrop of Newcastle and the street clutter and infrastructure of the foreground.

Sage Gateshead and the culturally iconic collection of bridges (High Level Bridge, Swing Bridge, Tyne Bridge and Gateshead Millennium Bridge) are prominent within the townscape and are key points of orientation for pedestrians and cyclists.

Interesting views exist from the Tyne Bridge looking down into the framework area and in particular onto Hillgate Quay.

Gateshead Millennium Bridge is not particularly visible from the south, with only fleeting glimpses beyond the site, with one key view at High Street crossing.

Development proposals also must consider visual impact on the views defined in the Urban Landscape Study of the Tyne Gorge, and as set out in Policy UC13 of the CSUCP.

SEQUENTIAL VIEWS

A number of sequential views have also been explored which illustrate the arrival experience into the Framework Area from key routes from Gateshead Town Centre and Newcastle. These key view sequences are expected to be utilised to test the suitability and impact of emerging development proposals on the surrounding context throughout design development.



VIEW FROM HADRIAN'S WAY FACING SOUTH TOWARDS THE FRAMEWORK AREA



Sage Gateshead Approximate Viewshed*

*viewshed from specific marker only

- 1. Sage Gateshead is highly visually prominent from short range views across almost all of the framework area
- 2. Sage Gateshead is also visible within longer range views from High Street, West Street, Mill Road, Hawks Road, Gateshead Highway and Newcastle's Quayside



BALTIC Approximate Viewshed*

*viewshed shown from specific marker only

- 1. BALTIC is visible from short range views within the eastern edge of the framework area include the Mill Road car park and South Shore Road
- 2. Longer range views exist from Hawks Road, Maidens Walk, Quarryfield Road and Newcastle's Quayside



St. Mary's Heritage Centre Approximate Viewshed*

*viewshed shown from specific marker only

- 1. St. Mary's is visible from short range views within the western edge of the framework area including Church Street, Oakwellgate and Abbots Road
- 2. Longer range views exist from High Street, Gateshead Highway and Newcastle Quayside

SEQUENTIAL VIEWS

GATESHEAD CENTRE TO SAGE GATESHEAD



1 View from West Street, at the corner of Nelson Street



Page 152

2 View from Nelson Street, facing towards the viaduct



3 View along Brandling Street, facing east



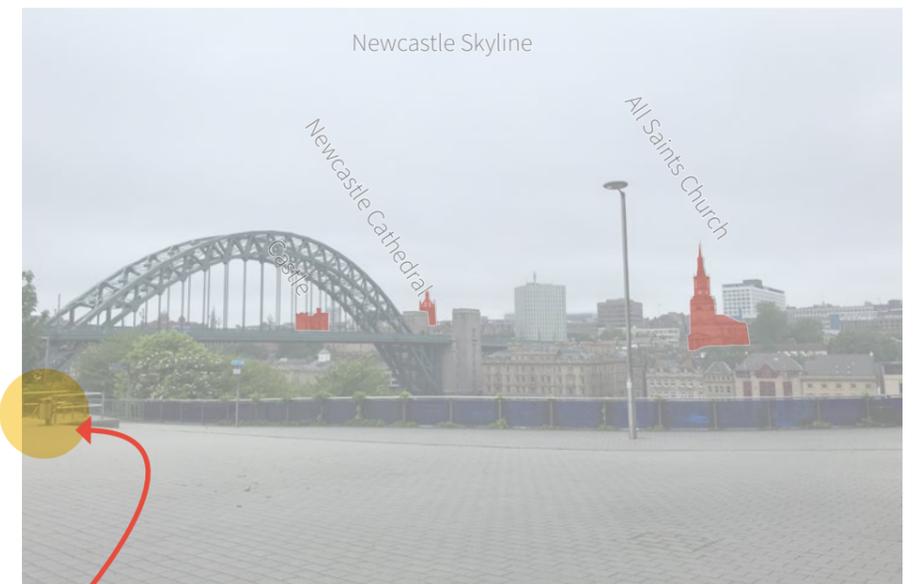
4 View along Oakwellgate facing north



5 View from Oakwellgate/ Cannon Street facing east



6 View from St. Mary's Square facing Newcastle



SEQUENTIAL VIEWS

SWING BRIDGE TO BALTIC



1 View from Swing Bridge facing across Hillgate Quay



2 View from Brigde Street, left turn into Hillgate and Tyne bridge



3 View from Hillgate facing east



4 View from Hillgate facing east



5 View from South Shore Road towards BALTIC Square

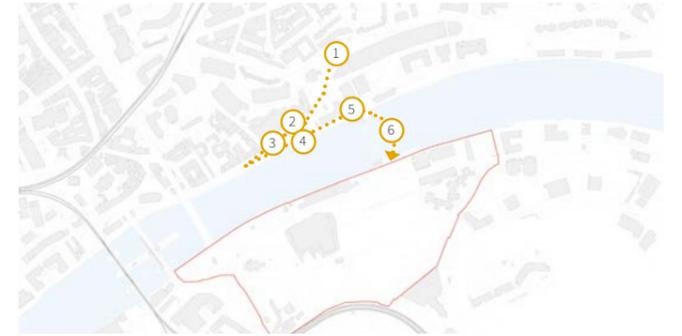


6 View across BALTIC Square



SEQUENTIAL VIEWS

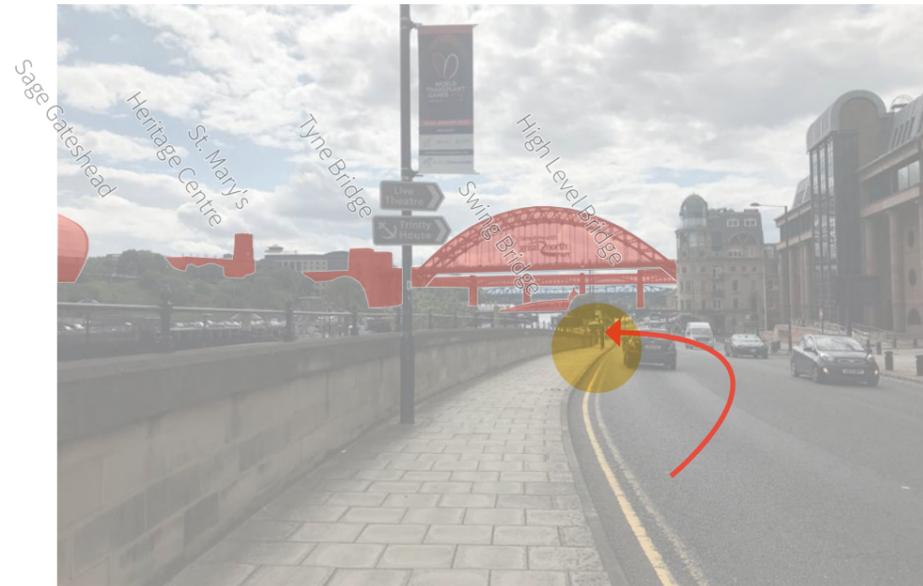
NEWCASTLE QUAYSIDE TO BALTIC



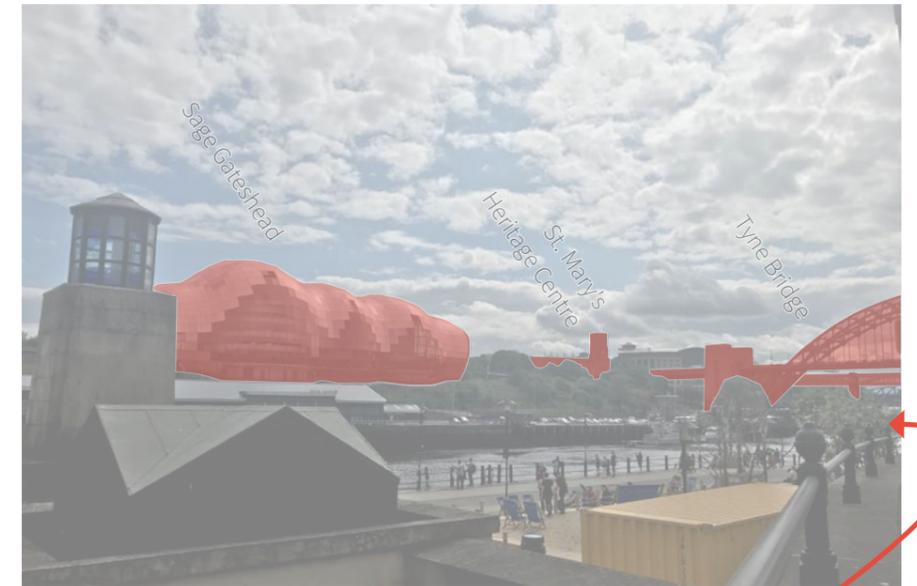
1 View from Sandgate/ Milk Market facing Quayside



2 View from Quayside facing Tyne Bridge



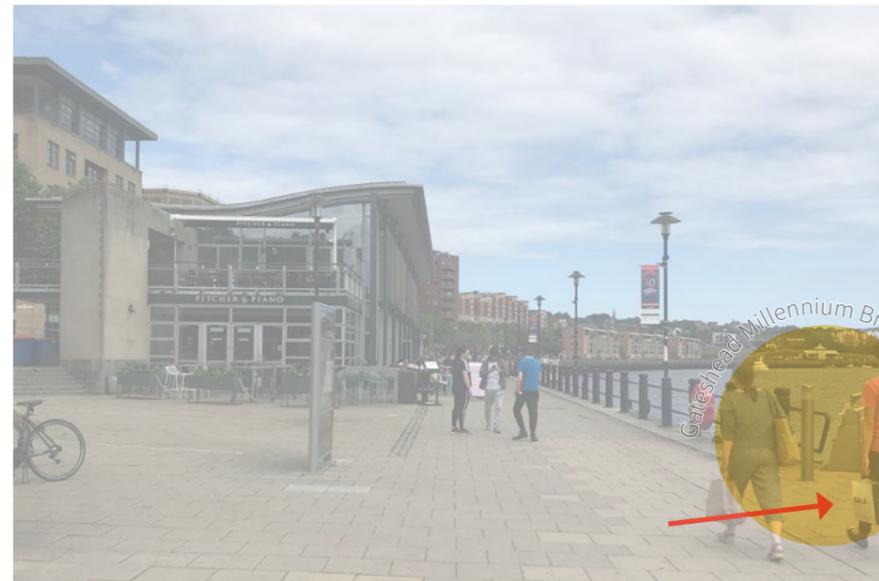
3 View from Quayside facing Gateshead Quays



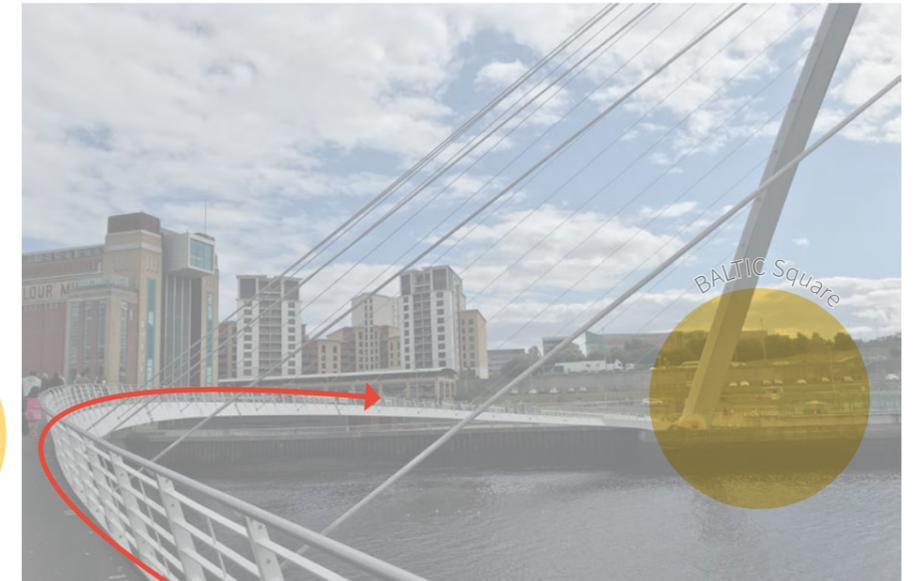
4 View from Hadrian's Way facing Gateshead Millennium Bridge



5 View from Hadrian's Way facing east

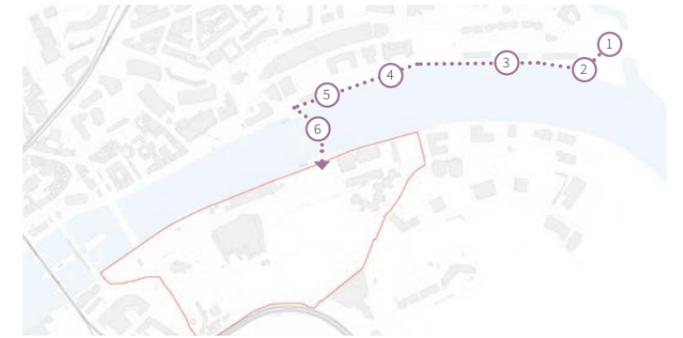


6 View from Gateshead Millennium Bridge facing BALTIC Square



SEQUENTIAL VIEWS

OUSEBURN CONFLUENCE TO GATESHEAD MILLENNIUM BRIDGE



1 View from Quayside facing towards Hadrian's Way



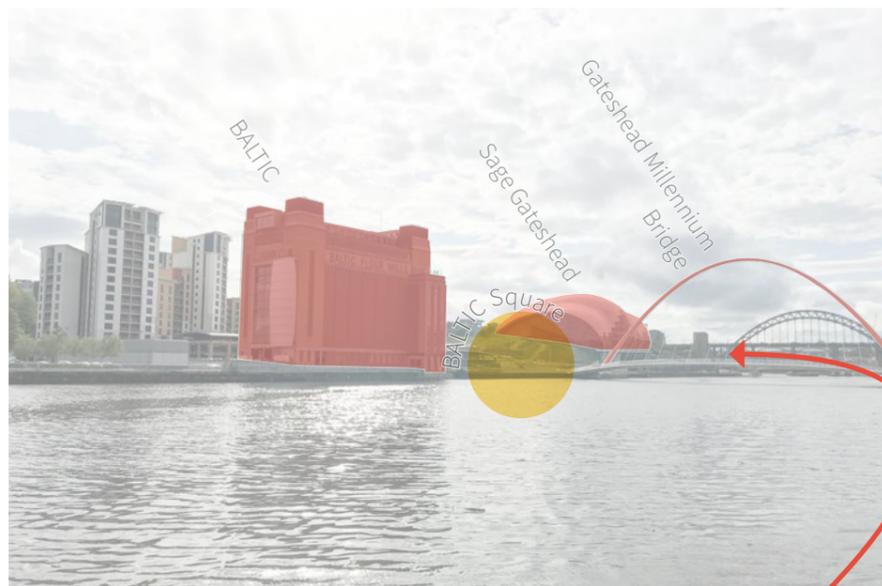
2 View from Hadrian's Way at Ouseburn confluence



3 View from Hadrian's Way at Mariners Wharf



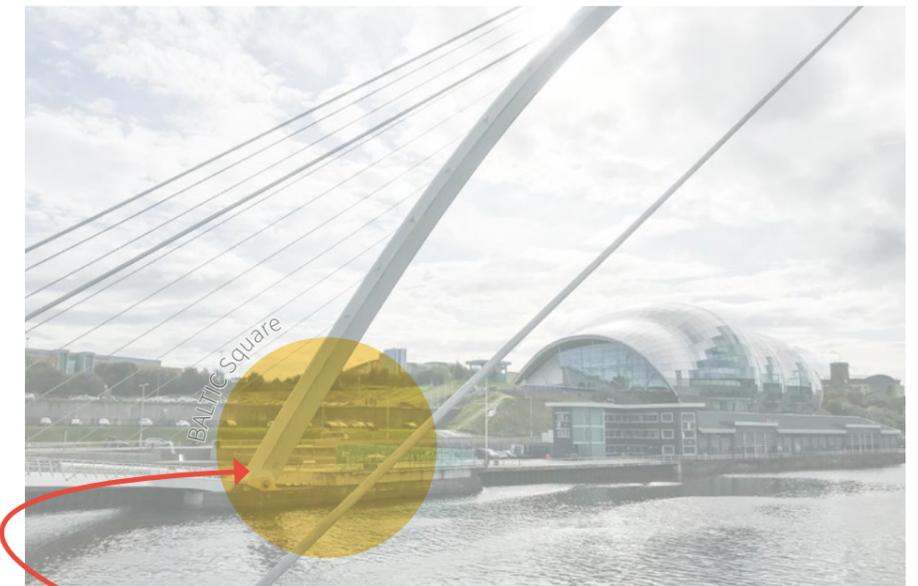
4 View from Hadrian's Way at Rotterdam House



5 View from Hadrian's Way at the Swirle Pavilion



6 View from Gateshead Millennium Bridge facing Sage Gateshead



3



DEVELOPMENT FRAMEWORK OPPORTUNITIES

3.1 Development Framework Opportunities

The framework presents the opportunity to establish this area, along with Gateshead town centre as a primary destination for Gateshead and the North East region.

Strengthening the success of Sage Gateshead and BALTIC, new development opportunities can enhance and complement these existing uses, to create a diverse, mixed use neighbourhood to include residential, retail, leisure, commercial, hotel and cultural uses.

The unique and distinctive features of the site, be they heritage, architecture or landscape should be embedded within any design proposals, ensuring that the unique identity of this area is respected and enhanced.

The Gateshead Quays Framework will be well integrated with the surrounding existing and future neighbourhoods, easy to walk and cycle through and well connected by public transport.

The Gateshead Quays Development Framework will:

- Promote and enhance sustainable transport by developing a strong pedestrian friendly network, cycle routes and public transport linking the area to Gateshead town centre, Newcastle and future development areas;
- Enhance and promote Gateshead's own distinctiveness and heritage;
- Increase interaction with Gateshead's riverfront - through enhanced routes along Hillgate/ Shore South Road and to the water from Gateshead town centre, further opportunities to interact with the water at Hillgate Quays and ensure views of Tyne Gorge are enhanced;
- Provide new north-south and east-west routes, connected back into the wider movement network through improved connections across the strategic highways;
- Explore the opportunity for new cultural landmarks to emerge adjacent to Sage Gateshead/ BALTIC which also benefit the wider green infrastructure network. High quality landscape proposals should support any new cultural landmarks to set them within an exceptional landscaped setting;
- Provide improved and distinctive public spaces at the heart of the framework area, flexible to provide a range of activities including community events, animate the east-west and north-south movement routes and provide a unique setting for new development plots;
- Enhance the existing public realm around Sage Gateshead, Maidens Walk and Baltic Square. New public realm proposals should be characterised by soft landscape with new street trees, sustainable drainage proposals and planting to enhance ecology and biodiversity;
- Expect all development proposals, from buildings to public realm to provide a clear strategy for the long-term, high-quality management and maintenance into the future;
- Mitigate the impacts of climate change by providing increased protection from tidal and surface water flooding through improvements to the quay wall and provision of green infrastructure including SuDs to manage surface water flows;
- Unlock development sites along the waterfront, within the conservation area, and at the heart of the framework area; and
- Realise the potential of the Mill Road/ Hawks Road gateway location.

POTENTIAL DEVELOPMENT PLOTS

As set out in Policy QB2 of the CSUCP, deliverable development plots are located at Hillgate Quays, Church Street and Oakwellgate and on the land directly east of Sage Gateshead and the Coal Drops up to Hawks Road/ Mill Road.

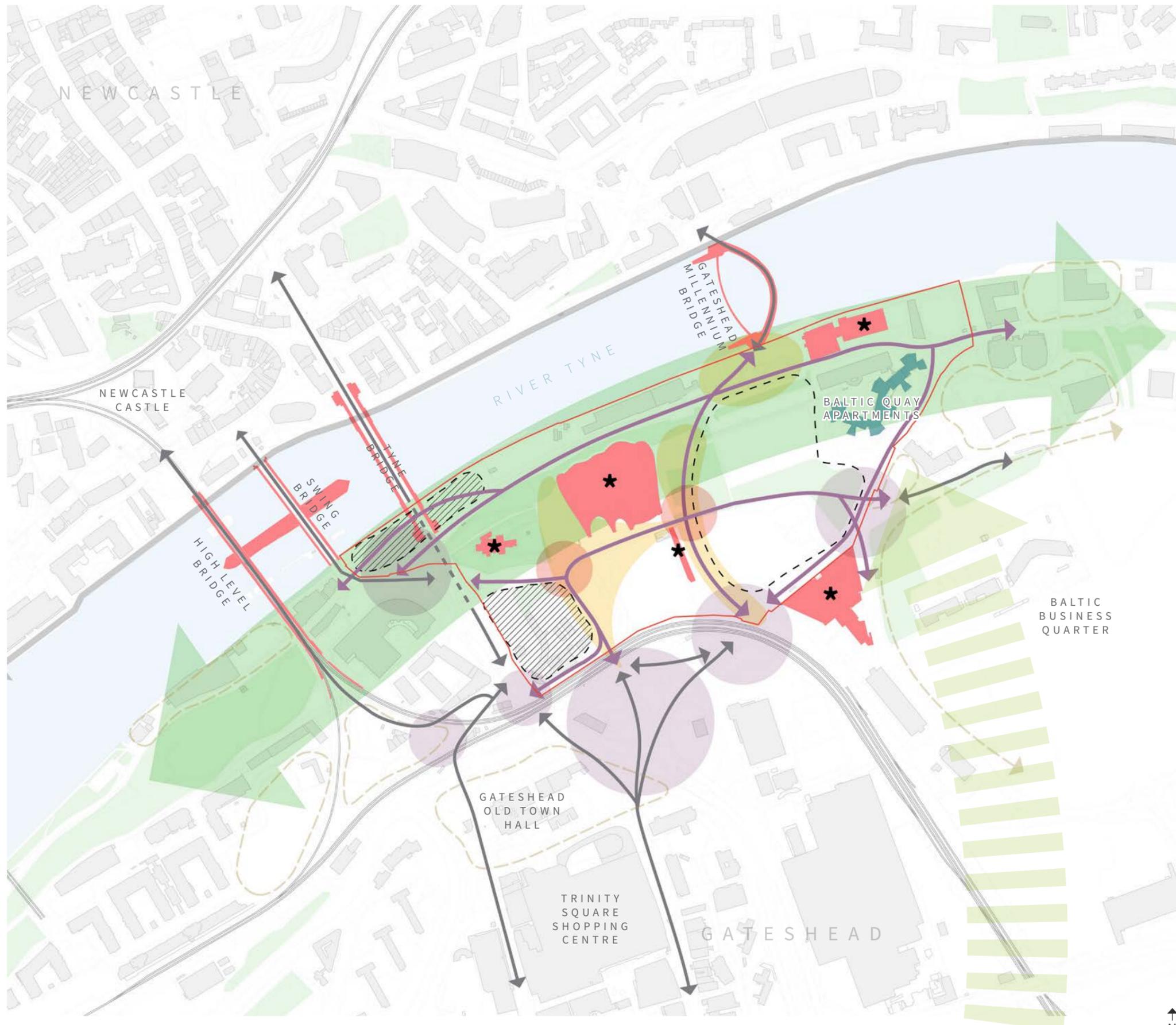
The development potential of HMS Calliope and Sage Gateshead car park are also set out by Policy QB2. However, as these sites are not currently promoted for development, they have not been detailed within this development framework.

PUBLIC ART

Public art has become an integral part of Gateshead leading to national and international recognition. Public art is an important part of place-making, contributing to local life and to what makes a place interesting. Public art needs to be intrinsic to the development of each plot. It can be integrated into the architectural fabric, street furniture and it can take a variety of forms including physical pieces, creative lighting, performance space, creative consultation and processes and temporary installations. The process of introducing public art should also provide the opportunity for individuals and organisations to collaborate working creatively to maximise the use of resources and bring individuality to the development of each plot.

