

**CABINET****Tuesday, 11th July, 2017**

Present:-

Councillor P Gilby (Chair)

Councillors	T Gilby	Councillors	Huckle
	Bagley		Brunt
	Blank		Ludlow
	A Diouf		Serjeant
Non Voting	Catt		J Innes
Members	Dickinson		

\*Matters dealt with under the Delegation Scheme

**30 DECLARATIONS OF MEMBERS' AND OFFICERS' INTERESTS RELATING TO ITEMS ON THE AGENDA**

No declarations of interest were received.

**31 APOLOGIES FOR ABSENCE**

No apologies for absence were received.

**32 MINUTES****RESOLVED –**

That the minutes of the meeting of Cabinet held on 27 June, 2017 be approved as a correct record and signed by the Chair.

**33 FORWARD PLAN**

The Forward Plan for the four month period 1 August to 30 November 2017 was reported for information.

**\*RESOLVED –**

That the Forward Plan be noted.

34 **MINUTES OF THE SHEFFIELD CITY REGION COMBINED AUTHORITY**

Minutes of the meeting of the Sheffield City Region Combined Authority held on 24 April 2017 were reported for information.

**\*RESOLVED –**

That the Minutes be noted.

35 **THE ANTI-SOCIAL BEHAVIOUR CRIME AND POLICING ACT 2014, DESIGNATION OF THE PUBLIC SPACE PROTECTION ORDER (PSPO) (DOG CONTROL)**

The Senior Environmental Health Officer submitted a report on the Anti-Social Behaviour Crime and Policing Act 2014, Designation of the Public Spaces Protection Order (PSPO) for dog control. The PSPO was introduced as a new power under the Anti-Social Behaviour, Crime and Policing Act 2014 and came into force in October 2014. PSPO's address a particular nuisance in a geographical area, which is detrimental to local communities' quality of life.

To implement PSPO's the local authorities need to be satisfied on reasonable grounds that the activities carried out or likely to be carried out, in a public place:

- Have had, or are likely to have a detrimental effect on the quality of life of those in the locality;
- Are, or are likely to be of a persistent nature;
- Are, or are likely to be unreasonable.

Breaching a PSPO would be a criminal offence and an enforcement officer could issue a Fixed Penalty Notice or recommend commencement of legal proceedings.

The report detailed the historic background of dog control in Chesterfield Borough and the results of the public consultation required by the Anti-Social Behaviour Crime and Policing Act 2014. The consultation showed

significant support for the proposed dog control mechanisms and informed the construct of the offences to be included in the PSPO.

Officers of the Environmental Protection service routinely carried out the enforcement duties with regard to dog fouling and promoted responsible dog ownership. Evidence had shown that many complaints regarding dog fouling and irresponsible dog ownership were received outside normal working hours and any patrols during the evening and weekend were undertaken on a voluntary basis. A review was being undertaken across the health and wellbeing service to identify if additional resources could be provided for enforcement.

The report considered the financial implications and outlined the requirements for publishing the PSPO in accordance with regulations. Appropriate signage would need to be placed at entrances to areas where restrictions had been applied; the cost of the signage would be met from within existing budgets.

#### **\*RESOLVED-**

1. That the proposed Public Space Protection Order (PSPO) for dog control, as outlined in Appendix 1 to the officer's report, be approved.
2. That the Dog Control Orders be revoked to coincide with the introduction of the PSPO for dog control.

#### **REASONS FOR DECISIONS-**

1. PSPO's are intended to deal with a particular nuisance or problem in a particular geographical area that is detrimental to local communities' quality of life. They are designed to ensure that the law-abiding majority can use and enjoy public spaces safe from anti-social behaviour.
2. Visitors and users of the borough's parks and open spaces (dog owners and non-dog owners) are able to use these spaces in harmony.

## 36 **HS2 EAST MIDLANDS GROWTH STRATEGY**

The Executive Director submitted a report which updated the Cabinet on the progress that had been made by the council and its partners in developing the HS2 East Midlands Growth Strategy and sought to delegate approval of the final strategy to the Leader.

The report detailed the rationale for the strategy and noted the work with partners to ensure the opportunities for HS2 in Chesterfield were seen as central to the HS2 East Midlands Growth Strategy; also demonstrating how benefits for the borough's residents, businesses and visitors could be maximised.

