

**RECOMMENDATIONS TO COUNCIL ON 28 JANUARY 2010 FROM THE
CABINET MEETING ON 1 DECEMBER 2009**

CAB135: HOUSING AND COUNCIL TAX BENEFIT – REVISED POLICY

Councillor Johnston, Cabinet Member for Performance presented a report which set out a revised Housing and Council Tax Benefit Policy, which was an amalgamation of all relevant policies for the service. The Policy Document detailed the standards of service provision its customers could expect and clarified areas of discretion. The policy document was last updated in 2002 and had now been revised for 2009. It was noted that it would be revised annually to take into account regular changes in legislation.

The Resources and Performance Panel had supported adoption of the new document.

RECOMMENDED: That the updated 2009 Benefits Policy Document be approved.

CAB136: RISK MANAGEMENT STRATEGY

Councillor Johnston, Cabinet Member for Performance presented an update of the Council's Risk Management Strategy, which was last approved in 2006. The Strategy provided a framework for Risk Management work which had been developed across the Council over recent years.

RECOMMENDED: That Council approve the revised Risk Management Strategy.

CAB139: WATERFRONT REGENERATION AREA PROJECT REVIEW

Councillor Law, Cabinet Member for Regeneration presented a comprehensive report which reminded Members that the Waterfront Regeneration Area was a high priority regeneration project for the Council. The report explained that in the light of the significant changes in the property market resulting from the current economic recession, a review of the project had been undertaken to assess the work completed to date, what options and timescales were available to progress the site and the financial resources available to do this. The scope of the report included recommendations which allowed progression of the residential element of the NORA site.

The report set out proposed measures to meet the corporate objective to regenerate King's Lynn's waterfront and to put in place measures that would allow the eventual high quality development of the waterfront area when market conditions improved and to facilitate the implementation of the CIF transport proposals, the development of the northern part of NORA, the acquisition of key sites and the creation of a comprehensive system of linked green infrastructure.

Councillor Law drew attention to the well attended Joint Panels meeting which had also considered the report in great detail as set out in the minute extracts

which Members had been sent. The Panels had supported the recommendations.

Councillor Daubney drew attention to the fact that the comprehensive report had been interpreted in many different ways by the press, and explained that it set out a way forward to achieve the goal.

Under Standing Order 34, Councillor Collis, drew Cabinet Members' attention to the fact that a 250 berth marina was required in order for it to be viable, and the provision of a seaward marina was dependent on the tide. However, he considered that proposals for seaward and landward entrances were impractical and too expensive and would require considerable support both internally and externally. He commented that a lock at Saddlebow would give the benefit of access to the Channel, but the financial aspects of that would set back the timescales for a marina, which the Council would presumably be looking for a 3rd party or agency to run.

Councillor Collis commented that the scheme proposed had an effect on the current Harding's Pits Agreement. The report implied that it was proposed to continue to consult interested parties, but he felt that there would be little opportunity for discussion or negotiation, with the only option to talk to the Committees to say what was proposed and had been decided. He suggested that the Council should attempt to buy back the leasehold agreement held by Natural England, if any. He felt that it should be made clear what influence related parties could have on future positions.

Councillor Daubney responded that the Administration was keen to achieve what it set out to do. Taking the town forward with its regeneration plans had been a major achievement, and the future plans for regeneration were ambitious. It was these plans that would bring wealth and jobs to the area. He reassured Councillor Collis that there were plans for full consultation. He commented that the inland waterway link from the Nar was not possible, although it was possible to enter the inland waterway via King's Lynn.

Councillor Law commented that there was no definitive timescale for the progression of the plans, the timings were being investigated. He confirmed that with regard to the Doorstep Green issue, consultation would be continued as and when new issues arose. The proposals for replacement green areas would be managed by the Borough, he assured Councillor Collis it would not be proposed to provide something such as a short cut meadow for easy maintenance.

RECOMMENDED: That the following be approved:

- 1) The vision for a comprehensive and high quality development of the waterfront area remains as a high priority regeneration project for the Council.
- 2) The intention to incorporate a marina within the waterfront scheme remains, the implementation of which will be subject to the ability to put a funding package in place comprising a combination of land receipts, the attraction of third party funding and an affordable contribution from the Borough Council.

- 3) The indicative masterplan endorsed in February 2009 remains as the vision for the long term development of the waterfront.
- 4) Implementation of the waterfront scheme is timed to take account of sufficient improvements in market conditions for housing development which would increase land receipts and reduce contributions by the Council to an affordable level and/or third party funding is secured.
- 5) Option 2 for the Waterfront Regeneration Area, as outlined in the table in Section 6 of the report, is pursued, namely do minimum in order to progress the NORA development.
- 6) In the light of Recommendation 4 and as detailed in Option 2 of the report, further consideration is given to the timing of the submission of any outline planning application for the development of the waterfront site
- 7) Environment Agency and planning approval is sought for the enlargement of the capacity of Blubberhouse Creek to provide a surface water management solution which will allow the development of the northern part of the NORA site, but which does not prejudice the long term vision for the Waterfront site as envisaged in the indicative masterplan. Budgetary provision of £812,000 be made from existing NORA budgets to implement this scheme.
- 8) The landscaping proposals contained in the Landscape Design Masterplan (Appendix 6) are incorporated within the emerging Green Infrastructure Strategy for the Borough and as a basis for continued discussions with Natural England and the Harding's Pits Community Association with regard to the impact on Harding's Pits and the potential variation of the Harding's Pits Doorstep Green.
- 9) Procedures to secure the acquisition of land and interests, including the Grain Silos, by agreement or compulsory purchase, which is key to the comprehensive development of the waterfront area are continued subject to budget availability.
- 10) The Borough Council continues to support Norfolk County Council in the construction of the CIF public transport route along the alignment which was granted planning permission on 5th November.
- 11) The CIF public transport route is constructed to a standard which would allow development as proposed in the indicative masterplan along that part of the route which would not require eventual realignment to allow for the construction of a marina basin. Budgetary provision of £500,000 is made available for the upgraded route.