KEY

-  Framework area
-  Enhanced pedestrian/ cycle routes
-  Improved pedestrian/ cycle connectivity beyond framework area
-  Key routes beyond the framework area
-  Enhance the Strategic Green Infrastructure Network
-  Preserve and enhance the setting of existing asset
-  Existing public realm to be enhanced and 'greened'
-  Development plots
-  Sensitive development within Conservation Area
-  Development plots beyond framework area
-  Potential for improved distinctive public spaces
-  Existing landmark features
-  Existing sensitive receptor



FRAMEWORK OPPORTUNITIES

4

DEVELOPMENT FRAMEWORK STRATEGIES

4.1 Access and Movement Strategy

PEDESTRIAN AND CYCLE MOVEMENT

- ① Enhancements to the route along Hillgate/ South Shore Road (also known as Keelman's Way) is prioritised to maximise the potential as the waterfront recreational route. This route is envisioned as pedestrian and cycle priority with restricted vehicular public transport, taxi and service access. This route should take advantage of access to and views of the River Tyne where possible, as well as responding to the wider green infrastructure network. This route is currently unable to be facilitated along the river edge as set out in Policy QB1 due to the presence of HMS Calliope. However, the riverside route should be provided where possible, for example at Hillgate Quay and then linked back to Hillgate/ South Shore Road.
- ② Provision of a new north-south pedestrian and cycle route, connecting the Gateshead Millennium Bridge and Keelman's Way to Hawks Road. The route brings the Coal Drops to the fore along Maidens Walk to pedestrians and provides a vital, legible public access route from Gateshead High Street down to the River Tyne. The primary cycle route is anticipated along Hawks Road and Mill Road.
- ③ Provision of new east-west pedestrian/ cycle route through the centre of the framework area. This route is vital to provide a choice of routes through the area, strengthening access from Gateshead High Street and Newcastle. This route intends to reactivate Abbots Road and establishes two important nodal points at the heart of the area.
- ④ Connection of Oakwellgate and Brandling Street to Gateshead High Street with enhanced public realm and crossing opportunities across Gateshead Highway to establish improved connections from the centre of Gateshead into the framework area.
- ⑤ Two nodal points to be created at within the framework area where key movements routes cross. One at the eastern side of the Sage Gateshead which has the potential to create a new square to act as a key orientation point. The other node, an existing junction, where Cannon Street, Oakwellgate and Abbots Road meet, requires improvements to prioritise pedestrian and cycle movement through the area and provides a key opportunity to connect to the Bridges Conservation Area.
- ⑥ Improved visibility and access through the viaduct to ensure legible access to and from the framework area.
- ⑦ Improvements to the pedestrian and cycle crossing points at the periphery of the framework area to enhance connectivity with adjacent existing and future destinations.
- ⑧ Servicing requirements need to be carefully integrated into the movement network to not conflict with key pedestrian and cycle routes or limit ground floor activation of building frontages along primary and secondary pedestrian and cycle movement routes.
- ⑨ Connection to the secondary pedestrian/ cycle route linking to Newcastle City centre across Tyne Bridge.
- ⑩ Links to wider routes including the primary route along Half Moon Lane, Wellington Street and High Level Bridge linking through to Newcastle Central Station and Metro and the primary route to Gateshead Interchange bus and Metro along West Street, Wellington Street, Hill Street and into the framework area.



PEDESTRIAN AND CYCLE MOVEMENT STRATEGY

4.2 Access and Movement Strategy

VEHICULAR MOVEMENT

Limited vehicular movement is expected within the framework area. Vehicular movement will be primarily local access (tertiary movement) only - with further restrictions to movement to allow only public transport, taxi, servicing and events access along Hillgate/ South Shore Road. This allows for the framework area to prioritise pedestrian and cycle movement.

The existing Q1, Q2, 93 and 94 bus routes would be maintained in the movement network. Enhanced coach parking and taxi provision must be considered in improved public realm schemes around Oakwellgate. The demand for public transport and the need to enhance provision will be assessed in detail as part of the planning process through partnership working with Nexus and local bus companies.

Servicing requirements need to be carefully integrated into this network to ensure it does not have adverse impact on the primary and secondary pedestrian/ cycle routes - as shown on the plan on the right.

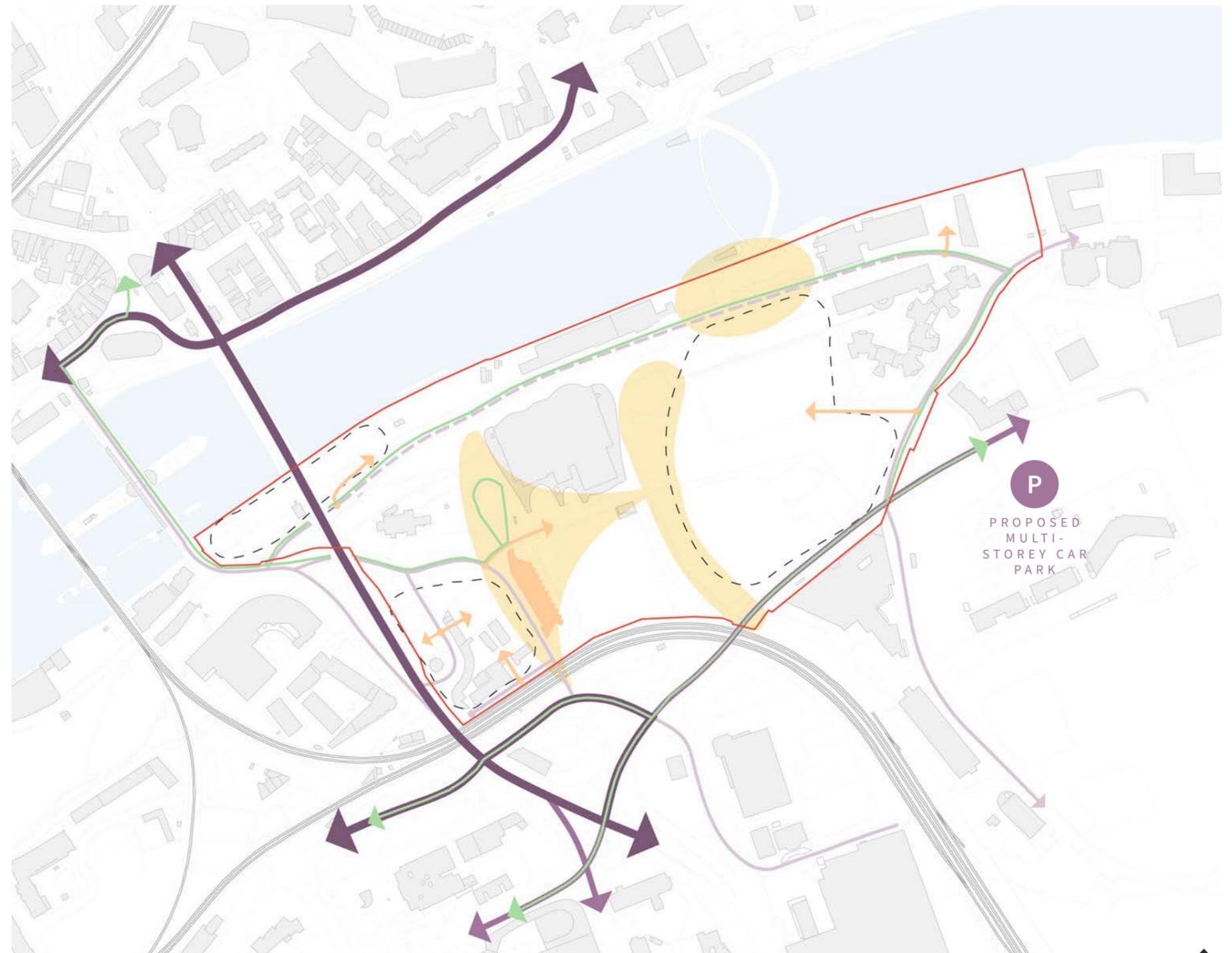
There are several annual sporting, recreational and cultural events that make use of the Framework Area and their requirements will be carefully considered to ensure a co-ordinated approach to movement is maintained.

A new public multi-storey car park on Hawks Road is proposed to replace the loss of surface public car parking in the framework area and provide some additional capacity. This car park will serve both the Baltic Quarter and the Gateshead Quays and will cater for some but not all the additional car parking demand from the developments within the framework area. Some of the demand will also be met from existing car parks in the wider area. There may also be some limited additional car parking provided within the proposed development plots. New public parking will include appropriate levels of charging and give priority to short stay. The requirements for each development will be reviewed, and a balanced approach taken to car parking and alternative means of access.

Page 163

KEY

-  Primary vehicular movement in and around the framework area
-  Secondary vehicular movement in and around the framework area
-  Local access vehicular movement only
-  Restricted public transport and service access route
-  Retained bus routes
-  Proposed service access
-  Retained coach parking
-  Improved public realm schemes
-  Proposed multi-storey car park



VEHICULAR MOVEMENT STRATEGY



4.3 Proposed Key Street Principles

HILLGATE AND SOUTH SHORE ROAD

Hillgate and South Shore Road present an opportunity to enhance a strategic east-west pedestrian and cycle prioritised movement through and beyond the framework area. Improvements to this route will benefit the wider green infrastructure network, improve visual amenity and create an attractive setting for new and existing development.

Subject to further design exploration, the framework suggests the following key principles:

- Due to the constraints of the existing road width, surface materials and street layout will be the focus of improvement works;
- Widen and consolidate the footpath to the north to reflect that footfall on this side of the road has a clearer aspect over the existing landmarks and provides attractive views across Tyne Gorge;
- Explore the potential of a limited kerb upstand and new surface materials to the footpath to ensure clear differential with the carriageway;
- Blend the existing landscape banks to the southern boundary of the route into the street through a flexibly sized soft landscape zone which can accommodate street furniture, trim trails as well as the introduction of street trees and planting to benefit the wider green infrastructure network;
- Explore the potential to provide sustainable urban drainage solutions within the soft landscape zone;
- Provide a balanced priority carriageway of flexible width to accommodate limited service access, taxis and buses whilst allowing two way cycle movement and pedestrians to cross. Soft landscape should be extended into the carriageway at times to create a varied and exciting recreational pedestrian and cycle route in the first instance; and
- Ensure vehicular movements are restricted to public transport, taxi, events and limited service access only.

▼ Re-balancing Hillgate/ South Shore Road with generous crossing opportunities

▼ New surface materials providing a high quality setting with a clear distinction between different users



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▼ Creating an environment where pedestrians and cyclists take priority



▼ Integrating soft landscape buffer with opportunity to provide SuDs



BRANDLING STREET

Brandling Street has the potential to improve the area's relationship with Gateshead Centre. It is part of a strategic east-west route through the framework area. People approaching the area from the High Level Bridge arrive at the south-western corner of the area, to meet the end of Brandling Street. This is also an important point at which to pick up the High Street which leads to Gateshead Centre.

In addition to its strategic importance, Brandling Street has retained significant character, primarily defined by the railway viaduct and archways run along the southern edge of the street. It has also retained its cobbled surface and the locally listed Kent House along Church Street provides further distinctive character.

With this in mind the framework proposes improvements to the street section to create an improved pedestrian and cycle environment. This is focussed around balancing the limited vehicular movement with cycle movement and pedestrian flows across the street.

Legibility can also be improved through marking the gateways and providing activity, lighting, and potentially soft landscape and or public art through the viaduct.

The improved street section should accommodate soft landscape features and SuDS to mitigate the modelled surface water flow route.

Public realm proposals should also explore the integration of public art features along this route which links to the local heritage story of the area.

▼ *Integration and celebration of the existing surfacing materials to retain the distinctive character of Brandling Street*



NORTH-SOUTH ROUTE - MAIDENS WALK

Development of the QB2-A plot offers up the opportunity to extend and improve north-south connections through the framework area - providing a positive connection between Baltic Quarter and the River Tyne via the framework area.

This route should prioritise pedestrians, be well over-looked, active and vibrant. Maidens Walk should be characterised by soft landscape including planting, street trees and SuDS features to increase the green infrastructure through the area.

Public realm proposals should also explore the integration of public art features along this route which links to the local heritage story and cultural landmarks of the area.

▼ *Facilitating positive viaduct animation to link the framework area back to Gateshead town centre*



◀ *Including rain gardens and/or other sustainable drainage features to provide resilience to flood events whilst creating an attractive public realm setting where people can dwell*

◀ *Positively interacting with heritage features along Maidens Walk*

4.4 Green/ Blue Infrastructure Strategy

The strategy is focussed around creating an exceptional landscape setting to support new development proposals. New cultural landmarks in particular are expected to detail high quality public realm proposals which provide significant benefit to the wider green infrastructure network.

New public realm proposals should be informed by the extension of the Strategic Green Infrastructure Network that runs along the River Tyne and extends positively into Gateshead to the east and west of the framework area. As such, public realm proposals should be characterised by soft landscape design, including new street trees, integrated sustainable drainage solutions and planting to enhance ecology and provide biodiversity net gain (as referred in 6.1) - as well as creating an attractive setting for Gateshead and the Tyne Gorge.

Biodiversity net gain is mandated as part of any development proposals. This is a quantitative calculation used to demonstrate the biodiversity value of a site pre-development and then post-development, in order to verify that there is a net gain in biodiversity as a result. Net gain in biodiversity can be achieved by following the mitigation hierarchy; avoiding loss, minimising impact, and then identifying appropriate mitigation for any unavoidable impacts. In addition, bespoke enhancement opportunities should be explored.

This strategy supports the improvement of Hillgate/ South Shore Road as a strategic recreational route for Gateshead characterised by the inclusion of soft landscape and opportunities to dwell and appreciate the Tyne Gorge. This route links to and extends the wider green riverside routes to the east and west. This route should engage with the waters edge at every opportunity.

New and existing buildings have the opportunity to complement this green corridor - through enhancement of existing public realm around the Sage Gateshead, Maidens Walk and Baltic square alongside the provision of new distinctive public spaces at the heart of the framework area.

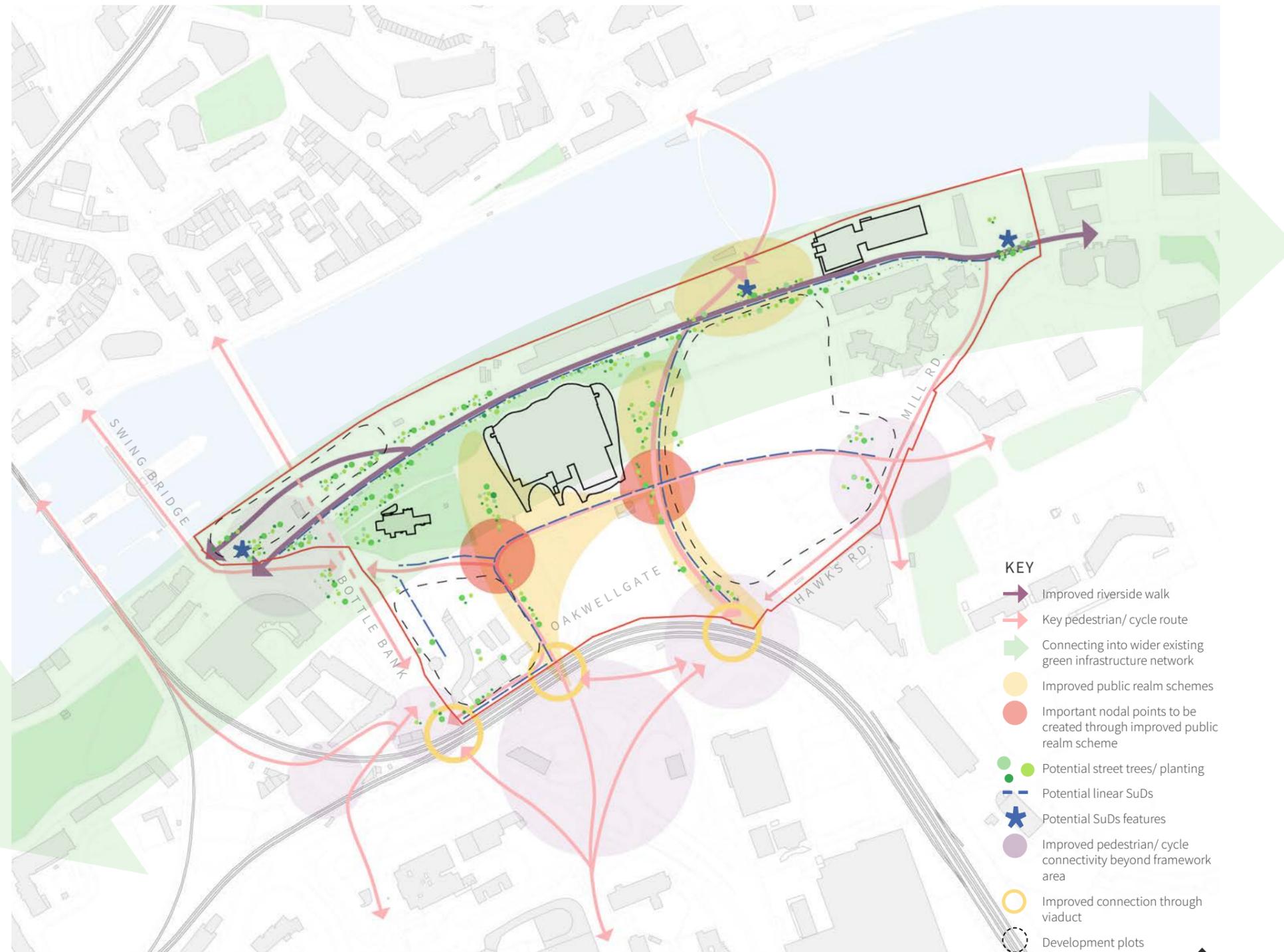
Public realm proposals must also be designed to be flexible to allow for a range of activities including community events and animation to provide a unique setting for new and existing development.

Key heritage assets such as the bridges, iconic cultural buildings (Sage Gateshead and BALTIC), the Bridges Conservation Area and marks of industrial heritage such as the Coal Drops are distinctive features of the site. A sensitive landscape response will help to engage people with the historic legacy of the area, creating places to discover and enjoy as part of the wider Gateshead Quays experience.

Beyond the Riverside Walk, two further key routes dissect the framework area. The north-south route connecting South Shore Road and Hawks Road and the east-west route from Brandling Street/ Bottle Bank to Mill Road/ Hawks Road. These are vital to the successful integration of the scheme into the wider area and must be carefully designed to prioritise pedestrian and cycle movement. Soft landscape proposals are also expected to be integrated into the design of these routes, including street trees, planting and SuDs to manage surface water flows and mitigate the impacts of climate change.

Routes to Gateshead town centre will be strengthened with pedestrian/ cycle prioritised crossings and more legible routes under the railway viaduct.

All development proposals are expected to provide a clear strategy for the long-term, high-quality management and maintenance into the future.



GREEN/ BLUE INFRASTRUCTURE STRATEGY

WESTERN PUBLIC REALM IMPROVEMENTS TO SAGE GATESHEAD

Including western Sage Gateshead arrival space, Oakwellgate, Abbots Road and the western nodal point. The key principles are as follows:

- Soft landscape focus - introduction of SuDs and planting, providing ecological benefit, new flood resilience and connecting into the wider green infrastructure network to benefit the setting of new development and existing landmarks;
- Pedestrian/ cycle priority with sensitive integration of vehicular drop-off and servicing; and
- Explore positive ways to animate routes through the viaduct, including new uses, lighting, street furniture, artwork and planting.



< Softening public realm along Oakwellgate and to the west of Sage Gateshead

< Integrating SuDs into the public realm



< Prioritising pedestrian and cycle movement crossing of Oakwellgate/ Cannon Street and Abbots Road into St. Mary's Square

EASTERN PUBLIC REALM IMPROVEMENTS TO SAGE GATESHEAD

Including eastern Sage Gateshead arrival space, Maidens Walk, the eastern nodal point and linking up to Baltic square across South Shore Road. The key principles are as follows:

- Integration of soft landscape at the core of public realm proposals, including SuDs, street trees and planting - creating an attractive north-south connection from Hawks Road to the riverfront;
- Ensuring public realm proposals interact positively with the Coal Drops and provide the opportunity for new lighting and activity to occur within them; and
- Explore flexible event space within proposals to allow for spill-out of cultural landmarks or community events to take place within new public realm, focussed around the identified nodal point.



< Flexible pedestrian space

< Soft landscape features including street trees and SuDs

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< Providing flexibly sized hard spaces to facilitate events for the cultural assets and space for community groups to occupy

© CONRAD OHNUKI

5

THE FRAMEWORK PLAN

5.1 Development Framework Plots

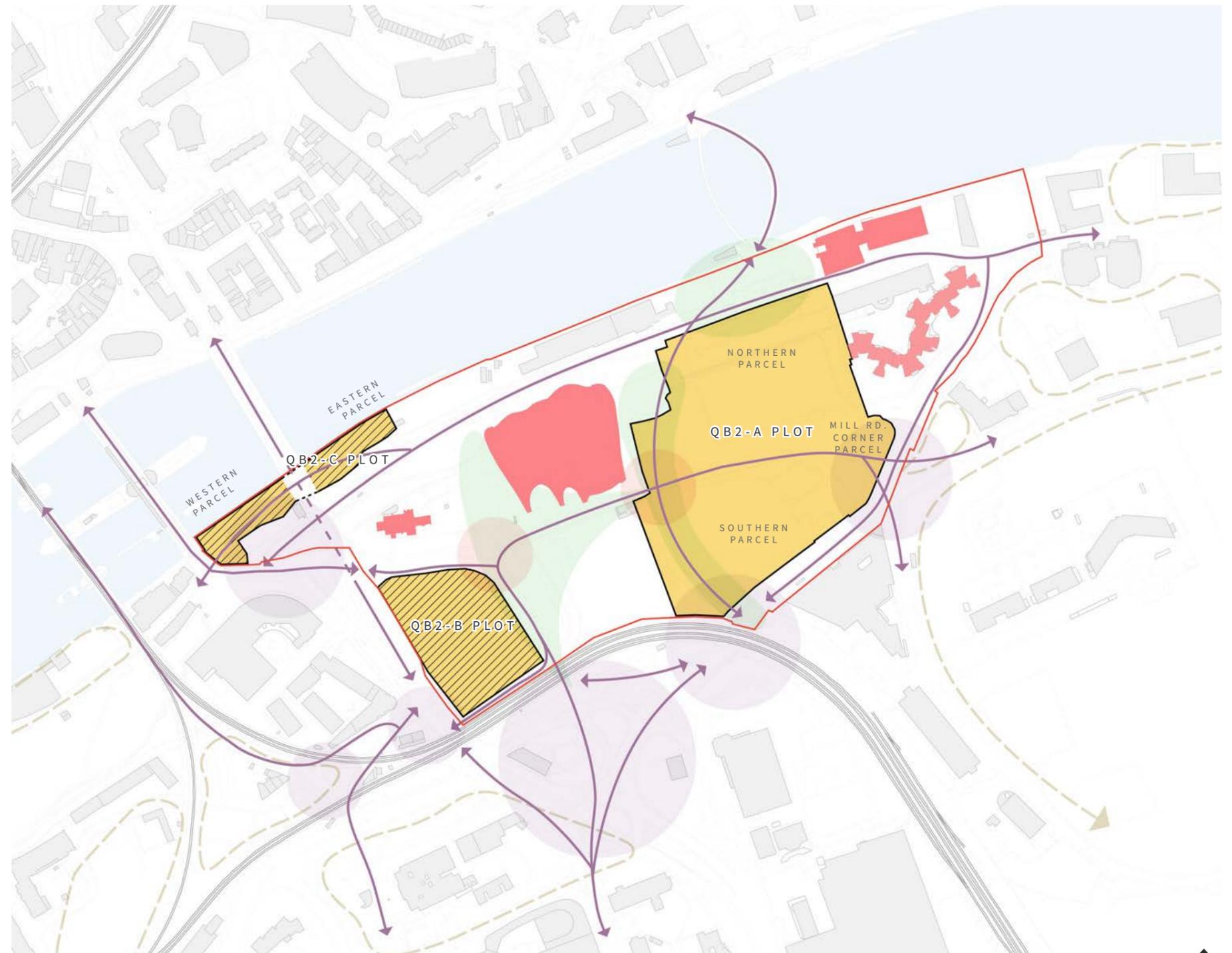
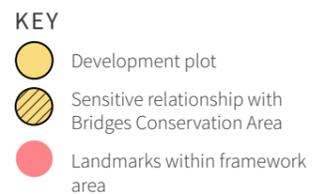
There are three key development opportunity plots within the framework area. These are:

1. QB2-A Plot
2. QB2-B Plot
3. QB2-C Plot

The following pages set out the development opportunities within the framework area. A high level brief is presented for each plot. This deals with plot extent, indicative building footprint, building massing, public realm, frontages and potential land uses.