Work had been overseen by the Chesterfield and Staveley HS2 Delivery Board, chaired by the Leader of the Council. At the Board meeting on 18 May, 2017 the following key components of the growth story were endorsed:

- The transformational, once-in-a-generation, impact that HS2 could have, for our places, our people, our businesses and our workforce;
- The potential of a world-class destination, building on the assets, sectors and places we already have;
- How our geography in relation to the line(s) and our connectivity provide us with a unique opportunity and how partners were equally committed to developing ambitious plans that maximise the benefits to the local area and wider economy;
- The wide scope of where benefits would be realised, driving growth across the whole of the 'northern growth zone';
- How HS2 would change the nature of some of our places, in particular allowing Chesterfield to fulfil its potential as a gateway and destination in its own right, by bringing the station 'into' the town;
- The inclusive nature of growth desired by partners, so that local communities benefit from the new jobs created, directly at key sites and indirectly through the wider sub-regional supply chain.

Work on the following three studies was largely complete:

- (a) An outline masterplan for the area around Chesterfield station;
- (b) Options for improving the accessibility of the station;
- (c) Proposals for maximising the value of the depot site in Staveley and in particular use of the site as a construction base prior to a maintenance depot.

A Scrutiny Project Group had been formed to support the work already underway on HS2.

It was expected that the final version of the HS2 East Midlands Growth Strategy would be close to completion by the time of the next meeting of the East Midlands Strategic Board on 28 July, 2017. Following the publication of the strategy, significant stakeholder engagement would be undertaken to increase support for and maximise the benefits of the proposals.

An announcement from the Government regarding the HS2 route was expected prior to the Parliamentary recess.

**\*RESOLVED-**

1. That the work undertaken by the council and its partners to support the production of an East Midlands HS2 Growth Strategy be noted and endorsed.
2. That the Leader of the Council be delegated authority to approve the final strategy on behalf of the Council.

**REASON FOR DECISION**

In order to ensure that the plans for HS2 bring maximum benefits for the Chesterfield borough and beyond.

**37 EXCLUSION OF THE PUBLIC**

**RESOLVED –**

That under Regulation 21(1)(b) of the Local Authorities (Executive Arrangements) (Access to Information) (England) Regulations 2000, the

public be excluded from the meeting for the following items of business on the grounds that they involved the likely disclosure of exempt information as defined in Paragraphs 1 and 3 of Part I of Schedule 12A to the Local Government Act 1972 – as they contained information relating to

1. an individual
3. information relating to financial and business affairs.

### **38 NORTHERN GATEWAY SALTERGATE MULTI-STOREY CAR PARK**

The Economic Growth Manager submitted a report, which sought approval to pursue a new build option for the Saltergate MSCP as part of the Northern Gateway Scheme.

The report detailed the poor state of repair of Saltergate MSCP, which urgently needed to be addressed. Makers Construction Limited had originally been employed by Chesterfield Borough Council to carry out a condition survey and provide a cost estimate. A subsequent Feasibility Report and Pre-Construction Mid-Point Report, however, identified that significantly more repairs were needed than previously expected, which considerably increased the overall cost estimate. In light of this increase refurbishment was no longer considered to represent value for money when only offering a design life of 10 years to first maintenance.

The report detailed the preferred new build option and the benefits this would bring:

- Future proof the regeneration of the Northern Gateway area;
- Help to unlock the planned private sector investment in the Elder Way redevelopment scheme through the provision of secure good quality car parking;
- Improve the prospects of being able to maintain Sheffield City Region's support for the scheme despite representing a significant variation in approach. The report noted that any re-profiling of expenditure would require Sheffield City Region approval;
- Greatly increase the lifespan of the multi storey car parking on offer in that area of the town centre from around 10 years to potentially 50 to 60 years.

The financial implications of the new build option were detailed in the report. Capital Programme monies currently committed to support the refurbishment proposal and additional Public Works Loan Board borrowing would be required to support the new build option.

**\*RESOLVED-**

That it be recommended to Council:

1. That a new build option for the Saltergate MSCP be pursued.
2. That the Capital Programme monies currently committed to support the refurbishment proposal previously approved by Council be re-allocated to support a new build option for the Saltergate MSCP as set out in paragraph 5.1 of the officer's report.
3. That additional PWLB borrowing to support the delivery of a new build option, as set out in paragraph 5.2 of the officer's report, be approved.
4. That the Treasury Management Prudential Indicators, as set out in paragraph 5.19 of the officer's report, be updated.
5. That delegated authority be granted to the Cabinet Member for Economic Growth in consultation with the Director of Finance and Resources and the Economic Growth Manager to finalise funding and financing terms, and the agreements resulting from the pursuit of a new build multi storey car park option and any other items necessary for the implementation of a new build option.

**REASONS FOR DECISIONS-**

1. Following detailed investigation refurbishment proposals for the Saltergate Multi Storey Car Park are no longer considered to represent a value for money solution to the Council.
2. The pursuit of a new build solution at the location of the Saltergate Multi Storey Car Park is viewed to offer the best alternative to the Council if it is to support the regeneration of the Northern Gateway area.