As these plots come forward, it is important that the proposals are considered within the context of this framework, and the impact on the wider vision assessed. Developing in a site which already has landmark developments requires sensitivity and a clear understanding of how each site relates to the whole. Accordingly, these plots will need to be brought forward in accordance with an approved masterplan to demonstrate a comprehensive and coordinated approach to site development and infrastructure provision. Masterplans will be prepared by the landowner/developer(s) as part of the planning application process in line with this framework.

Page 170



DEVELOPMENT FRAMEWORK PLOTS

5.2 The Framework Plan



5.3 Development Framework Design Guidance

FRAMEWORK EAST - PLOT QB2-A

Plot QB2-A is the largest development plot within the framework area and it performs a fundamental role in achieving the wider framework vision. CSUCP Policy QB2 sets the site specific allocation requirements for the site.

This plot is required to complete the river frontage adjacent to Sage Gateshead, address Hawks Road and Mill Road and have a positive relationship with the Coal Drops. Therefore any development within this area must be of the highest quality.

Situated within the heart of the framework area, this site places any development at an important node. Development here must enable and positively engage with the north-south and east-west movement pedestrian/ cycle routes and respond to the nodal point where these key routes meet - creating a destination for people to gather.

The Coal Drops are a significant heritage feature within this area. Distinctive and full of character, they are the key in creating a unique experience along the north-south route and they should be positively and sensitively animated within public realm proposals.

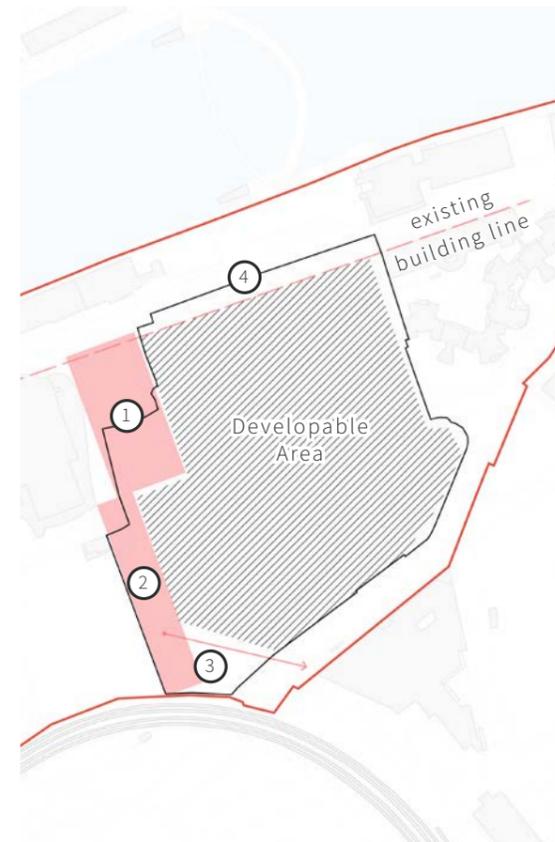
Potential development footprint within this plot has been formulated following steps below. Firstly, a sensible maximum developable area has been devised, this provides reasonable off-sets to the Sage Gateshead arrival space, the Coal Drops, respects the frontage along South Shore Road and provides a glimpse of Gateshead College to the south to maximise the potential of the north-south route. Overlaying the previously identified key movement routes provides the potential for two large footprint development parcels. The size and location of these parcels provide the opportunity to deliver larger footprint uses such as leisure and cultural landmarks - supplemented and supported by retail and commercial uses.

Existing service access is provided from Mill Road. This should be maintained and utilised to service both parcels by utilising the topography to not inhibit the east-west route.

The existence of the service route has the potential to split a small parcel of land fronting Mill Road. This parcel could be delivered separately, and therefore has the potential to reflect uses along Mill Road/ Hawks Road by providing residential, hotel or commercial use.

DEVISING AN APPROPRIATE DEVELOPMENT FOOTPRINT

Developable area

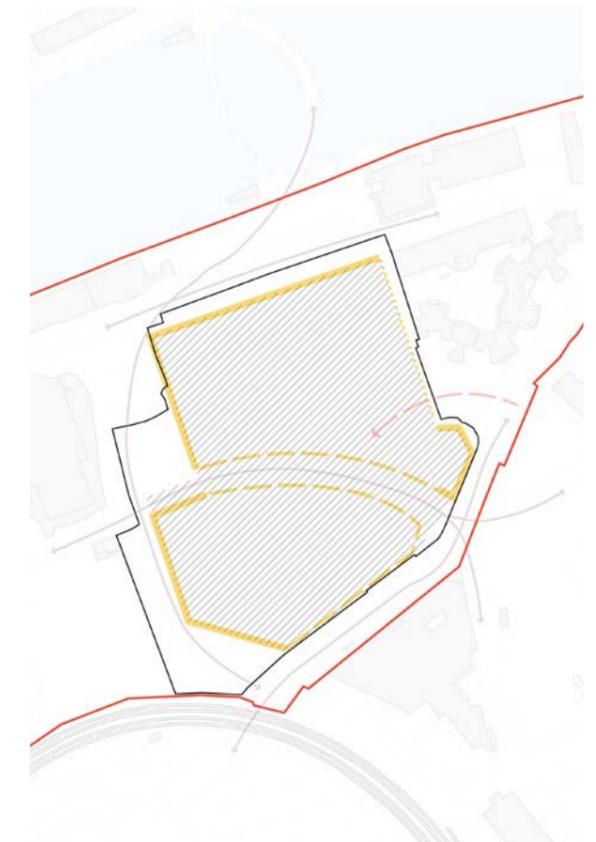


- ① Sage arrival
- ② Coal Drops off-set
- ③ College view
- ④ Tyne frontage

Movement routes and service access



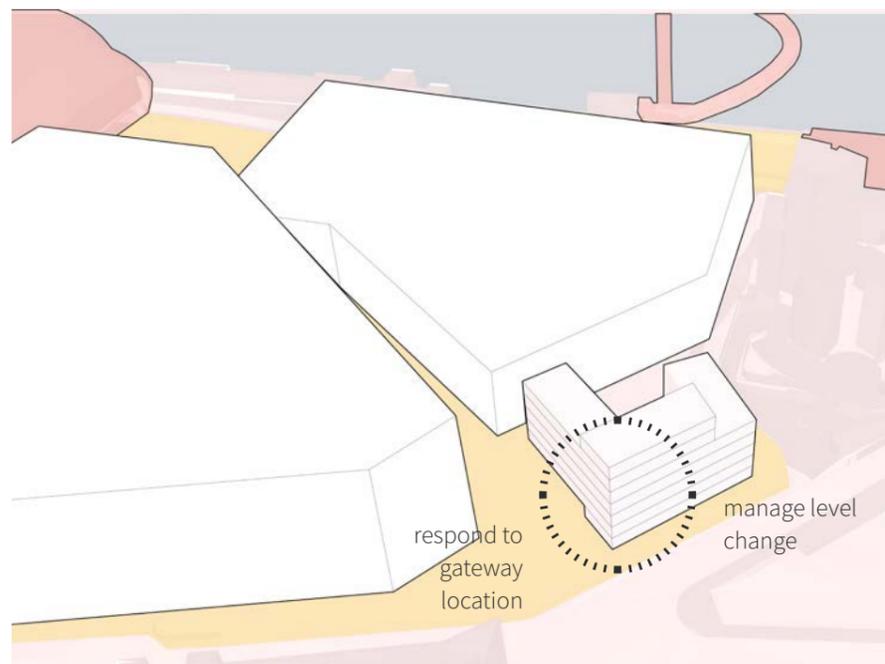
Frontage hierarchy



Due to the potential nature of the two (northern and southern) landmark parcels, massing should be carefully considered though the design rationale within planning application(s), with due consideration of views from Gateshead Town Centre to key orientation points.

Massing for the Mill Road parcel should be tested within the elevation along Quarryfield Rd./ Mill Road and alongside the opportunity to deliver larger landmark buildings within the adjacent northern and southern development parcels. Massing for the Mill Road parcel should also consider the future development opportunity on the opposite corner of Mill Road/ Hawks Road.

This plot is within 20m of an existing local heat and power network, operated by Gateshead Energy Company, and as per Core Strategy policy requirements (CS16), any development would be expected to consider a connection to this network.



QB2-A MASSING AXONOMETRIC



QB2-A PLOT PRINCIPLES

- Existing heritage feature to maintain

● Potential development footprint

— Primary frontage

— Secondary frontage
- Tertiary frontage

● Public realm improvement

● Soft/ green public realm

● Potential street trees/ planting
- Potential SuDs

➔ Movement routes

● Improved pedestrian/ cycle crossing
- Future development plot outside framework boundary

★ Nodal SuDs

5.4 Development Framework Design Guidance

FRAMEWORK WEST - PLOT QB2-B OPTION 1

Plot QB2-B is currently made up of several existing buildings. Mixed in character, quality and use.

The first step for any development within this area is to understand in more detail the activities of the existing buildings, the condition and heritage value of the existing buildings. This framework assumes as a minimum that the locally listed Kent House should be retained. There are clearly opportunities for new build development within this area to animate the immediate streets.

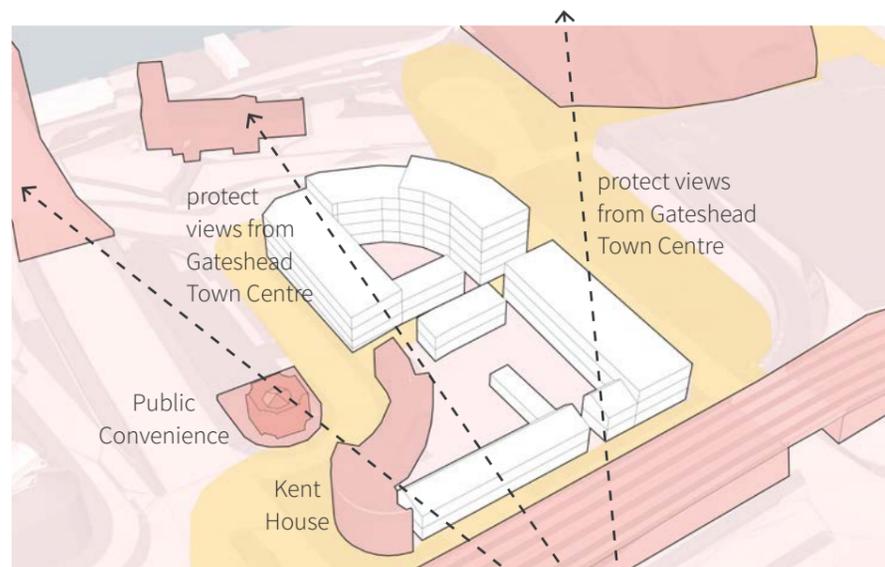
There are a number of options to the delivery of Plot QB2-B, predicated on the potential to develop Church Street car park at the same time as the main Oakwellgate Plot. This option 1 explores the delivery of the Oakwellgate plot in isolation.

The preference is for holistic delivery of the Oakwellgate and Church Street car park plots together. However, any development to deliver the Oakwellgate plot in isolation should consider the following:

- Oakwellgate and Brandling Street as key pedestrian and cycle connections to the wider framework area, Tyne Bridge and Gateshead town centre.
- Respect the surrounding heritage assets, including the public convenience building, St. Mary's Heritage Centre, Kent House and the Bridges Conservation Area.

- The impact of proposed massing on views of St. Marys Heritage Centre, Tyne Bridge and Sage Gateshead from Gateshead Town Centre in order to protect and enhance the existing townscape character.
- The form, rhythm and function of the arches to the south of Brandling Street also provide unique character that should be utilised to inform a finer grain of development blocks.
- The new street frontage to Oakwellgate and activity at street level is an opportunity to reinforce and enhance the existing public realm between St Mary's Heritage Centre, Sage Gateshead and the Sage car park.
- Land uses should complement the small business and creative industries which have already begun to occupy to viaduct archway units along Brandling Street.
- Development presents opportunities within public realm design to accommodate and mitigate surface water flow paths in design features.

This plot is within 100m of an existing local heat and power network, operated by Gateshead Energy Company, and as per Core Strategy policy requirements (CS16), any development would be expected to consider a connection to this network.



QB2-B OPTION 1 MASSING AXONOMETRIC



QB2-B PLOT PRINCIPLES

- | | | | |
|---|------------------------------------|---------------------------------------|--|
| ● Existing heritage feature to maintain | ●●● Tertiary frontage | — Potential SuDs | — Future development plot outside framework boundary |
| ● Potential development footprint | ● Public realm improvement | ➔ Movement routes | ★ Nodal SuDs |
| — Primary frontage | ● Soft/ green public realm | ● Improved pedestrian/ cycle crossing | |
| — Secondary frontage | ● Potential street trees/ planting | | |

5.5 Development Framework Design Guidance

FRAMEWORK WEST - PLOT QB2-B OPTION 2

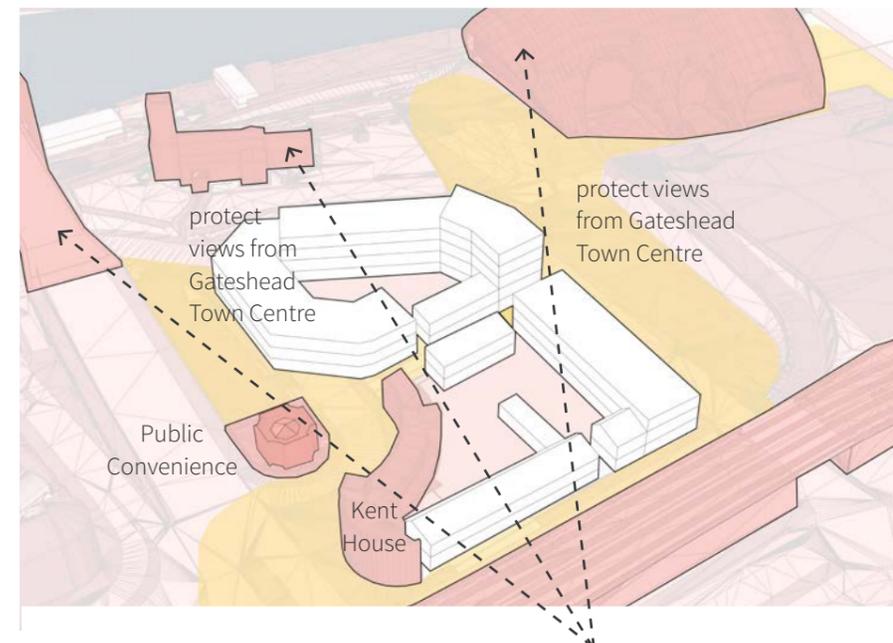
Option 2 explores the opportunity and key design principles associated with the holistic development of the Oakwellgate plot and Church Street car park.

- Oakwellgate and Brandling Street remain key pedestrian and cycle connections to the wider framework area, Tyne Bridge and Gateshead town centre.
- A realigned Church Street pedestrian/ cycle route along the Tyne Bridge wall allows development to positively engage with the Bridges Conservation Area - facilitating an interesting local route to explore and for development to spill into.

- The form, rhythm and function of the arches to the south of Brandling Street also provide unique character that should be utilised to inform a finer grain of development blocks.
- The new street frontage to Oakwellgate and activity at street level is an opportunity to reinforce and enhance the existing public realm between St Mary's Heritage Centre, Sage Gateshead and the Sage car park.
- Land uses should complement the small business and creative industries which have already begun to occupy to viaduct archway units along Brandling Street.
- Development presents opportunities within public realm design to accommodate and mitigate surface water flow paths in design features.

Respect and positively engage with the surrounding heritage assets, including the public convenience building, St. Mary's Heritage Centre, Kent House and the Bridges Conservation Area.

The impact of proposed massing on views of St. Marys Heritage Centre, Tyne Bridge and Sage Gateshead from Gateshead Town Centre in order to protect and enhance the existing townscape character.



QB2-B OPTION 2 MASSING AXONOMETRIC



QB2-B PLOT PRINCIPLES

- | | | | |
|---|------------------------------------|---------------------------------------|--|
| ● Existing heritage feature to maintain | ●●● Tertiary frontage | — Potential SuDs | — Future development plot outside framework boundary |
| ● Potential development footprint | ● Public realm improvement | ➔ Movement routes | ★ Nodal SuDs |
| — Primary frontage | ● Soft/ green public realm | ● Improved pedestrian/ cycle crossing | |
| — Secondary frontage | ● Potential street trees/ planting | | |

5.6 Development Framework Design Guidance

FRAMEWORK WEST - PLOT QB2-B - OPTION 3

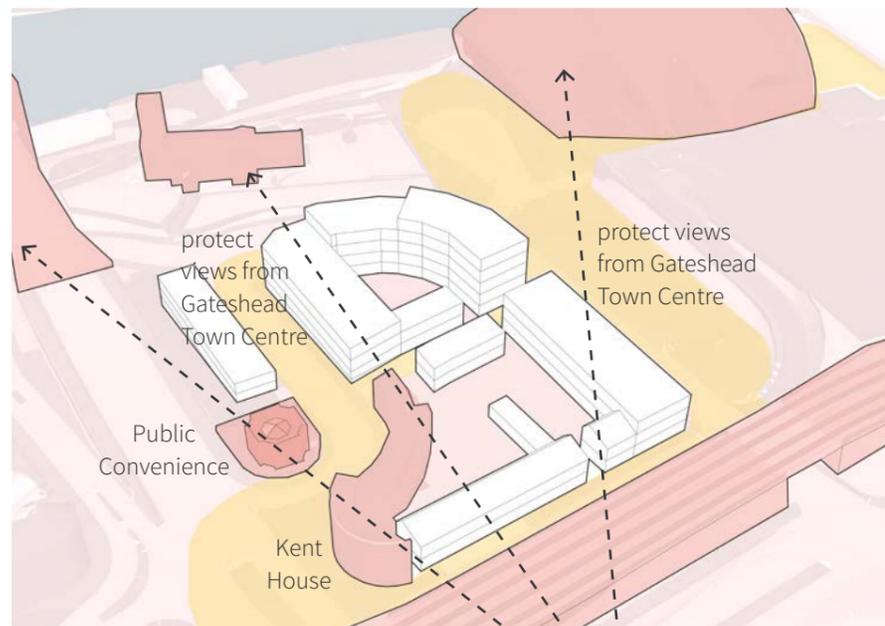
Option 3 explores the individual delivery of the Oakwellgate plot and Church Street car park.

- Oakwellgate and Brandling Street remain key pedestrian and cycle connections to the wider framework area, Tyne Bridge and Gateshead town centre.
- Church Street has the potential to be downgraded to provide vehicular service access only, therefore pedestrian/ cyclist priority.
- A new block at the car park site would be limited in scale, and off-set from the Tyne Bridge wall. Development is expected to animate Church Street through active uses at the ground floor, with the potential to spill into Church Street itself.

Page 176

Respect and positively engage with the surrounding heritage assets, including the public convenience building, St. Mary's Heritage Centre, Kent House and the Bridges Conservation Area.

- The impact of proposed massing on views of St. Marys Heritage Centre, Tyne Bridge and Sage Gateshead from Gateshead Town Centre in order to protect and enhance the existing townscape character.
- The form, rhythm and function of the arches to the south of Brandling Street also provide unique character that should be utilised to inform a finer grain of development blocks.
- The new street frontage to Oakwellgate and activity at street level is an opportunity to reinforce and enhance the existing public realm between St Mary's Heritage Centre, Sage Gateshead and the Sage car park.
- Land uses should complement the small business and creative industries which have already begun to occupy to viaduct archway units along Brandling Street.
- Development presents opportunities within public realm design to accommodate and mitigate surface water flow paths in design features.



QB2-B OPTION 3 MASSING AXONOMETRIC



QB2-B PLOT PRINCIPLES

- | | | | |
|--|--|---|--|
| ● Existing heritage feature to maintain | ●●● Tertiary frontage | — Potential SuDs | — Future development plot outside framework boundary |
| ● Potential development footprint | — Public realm improvement | ➔ Movement routes | ★ Nodal SuDs |
| — Primary frontage | ● Soft/ green public realm | — Development plot extent | |
| — Secondary frontage | ●● Potential street trees/ planting | ⊕ Improved pedestrian/ cycle crossing | |

5.7 Development Framework Design Guidance

FRAMEWORK WEST - PLOT QB2-C

Plot QB2-C (Hillgate Quay) forms an important part of the framework area as one of the few opportunities to interact with the river edge. The site is currently utilised as a successful pop-up food and drink container village with occasional food market and has a strong emphasis on independent businesses. These uses are proving to be successful within this area and as such, provides a useful precedent for future development within the plot.

CSUCP policy QB2 sets the site specific allocation requirements for the site. Any development proposals for this site should explore the opportunity to provide a permanent solution which allows the existing independent businesses to remain within the plot area. Further opportunities to animate the river frontage should be maximised through development which expands the opportunity as a food and drink destination.

The main access to the site is from the improved route along Hillgate and South Shore Road. The access into the site provides an opportunity to provide the riverside walk with a direct relationship with the River Tyne, as set out in Policy QB1. The presence of HMS Calliope currently limits the ability to deliver the riverside walk in its entirety. Development

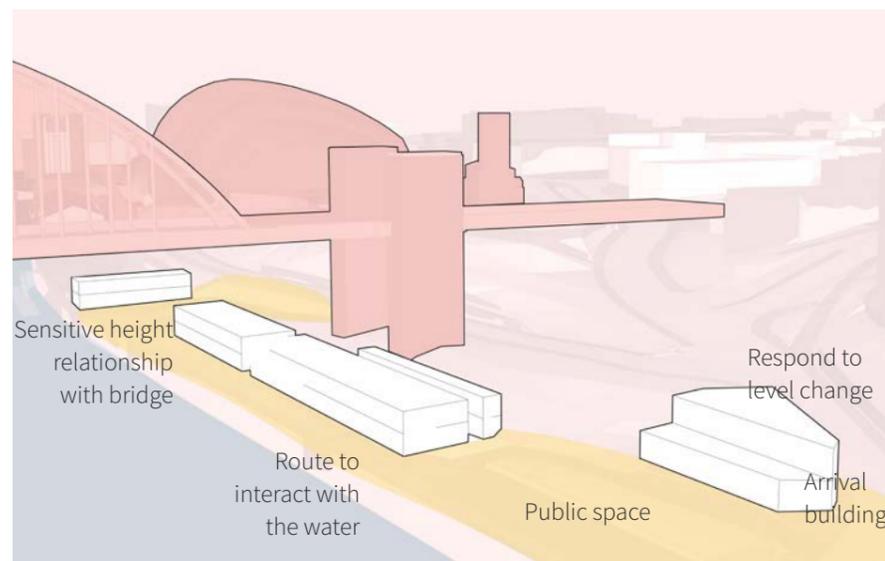
proposals should be careful to not limit the complete delivery of this route in the future by ensuring development does not sever a future connection east directly along the riverfront to connect to BALTIC square.

Building heights within this area should consider proximity to the Grade II* listed Tyne Bridge and being situated within the Bridges Conservation Area. Height and massing of new built form should not be harmful to this heritage asset or its setting. As such, it is not anticipated that building heights will exceed 9m in places.

Active frontage should be directed to the water to animate Gateshead riverfront.

Development proposals must explore the opportunity to improve resilience to future tidal flood risk.

Development proposals should consider the unique colony of inland breeding kittiwakes resident on the Tyne Bridge and its adjoining towers, and design the scheme to avoid any conflict.



QB2-C MASSING AXONOMETRIC



QB2-C PLOT PRINCIPLES

- | | | | |
|--|---|--|---|
| ● Existing feature to maintain | ●●● Tertiary frontage | — Potential SuDs | framework boundary |
| Potential development footprint | Public realm improvement | ➔ Movement routes | ★ Nodal SuDs |
| Primary frontage | Soft/ green public realm | Improved pedestrian/ cycle crossing | |
| Secondary frontage | ● Potential street trees/ planting | Future development plot outside | |

6



ENVIRONMENTAL CONSIDERATIONS

6.1 Environmental Considerations

FLOOD RISK

Parts of the northern boundary of this framework area are at the risk of tidal flooding over the next 100 years, between the Swing Bridge and the Tyne Bridge, where the 1 in 200 year peak tidal level is predicted to increase to around 4.92m AOD by 2100. Built development should be set back from the river front and allow for future changes in flood risk due to climate change, taking account the Gateshead Quays Wall Condition Survey and Climate Change Adaptation Strategy.

The dramatic change in levels means that parts of the framework area are at risk of surface water flooding. The Strategic Flood Risk Assessment (prepared by JBA Consultants) identifies strong existing surface water flow paths running down from Oakwellgate/Church Street and Mill Road. Surface water will need to be managed effectively, in accordance with Policy CS17 following the drainage hierarchy and designing for exceedance of the drainage systems. Priority should be given to controlling surface water (reducing and slowing flows) using source control SuDS techniques and directing flows into the River Tyne. Consideration should be given to how the design of highways, green infrastructure and parking will plan for exceedance of the drainage systems beyond the 1 in 30 year design event and accommodate existing flow routes so that there is no property flooding in a 1 in 100 year plus climate change event.

Flood Risk should be planned for spatially along with green infrastructure through CSUCP policies CS17 'Flood Risk and Water Management' and CS18 'Green Infrastructure and the Natural Environment' and UC15 'Urban Green Infrastructure'.

SUSTAINABLE DRAINAGE

Government Policy is that sustainable drainage solutions should be delivered through the planning system. This relies upon Government issued documents including:

- The National Planning Policy Framework (NPPF)
- Planning Practice Guidance (PPG)
- DEFRA Non-Statutory Technical Standards for sustainable drainage systems

The NPPF and associated PPG relate to Government Policy on the provision and long-term maintenance of sustainable drainage systems (SuDS). The technical standards provided relate to the design, construction, operation and maintenance of SuDS and have been published as guidance for those designing schemes.

The framework shall employ the principles of Sustainable Drainage Systems (SuDS) as set out by the Government Policy to provide a spatial strategy for the delivery of water quality treatment, amenity, biodiversity and landscape in the form of permeable paving materials, green roofs and walls, bioretention, public realm water features, swales and urban drainage basins across the framework area.

SuDS systems will assist with the management of surface water runoff from within and external to the framework area in a controlled manner to mitigate the effects of flooding. Flood mitigation measure will need to be incorporated within the framework area.

The design of this system is subject to consultation with the regulatory and statutory bodies and may include flood defence features, bioretention features, permeable paving, or attenuation tanks to achieve the appropriate flood protection measures. Further details on the use of SuDS can be obtained from The SuDS Manual (CIRIA C753).

The surface water network will need to comply with the following policies, standards and specifications:

- NPPF, NPPG, DEFRA Non-Statutory Technical Standards for SuDS, Newcastle/Gateshead Core Strategy, MSGP.
- Building Regulations 2010 Drainage and Waste Disposal Approved Document Part H- In particular to provide evidence that the proposed disposal of surface water runoff is in compliance with the order of priority as set out in Part H3.(3):-
 - (a) an adequate soakaway or some other adequate infiltration system; or, where that is not reasonably practicable;
 - (b) a watercourse; or, where that is not reasonably practicable;
 - (c) a sewer
- British Standards BS EN 12056 Part 1 to 5 Gravity drainage systems inside building;
- Sewers for Adoption 7th Edition.

Any planning applications for major developments need to be accompanied by a surface water drainage strategy or statement that demonstrates that the drainage scheme proposed is in compliance with the NPPF, the Non-statutory technical standards, and Local Policy.

CLIMATE CHANGE

A review of the structural stability and an appropriate Climate Change Adaptation Strategy for the Gateshead Quays wall was undertaken as part of the preparation of the CSUCP, considering the sensitivity to increased tidal flood risk due to the impact of climate change over the next 100 years. The review assesses the residual life of sections of the wall and options for renewal and mitigation measures. It provides a coordinated approach to improving the condition of the wall and recommends heightening of the quay wall to reduce the risk of future tidal flood risk to around 5.52m AOD so development can come forward safely in this area over its lifetime. In those instances where the existing quay wall is not capable of repair and/ or retention, the structure will be recorded in accordance with the County Archaeologist's specification to ensure a record of the historical development of the river is retained.

In relation to sustainable energy considerations, to reduce the developments carbon emissions, developments should follow policies within the Core Strategy (CS16) and note that development plots are very close to existing heat and power networks, that can provide lower cost, lower carbon heat and power.

ENVIRONMENTAL IMPACT ASSESSMENT

The preparation of an Environmental Impact Assessment (EIA) will form an integral part of planning application(s) for development within the framework area. As part of this work there will be a need for detailed discussions with a range of key consultees, including the Council, Historic England, the Environment Agency and Natural England, in order to agree the exact scope of the application and Environmental Statement.

Consideration, and potentially screening, will also need to be carried out for other forthcoming developments within the framework area, depending upon the scale of development proposed and any environmental effects it may give rise to.

AIR QUALITY/ NOISE

Gateshead Council are working together with Newcastle City Council and North Tyneside Council to identify measures to ensure that legal limits for nitrogen dioxide in central Tyneside are not exceeded. The government requires that these measures are in place by 2021. Whilst the measures are unlikely to directly affect the road network within the framework area itself there may be major implications on the surrounding highway network including the main access routes to the area. The proposed measures are expected to be finalised soon and will be subject to separate consultation.

There are noise sensitive receptors in and around the framework area and the framework area is also located adjacent to the Air Quality Management Zone for Gateshead Town Centre.

The planning process for any site will need to have regard to these environmental factors and where necessary demonstrate how the development would mitigate any identified noise/air quality implications.

MINING

The framework area is located in a Coal Authority defined 'Development High Risk Area' and is affected by probable shallow mine workings.

The planning process for any site will require the submission of a 'Preliminary Coal Mining Risk Assessment Report', further intrusive investigation as appropriate to supplement any existing information, the submission of an updated Coal Mining Risk Assessment Report based on investigation findings, and where required submission of a Remediation Mitigation Proposals Report, implementation of remedial mitigation measures and submission of Remediation Validation Report.

CONTAMINATION

Given the industrial history of the area, there is a potential for a wide range of contaminants and some ground gas to be present on the site. Whilst previous investigations indicate a degree of remedial works having been carried out locally in the past, the potential for contamination and ground gas to be present remains.

The planning process for any site will require the submission of a Phase 1 Preliminary Risk Assessment, Phase 2 investigation to supplement any existing investigation information, a risk assessment report, and where required submission of a Remediation Strategy Proposals Report, implementation of remedial measures and submission of a Remediation Validation Report.

ECOLOGY

The framework area contains a mixture of land uses and habitat type including existing buildings with associated landscaping, expanses of hardstanding including some with areas pioneer scrub dominated by ornamental butterfly bush, pockets of native scrub, areas of well-managed amenity grassland and rank grassland. There are some small areas of largely deciduous woodland and stands of trees across the area. The railway arches and coal drops provide potential opportunity for roosting bats.

Japanese knotweed is known to be present within the framework area.

A colony of inland breeding kittiwakes are known to be resident on the Tyne Bridge and its adjoining towers between March and August.

Development proposals within the framework area must have due regard to:

- River Tyne Local Wildlife Site;
- Designated Wildlife Corridor formed by the River Tyne and its banks; and
- Priority/notable habitats and species, including a large breeding colony of kittiwakes (with the south tower and BALTIC providing important nesting sites that should not be disturbed).

The framework also provides a unique opportunity for people to enjoy contact with the natural environment and provide an increase in the biodiversity value of the area, which should be key aspirations in any detailed design proposals.

Biodiversity net gain is mandated as part of any development proposals. This is a quantitative calculation used to demonstrate the biodiversity value of a site pre-development and then post-development, in order to verify that there is a net gain in biodiversity as a result. Net gain in biodiversity can be achieved by following the mitigation hierarchy; avoiding loss, minimising impact, and then identifying appropriate mitigation for any unavoidable impacts. In addition, bespoke enhancement opportunities should be explored.

7

DEVELOPMENT DELIVERY

7.1 Development Phasing

This document has been developed to provide a framework for the development of the wider site in the context of emerging development proposals.

It is expected that plot QB2-A will form the first phase of the development, and is intended to come forward within years 1 -5 of the framework.

Timescales for the delivery of schemes on the other development opportunity sites within the framework area are less clear, and will ultimately be driven by market demand. However, this could include plots QB2-B and QB2-C within years 6 -10 of the framework.

Further development opportunities within the framework area may be considered within years 10-15 depending upon site availability.

7.2 Stakeholder and Community Engagement

As per Gateshead Council's adopted Statement of Community Involvement (SCI), this development framework will follow the procedures set out in Sections 12-22 of Town and Country Planning (Local Planning) (England) Regulations 2012. The development framework will be published on the Council's website and consultation portal, and to statutory consultees and interested parties. The development framework will also be advertised via social media, and subject to a one-day drop-in event. The consultation period will last a minimum of 30 days.

AIMS OF THE CONSULTATION STRATEGY

Local authorities are encouraged to involve people in the process as early as possible. The aims of the consultation process are as follows:

- To ensure that residents and organisations voices are heard from the outset.
- To meet the statutory requirements for consultation as set out by Government guidance.

PREVIOUS CONSULTATION

Consultation relating to the Quays took place as part of the consultation on the Core Strategy and Urban Core Plan for Gateshead and Newcastle leading up to its adoption in March 2015.

DUTY TO COOPERATE

The 'Duty to Co-operate' became a legal requirement under the provisions of the Localism Act (2011). In essence it requires Local Planning Authorities and other prescribed bodies to co-operate on strategic matters. Gateshead has a strong and long established record of commitment to joint working with Newcastle City Council and other neighbouring authorities and with public bodies. Specifically, Gateshead and Newcastle have worked together on the Core Strategy and Urban Core Plan.

The Council will have ongoing consultation with neighbouring authorities, in particular Newcastle as well as other public bodies such as the Environment Agency, Historic England, Port of Tyne and Highways England, as appropriate, in addition to the more formal consultation via a mail out.

Meetings have taken place during the development of the Development Framework, with many of the Statutory Consultees to help ensure that the plan is acceptable to these bodies.

7.3 Delivery

INFRASTRUCTURE REQUIREMENTS

It is important that future developments address infrastructure needs outside of their individual Plots to ensure a coordinated approach. The implementation of the necessary infrastructure will be brought forward in a phased manner as part of the renewal process by 2030.

Improved pedestrian routes

- Riverside route – Hillgate/ South Shore Rd
- North South route – Maidens Walk
- East West route - Abbots Rd to Mill Rd.
- Brandling St and Oakwellgate Bridge
- Church St
- Bridge St
- Canon St
- Mill Rd

Cycle routes parking and facilities

- South Shore Road/Riverside route
- Route from South Shore Rd to Hawks Rd and Baltic Quarter

Vehicular access and servicing

- Vehicular access to certain areas, including parts of South Shore Road and Hawks Road may need to be restricted at times to cope with peak pedestrian demands.

Public transport access

- Improved facilities for buses on Hawks Road;
- Improved taxi and coach parking and drop off's including additional off-site parking

Improved public realm

- Oakwellgate
- Abbots Rd and Maidens Walk
- Baltic Square leading to South Shore Rd, East of the SAGE,
- Church St

SuDS

- Brandling St/ Oakwellgate/ Cannon St (upper)/ Church St
- East West route - Abbots Rd to Mill Rd.
- North South route – Maidens Walk
- Riverside route – Hillgate/ South Shore Rd
- SuDS focal points – entrance to Hillgate Quay/ above Millennium Square/ north of Mill Rd/ South Shore Rd. junction

Adjacent to the Framework Area

New multi storey public car parking on Hawks Road and pedestrian improvements to the Quays

New north/south road including pedestrian and cycling facilities through Baltic Quarter serving Gateshead Quays and new public car park

Continued work to identify improved public transport connections, including bus routes, and improvements to the provision of heavy and light rail

Continued work to reconfigure the road layout at Oakwellgate junction to provide a more direct pedestrian link to Gateshead Quays and the Baltic Quarter and opportunities to develop buildings which can form streets; enclose spaces and enable a more urban streetscape to be created

Primary pedestrian route improvements linking the Quays to Gateshead Centre and to the north along West St, Wellington St, Hills St, Brandling St, and then down Church St and another along Brandling St arch to Quaysgate/ Oakwellgate bridge, Garden St Car Park, Hawks Rd.

Primary pedestrian route improvements along High Level Bridge, Wellington St and Half Moon Lane

Secondary pedestrian route improvements along Hawks Rd, Bridge St to Swing Bridge, High St to Tyne Bridge and Coulthards Lane with the route past Mecca Bingo

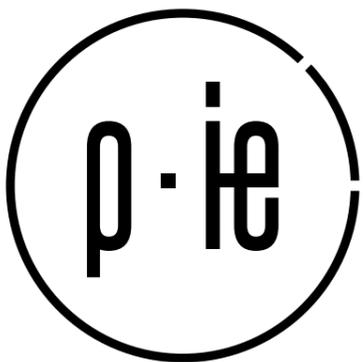
Drainage Improvements along Wellington St/ Hills St/ Bottle Bank/ High Street (between Nelson St & Askew Rd)/ Hawks Rd

SUSTAINABILITY

Gateshead have signed up to the Covenant of Mayors commitments on sustainable energy. This is a commitment to go beyond a 20% reduction in greenhouse gas emissions by 2020 base on 1990 baseline. In May 2019, Gateshead Council declared a 'Climate Emergency' committing the Council to make all Council's activities carbon neutral by 2030. And ensure that all planning decisions are in line with a shift to zero carbon by 2030.

The following principles are expected to be met:

- Good levels of fabric performance and passive measures such as natural ventilation, utilising thermal mass, passive solar shading and control will be used to reduce operational energy consumption.
- High efficiency equipment, variable speed drives, heat recovery devices, free cooling and lighting will be utilised wherever suitable.
- A Low and Zero Carbon Technologies appraisal to be undertaken to determine the feasibility and case for on and off site low carbon energy generation including PV, CHP, use of the District Energy Network.
- Water saving measures such as rainwater harvesting, automatic leak detection and shut off, low water use WC's and taps will be used wherever suitable and practicable to do so.
- Building services to be designed and installed to be robust and adaptable sufficient to cope with predicted climate change for its foreseeable equipment life span of typically 15 - 25yrs.



MANCHESTER

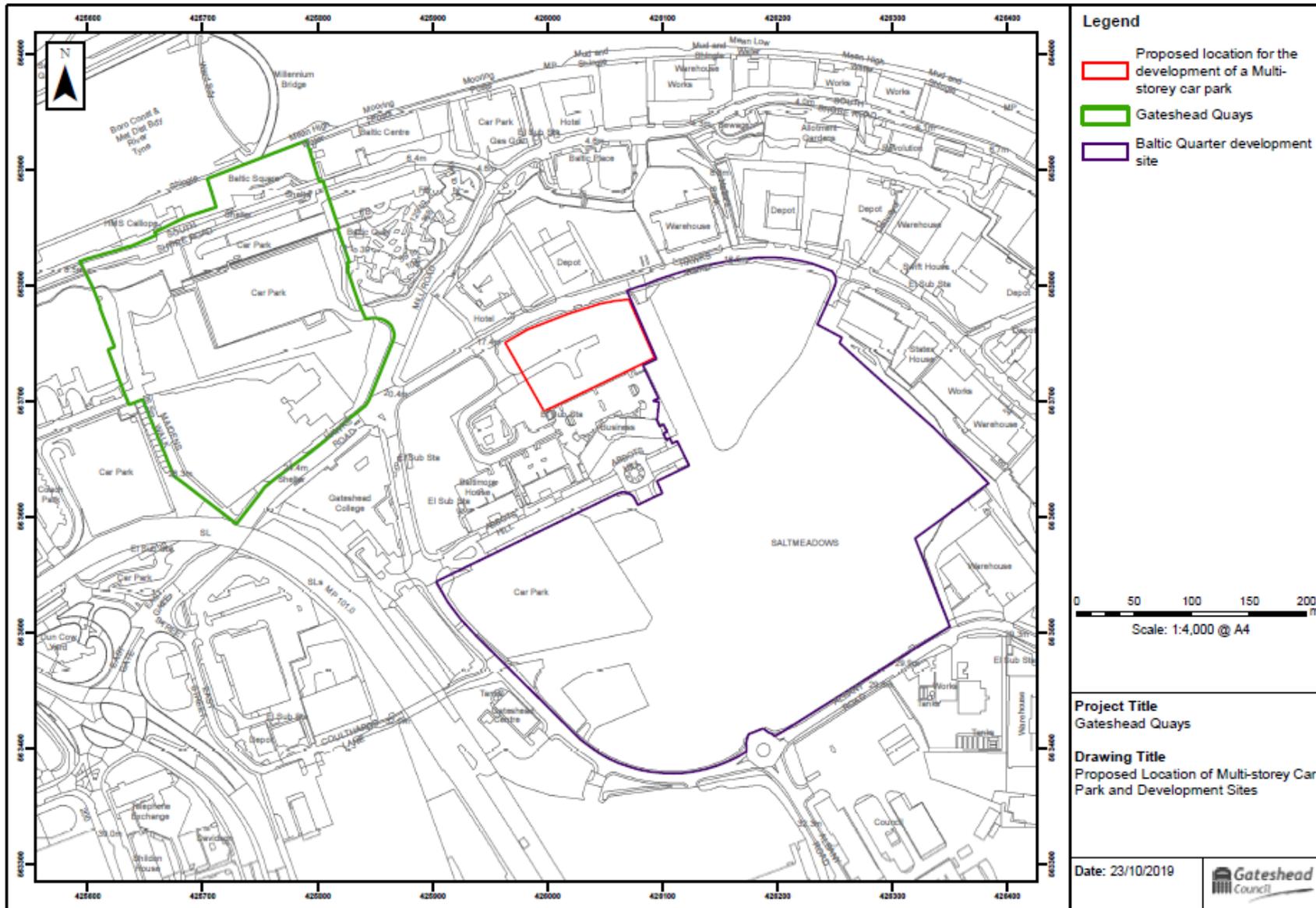
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Gateshead Quays Development Framework Consultation Feedback Report



Contents

1	<u>Introduction</u>	<u>2</u>
2	<u>Consultation Approach</u>	<u>2-4</u>
3	<u>Analysis of Responses</u>	<u>5-7</u>
4	<u>Feedback Summary</u>	<u>8-9</u>
5	<u>Appendices</u>	<u>10-13</u>

Appendix 1 – Quays Consultation Letter

Appendix 2 – Council News Article

Appendix 3 – Press Release

Appendix 4 – Schedule of Comments

1. Introduction

The Consultation Report is part of a statutory consultation process with communities and stakeholders on the Gateshead Quays Development Framework. Consultation on the Gateshead Quays Development Framework began on 9th September 2019 for 30 days until 8th October 2019. In total 468 respondents accessed the campaign.

This report provides an overview of the process and summarises the key messages. The report is divided into the following sections:

- Overview of consultation methodology and process
- Summary of consultation
- Responses to the key issues
- Appendices containing summarised responses from each respondent, feedback from events, marketing material including correspondence and supporting information.

2. Consultation Approach

Consultation aimed to gather the views of as many members of the community as possible, including those that don't traditionally contribute to council consultations. To achieve this objective, the consultation used a variety of methods and formats to ensure that a wide range of residents and organisations had numerous opportunities to discuss and comment on the published material.

The consultation was in accordance with the Council's Statement of Community Involvement (SCI).

Raising Awareness of Consultation

The Council raised awareness and promoted how people could get involved by

- Sending letters outlining the draft document and promoting the consultation events to:
 - All the contacts held by Planning Policy (any individual or organisation that had provided a response / feedback to any previous consultation - 1106 addresses) (Appendix 1 – Letter)
 - Elected Members. (Appendix 1)
- Distributing letters to all properties within a ¼ mile distance north of the river within Newcastle City Council's boundary.
- Distributing over 110,000 copies of Council News to every household in Gateshead as well as to all council offices, libraries, leisure centres and schools in the Borough. Within Council News there was an article advertising the consultation and inviting local people to the consultation events (Appendix 2 – Council News Article)
- Issuing a press release on the 9th September (Appendix 3 – Press Release)
- Via the Council's website
- Via social media using the Council's Twitter account and Facebook page respectively.

During Consultation

Consultation on the draft Gateshead Quays Framework began on 9th September 2019 for 30 days until 8th October 2019. During the consultation period the Council promoted consultation and the programme of events by:

- Updating both Councils' websites frequently with event information and new documentation.
- Updating the Councils' Facebook and Twitter pages.
- Interview on Tyne Tees News on 13th September and news articles in regional press in the week commencing the 9th September.

Events

Councillor Event

A members' seminar was held on the 18th September 2019. The purpose of the event was to inform Councillors of the key components of the framework.

Gateshead Drop-in Event

A drop-in event was held in St Mary's Heritage Centre from 3-7pm on 26th September 2019. Approximately 40 people attended. Representatives from the Gateshead Quays design team were also in attendance, supporting planning officers. Officers also encouraged attenders to complete comment forms or submit consultation responses to the Council.

Twitter Drop-in Event

An online Twitter drop-in event took place from 4-5.30pm on 17th September 2019. Approximately 10 people directly interacted with Council officers during the event, with others commenting later the same day, albeit after the live session had finished.

Commenting on the Document

Respondents could comment on the documents using several methods:

- Online – People were encouraged to use our online consultation portal which enabled respondents to make comments.
- Letters/emails – People could send a letter or e-mail to the Council.
- Event Comment Form – People could leave their comments at drop-in events.

Feedback

All submissions received have been considered to help inform revisions to the Gateshead Quays Development Framework.

Response Summary

468 respondents accessed the online consultation portal in response to the Gateshead Quays Development Framework, which posed a total of 13 questions regarding the document based upon the chapters within it. In addition, 4 local residents submitted a response via email and 6 organisations/companies submitted comments via email.

3. Analysis of Responses

This section brings together results from all of the consultation process and organises them by the chapters of the proposed Quays Development Framework. It is an overview of the responses and comments made by residents and organisations. A summary of all responses received is included in this report in (Appendix 4 – Schedule of Comments).

Q1 – What is your interest in this consultation?

All 468 respondents who accessed the consultation portal answered this question, with 87.6% (410) of them being Gateshead residents.

Qs 2 and 3 – Existing Context Analysis

What Residents Told Us

46.6% (218) of respondents answered question 2, with 61.5% (134) of them completely agreeing with our understanding of the area and only 5% (11) disagreeing. 14.1% (66) of respondents then answered question 3: what you disagree with or we have missed out of the context. Any material comments raised are summarised in section 4 below.

What Organisations Told Us

The majority of organisations support our understanding of existing context analysis for Gateshead Quays. Any material comments raised are summarised in section 4 below.

Qs 4 and 5 - Development Framework Opportunities

What Residents Told Us

45.3% (212) of respondents answered question 4, with 64.2% (136) of them completely agreeing with the opportunities we have outlined and only 6.1% (13) disagreeing. 12.6% (59) of respondents then answered question 5: what you disagree with or whether we have missed any opportunities. Any material comments raised are summarised in section 4 below.

What Organisations Told Us

The majority of organisations support the opportunities we have outlined for Gateshead Quays. Any material comments raised are summarised in section 4 below.

Qs 6 and 7 - Development Framework Strategies

What residents told us

37% (173) of respondents answered question 6, with 56.7% (98) of them completely agreeing with our strategies and only 5.2% (9) disagreeing. 12% (56) of respondents then answered question 7: what you disagree with or what else we need to include. Any material comments raised are summarised in section 4 below.

What Organisations Told Us

The majority of organisations support the strategies we have outlined for Gateshead Quays. Any material comments raised are summarised in section 4 below.

Qs 8 and 9 - The Framework Plan

What residents told us

36.8% (172) of respondents answered question 8, with 62.8% (108) of them completely agreeing with the framework plan and only 6.4% (11) disagreeing. 7.3% (34) respondents then answered question 9: what you disagree with or what else we need to include. Any material comments raised are summarised in section 4 below.

What organisations told us

The majority of organisations support the design framework we have outlined for Gateshead Quays. Any material comments raised are summarised in section 4 below.

Qs 10 and 11 - Environmental Considerations

What residents told us

35.9% (168) of respondents answered question 10, with 68.5% (115) of them completely agreeing with the environmental considerations and only 5.7% (9) disagreeing. 8.5% (40) of respondents then answered question 11: what you disagree with or what we have missed. Any material comments raised are summarised in section 4 below.

What organisations told us

The majority of organisations agree with the environmental considerations we have outlined for Gateshead Quays. Any material comments raised are summarised in section 4 below.

Qs 12 and 13 - Development Delivery

What residents told us

35% (164) of respondents answered question 12, with 62.8% (103) of them completely agreeing with the development delivery and only 8.5% (14) disagreeing. 7.3% (34) respondents then answered question 13... what you disagree with or what have we missed. Any material comments raised are summarised in section 4 below.

What organisations told us

The majority of organisations agree with the infrastructure requirements we have outlined for Gateshead Quays. Any material comments raised are summarised in section 4 below.

4. Feedback Summary

Every submission was read and considered. All submissions were recorded and are available to view in the schedule of comments (Appendix 4).

The following table has been prepared to highlight the material issues raised that are pertinent in respect of the Quays Development Framework. A number of comments that are not material to the Quays Development Framework were also received. They were read and discounted where appropriate.

Issue	Response
93 and 94 buses do not use South Shore Road.	Noted. Wording of document changed accordingly.
The Town Centre, especially the southern part of High Street, must also be a priority and not left any longer.	The Council has recently released plans for the redevelopment of the High Street, including undertaking public consultation events. Furthermore, the Quays Development Framework seeks to establish better links with the Town Centre through improving connectivity between the two areas.
Transport related – cycling, public transport, the road network, car parking, etc.	The Quays Development Framework places great emphasis on infrastructure by highlighting the current arrangement and what pros and cons are associated with it and then seeks to establish a realistic strategic approach to improving the network through the promotion of sustainable modes of transport and better management of the network to permit accessibility for all. This also includes providing new and improved

	infrastructure including pedestrian and cycle routes, improved bus services, and a new multi-storey car park within Baltic Quarter to serve the Quays area.
Baltic Quay Apartments not sufficiently referenced within the document.	Noted. Added references to the apartments included within the document.
Ecology and biodiversity underplayed within the document.	The River Tyne and the habitats it supports are an essential part of the character of the area and the Quays Development Framework seeks to preserve and enhance them by creating a clear strategic approach. The document makes it clear that <i>'net gain is mandated as part of any development proposals'</i> .
Ensure South Shore Road remains available for events.	Noted. Wording of document amended to include this provision.
HMS Calliope's helipad and car park shown as a development plot.	Noted. Document amended to address this anomaly.
3.1 Development Framework Opportunities...middle section of text, first bullet point should include 'public transport'.	Noted. Wording of document amended to include public transport.

Appendix 1



The person dealing with this matter is:

Andrew Softley
Development Management
Development Transport & Public Protection
Communities and Environment
Gateshead Council
Civic Centre
Regent Street
Gateshead, NE8 1HH

Phone: 0191 4332743

Email: AndrewSoftley@Gateshead.Gov.UK

09th September 2019

Gateshead Quays Development Framework

Dear Sir/Madam,

Gateshead Council is consulting on the Gateshead Quays Development Framework, which sets out a comprehensive and coordinated approach to the development of Gateshead Quays. This includes proposals for several developments including an arena, regional conference centre, hotels, bars, offices and restaurants and improved public areas.

This is your opportunity to give your views and influence the future development of the whole quays area.

Once approved the Development Framework will be a material consideration for all planning applications within the Framework boundary to ensure a comprehensive and coordinated approach to site development and infrastructure provision in accordance with Policy CS2 of the adopted Core Strategy and Urban Core Plan.

The consultation follows the procedures set out in Sections 12-22 of Town and Country Planning (Local Planning) (England) Regulations 2012.

The Gateshead Quays Development Framework is available to view at <http://www.gateshead.gov.uk/haveyoursayonplanning> and paper copies of the plan are available for viewing at:

Gateshead Council Civic Centre Regent Street Gateshead NE8 1HH (Monday to Friday 8.45am to 4.30pm).	Gateshead Central Library Prince Consort Road Gateshead NE8 4LN (Monday, Tuesday, Thursday and Friday 9.00am-7.00pm; Wednesday 9.00am- 5.00pm; and Saturday 9.00am-1.00pm)
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LOOK: You can view and make representations on the draft Gateshead Quays Development Framework online at www.gateshead.gov.uk/Consultations or during office hours at Gateshead Civic Centre and Gateshead Central Library.

ONLINE DROP-IN: We will be live on Twitter to answer your questions on **Tuesday 17th September** from 4pm-5.30pm. Follow us @Gateshead to join the conversation.

EVENTS: We're hosting a drop-in event on **Thursday 26th September** from 3pm-7pm at **St Mary's Heritage Centre**. Come along to view the proposals and chat to officers.

If you have any questions, please do not hesitate to contact me.

Please note that we are endeavouring to carry out as much consultation as possible through electronic means. If possible, please provide us with an email address that we can contact you on in the future.

Yours sincerely

A handwritten signature in blue ink, appearing to read "A. Softley", is written over a light blue circular stamp.

Andrew Softley
Senior Planner
Development Management
Development Transport & Public Protection
Communities and Environment

Appendix 2

https://www.gateshead.gov.uk/media/15596/Council-News-Autumn-2019/pdf/Council_News_Autumn_2019.pdf?m=637037148400270000

Stunning new image of arena, conference and exhibition centre courtesy of HOK

Renowned venue management group SMG Europe has officially been announced as the operator for a new arena, conference and exhibition centre on Gateshead Quays.

John Sharkey, Executive Vice President of SMG Europe said: "We're delighted to be working with Gateshead Council on this exciting scheme, to move our established business across to such an iconic, central location. The North East has always been an important region for SMG and we look forward to building upon the ongoing success of the Ullimita Arena and Whitley Bay Playhouse, to further develop the events landscape and strengthen the North East economy."

Councillor Martin Gannon, Leader of Gateshead Council, said: "This is an exciting step forward for Gateshead and North East England."

Working with SMG is a game changer for the project and for this landmark site. It will build on our existing iconic developments on Gateshead Quays creating a truly world-class cultural, events, entertainment and business destination.

1000+ jobs 296,000 more visitors per year £29 million for regional economy

of different sizes starting from £20,000

- support during the funding process
- a Local Action Group (representatives from Gateshead) who ensure funding is spent fairly and wisely

Richard Talbot-Jones, Acting Chair of Gateshead Goes Local Action Group (LAG), said: "I would encourage organisations to consider applying for funding for projects that increase employability and bring people closer to the job market."

clidinfo@gateshead.gov.uk
www.gatesheadgoeslocal.org.uk

European Union
European Structural and Investment Funds

Your Gateshead – Your Future

We're consulting on a planning framework to inform the development of Gateshead Quays. This includes proposals for several developments including an arena, regional conference centre, hotels, bars, offices and restaurants and improved public areas.

This is your opportunity to give your views and influence the future development of the whole quays area.

"Your views count – let us know what you think"

There are lots of ways to get involved:

LOOK: You can view the draft development framework online at www.gateshead.gov.uk/Consultations or during office hours at Gateshead Civic Centre and Gateshead Central Library.

ONLINE DROP-IN: We will be live on **Twitter** to answer your questions on **Tuesday 17 September** from 4-5.30pm. Follow us @Gateshead to join the conversation

EVENTS: We're hosting a drop-in event on **Thursday 26 September** from 3-7pm at **St Mary's Heritage Centre**. Come along to view the proposals and chat to officers.

www.gateshead.gov.uk/haveyoursayonplanning

www.gateshead.gov.uk @gateshead gatesheadcouncil 17

https://consultation.gateshead.gov.uk/kms/dmart.asp?help=1&ctrltab=PublicDMart&filter_status=3

Gateshead Council

Home / Council & Democracy / Consultations / Consultations > Consultation search > Consultation Detail

Gateshead Quays Development Framework

Started: 09 September 2019
Ended: 08 October 2019

The Gateshead Quays Development Framework will provide guidance and strategic principles to ensure a comprehensive approach to site development and infrastructure provision. The Framework would constitute the masterplan for Gateshead Quays as identified in the Core Strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne 2010-2030.

We welcome comments on the proposed Gateshead Quays Development Framework.

Documents

9205 Kb Gateshead Quays Development Framework

Contact: Andrew Softley
t: 0191 433 2743
e: andrewsoftley@gateshead.gov.uk

Home / Council & Democracy / Consultations / Consultations > Consultation search > Consultation Detail

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Appendix 3

https://www.gateshead.gov.uk/article/3476/Have-your-say-on-planning-policy

My Gateshead account A-Z Listen and translate

Gateshead Council

Enter keywords

Home / Building and development / Planning Policy and Local Plan / Have your say on planning policy

Have your say on planning policy

Gateshead Quays

We're consulting on a planning framework to inform the development of Gateshead Quays from Monday 9 September to Tuesday 8 October 2019. This includes proposals for several developments including an arena, regional convention centre, hotels, bars, offices and restaurants and improved public areas.

View the framework

You can view the draft development framework on the [consultation portal](#) or during office hours at Gateshead Civic Centre and Gateshead Central Library.

Attend our event

We're hosting a drop-in event on Thursday 26 September from 3pm to 7pm at St Mary's Heritage Centre. Come along to view the proposals and chat to officers.

If you have any queries please contact us on ldf@gateshead.gov.uk



Making Spaces for Growing Places

We have submitted our Making Spaces for Growing Places Local Plan document and associated evidence for inspection to the Secretary of State on 12 April 2019. [Further information about the examination.](#)

If you have any queries please contact us on ldf@gateshead.gov.uk

Planning Policy and Local Plan

- › Making Spaces for Growing Places
- › Local Plan
- › Core Strategy and Urban Core Plan
- › Supplementary Planning Documents (SPDs)
- › Unitary Development Plan (UDP)
- › Local Development Scheme
- › MetroGreen
- › Five year housing land supply
- › Statement of Community Involvement
- › Interim policy advice notes
- › Brownfield Register July 2019
- › Gateshead Community Infrastructure Levy
- › Sustainability Appraisal
- › **Have your say on planning policy**
- › Housing delivery test action plan

Appendix 4

468 respondents accessed the campaign		
Step 1:1.00-1:		
Q1. What is your interest in this consultation?		
This single response question was answered by 468 respondents.		
Response	Number of Respondents	Percentage of Respondents
Developer	3	0.64%
Gateshead resident	410	87.61%
Newcastle resident	23	4.91%
Gateshead business or organisation	8	1.71%
Newcastle business or organisation	1	0.21%
Something else	23	4.91%
Step 1:1.01-1:Please tell us what your interest is		
This open response (Free text) question was answered by 23 respondents.		
Response	Number of Respondents	
Chester le Street resident	1	
College	1	
Employed in Gateshead	1	
employee	1	
I work and live in Gateshead	1	
interested party	1	
Nexus is the Passenger Transport Executive for Tyne and Wear	1	
North East England Blue Badge Tour Guide who regularly guides tour coaches along South Shore Road to visit The Gateshead Millennium Bridge and the Baltic Centre.	1	
North East resident	1	
North Tyneside resident	1	
Northumberland resident who uses Sage and looks forward to a new Arena	1	
Plans	1	
PTE	1	
Regularly attend music events and live in Durham	1	
Resident in Washington, commuting through Gateshead and using Gateshead regularly	1	
South Tyneside resident	1	
To see the upcoming plans for the area	1	
Transport Operator	1	
Tyneside Resident	2	
UK Trade association for bus and coach operators	1	

work in gateshead	1	
Work locally	1	
Step 1:2.00-1:		
Q2. Do you agree with our understanding of the area?		
This single response question was answered by 218 respondents.		
Response	Number of Respondents	Percentage of Respondents
Yes, completely	134	61.47%
Some of it, but not all	73	33.49%
No, not at all	11	5.05%
Step 1:3.00-1:		
Q3. Please tell us what, if anything, you disagree with, or if we have missed anything out of the context?		
This open response (Free text) question was answered by 66 respondents.		
Response	Number of Respondents	
It enough planning for new green space and not ambitious enough in increasing biodiversity	1	
A minor point, but it is noted that Bus Services Q1, Q2, 93 and 94 serve South Shore Road. Whilst the 93/94 provides an evening link tot he Sage, they do not serve South Shore Road.	1	
Add neon lights on the building to attract customers and make it appealing	1	
All clear	1	
As a resident of gateshead, I am really worried that this major development will refocus works away from the redevelopment of the town centre which seems to have stalled. Currently what we have is student accomodation with facilities, Where is the further development that will turn gateshead into a city!? The South bank of the Tyne is "owned" by Newcastle and has very little to do with ordinary gateshead residents. If this new "sexy" development must go ahead why not fully incorporate it into gateshead's so called town centre.	1	
As Newcastle is about to put a charge on crossing the Tyne bridge due to pollution. Is it wise to build a new complex involving cars, buses, taxi,s etc. in close proximity to such a polluted area.	1	

Can't see any mention of provisions for the disabled, what the area needs is more (and more convenient) access for disabled people particularly to Sage and Baltic areas. Disabled parking (you have to acknowledge that there are people who need their own transport because you are not going to provide it) is particularly bad and limited.	1	
Concerned about limitations of the current public transport infrastructure for residents in the west of the borough (no direct routes to Gateshead Interchange) Catering for elderly residents who use Sage regularly Better cycle parking security	1	
Cycle network and pedestrian routes are not as well defined as makes out.	1	
Cycle repair facilities would be helpful.	1	
Development brings with it additional traffic regardless of what you do to negate it lack of parking, increased charges etc. The area is poorly served by public transport other than buses, which most people don't want to use when visiting an area. Better use of the Railway line from Newcastle via the High Level bridge and a new station built somewhere east of the old Gateshead East Station would be more beneficial. A short walk to the Sage, Baltic etc with direct access to Newcastle City Centre and Sunderland.	1	
Don't know some areas sufficiently to comment	1	
good for the region however it must be accessible for all eg. price , open to all ages , good parking , has to be colourful but fit in with the surroundings of the quayside	1	
Happy	1	
Have looked at all that has been put out to the public and it looks very good	1	
I agree that better cycle paths are needed. We also need better cycle paths to get to the quayside from other areas; such as Birtley. And bike stands for locking bikes safely. We need plenty of free parking to encourage visitors to use the quayside.	1	

<p>I am a Gateshead resident and live at Baltic Quay which is the only residential accommodation on or near the site. When Baltic Quay was built in 2003 it was seen by the press and Gateshead council as the most important ,distinctive ,dynamic and exciting development in the North East. Now according to your analysis Baltic Quay is not distinctive and barely deserves a mention in your report. I clearly disagree with your analysis -not only is Baltic Quay distinctive & iconic but the apartments dominate the whole quayside view as seen on page 25 (4 - 6) & 24. (5-6) just look at any picture or TV programme filmed outside Newcastle Crown court and you will see Baltic Quay apartments are an iconic & major landmark on the River Tyne</p>	<p>1</p>	
<p>I know nothing about it and am unaware of it.</p>	<p>1</p>	
<p>I think the ecological 'environment' should be the priority in all such planning, followed by regard to the archaeological and historical heritage and any new development should be based on these bases.</p>	<p>1</p>	
<p>I think the Ecology should be given priority, both in terms of re-greening for air quality and climate change as well as the possibility of future flooding.</p>	<p>1</p>	
<p>I think this is an excellent opportunity to improve Gateshead Quayside which is much more improved than Newcastle Quayside. This will give the opportunity for Gateshead to outshine Newcastle and put gateshead even more "on the map". The only problem is that it is a shame that more could not be done for Gateshead town centre and high street.</p>	<p>1</p>	
<p>I think you've missed out the existing local residents and business on mill road. The road is already busy at peaks times and the development is only going to make the area busier with traffic and vehicles and there are no plans within the development to improve and upgrade transport links which will lead to the existing infrastructure deteriorating quicker.</p>	<p>1</p>	
<p>I thought we are supposed to be reducing our use of this area not adding to it, we are supposed to be reducing pollution in thus are not adding extra footfall. Until we have sorted our transport links I don't think we should be adding to the problem by encouraging more people into the area. Our basic infrastructure cannot cope.</p>	<p>1</p>	

I would like to see physical mode model with explanations of all aspects	1	
It's all right looking at this lovely development on the Quay side but should the council not be tackling the disgraceful tip in the heart of gateshead centre from the Blue Bell pub right down to Tesco area. The place is like a tip.	1	
Lack of disabled parking. As a disabled person who would have to use public transport or park at Hawks road. Public transport - most people with mobility issues dont travel by public transport because it is too exhausting. Time and effort taken to get to bus stop or metro, then to wait to change bus then walk around the quay area. Then do same in reverse. Car park Hawks road - walking from Hawks road to quayside to too much for those with mobility problems. Even if there was a bus same as above just too exhausting. This proposal discriminates against those with mobility problems as it puts a barrier up against diabled people and they will not be able to visit.	1	
lack of understanding that transport links must include vehicular transport, if improvements/upgrades to the main roads and adequate car parking provided are not undertaken with this development then firstly it will limit people who will use this development to those already living or working in the immediate area and will not bring in visitors from the wider local area, reducing the success of the development. Improvements to askew road and linking it to the A184/felling bypass at the point of east of A167/highstreet should be the first priority with multi story/Large car parks off these road and within walking distance of the development area and gateshead town centre. this would provide two factors, 1 being drawing in visitors to the new development and attendees to the proposed conference centre and other businesses and 2 by linking askew road and felling bypass with a dual carriageway would reduce traffic flow through gateshead town centre residential areas, thus helping with the scheme to protect public health and move the bulk of traffic to none residential areas.	1	
leave the car park next to the sage alone	1	
Linking with bus and metro. The Q bus can take time	1	
More accent on visitors travelling to our area by acr.	1	

Nexus believes that there is a good display of understanding around the existing context analysis, with good focus given on core bus routes around the development. Good consideration has been given around the core flows of both pedestrians and road vehicles within the surrounding development area.	1	
no mention of any PARKING issues ,surely with a 12500 seat arena ,hotels and offices there will be some ?	1	
Not clear where car parking is , so people can visit.Taxis are expensive.	1	
Not sure whether I agree with the vehicular traffic routes. As usual seems to be priority placed on cycle/pedestrian routes. Vehicles are not going away!! Will continue to be a problem as long as Newcastle/Gateshead do not look at integrating the bus/public transport system.	1	
NOTHING	2	
Once again there is a lot of emphasis on cycle paths/routes .This seems to be something that the council are VERY keen on as we have seen in East Gateshead where we have had months of disruption to the general public and pedestrians now take a back seat to the cyclists when you are on the footpath with cyclists riding side by side and the pedestrian having to jump out of the way. I also am concerned about the impact on the Sage and the effect of increased traffic on already busy roads .Also ,should we not be improving the town centre and loves of the many rather than the few.	1	
Pleased to see the development	1	

<p>Section 2.1, the Movement Network, *significantly* understates the barriers to pedestrian and cycle movement caused by the spaghetti-like road network and junctions, notably the complex major junction where the A167 Askew Road becomes Gateshead Highway and meets the Tyne Bridge, Hawks Rd/East Gate, and High Street, and all the ancillary roads/junctions which surround this. This complexity seems to be the legacy of decades of planning which has prioritised the car, and simply kept building more routes and slip-roads until all we are left with is a spaghetti junction. Pedestrians are funnelled through a limited number of routes, often waiting for quite long periods at pedestrian crossings to be able to get across 4-lane highways. The result is that it is unattractive and time-consuming to walk from the Quayside - or even the Sage mezzanine level - to the town centre/metro. There must be a paradigm shift away from the prioritisation of motorised vehicles in our planning for this and other future development. This starts by not understating the barriers they pose! In this plan, serious consideration should be given to reducing the surface area taken up by roads in and around the framework area, and prioritising direct, attractive pedestrian routes and better public transport links. These should reach out from the framework area into the surrounding areas - both the centre of Gateshead itself and other areas nearby (e.g. towards Gateshead Stadium).</p>	<p>1</p>	
<p>Spending money that you say you have not got when it comes to services in Whickham</p>	<p>1</p>	
<p>The architectural importance of the Sage. As the proposed new development is developer driven there is likely to be a desire to save money and use an inferior (relative to Norman Foster) architect. The Sage should not be hemmed in with the shed-type buildings shown in the proposals. Also the proposed giant ferris wheel and ghastly 'geordie' sculpture on the Newcastle quayside should be taken into account.</p>	<p>1</p>	
<p>The area east of the Tyne Bridge is historically too industrial, & in order to make the Gateshead Quayside more attractive we need to have more facilities. We are suffering from inner Town decline which has been evident from previous under investment over previous years. We need to address that first before people will go to Gateshead, as well as Newcastle Quayside.</p>	<p>1</p>	

The area should not be high priority when there are more pressing needs - i.e. Gateshead High Street	1	
The context for existing property holders in Baltic Quay Apartments doesn't appear to feature much. There are street views from most points of view around South Shore Road but none from the view of the apartments or the access to our parking block. It is also not clear how changes to road systems to encourage more pedestrian access (which I fully support, I walk to work from Baltic Quay to the centre of Gateshead each day) would potentially impact on residents accessing apartments or driving to work.	1	
The cost of running such a development, has the Baltic or the Sage ever made a profit for Gateshead residents or will we have to lose more amenities in our area to support this city centre development, In the past St Cuthberts village was a result of investment by the council in Gateshead which is still costing the residents now, If areas are to be redeveloped a return for cost of that development should have to be proven.	1	
The description omits the experience of using these modes of movement and of experience the environment when doing so. Ugly hotels and their need has had an impact on the environment and commuting links	1	
The fact that Baktic Quays is hardly mentioned and put in a category with Mill Rd Car Park and the temporary container development by the Tyne Bridge	1	
The green belt; there wasn't so much detail in how it was going to continue along the tyne.	1	
The importance of the Baltic Quay residential complex as an iconic part of the development of the Quayside	1	
The links to Gateshead town centre are included in reference terms, but the development should be more linked up. The fact that many people will visit via Gateshead metro or interchange for eg, & the opportunity to capitalise on that footfall and ensure their route to the Quays is enhanced at the same time.	1	
The only reason I disagree with this is because the top half of Gateshead town is a digrace	1	
The only thing I disagree with is where are cars going to park, is this going to be pedestrianised to help tackle pollution.	1	

The road structure in this area is a disgrace, improve flow of traffic first then build structures.	1	
The site is quite a big draw and currently has adequate parking but the proposal will remove a significant amount of this parking. I think it will significantly deter non newcastle and gateshead residents from attending if parking becomes an issue.	1	
The size of the multi-storey development right next to the Baltic Quays Residential blocks	1	
The whole thing seems very confusing.	1	
There are more important areas of Gateshead that needs developed	1	
There is no mention of local residents in the Baltic Quay Apartments, or the college, or other local offices and hotels and how the development will impact them	1	
This looks to be very impressive but also very costly however, there is a very unimpressive area that I think could have been improved before moving to this construction and that is the main through fare of Gateshead High Street	1	
To look at this development in light of BREXIT. I think that whatever type of local development, especially economic may fall victim to a downturn in the economy eg less disposable incomes as prices begin to rise even for basic foodstuffs after BREXIT, plus if there's a fall in tourism as a result of less people visiting the country with more difficulties for people coming from the EU then a lot of the plans for new venues such as restaurants may be far too optimistic. It may be better to wait on to see what's happening with the turn in the economy nationally after BREXIT and then revise any plans accounting for these new conditions.	1	
We tax payers need our roads, pavement and verges cleaned up. That is what we pay our rates for. I have spoken to many of my neighbours and we are all of the opinion that our home environment is more important than the Quayside. We do not benefit from anything you do down there as we do not go there. Only the young people and students get the benefit, we OAPs do not - we just pay the bills and that makes us very angry.	1	
What about parking, and the road network, because even now there are problems on the roads and not just at peak times.	1	

What is the development strategy of the .. what was the 5 bridges hotel and the ghost town of the High Street .. ?	1	
What will be the parking for the venue	1	
why do we spend millions of pounds on the comparatively small area of the quayside instead of investing in the rest of the borough and make it a pleasant area to live. Drains are blocked causing flooding, the town center is derelict, and the borough is in dire need of care and maintenance, pavements are neglected the list is almost endless	1	
Why does Gateshead council feature the Quayside in so much of there redevelopment ? This may bring money into the immediate area but why will visitors venture into Gateshead town centre? Surely more development is needed in this area. Why not more affordable rented housing which will encourage Gateshead residents to use the white elephant shopping precinct.	1	
Step 1:4.00-1:		
Q4. Do you agree with the opportunities we have outlined?		
This single response question was answered by 212 respondents.		
Response	Number of Respondents	Percentage of Respondents
Yes, completely	136	64.15%
Some, but not all	63	29.72%
No, not at all	13	6.13%
Step 1:5.00-1:		
Q5. Please tell us what, if anything, you disagree with, or if we have missed any opportunities out?		
This open response (Free text) question was answered by 59 respondents.		
Response	Number of Respondents	
Again, I don't know enough detail to comment	1	
Agree with proviso above to consider public transport and other impacts / opportunities on / for Gateshead town centre.	1	
Although I agree in principle with the idea, it is put here merely as "a potential to improve" without any detail; how, for instance, are cyclists and pedestrians going to navigate the hugely busy, dangerous and highly polluting roads such as the Gateshead Highway?	1	

As a resident of gateshead, I am really worried that this major development will refocus works away from the redevelopment of the town centre which seems to have stalled. Currently what we have is student accomodation with facilities, Where is the further development that will turn gateshead into a city!? The South bank of the Tyne is "owned" by Newcastle and has very little to do with ordinary gateshead residents. If this new "sexy" development must go ahead why not fully incorporate it into gateshead's so called town centre	1	
As above	1	
As in question 3	1	
as Q3	1	
As stated previously	1	
Be nice to see by the river brew co become permanent.	1	
Bearing in mind the proposed conference/entertainment facility capacity of 12,500 plus all the other proposed public amenities, car parking space appears to be consciously limited. The environmental aspect of excessive vehicular usage is well understood and must be managed appropriately. However, the footfall of the numbers envisaged indicates that a significant number of the people accessing the area will be from "out of town" and car parking arrangements set at inconvenient distances from the main area will be off-putting to people visiting from outside the region. Whatever our sensibilities are concerning the environmental effect of motor vehicles, we must remember that, regardless of the demands of the eco-warriors, we are a car-owning democracy and will be for sometime to come. Therefore, forcing people out of their cars could negate the very real viability and financial success of the proposed scheme.	1	
Can't see any mention of provisions for the disabled, what the area needs is more (and more convenient) access for disabled people particularly to Sage and Baltic areas. Disabled parking (you have to acknowledge that there are people who need their own transport because you are not going to provide it) is particularly bad and limited.	1	
Can't think of anything. I am all for more sport and entertainment venues.	1	

<p>Consideration should be given to the local infrastructure in particular parking facilities, given that the proposed 12500 seat arena will inevitably create substantial traffic issues, and potential parking deficiencies, there may be an issue of venue attendees parking in the local residential or business areas, which could be a problem, ideally a multi story car park could be part of the development to alleviate the potential issue?</p>	1	
<p>Ensure all walking and cycling routes are funded to enable links with existing routes coming into the city- eg Hadrians wall routes, along the banks of the Tyne East and West, on both banks. Ensure any Public Art can be maintained and not become shabby or graffitied.</p>	1	
<p>Fully supportive of the plan - except if any of the proposed pedestrian and cycle connections, green infrastructure, public realm and spaces result in Gateshead Council acquiring or demolishing any more of the High Street South area. It would be greatly appreciated by business owners and residents in the High Street South area if links up into the Town Centre were inclusive enough to bring more footfall to the southern part as well. We've suggested it before but we will suggest it again - ski lift / cable car would be great (especially for older residents). Or even a park and ride shuttle bus from Regent Court Car Park.</p>	1	
<p>Gateshead town centre in a nightmare to walk through @ 8am people sleeping in the TRINITY car park and drunks/ under the influence</p>	1	
<p>I agree that better cycle paths are needed. We also need better cycle paths to get to the quayside from other areas; such as Birtley. And bike stands for locking bikes safely. We need plenty of free parking to encourage visitors to use the quayside.</p>	1	
<p>I believe that there are further opportunities for development to the east of the current area. In particular the area currently occupied by industrial units to the east of the Juries inn hotel.</p>	1	
<p>I don't think there is much heritage in Gateshead. I think Gateshead is trying too hard to match Newcastle. Spend money more wisely by improving people's live.</p>	1	

I strongly believe that there has already been too much money spent on this area already . Services in my area and many areas Gateshead have already been massively cut . The council really need to focus on spend and services in other parts of Gateshead . This scheme is largely vanity .	1	
I think its a brilliant cocept	1	
I think much of the development planned will be aimed at people on high level incomes who can afford to spend their money right now, but I expect there will be a lot of 'belt tightening' even amongst reasonably well-off people if the economy takes a dive and an estimated loss of 5% of gross domestic product takes effect over the next few years.	1	
I would like to see pedestrian and cycle access maximised between Gateshead centre and the site in question.	1	
it has to be solar powered less plastic in the whole of the building engery sufficient eg. lights turning off when not in use , room that will not be in constance use must be offered to business at a cheaper cost , it has to a place where you can go for acoffeee and not feel as if you are being ripped off,	1	
It's no good just developing the quayside, the town centre needs complete grass roots redevelopment.	1	
Look to Q3	1	
Metro/Rail/Street Tram access to site	1	

<p>missed opportunities in linking askew road and felling bypass. transport links must include vehicular transport, if improvements/upgrades to the main roads and adequate car parking provided are not undertaken with this development then firstly it will limit people who will use this development to those already living or working in the immediate area and will not bring in visitors from the wider local area reducing the success of the development. Improvements to askew road and linking it to the A184/felling bypass at the point of east of A167/highstreet should be the first priority with multi story/Large car parks off these road and within walking distance of the development area and gateshead town centre. this would provide two factors, 1 being drawing in visitors to the new development and attendees to the proposed conference centre and other businesses and 2 by linking askew road and felling bypass with a dual carriageway would reduce traffic flow through gateshead town centre residential areas, thus helping with the scheme to protect public health and move the bulk of traffic to none residential areas.</p>	1	
<p>Missed out an opportunity to have a Brand new Railway Station in Gateshead, right next to the area being re developed and giving Gateshead a proper Non Metro station connected to Mainline Trains.</p>	1	
<p>NA</p>	1	
<p>Nexus is pleased to see the strong emphasis on public transport connections to this development including the commitment to the promotion and enhancement of sustainable travel. The creation of stronger links between Newcastle and Gateshead will be beneficial in connecting the two urban centres. Furthermore, in line with the Nexus Planning Liaison Policy the promotion of sustainable travel is essential to the redevelopment of the Gateshead Quays area.</p>	1	
<p>No more coffee shops. Can the business on development plots be meaningful to the local area not tourism and the developments not residential</p>	1	
<p>No, you should concentrate more on established shopping areas which are being run down - e.g. Low Fell High Streer</p>	1	
<p>None</p>	1	
<p>NOTHING</p>	1	

<p>Page 28 says "The Gateshead Quays Development Framework will: • Promote and enhance sustainable transport by developing a strong pedestrian friendly network and cycle routes linking the area to Gateshead town centre, Newcastle and future development areas". We believe it would be worthwhile adding public transport to this sentence, as for some people walking and cycling may not be possible, and so to ensure the development does have sustainable transport public transport needs to be a key part of the Framework.</p>	1	
<p>Page 29 landmark buildings - seems to take no account of & totally disregard Baltic Quay apartments as a landmark building despite the fact that that it dominates that sector of the site</p>	1	
<p>Reduce some of the development plots and increase public spaces. Possibly even making it a riverside park.</p>	1	
<p>Road infrastructure not fit for purpose increase in traffic into major pollution scheme money would be better spent on another bridge Hepworth to Walker to by pass congestion zone</p>	1	
<p>See above</p>	2	
<p>See above Q3.</p>	1	
<p>Should be concentrating on encouraging social housing projects and giving the people of Gateshead something .</p>	1	
<p>The additional MSCP, which is completely out of kilter with existing Gateshead policies in the CSUCP and its own 'climate emergency' declaration</p>	1	
<p>The 'green' element is very limited and the suggestions for adding to it appear to be token at best; the 'public' spaces is, I think, an opportunity to not only display our historical structures but to enhance them, not by 'art' as such but by showing what they were used for and illustrating the sequences of history through to the present day - for instance, by depicting long-lost structures in murals sensitively applied. Also, the Coal Drops could be 're-created' by letting hanging plants 'fall down' like the coal would have - informative as well as healthy as Ivy is very good at cleaning soot particles from the area, as well as looking good. Whilst wanting safer ped/cyclist routes, it's not clear how it will be achieved, especially across extremely busy junctions at the bottom of the Gateshead Highway/High Street....by bridges?</p>	1	

The last thing we need at the moment is any more public art. There are hundreds more important things we need to spend money on	1	
The provision of additional car parking in a multi-story car park on Hawks Road to mitigate the loss of open parking will 'lock in' car-dependency for decades to come, and will also increase the amount of traffic accessing this road through the complex junction with the A167 Askew Rd/Gateshead Highway. This will in turn reinforce traffic patterns and make it significantly more difficult to provide appealing pedestrian routes between the town centre and the development area. The provision of additional parking should be reconsidered, and better public transport options provided instead. The comment 'the demand for public transport and the need to enhance provision' is unambitious and vague by comparison to the specific proposal of a replacement car park, and as we have seen repeatedly in the past, will almost certainly be watered down through the planning process. I urge specific commitments to be made, exceeding those which support driving: to take just one example, a commitment to a railway station close to Gateshead College with excellent walking/cycling access to both the development area and to the town centre. To make this attractive for visitors, service provision would need to be excellent - liaison with Network Rail and Northern to specify frequent trains and infrastructure upgrades as part of the franchising process, for example. There are many other similar ideas which could be developed. It is disappointing that (in comparison to car parking) no specific, concrete ideas for public transport and active transport are proposed, and this does not bode well for these aspects of the development.	1	
The whole thing seems very confusing.	1	
There is an area identified as sensitive development within conservation area on page 29 when in fact the area identified is the Helicopter Landing Site and supporting car park for HMS Calliope.	1	
There wasn't so much detail in what kind of retail was wanted in the area, but I think that most will see this as a equal opportunity	1	
These areas are always referred to as being Newcastle! As with GNR, Sage, Baltic and Hilton	1	

Too costly	1	
Traffic flow main problem. One lane from the north leading from the Tyne bridge. Second lane from north via swing bridge. The south slightly different provided the existing flyover from the south is extended and an elevated road then taken into the keys. It is one of the worst locations for traffic access.	1	
use of environmental energy saving elements essential. Possible to install solar panels and wind harvester for electrical energy? Also, tree planting and green space essential!	1	
Very much good	1	
We must address Gateshead Town Centre in CONJUNCTION with the Quayside, & not treat redevelopment of them exclusively & independent of each other.	1	
We need to have link between the town and the Quays Like the idea of Green motorways as in Copenhagen taking bike paths above the traffic? Pedestrian access from Quays is perilous. In plan not sure paths and bike lanes were freely joined up with Baltic Quays	1	
Whilst I agree with many of the Development proposals, it is somewhat surprising that any form of heavy rail access does not form part of this framework. The current road system and those proposed will be majorly gridlocked when the arena and conference centre opens, and to think that bus access will make everything okay is somewhat misguided. A heavy rail system needs to be included as part of this development framework to move the expected numbers of people accessing this area for events.	1	
You could add a viewing section at the top of the arena , for spectacular views .	1	
Step 1:6.00-1:		
Q6. Do you agree with the strategies?		
This single response question was answered by 173 respondents.		
Response	Number of Respondents	Percentage of Respondents
Yes, completely	98	56.65%
Some of them, but not all	66	38.15%
No, not at all	9	5.20%
Step 1:7.00-1:		

Q7. Please tell us what, if anything, you disagree with, or if you think we need to include anything else?

This open response (Free text) question was answered by 56 respondents.

Response	Number of Respondents	
more green grass near by bushes , gardens trees planted very important	1	
1. Parking is inadequate which means there will be a shortage and that will lead to it becoming too expensive. 2. Do not let the cyclists ride on the footpaths.	1	
Again a heavy rail station should a key component of this development	1	
Again cost is an issue the Quays always has priority enough is enough now , When the council is always cutting services such as street sweeping and grass cutting and the useless street lighting in all areas	1	
again transport links must include vehicular transport, if improvements/upgrades to the main roads and adequate car parking provided are not undertaken with this development then firstly it will limit people who will use this development to those already living or working in the immediate area and will not bring in visitors from the wider local area, reducing the success of the development. Improvements to askew road and linking it to the A184/felling bypass at the point of east of A167/highstreet should be the first priority with multi story/Large car parks off these road and within walking distance of the development area and gateshead town centre. this would provide two factors, 1 being drawing in visitors to the new development and attendees to the proposed conference centre and other businesses and 2 by linking askew road and felling bypass with a dual carriageway would reduce traffic flow through gateshead town centre residential areas, thus helping with the scheme to protect public health and move the bulk of traffic to none residential areas.	1	
Again, extend the redevelopment to encompass the high street particularly and more of the town centre.	1	

Again, just reinforcing the point, could any new / improved infrastructure draw more audiences to High Street South instead of stopping at the Park Lane crossroads. The High Street is a great stretch all the way down to the Quays - some business and residents would like this to be considered more.	1	
Any development does n't have to be 'down market' but various businesses must be able to offer customers reasonable prices and some of the ideas appear to be geared to those people with high level incomes.	1	
As a pedestrian I definitely think there should be a much 'greener' route option from the outskirts to the area in question, especially 'centre'. As for 'blue', I'm not sure what that is unless it's the drainage/SUDS into the Tyne - this is essential to mitigate against flooding BUT, MUST BE ecologically sound to avoid any more pollution into our River (now, once more, noted for Salmon and other creatures) - it must be a priority...!	1	
As a resident of gateshead, I am really worried that this major development will refocus works away from the redevelopment of the town centre which seems to have stalled. Currently what we have is student accomodation with facilities, Where is the further development that will turn gateshead into a city!? The South bank of the Tyne is "owned" by Newcastle and has very little to do with ordinary gateshead residents. If this new "sexy" development must go ahead why not fully incorporate it into gateshead's so called town centre	1	
As before	1	
As question 3	1	
Better cycle parking security	1	
Can't see any mention of provisions for the disabled, what the area needs is more (and more convenient) access for disabled people particularly to Sage and Baltic areas. Disabled parking (you have to acknowledge that there are people who need their own transport because you are not going to provide it) is particularly bad and limited.	1	
Does the council have the money to invest in a project like this.	1	

<p>Existing roads around the proposed development are already busy and are unable to cope with the current capacity of vehicles using them, this sort of large-scale development is only going to make the issue worse and lead to longer delays and worse air pollution in the local area. It will also increase noise coming from vehicles in the area. There are no plans to improve the roads links and with increasing amounts of traffic in the area the roads will struggle to come even more and will degrade much quicker.</p>	<p>1</p>	
<p>Feel that area on SouthShore Rd should remain available for events with cycle walkways and space for Great North Run, Athletics tracks, cycle events etc</p>	<p>1</p>	
<p>Focus is on walkng and ccyling which is great but we live at 55 degress North not 45 so you won't get many in mid winter when it is lashing down and blowing a gale. Bteer think again about public Transport other than a few Buses or risk the area becoming another Traffic jam like the Metro Centre is.</p>	<p>1</p>	
<p>Forget soft landscaping. There is no horticultural or arboricultural knowledge in Gateshead Council. Plants are barely maintained and when they are they are clipped to strange shapes with hedge trimmers. Street trees are slowly being killed by the council's highway engineers tarmacing them up to their trunks. The need to keep flagship areas looking clean and well maintained appears to be lost on officers, members and the executive. Look at the Angel car park!</p>	<p>1</p>	

<p>Given the number of pedestrian movements expected on South Shore Road/Hillgate, consideration should be given to segregated cycling lanes wherever possible (rather than shared with pedestrians). Brandling Street improvements are a good start, and the character of the railway arches and cobbles should be retained. However, the location next to the busy Tyne Bridge approach, and the light industrial buildings directly north, will limit its appeal to pedestrians and cyclists. Consideration should be given to whether it is possible to repurposing or demolishing these buildings, opening out a pedestrian/cycle route that curves around the back of the curved buildings on Church Street. This would create an attractive and more direct pedestrian/cycle route to the sage and allow space for the road and arches to 'breathe'. The green/blue infrastructure strategy is good, but again is too vague on good connections to the town centre which I fear will suffer by the prioritisation of motorised traffic on the the strategic and local road network. E.g. "explore positive ways to animate routes through the viaduct, including new uses, lighting, street furniture, artwork and planting" is all very well, but it will still be unattractive given the spaghetti road network beyond - the latter needs to be rationalised and reduced. The proposals for the coal drops are good and should be developed sensitively - there is a huge potential for this heritage asset to be positively used (e.g. pop up markets, open public space, etc). Coal Drops Yard at King's Cross is one example of how similar assets have been used; obviously this would have to be appropriate to the local context. But sensitive re-use would make the rear part of the sage and the walk between the proposed new conference centre, and the town centre, much more attractive and appealing.</p>	1	
<p>Good lighting essential, possibly powered with solar panels and/or wind harvester?</p>	1	
<p>I agree that better cycle paths are needed. We also need better cycle paths to get to the quayside from other areas; such as Birtley. And bike stands for locking bikes safely. We need plenty of free parking to encourage visitors to use the quayside.</p>	1	

I think connecting the quayside to Gateshead town centre is absolutely key. Otherwise the quayside will continue to be a vibrant and successful extension of Newcastle, and Gateshead will continue to have a bleak and declining town centre. I appreciate it's a very difficult task, because of the road layout etc. But this is the most important thing to get right - probably even more important than the design of Gateshead quays itself.	1	
improve access to Gateshead town centre - A LOT!	1	
In the case plot A is used as an events hall I think the transportation strategy needs to be revised. For a 12,500 person events hall it cannot rely on walking/cycling connections to Gateshead town centre. A large multi story car park is required as a minimum. Ideal solution would be a new multi story plus new rail station close to Brandling street.	1	
Include new green spaces- not just flat grasses areas but some wilder areas with information about naturally occurring species and the other life forms they support.	1	
It is pleasing to see the reference to the importance of bus links and coach parking. With the arena and conference development, coach access and sufficient coach parking is very important and should not conflict with other uses such as car parking or service areas. Coaches (especially for events), and buses can carry up to 75 people (for larger vehicles) reducing congestion and improving air quality.	1	
It wasn't clear what roads/routes would be restricted to cars.	1	
it would appear that car parking will reduce with the removal of Baltic car park as it exists. Will extra car parking be provided?	1	
Lack of sustainable Public transit that is not road based. If large amounts of people are going to be moving in and out of the area then there needs to be a method to move them. Walking is not enough, as people will be traveling from all over Tyneside to visit. There is a railway line right next to the plot.	1	
Let's not lose money like Flower Festival which did not get the backing like Glasgow. And City of culture which cost so much to bid then Liverpool won from out of the blue	1	
Look to Q3	1	

Make sure disable people are able to park closer as these with mobility problems are too ill or in pain too use public transport or park far away Hawks road.	1	
More consideration of motor vehicle movement	1	
More public transport is needed and running later in the nighttime to support the aim to get public space used	1	
Nexus welcomes the detailed strategies around the movement of the development, however raises concerns that the pedestrianisation of some streets such as Hillgate and South Shore Road, whilst being restricted to public transport access, taxi and service access, could see potential delays to bus services such as Go North East operated Quaylink Q1 and Q2 services. This could be particularly amplified at peak times and evening times when events and leisure use is likely to be greater. Nexus would welcome working with the developers and local bus companies to mitigate the delays to bus services along this route. As stated in the Nexus planning liaison policy, if the existing public transport provision is not sufficient for the size of the development and the expected demand that the development will generate, a number of possible solutions should be considered to address this. Nexus is pleased to see that existing Go North East operated Q1, Q2, 93 and 94 services would be maintained within the movement network however as this development is likely to attract a greater number of people to this area than currently, then capacity on existing services may need consideration, working with Nexus and local bus companies should be a key part of the transport plan to ensure that the bus is an attractive option to those wishing to access this development. Further to this, outside of conventional peak time, a greater night time economy will be created which means that the extension of some bus services beyond their current hours of operation may be required to ensure that people can access and leave the development area safely and conveniently. As well as a potential increase in the capacity on buses, bus stops will need to be considered if they are fit for increased demand. This will include if shelters need to be increased in size.	1	

No need to spend the resource to develop any more cycling network around the Quayside. Spend more money for surrounding area where people can cycle to access the area safely....People don't visit Gateshead Central anyway. It's not attractive and easily accessible enough to attract people.	1	
No upgrade to existing roads which are busy all the time and will only get busier with this development.	1	
Not enough consideration of improvement to public transport for the area eg tramway or river ferries This is a chance to be really imaginative and bring the river to life as well as regenerating the quayside	1	
NOTHING	1	
Nothing v	1	
See above	1	
SEE response to Question 5	1	
South Shore Road is currently supposedly only pedestrian, Taxi and bus access. There has never been any enforcement of this. It is used as a 'rat run' by thousands of vehicles each day to avoid the congestion of other routes towards the Tyne crossings. Could residents who will be inconvenienced by building works and the eventual outcome in terms of increased car journey times be compensated by 'access only' status to south Shore Road to enable access to Tyne crossings and other routes south through Gateshead?	1	
The content of the proposals with regard to private vehicle access in terms of traffic flow and car parking provision is very woolly. From the A167 and Askew Road the route to Gateshead Quays is complicated. For large capacity entertainment venues adequate car parking and the ability for large numbers to access and exit parking areas in a short time before and after performances is essential. Without that, the success of the whole development and the important artistic outlets will be jeopardized.	1	
The MSCP, which is completely inappropriate	1	

<p>The RFCA would like to emphasise the importance of 24/7 vehicular access to this site, not just for the staff/visitors but also for maintenance where at times heavy engineering traffic which require road width to accommodate any major repairs. As a Royal Navy site the movement of Rigid Inflatable Boats using trailers to and from the site must be maintained at all times. Point 8 on the diagram on page 32 shows HMS Calliope car park as a development plot. At the consultation event the RFCA was informed that this is a graphical error and this diagram would be amended to reflect this. The RFCA request that you amend the diagram to no longer show the HMS Calliope car park as a development plot.</p>	1	
<p>The whole thing seems very confusing.</p>	1	
<p>There needs to be sufficient public parking spaces. If you want to attract people to this area you need to accept that people will want to travel there by car and will need parking spaces. Trying to increase the usage of public transport but its a simple fact that people will always use cars and so you may as well as accept it and plan for it.</p>	1	
<p>This area has had plenty of money spent on it over the last 20 years, if money is available it should be spent on Gateshead High Street which is a disgrace and Low Fell which is in decline</p>	1	
<p>This is the area that interests and troubles me - in an age when climate change is being highlighted at every turn we cannot predict with any certainty what will be happening with transportation in 10 years time. Whatever is done must have room to change within a framework or we will be left with a problem. The existing 'Arena' has good transport links- or more importantly it is easy to leave from. Your proposals dont - and I think that is not your 'fault' because traveling south east or west you are immediately into residential areas.</p>	1	
<p>To complex to gain a great understanding, without reading the whole lot, which I didn't do. I thought the new Arena was being built next to The Sage but can't see anything about it in here.</p>	1	
<p>transport</p>	1	
<p>Trinity health centre have patients that have severe disabilities and are unable with one or no legs to register there carers car ??</p>	1	

We are pleased at the discussion around public transport, and we very much welcome the restrictions on vehicle movement, but maintaining access for public transport. Whilst acknowledging the streetscape improvements which are discussed, we would be keen to ensure any such restrictions do not impede bus movements, or result in safety concerns (for example on any shared surfaces).	1	
Would need to see specific plans but have some serious concerns in relation to motor vehicle movement / access and parking provision	1	
Step 1:8.00-1:		
Q8. Do you agree with the development framework design guidance?		
This single response question was answered by 172 respondents.		
Response	Number of Respondents	Percentage of Respondents
Yes, completely	108	62.79%
Some of them, but not all	53	30.81%
No, not at all	11	6.40%
Step 1:9.00-1:		
Q9. Please tell us what, if anything, you disagree with, or if you think we need to include anything else?		
This open response (Free text) question was answered by 34 respondents.		
Response	Number of Respondents	

<p>again transport links must include vehicular transport, if improvements/upgrades to the main roads and adequate car parking provided are not undertaken with this development then firstly it will limit people who will use this development to those already living or working in the immediate area and will not bring in visitors from the wider local area, reducing the success of the development. Improvements to askew road and linking it to the A184/felling bypass at the point of east of A167/highstreet should be the first priority with multi story/Large car parks off these road and within walking distance of the development area and gateshead town centre. this would provide two factors, 1 being drawing in visitors to the new development and attendees to the proposed conference centre and other businesses and 2 by linking askew road and felling bypass with a dual carriageway would reduce traffic flow through gateshead town centre residential areas, thus helping with the scheme to protect public health and move the bulk of traffic to none residential areas.</p>	1	
<p>allow people from the north east for jobs giving them first opportunities, lots of glass and materials from the northeast bring workers in materials from the north east make it proud to be from the north east</p>	1	
<p>Another bridge is essential</p>	1	
<p>As a resident of gateshead, I am really worried that this major development will refocus works away from the redevelopment of the town centre which seems to have stalled. Currently what we have is student accomodation with facilities, Where is the further development that will turn gateshead into a city!? The South bank of the Tyne is "owned" by Newcastle and has very little to do with ordinary gateshead residents. If this new "sexy" development must go ahead why not fully incorporate it into gateshead's so called town centre</p>	1	

As a residents of Baltic Quay we are specifically concerned in relation to QB2-A plot northern parcel. It's difficult from the documents to see specific plans but Gateshead Council has historically emphasised the need in any long term future plans for a low level staggered development going down to the river and previous documents have clearly promoted this view. It is extremely alarming therefore to see the Gateshead Now newsletter which clearly shows 2 x design drawings with a high rise development on the eastern boundary running up to the northern boundary which would completely obliterate our view with a resultant serious loss in value and visual amenity as well as general amenity and quality of life. Also looking at these design drawings there would seem to be a cynical exploitation of this development opportunity in terms of obtaining the maximum benefit from the site at the expense of existing Gateshead residents which would clearly be unacceptable under any circumstances	1	
As question 3	1	
Can't see any mention of provisions for the disabled, what the area needs is more (and more convenient) access for disabled people particularly to Sage and Baltic areas. Disabled parking (you have to acknowledge that there are people who need their own transport because you are not going to provide it) is particularly bad and limited.	1	
Design wise i think a bigger arena would be better something to compete with the likes of manchester and london. A real statement for the north east rather than increasing the size by 1,500 seats. Yes it would be a lot better than the current one but only slightly bigger, seems quite pointless.	1	
Designed with good intentions but not 100% practical.	1	
Does Gateshead actually need this project.	1	
Ensure that there is diversity in the businesses attracted- not all just more of what already exists(bars and uninspired cafes) encourage local involvement and sociability. Places to sit and picnic comfortably with segregated recycling for litter and an onus on businesses NOT to use disposable single use crockery and cutlery.	1	

I agree that better cycle paths are needed. We also need better cycle paths to get to the quayside from other areas; such as Birtley. And bike stands for locking bikes safely. We need plenty of free parking to encourage visitors to use the quayside.	1	
I don't think you've considered the impact of the proposed hotel blocking out light from the close by residential development	1	
I think that any developer should be obliged to use environmentally sustainable products as much as possible and for these buildings to be an environmentally efficient as possible. This would not only reduce the overall impact of the development but it would be a great showcase for the city to be seen as leading the way in green development.	1	
Improvements to the High Street	1	
It is currently the case that when there is an event in this area, roads are closed and buses are unable to serve the area. This is also mentioned in the document - in times of high pedestrian footfall, it may be necessary to restrict vehicle movements. We understand why this is necessary. However, this means that at times of high demand public transport is removed or restricted in the area - just when there may be an increased demand for people to use it. If it was possible to include some kind of bus turning facility at an appropriate point, this would allow buses to at least get close to the key locations at time of high demand, rather than omitting the area completely, helping ensure the area remains committed to sustainable transport even at these times.	1	
It is not covering areas that should be a priority - this scheme is a vanity project	1	
More basic information should be included. This document is aimed at planners and other professionals and written to baffle most ordinary people.	1	
NA	1	
No disabled peoples need for parking needs to be included closer to the quayside.	1	
NOTHING	1	
On paper it always looks ok but when decision makers come in they decide based on economics which result in poor visions and rendering the initial idea worthless and mediocre	1	
Please don't spoil the view with high-rise	1	

Preference should be given to local companies	1	
QB2 - A plot. The splitting of this into Northern and Southern parcels seems sensible, but the service route between the two has the potential to become very unattractive due to heavy use by service vehicles. This should be prioritised for pedestrians/cyclists (if at all possible, NOT connecting it as a through route for service vehicles to the back of the Sage), and finished/landscaped in such a way that it is clear that vehicles are 'guests' in this area. Private traffic should not be permitted. QB2 - B plot. All three of these are disappointingly unambitious, though of the them Option C is most attractive - but only if this closes Church Street to traffic (as in Option B). This would enable through pedestrian routes from the front of Kent House, through the middle of the plot, towards Oakwellgate. In any option, if the north side of Brandling Street is not rebuilt/relandscaped to complement the arches opposite, it will become an unattractive alternative pedestrian route. The long building directly opposite the arches on Brandling St should be reconsidered, and opened out into public realm. QB2 - C plot. Agree strongly with: 1) need to improve pedestrian access from current use along Hillgate/South Shore Road; 2) the need to accommodate existing businesses within the redevelopment; 3) need for sensitive development around Tyne Bridge. The current containers are surprisingly attractive!	1	
Re the Sage as above	1	
Take a very cautious approach, much of the hi-tech businesses depend on strong links both in the internal market in the UK but also the EU. It maybe necessary to think again about what we can expect after BREXIT.	1	
Take into account disabilities	1	
The wording of this questionnaire uses terms which a lay person such as myself cannot understand. Get rid of this jargon and ask plain and simple questions!	1	
These should be secondary considerations (if at all - unless, of course, the Council is relying on them for funding the project!?) on the whole; didn't see why that corner of land on the larger was automatically to be designated for a hotel.....?	1	
transport	1	

Very unhappy about the computer generated design for hotel (QB2-A) Initially it was stated all development would be low level. Blocks and isolates Baltic Quay. This development was seen as iconic and residents here have supported the dev on south of the river for many years. Surely must be included as part of larger development	1	
With the revenue you get from places like Whickham Low fell and Ryton why not spend our money there.	1	
You've already spent more than enough money to develop around Sage. Spend more money outside Gatehead central area. Look at the street in Ryton.....Blaydon....Street surface condition is worse than the third world.	1	
Step 1:10.00-1:		
Q10. Do you agree with the environmental considerations that should be taken into account for proposed developments?		
This single response question was answered by 168 respondents.		
Response	Number of Respondents	Percentage of Respondents
Yes, completely	115	68.45%
Some of them, but not all	44	26.19%
No, not at all	9	5.36%
Step 1:11.00-1:		
Q11. Please tell us what, if anything, you disagree with, or if you think we have missed any environmental considerations?		
This open response (Free text) question was answered by 40 respondents.		
Response	Number of Respondents	
Air quality in the area is likely to worsen as a result of increased traffic in the area as people drive to use the development - no mitigation or alternative plans in place or proposed	1	
As much recycled, repurposed, sustainable and carbon neutral strategies need to be employed with an independent external body to oversee the budget and the environmental impact of the site during planning/development and in use.	1	

As previously stated I think that there should be obligations towards green development. One thing that should be considered in the environmental impact of the increase in traffic coming into the surrounding area to park in order to attend events. There will also be the effects of the increase in traffic in the surrounding areas such as Askew road and the Tyne Bridge which are already greatly congested at peak times.	1	
Can we integrate solar panels into the roof design and draw energy from the district energy scheme?	1	
Can't see any mention of provisions for the disabled, what the area needs is more (and more convenient) access for disabled people particularly to Sage and Baltic areas. Disabled parking (you have to acknowledge that there are people who need their own transport because you are not going to provide it) is particularly bad and limited.	1	
Care needs to be taken to allow pedestrian and cycle access and movement to continue to be free and able and not restricted in any way	1	
completely ignoring vehicular transport links is a mistake that will only limit the potential of the development and reduce its benefit for the wider area, a blinkered view that by ignoring or viewing all vehicular transport other than buses as bad is what has caused the demise of most town centres as people vote with their feet (or cars) and go elsewhere. the complexities of travel are a great motivator of a persons decision in where they will go and the more awkward you make a place to visit the less likely people will come or come back less often.	1	
Currently there is 'urban' wildlife the and the new development will see it adapt. Landscaping will exacerbate this 'rebirth'.	1	
Do not spend money you say you have not got	1	
dredging the river would be good as there is a LOT of mud and rubbish in it!	1	
Ensure that	1	
enviromental issues must be the most important recycle bins , bicycle paths, green materials , cut down on harm ful gases , new ideas and crete a lovely enviroment less plastic, food from cafe no waste eg. food banks , growing veg from the gardens around it make the garden herbs vegetables to be used . have a bus route to save	1	

parking		
Everything has to be environmental friendly in the current world.	1	
Gateshead council are pretty good when considering the environment so I have every confidence in them.	1	
have the rabbits been considered there are a lot of them running around?	1	
I have lost the will to live with this questionnaire, so will stop now.	1	
I would like to see further green spaces.	1	
If we use local community facilities which you are closing we can walk to them, to use city centre locations from around the area, we all use cars, buses or trains which are polluting the world and you environment department are trying to stop traffic going into the city centres. Also have you considered the energy to build this, this type of thinking belongs 20 years ago when no one knew the world was heating up except for Greenpeace. Ryton a village with its facilities closed, tips surround it, having green belt been built on the only open area. Gateshead council are dictating to the people who pay their wages, the tail is wagging the dog. How many Gateshead residence have ask for this development against residence asking for local facilities.	1	
If anything I think they should be greater - it should be the priority (with this and everything we do in our environment)!	1	
Lots of concrete. Should be more trees.	1	
Must be park and ride. Solar roofs. Low flush toilets. Good insulation above puny government standards	1	
NA	1	
Need to go even further towards infrastructure for alternatives for minimising pollution More public transport bike and pedestrian routes	1	

Nexus welcomes the recognition that Air Quality is a driver for change in Gateshead and Newcastle and the awareness of Government legislation. Travel by sustainable public transport plays a vital role in improving air quality and reducing congestion in the region and can also promote social inclusion and improve air quality, health and quality of life. Nexus would like to see a travel masterplan for this development to ensure that public transport is a key driver for reducing air pollution.	1	
No mention of wildlife/animals during or after. Sea birds etc are in that locality and the policies in place at the moment favour businesses and not the animals	1	
Noise pollution from the music venue will require careful consideration and planning to ensure it is not too intrusive for nearby residents	1	
Noise will be a significant issue for residents.	1	
NOTHING	1	
Please refer to my comments on access	1	
Stop wasting money and resource to develop something people don't care. I live in Gateshead but I won't visit Gateshead Central. It's eyesore and unattractive. To sum up what you are trying to do is simply "Floggin a dead horse"	1	
The air quality implications of the additional MSCP are not appropriately considered within the framework and nor have they been modelled using strategic transport models as should be required in a statutory document.	1	
The main focus appears to be road base movement, this would suggest a lack of consideration for climate change and air quality. I think a lot more needs to be done on sustainably and movement or people.	1	
There is a colony of rabbits that live next to the Sage building and there have also been sightings of foxes and birds of prey in this area. More consideration should be given to protecting this wildlife corridor to prevent complete eradication during the development which will have harmful long term effects for the wildlife.	1	

There needs to be more integrated planning around environmental, emissions, and noise considerations (including from the road network surrounding this) and the provision of parking, road access, etc. to the site. The framework talks loftily about green goals in this section, but for these to be achieved there needs to be a shift in mindset throughout the proposals to really emphasise public and active transport, and to actively deprioritise road transport.	1	
There's a dire need to improve air quality in central Gateshead.	1	
Think the impact on the birds and other wildlife needs to be of the utmost importance, they were there first after all.	1	
You aren't looking far enough ahead.	1	
You haven't taken into account the lack of knowledge and skills within the council nor the fact that there is no money for existing green areas.	1	
You should be aiming to be trail-blazing. Offering to reduce CO2 not merely be neutral. Gateshead Centre lacks greenery at present- using this whilst providing education on how it is beneficial could be a great opportunity. Have you engaged with- (for example) Wildlife Trust to get their involvement and help from volunteers?	1	
Your creating more traffic congestion around that area, by not having enough space for Cars, they are a fact of life we can't live without them as we have crap infrastructure in the UK after decades of under funding.	1	
Step 1:12.00-1:		
Q12. Do you agree with the infrastructure requirements outlined?		
This single response question was answered by 164 respondents.		
Response	Number of Respondents	Percentage of Respondents
Yes, completely	103	62.80%
Some of them, but not all	47	28.66%
No, not at all	14	8.54%
Step 1:13.00-1:		
Q13. Please tell us what, if anything, you disagree with, or if you think we have missed any requirements?		
This open response (Free text) question was answered by 34 respondents.		
Response	Number of Respondents	

<p>To ensure that residents and organisations voices are heard from the outset. As residents of Baltic Quay apartments we are the only residential properties on the site and as such we would hope that Gateshead council will take account of our views in relation to this development so that our visual amenity , property values and general quality of life is not adversely affected in this process. Baltic Quay Apartments were built in 2003 and seen at the time as a landmark development “one of the most dynamic and exciting developments in the North East“.They were marketed and sold for their superb iconic position and views. The people who live and have bought properties there have invested in Gateshead and the long term development of the Quays. We would hope Gateshead council will honour that investment. Having read the consultation it would appear that despite its significance Baltic Quay Apartments is barely mentioned & having seen the design drawings on your newsletter it is clear that the developers appear to be exploiting the visual amenity of the site to the detriment of the Baltic Quay residents. Despite these concerns we are committed to Gateshead and excited about Gateshead Quays and hope you will pass on our concerns so hopefully all users of Gateshead Quays are accommodated in the future</p>	<p>1</p>	
<p>"Vehicular access and servicing • Vehicular access to certain areas, including parts of South Shore Road and Hawks Road may need to be restricted at times to cope with peak pedestrian demands. " This will be an inconvenience to local residents and if it is going to happen more frequently as a result of the development this will impact on people already living in close proximity to the site</p>	<p>1</p>	
<p>(see previous responses)</p>	<p>1</p>	
<p>7.3 Delivery is woefully under-ambitious in the provision of public and active transport, given the anticipated size and scale of the development. By contrast it is more specific on the provision of a new multi-storey car park - which will encourage and lock-in car-dependency. Significant public transport improvements which have the potential to really bring about modal shift should be implemented before development even begins.</p>	<p>1</p>	

<p>Although ' a balanced approach taken to car parking and alternative means of access' has been stated, I hope the need for car parking facilities is not understated, due to the family nature and times of arena events, public transport may not be an option for a lot of attendees. Also, a number of attendees with not be from the Tyne and Wear area. The new multi story car park on Hawks Road is great to hear though :)</p>	1	
<p>Although there are good plans to increase the ability to access the area on foot. Due to poor public transport availability in some parts of the reason, particularly in the evenings, there will still be a large number of visitors using cars to access the surrounding area. Although there are metro stations within walking distance that serves much of the wider region, there are still many areas that rely on cars.</p>	1	
<p>Any changes and/or improvements to the infrastructure should not result in the demolition of any more of the High Street South Area.</p>	1	
<p>Area leading to Tyne Bridge needs drastic change. Development of shops extension of high street alternative route for cars pedestrianisation of whole area so people use shops restaurants in Gateshead not always going over bridge to Newcastle</p>	1	
<p>As a resident of gateshead, I am really worried that this major development will refocus works away from the redevelopment of the town centre which seems to have stalled. Currently what we have is student accomodation with facilities, Where is the further development that will turn gateshead into a city!? The South bank of the Tyne is "owned" by Newcastle and has very little to do with ordinary gateshead residents. If this new "sexy" development must go ahead why not fully incorporate it into gateshead's so called town centre</p>	1	
<p>As said before - push the improvement to public transport for the area Not entirely convinced that the proposals compensate sufficiently for the loss of existing car parking and vehicular access let alone allow for the INCREASE in throughput that should occur with the improved amenities - better to over provide than under estimate the need</p>	1	
<p>As the area exists- an eyesore and a dividend of previous industrial use - now it will return to urban use.</p>	1	

can the council consider more EV charging points the new car park at the back of Baltimore house doesn't have any	1	
Can't see any mention of provisions for the disabled, what the area needs is more (and more convenient) access for disabled people particularly to Sage and Baltic areas. Disabled parking (you have to acknowledge that there are people who need their own transport because you are not going to provide it) is particularly bad and limited.	1	
Community engagement ????? There is NO community in Gateshead Quayside. There is no such thing.	1	
Ensure any disruption/building is done in as environmentally sensitive way as possible and is not protracted.	1	
Ensure that the cleaning and supervising of drainage and people sleeping in car parks are supported adequately	1	
Gateshead is currently a horrible place to drive around, the signage is very poor so that people who don't go there every day have no idea how to get around. I and a lot of people I know try to avoid driving there and now that they have removed any direct bus from the Ryton area of West Gateshead to Gateshead centre, we don't go unless we have to.	1	
Green areas/trees essential!	1	
I think these are way off the mark for modern urban planning. Rail and rapid transit need to be utilised and they simply to not feature in the infrastructure requirements. Bus lanes, just cause poor air quality as they force more cars to sit with their engines on idle, as where there was one 2 lanes, there are now only one. Also, buses run on diesels which we now know is much worse for public health than petrol. An alternative needs to be outlined in the requirements. No plan to use Moss on walls to absorb pollution, and other natural ways to improve air quality. It would appear that the Council is out of touch with what needs to be delivered.	1	
If they are executed as planned they may be ok	1	
Improve expected delivery timescales.	1	

<p>Infrastructure is all important, the present government are making all sorts of promises which I don't believe myself but if there's some inward investment coming check it through thoroughly and really meets the needs of the area. Remember whatever is promised won't match the draw down we'll have in the economy if the worst effects of BREXIT happen.</p>	<p>1</p>	
<p>lack of understanding that transport links must include vehicular transport, if improvements/upgrades to the main roads and adequate car parking provided are not undertaken with this development then firstly it will limit people who will use this development to those already living or working in the immediate area and will not bring in visitors from the wider local area, reducing the success of the development. Improvements to askew road and linking it to the A184/felling bypass at the point of east of A167/highstreet should be the first priority with multi story/Large car parks off these road and within walking distance of the development area and gateshead town centre. this would provide two factors, 1 being drawing in visitors to the new development and attendees to the proposed conference centre and other businesses and 2 by linking askew road and felling bypass with a dual carriageway would reduce traffic flow through gateshead town centre residential areas, thus helping with the scheme to protect public health and move the bulk of traffic to none residential areas. completely ignoring vehicular transport links is a mistake that will only limit the potential of the development and reduce its benefit for the wider area, a blinkered view that by ignoring or viewing all vehicular transport other than buses as bad is what has caused the demise of most town centres as people vote with their feet (or cars) and go elsewhere. the complexities of travel are a great motivator of a persons decision in where they will go and the more awkward you make a place to visit the less likely people will come or come back less often.</p>	<p>1</p>	
<p>NA</p>	<p>1</p>	

Nexus is pleased to see the improvement to public transport facilities on Hawks Road. This will bring benefits to this area. Nexus would like to see consideration taken during the delivery of the project to mitigate the effect on bus services and the diversions that will be required. Diversions are not only inconvenient to passengers but add delays to the overall service. Consultation with Nexus at the earliest possible opportunity would be preferable.	1	
No you are not addressing the real problems of Cars. Look at Strasbourg France with its modern trams and buses, hardly any traffic in the main tourist areas and the routes are well served by modern Trams. We aren't going to get Trams as the Metro is seen as our light rail network, but doesn't cover the south or West of the area. Look at the current Railway line running just south of the development area and Build a station that can serve the new developments, or risk traffic chaos everytime a major event is being held.	1	
None	1	
NOTHING	1	
Obviously, I have not read pages 53 to 57 thus my reply is irrelevant!	1	
Pedestrian routes with improved safety need to be the priority from Gateshead Town Centre to the Quays. This should include more street lighting.	1	
the lack of heavy rail within the development	1	
This does not take account of the requirements of the local community who would prefer money spent on other priorities. Clean up the town please	1	
Transport arrangements away from the centre of the development	1	
You're developing an area which roads are not fit for purpose and letting the town centre rot at the same time. Oh look folks isn't everything look wonderful forget the residents they don't matter	1	

From: SM-MMO-SH - MFA Marine Consents (MMO) <marine.consents@marinemangement.org.uk>
Sent: 12 September 2019 09:21
To: Andrew Softley <AndrewSoftley@Gateshead.Gov.UK>
Subject: FW: Quays Development Framework

Dear Sir/Madam,

Please be aware that any works within the Marine area require a licence from the Marine Management Organisation. It is down to the applicant themselves to take the necessary steps to ascertain whether their works will fall below the Mean High Water Springs mark.

Response to your consultation

The Marine Management Organisation (MMO) is a non-departmental public body responsible for the management of England's marine area on behalf of the UK government. The MMO's delivery functions are; marine planning, marine licensing, wildlife licensing and enforcement, marine protected area management, marine emergencies, fisheries management and issuing European grants.

Marine Licensing

Activities taking place below the mean high water mark may require a marine licence in accordance with the Marine and Coastal Access Act (MCAA) 2009. Such activities include the construction, alteration or improvement of any works, dredging, or a deposit or removal of a substance or object below the mean high water springs mark or in any tidal river to the extent of the tidal influence. You can also apply to the MMO for consent under the Electricity Act 1989 (as amended) for offshore generating stations between 1 and 100 megawatts in England and parts of Wales. The MMO is also the authority responsible for processing and determining harbour orders in England, and for some ports in Wales, and for granting consent under various local Acts and orders regarding harbours. A wildlife licence is also required for activities that that would affect a UK or European protected marine species.

Environmental Impact Assessment

With respect to projects that require a marine licence the EIA Directive (codified in Directive 2011/92/EU) is transposed into UK law by the Marine Works (Environmental Impact Assessment) Regulations 2007 (the MWR), as amended. Before a marine licence can be granted for projects that require EIA, MMO must ensure that applications for a marine licence are compliant with these regulations.

In cases where a project requires both a marine licence and terrestrial planning permission, both the MWR and The Town and Country Planning (Environmental Impact Assessment) Regulations <http://www.legislation.gov.uk/ukSI/2017/571/contents/made> may be applicable.

If this consultation request relates to a project capable of falling within either set of EIA regulations then it is advised that the applicant submit a request directly to the MMO to ensure any requirements under the MWR are considered adequately.

Marine Planning

As the marine planning authority for England the MMO is responsible for preparing marine plans for English inshore and offshore waters. At its landward extent, a marine plan will apply up to the mean high water springs mark, which includes the tidal extent of any rivers. As marine plan boundaries extend up to the level of the mean high water spring tides mark, there will be an overlap with terrestrial plans which generally extend to the mean low water springs mark. Marine plans will inform and guide decision makers on development in marine and coastal areas. On 2 April 2014 the East Inshore and Offshore marine plans were published, becoming a material consideration for public authorities with decision making functions. The East Inshore and East Offshore Marine Plans cover the coast and seas from Flamborough Head to Felixstowe. For further information on how to apply the East Inshore and Offshore Plans please visit our Marine Information System. The MMO is currently in the process of developing marine plans for the South Inshore and Offshore Plan Areas and has a requirement to develop plans for the remaining 7 marine plan areas by 2021.

Planning documents for areas with a coastal influence may wish to make reference to the MMO's licensing requirements and any relevant marine plans to ensure that necessary regulations are adhered to. For marine and coastal areas where a marine plan is not currently in place, we advise local authorities to refer to the Marine Policy Statement for guidance on any planning activity that includes a section of coastline or tidal river. All public authorities taking authorisation or enforcement decisions that affect or might affect the UK marine area must do so in accordance with the Marine and Coastal Access Act and the UK Marine Policy Statement unless relevant considerations indicate otherwise. Local authorities may also wish to refer to our online guidance and the Planning Advisory Service soundness self-assessment checklist.

Minerals and waste plans and local aggregate assessments

If you are consulting on a mineral/waste plan or local aggregate assessment, the MMO recommend reference to marine aggregates is included and reference to be made to the documents below:

- The Marine Policy Statement (MPS), section 3.5 which highlights the importance of marine aggregates and its supply to England's (and the UK) construction industry.
- The National Planning Policy Framework (NPPF) which sets out policies for national (England) construction minerals supply.
- The Managed Aggregate Supply System (MASS) which includes specific references to the role of marine aggregates in the wider portfolio of supply.
- The National and regional guidelines for aggregates provision in England 2005-2020 predict likely aggregate demand over this period including marine supply.

The NPPF informed MASS guidance requires local mineral planning authorities to prepare Local Aggregate Assessments, these assessments have to consider the opportunities and constraints of all mineral supplies into their planning regions – including marine. This means that even land-locked counties, may have to consider the role that marine sourced supplies (delivered by rail or river) play – particularly where land based resources are becoming increasingly constrained.

If you require further guidance on the Marine Licencing process please follow the link <https://www.gov.uk/topic/planning-development/marine-licences>

Regards
Andy

Andrew Softley,
Development Management,
Development, Transport & Public Protection,
Communities and Environment,
Gateshead Council,
Civic Centre,
Regent Street,
Gateshead.
NE8 1HH

4th October 2019

Dear Andrew,

Consultation Response to Gateshead Quays Development Framework

Thank you for the opportunity to provide a consultation response to the Gateshead Quays Development Framework. We have reviewed the Framework in detail, and we set out comments below on a range of topics which we feel are of relevance or have an impact on us as the statutory water and sewerage undertaker.

We welcome the production of a Framework to guide development of the Gateshead Quays area in a comprehensive and coordinated manner. This approach will ensure that opportunities for cohesive, sustainable development and critical infrastructure are incorporated across the site.

In particular, we welcome consideration of the positive role that blue and green infrastructure, including sustainable drainage, can play in the production of enhanced public realm spaces and new developments that are resilient to flood risk. The integration of sustainable drainage features within landscaped areas creates multifunctional places that offer a range of varied benefits to the community and the environment.

Northumbrian Water welcome early consultation for all proposals to ensure that suitable drainage strategies are identified to support development within the Framework area, and to enable the agreement of any necessary protection or diversion measures for existing infrastructure at an early stage.

We support the inclusion of sections that focus on flood risk and sustainable drainage within the Environmental Considerations chapter of the Framework, and consider that these principles further enforce the need for development in the area to include sustainable water management

as a core principle. It is pleasing to note that a range of sustainable drainage features are considered in the Framework, which will further broaden the range of multifunctional benefits provided by such features.

Finally, we support the promotion of water saving measures to increase the sustainability of new developments within the Gateshead Quays area, as included within the Delivery chapter of the Framework. We believe that this approach, combined with the requirement to adopt sustainable drainage techniques, promotes a holistic view of sustainable water management.

To conclude, we are supportive of the Gateshead Quays Development Framework and welcome further consultation as detailed development proposals progress. Should you have any queries, or wish to discuss our response further, please do not hesitate to contact me at laura.kennedy@nwl.co.uk, or on 0191 4196767.

Yours sincerely,

Laura Kennedy
Developer Services

Our ref: SM/AB/Gateshead

Fao Andrew Softley
Gateshead Council
Civic Centre
Regent Street
Gateshead
NE8 1HH

By email: andrewsoftley@gateshead.gov.uk

24 September 2019

Dear Sir

Response to Gateshead Council's Gateshead Quays Development Framework Document

GL Hearn Limited is writing, on behalf of the Defence Infrastructure Organisation (DIO), in response to Gateshead Council's Gateshead Quays Development Framework document.

As you are aware the Defence Infrastructure Organisation (DIO) is seeking to establish the foundation for the 'right-sized' military estate of the future. There is a strong military imperative that the quality and performance of the defence estate must be enhanced in order to sustain and, in places, improve military capability.

There has been a Royal Naval presence on Tyneside since 1905. HMS Calliope is home to the Royal Naval Reserves and the unit recruits right across the North East of England - from the Scottish Borders to the River Tees. The unit's long association with Tyneside was formally recognised in 1985 when HMS Calliope was awarded the Roll of Honorary Freeman of the City of Newcastle. To confirm, there are no Navy plans to relocate from HMS Calliope during the period of the Development Framework document, i.e. before 2030.

As such, we welcome the Council's recognition of HMS Calliope's continuing role as an operational military use. I would also appreciate if myself and colleagues from the DIO can meet with you to discuss how HMS Calliope's current role sits alongside other uses planned for the area. Please can you let me have some dates in late October and early November when we can meet.

Yours sincerely



Steve McGavin
Planning and Development Director

steve.mcgavin@glhearn.com



RFCA
Reserve Forces' & Cadets' Association
for the North of England

From: Paul Evans | Deputy Head of Estates |
North of England RFCA | 53 Old Elvet | Durham DH1 3JJ | Tel: 0191 3836278 | Mob: 07939 624973 |
e.mail: ne-estatesdep@rfca.mod.uk | www.rfca-ne.org.uk |

Mr Andrew Softley
Development Management
Development Transport & Public Protection
Communities & Environment
Gateshead Council
Civic Centre
Regent Street
Gateshead
NE8 1HH

Dated 30/09/2019

Reference: **Gateshead Quays Development Framework – HMS Calliope**

Dear Mr Softley,

I attended a consultation event at St Marys Heritage Centre, Gateshead on Thursday 26 September 2019 and I am now in a position to comment on the proposed Gateshead Quays Development Framework.

The Reserve Forces and Cadets Association (RFCA) act as the Landlord for HMS Calliope that neighbours the proposed development site. Whilst The RFCA is supportive of local commercial and cultural attractions there are a number of issues I would like to bring to your attention. Section 4.1 (Access and Movement Strategy) point 1 refers to Hillgate/South Shore Road in that this route is envisioned as a pedestrian and cycle priority with restricted vehicular public transport, taxi and service access. Section 4.3 (Proposed Key Street Principles) goes on to state that Hillgate/South Shore Road presents an opportunity to enhance a strategic east-west pedestrian cycle prioritised movement through and beyond the framework.

HMS Calliope is a very busy strategically placed Naval Base that is RFCA Freehold for the main building, and long Leasehold for the car park. This is a multi-occupied site which also includes the Tri Service recruitment cell for the North East region which in itself creates a large footfall during frequent interviews. The RFCA would like to emphasise the importance of 24/7 vehicular access to this site, not just for the staff/visitors of but also for maintenance where at times heavy engineering traffic which require road width to accommodate any major repairs. It must also be noted that this a Naval Reserve unit so vehicular access is not limited to a typical working day, the site is used evenings and weekends. Vehicular access to HMS Calliope must be maintained throughout the development phase and beyond completion. It must also to be noted that HMS Calliope has a registered Helicopter Landing Site that must remain operational through the development phase and beyond completion.

Section 4.1 (Access and Movement Strategy) point 8 on the diagram on page 32 shows HMS Calliope car park as a development plot. At the consultation event the RFCA was informed that this is a graphical error and this diagram would be amended to reflect this. The RFCA request that you amend the diagram to no longer show the HMS Calliope car park as a development plot.

Finally please include the undersigned in any further consultation events in relation to the Development Framework.

Yours faithfully

Paul Evans
Deputy Head of Estates

From: Heather Evans <heatherevans732@gmail.com>
Sent: 01 October 2019 16:22

To: Andrew Softley <AndrewSoftley@Gateshead.Gov.UK>

Subject: Gateshead Quays Development Framework

Andrew

Further to my phone call, a few comments on the way cycling is referred to in the document. However, the continuous mention of cycling throughout the document is really appreciated.

Page 6 says

iv. The provision of a primary pedestrian route through the site to ensure improved pedestrian and cycle access from Central Gateshead to the riverfront;

Page 32 lists many routes that are for pedestrian and cycle movement. **Could this say:**

*iv. The provision of **primary pedestrian/cycle routes** through the site to ensure improved pedestrian and cycle access from Central Gateshead to the riverfront?*

Page 28 says

The Gateshead Quays Development Framework will:

- Promote and enhance sustainable transport by developing a strong pedestrian friendly network and cycle routes linking the area to Gateshead town centre, Newcastle and future development areas;
- Increase interaction with Gateshead's riverfront - through enhanced routes along Hillgate/ Shore South Road and to the water from Gateshead town centre, further opportunities to interact with the water at Hillgate Quays and ensure views of Tyne Gorge are enhanced;

Could this say:

The Gateshead Quays Development Framework will:

- Promote and enhance sustainable transport by developing a strong pedestrian/**cycle** friendly network **of** routes linking the area to Gateshead town centre, Newcastle and future development areas;
- Increase interaction with Gateshead's riverfront - through enhanced routes along Hillgate/ **South Shore** Road and to the **riverfront** from Gateshead town centre, **with** further opportunities to interact with the **riverfront** at Hillgate Quays and ensure views of **the** Tyne Gorge are enhanced;

Page 34 (large photo) & page 35 (first photo)

Sets and cobbles aren't suitable surfaces for cycle routes.

Page 56, Infrastructure Requirements

The first heading is Improved pedestrian routes. The second heading is Cycle routes parking and facilities, but under this all it lists are two routes, with no mention of parking and facilities.

Page 32 lists the pedestrians/cycle routes so it would be more consistent if Improved pedestrian routes could be changed to Improved pedestrian **and cycle** routes and the relevant routes that are for pedestrians and cycles listed here.

Any routes that are pedestrian only could be put under another heading, perhaps Pedestrian only routes

Cycle parking. I can't recall this being mentioned elsewhere in the document. Should a separate paragraph be included and if necessary a separate heading under Infrastructure Requirements? (See below also). Cycle parking is often an afterthought so it really needs to be made clear to developers that visitor cycle parking needs to be in the most suitable locations, to be as secure as possible, and undercover. Workplace cycle parking needs to be even more secure.

Page 56, Adjacent to the Framework Area

New multi storey public car parking. Would this be a good place for cycle parking and electric bike charging points?

Primary and secondary pedestrian route improvements are mentioned but there is no mention of primary and secondary **cycle** route improvements. Under this heading, the relevant cycle routes mentioned in other sections of the document really need to be included.

If I can help further please do say.

Heather
Cycling UK

Sent: 19 September 2019 21:45
To: Andrew Softley <AndrewSoftley@Gateshead.Gov.UK>
Subject: Gateshead Quays

Sir,
My views on Gateshead Quays, in a word **Disgusting!**

Every single initiative or money based scheme in Gateshead ends up down by the Baltic, sage, quayside while the rest of Gateshead looks like a newsreel scene from Libya.

Apart from Trinity square, the rest of Gateshead town centre, mainly the high street is an embarrassment. I go down the Quayside nearly every Sunday morning for a walk and a drink and meet hundreds of people visiting Gateshead on Stag party's, walkers, cyclists etc. Whenever I talk to people who have visited they have never gone up Bottle bank towards Gateshead, even the ones who stay in the Hilton have told me that they have walked as far up as the arches at the bottom of the high street and gone no further. When they ask me if I am local I am ashamed to say I come from Gateshead.

In a nutshell there is nothing in Gateshead to attract anyone to the town centre. Empty shops, some of which have stood empty for 15 -20 years (Geo Wilkes) at the top of the high street is an example, the empty space where Gateshead Odeon used to be, the rows of closed down and run down pubs, the fast food and charity shops, need I go on. It's about time the council grabbed some of these landlords and made them either tidy their premises up, pull them down or purchased them through compulsory schemes and did something with all the derelict properties.

Even the newer premises around Trinity square contain more empty buildings than operating shops, probably I suspect due to unacceptable business rates, some of those premises have never been occupied since the square opened.

Even small towns like Birley, Chester-le-st, have decent high streets with a good selection of shops.

I have lived in Gateshead for 70 years, and remember when the high street used to be a bustling place.

With regard to the plans, a new hotel! The Hilton would be less than 500 yards away, the Jury inn would be less than 200 yards away, the Copthorn less than 200 yards away, how many hotels can one small space hold. An arena!, the sage holds all the necessary events, and the O2 is only a couple of miles away. Offices! I worked for the civil service and vacated the offices in Bede house at the end of Sunderland road in 2007, they are still standing empty 12 years later having never had any tenants. We moved from there to Aidan House at the Newcastle end of the Tyne Bridge, we were only in there 1 year and moved out in 2008, they stood empty for at least 9 years.

Any tourism that was attracted to the Gateshead side of the river at the quayside is just a stop off place for people to drop off their luggage then go and explore Newcastle, so nothing comes to Gateshead or the townspeople of Gateshead.

It is about time the council actually thought about Gateshead as a town and not as a subsidiary of Newcastle tourist board. Sort out Gateshead town centre and the rest of Gateshead and stop spending every single penny of the budget on the quayside.

There is more to Gateshead than a couple of acres of land down by the river.

I am sorry about the length of this but you did ask for views, and as you can see I am quite passionate about it. I did fill in the last survey on Gateshead, but it does not matter how many surveys you have nothing changes, it seems to me that the surveys seem to be a "tick box" exercise because whenever I talk to people about Gateshead everyone says the same thing "the high street is disgusting", so I don't think I am in the minority of Gateshead residents.

Yours
John Quinn

Sent from [Mail](#) for Windows 10

Sent: 19 September 2019 23:28
To: Andrew Softley <AndrewSoftley@Gateshead.Gov.UK>
Subject: GATESHEAD HIGH STREET

Dear MR Softley

I have just been reading your very impressive plans for Gateshead Quays. I also get regular copies of the Gateshead News, but I can't understand why Gateshead High Street is never mentioned. The street is a shameful embarrassing dump. Three years ago I wrote to Martin Gannon asking what the plans were as I had visitors from America who had lived in Gateshead 30 years ago, and they couldn't believe what a rub down shambles it was. Nothing has changed, although I was assured plans were afoot and it was all ongoing. Do you have any real idea at all of what the High Street looks like to strangers when you come up from the Quayside on the 51 Bus? I have a friend comprising a report on worst High Street in the North East, and Gateshead is well in the running. All the glossy hype is a waste of time, if you can't sort out the basic town centre street. I would be interested to hear if there are any plans to look at.

Yours sincerely

Susan Glen
Sent from [Mail](#) for Windows 10

Sent: 20 September 2019 09:09

To: Andrew Softley <AndrewSoftley@Gateshead.Gov.UK>

Subject: Re: Give your views on Gateshead Quays, Recycle Week, jobs and more

Andrew hi,

The plans for Gateshead Quays are excellent and I've been following them closely.

As a Gateshead resident, I am delighted to see more regeneration on the Quayside.

Could you advise who I would get in touch about career opportunities down the line please?

I'd be looking at Marketing, Operations and Management roles.

Many thanks
Sam

Sent: 23 September 2019 13:20

To: Andrew Softley <AndrewSoftley@Gateshead.Gov.UK>

Subject: BALTIC QUAYS: Arena development (plus 2019 Calendar in Reception)

Dear Mr Softley

This morning I popped into Civic Centre to personally speak with one of your planning team re: the Gateshead Quays, in particular the impact it would have on the Baltic Centre for Contemporary Art's footfall and its immediate environment..

A lady called Sarah from your department allowed me to peruse the detailed proposals in your reception area and gave me your email address (send on my gratitude) whilst there. I suppose I expected to see a big display in the downstairs lobby with a comments board perhaps? Or did I miss that? If yes, I sincerely apologise.

Anyway, I have followed old Baltic's progress and have worked there since its opening - though essentially it's been a massive part of my life for nearly 28 years!* (see *below*) and so the potential use of the land nearby has concerned me very much.

I really never felt any great issue about the car park facilities from a practical standpoint, however looking from Baltic's Level 5 it is refreshing to see the lush green area as do our visitors when we speak to them.. and I can't help thinking that so much building work will encroach on such an outstanding and wonderful viewpoint.

I'm all for sympathetic construction and I honestly DO feel you have been thorough with regards the environmental impact, I just may be a little anxious about the lack of a REAL and green and open landscape to enjoy and yes, even escape the urban infringement that looks like each and every tiny plot of land has to be filled.

MY PROPOSAL:

We could scale down this overbearing events Arena straddling the entire space between the Sage and Baltic and instead a smaller multi-functional Hall solely on the former Baric Systems factory site with its entrance ideally located opposite Gateshead College especially for public transport links.

This done, the old South Shore road car park would be given over to a smaller outdoor stage area like the giant wheel you had for the Tall Ships, acrobatic entertainments, more zip wire routes etc, but more especially this smaller area would be to allow greenery to flourish and less congestion. Newcastle, I'd imagine would be quite envious of Gateshead being far more ecologically minded.

We'd be offering so much more of a welcome and stress-free walk along the already gorgeous quayside; with quieter wholesome perhaps tree-lined pathways between venues? Plus you can even imagine this would entice more people to want to live around the river's edge if this was the case..

I do hope I've not totally frowned on your plans. I do think everyone's opinion is vital in this case because I love Baltic, I can't help feeling that that green and pleasant view will be gone or very heavily compromised..

Thank you for taking time out to read this and look forward to hearing from you.

With kind regards

Elaina



COUNCIL MEETING

21 November 2019

GATESHEAD COUNCIL

REPORT FROM THE CABINET

1. PURPOSE OF THE REPORT

This is the report from the Cabinet. Its purpose is to report on issues for the period September to November 2019.

PROGRESS ON KEY ISSUES

2. PEOPLE

Adult Social Care

Confirm & Challenge Event

An event took place on 27 September 2019 to plan the further development of the Transforming Care Community Model for people with a learning disability and/or autism. The day was organised through a joint effort between Gateshead Council, Newcastle-Gateshead CCG and Northumberland Tyne & Wear NHS Trust, with the help of partners from the Gateshead Confirm and Challenge Group and Inclusion North.

The event was well attended with over 100 delegates made up of people with a learning disability and/or autism, families and carers, health and social care professionals and providers, and the voluntary sector.

The day was well received by attendees who had the opportunity to hear peoples' stories about how their life has been transformed by moving from hospital to the community, feed into the vision for Gateshead, and start designing the future. Feedback echoed this, one attendee being appreciative of the opportunity 'to spend time listening to parents and carers and for them to help shape services going forward.' Another leaving with the hope that 'the day goes on to produce the changes that are much needed.'

All the feedback from the day has been collated and plans are afoot to bring together leaders from across the system, to agree next steps and start putting plans into action to improve the care and support for people with a learning disability and/or autism and their families.

A further event will be organised in the Spring to report back and continue this transformational journey.

3. PLACE AND ECONOMY

Environment and Transport

Air Quality Update

The consultation on new proposals to tackle air quality problems in Central Tyneside will end on 25 November.

The proposals include charging for more polluting lorries, vans, buses and taxis to enter Newcastle City Centre but not cars. It also includes restrictions on traffic on the Tyne Bridge, which will be reduced to one lane in each direction.

These restrictions will pose major challenges in managing traffic on the approaches through Gateshead, and changes to the local road network are being developed to try and cater for this. A major bid to Government for funding will be submitted with any proposals to implement these and provide support to those most affected.

PSPO Update – Littering and Dog Fouling

The Environmental Enforcement team aim to be in a position to enforce the PSPOs relating to dog fouling and the means to control/pick up after littering by the end of November. Work has been ongoing to implement changes to the programming of the back office systems and hand held devices.

Further work is continuing with input from Legal Services, regarding elements relating to anti-social use of motor vehicles and parking around schools. Enforcement in these areas is anticipated to start in the New Year.

Electric Vehicle Charging Points

The Government has recently published national figures on the availability of electric vehicle charging points in each local authority. The average for the United Kingdom is 23 charging devices per 100,000 population, while the figure for Gateshead is 30.

This reflects the work carried out by the Council and the North East Joint Transport Committee in obtaining funding and installing charge points at various locations across the borough.

Opportunities to provide additional facilities continue to be exploited where they arise, and work is also underway through the Joint Transport Committee on providing a more sustainable basis for the continued maintenance of the existing stock of electric vehicle chargers

4. COMMUNITIES

Communities and Volunteering

Dept of Education Holiday Activity and Food Programme

Gateshead Central Library, in partnership with The Friends of Gateshead Central Library volunteers, delivered a four week holiday activity programme. 'Golden tickets' were gifted to priority families in the Bensham area via local schools. Families were invited to a fantastic programme of fun, educational and creative activities. Over 4

weeks the library served 880 free lunches to school-children, siblings and parents. The programme brought families into the library who had not previously visited.

Elmer Day

Over 400 visitors came along to the Central Library for a family activity day in June to celebrate 30 years since the publication of the much-loved children's books about Elmer the Elephant. There was a huge selection of free, fun, creative activities for children of all ages as well as storytimes and rhymetimes throughout the day. The library is now host to a herd of little Elmers as part of the St Oswalds hospice Great North Parade. The herd is attracting many new visitors to the library.

Summer Reading Challenge 2019 – Space Chase

Over 700 children across Gateshead took part in the annual Summer Reading Challenge. Children read 6 books over 6 weeks and got stickers and small gifts along the way. The space theme this year proved very popular and encouraged children to keep reading during the summer break. Most of the supporting events and activities were fully booked, with the Central Library receiving 893 visits to children's library events. The events programme included a popular selection of digital activities for families to enjoy including coding and animation.

Culture, Sport and Leisure

Blaydon Leisure Centre Outdoor Sports Facilities Update

A key recommendation from the Gateshead Sport Strategy documents, approved by Cabinet in December 2016, was to increase the use of 3G artificial turf pitches to support and improve the quality of playing pitch provision.

The plan indicated that investment should be prioritised at Blaydon Leisure Centre and Gateshead International Stadium (GIS) initially, with the GIS refurbishment project being completed earlier in the year.

The service was successful in gaining £1.1 million investment including funding from the Football Foundation and Sport England to significantly enhance the outdoor sports provision at Blaydon Leisure Centre.

The project included the conversion of the sand based artificial turf pitch to a state of the art full size 3G artificial playing pitch, and the development of a new 6-lane athletics track, new long and triple jump pit and shot putt circle. The site now benefits from improved floodlighting, drainage and perimeter fencing to help protect the investment. The facility was handed back to the Council from the developers and became operational on Thursday 24 October 2019.

The site will continue to be the home of Blaydon Harriers and Athletics Club and Ryton Triathlon club but will now also provide training provision for a number of local football clubs as well as a competition venue for the Gateshead Youth Football League.

The development is a major boost to the site which will help to improve access to physical activity for residents across Gateshead.

5. CONCLUSION

The Council is asked to note this report.

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