

SUSTAINABLE GROWTH AND ENVIRONMENT CAPITAL SCRUTINY COMMITTEE

**THURSDAY 6 SEPTEMBER 2012
7.00 PM**

Bourges/Viersen Room - Town Hall

AGENDA

Page No

1. Apologies for Absence

2. Declarations of Interest and Whipping Declarations

At this point Members must declare whether they have a disclosable pecuniary interest, or other interest, in any of the items on the agenda, unless it is already entered in the register of members' interests or is a "pending notification" that has been disclosed to the Solicitor to the Council. Members must also declare if they are subject to their party group whip in relation to any items under consideration.

3. Minutes of Meetings held on:

1 - 18

- 13 June 2012
- 12 July 2012

4. Call In of any Cabinet, Cabinet Member or Key Officer Decisions

The decision notice for each decision will bear the date on which it is published and will specify that the decision may then be implemented on the expiry of 3 working days after the publication of the decision (not including the date of publication), unless a request for call-in of the decision is received from any two Members of a Scrutiny Committee or Scrutiny Commissions. If a request for call-in of a decision is received, implementation of the decision remains suspended for consideration by the relevant Scrutiny Committee or Commission.

5. Progress Report from the Cabinet Member for Growth, Strategic Planning, Economic Development, Business Engagement and Environment Capital

19 - 22

6. Update On The Peterborough City Council's 2010/11 And 2011/12 Carbon Emission Submitted Under Different Reporting Requirements

23 - 28



There is an induction hearing loop system available in all meeting rooms. Some of the systems are infra-red operated, if you wish to use this system then please contact on as soon as possible.

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| 7. | Peterborough 'Community Infrastructure Levy (CIL): Preliminary Draft Charging Schedule (PDCS)' and Infrastructure Delivery Schedule (IDS) | 29 - 110 |
| 8. | Forward Plan of Key Decisions | 111 - 122 |
| 9. | Work Programme | 123 - 126 |
| 10. | Date of Next Meeting | |

Thursday 8 November 2012

Committee Members:

Councillors: M Todd (Chairman), G Casey (Vice Chairman), M Nadeem, Maqbool, S Martin, Thulbourn and J A Fox

Substitutes: Councillors: McKean, Forbes and C Ash

Further information about this meeting can be obtained from Paulina Ford, Senior Governance Officer on telephone 01733 452508 or by email – paulina.ford@peterborough.gov.uk

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**MINUTES OF A MEETING OF THE SUSTAINABLE GROWTH AND ENVIRONMENT
CAPITAL SCRUTINY COMMITTEE
HELD AT THE BOURGES/VIERSEN ROOM - TOWN HALL
ON 13 JUNE 2012**

Present: Councillors M Todd (Chairman), G Casey (Vice Chairman),
M Nadeem, Y Maqbool, JA Fox, L Forbes, N Thulbourn

Also Present: Cllr Sandford, Group Leader, Liberal Democrats
Cllr Lane, Representing Group Leader for Peterborough
Independent Group
Cllr Lee, Deputy Leader and Cabinet Member for Culture,
Recreation and Strategic Commissioning
Rukhsar Khalid, Youth Council Representative
Irfan Damani, Youth Council Representative

Officers Present: Paul Tonks, Head of Strategic Client Services
Steven Pilsworth, Head of Corporate Services
Margaret Welton, Lawyer, Strategic Client Services
Richard Pearn, Waste Client Manager
Bob Wilson, Programme Manager for Waste 2020
Teresa Wood, Sustainable Environment Manager
Simon Machen, Head of Planning, Transport and Engineering
Services
Andrew Edwards, Head of Growth & Regeneration
Neil Darwin, Director of Economic Development
Kim Sawyer, Head of Legal Services
Osman Hamir, Lawyer
Paulina Ford, Senior Governance Officer

1. Apologies for Absence

Apologies were received from Councillor Martin and Councillor Forbes attended as substitute. Apologies were also received from John Harrison, Executive Director, Strategic Resources.

2. Declarations of Interest and Whipping Declarations

Agenda item – 6 Environment Capital Overview

Councillor Sandford declared an interest in that he was a member of the Board at Peterborough Environment City Trust.

3. Minutes of meetings held on:

- 6 March 2012 – Minutes of Sustainable Growth Scrutiny Committee
- 22 March 2012 – Minutes of Environment Capital Scrutiny Committee

The minutes of the Sustainable Growth Scrutiny Committee meeting held on 22 March were noted and accepted as there were no members of this committee in attendance at that meeting.

The minutes of the Environment Capital Scrutiny Committee meeting held on 6 March were approved as an accurate record.

4. Call in of any Cabinet, Cabinet Member or Key Officer Decisions

There were no requests for call-in to consider.

At this point the Chair announced that the Committee had agreed to change the order of the agenda and that item number 5 would be presented after item 9 on the agenda to allow more time for discussion.

5. Environment Capital Overview

The Sustainable Environment Manager introduced the report. The report provided the Committee with an overview of the Environment Capital Project providing background information on the council's commitment to become the UK's Environment Capital and progress that had been made across the four key objectives, as set out in the Sustainable Community Strategy:

- Making Peterborough cleaner and greener
- Conserving natural resources
- Increasing the use of sustainable transport
- Increasing the environmental business sector

Members were advised that work had also progressed on the following key documents which would be presented to the Committee at future meetings.

- Environment Capital Delivery Framework
- Environment Capital headline targets
- Environment Capital timeline
- A bespoke Environment Capital Enewsletter
- Action plan for the current year
- Live Health Live Green Supplementary Planning document

Questions and observations were made around the following areas:

- A member of the Committee had attended a presentation on the Incredible Edibles Project and wanted to know if Peterborough was going to be part of the project. *Members were informed that Peterborough had already started work on the project and this was being led by the Neighbourhoods team.*
- Members requested further clarification of the Environment Capital priority 'Making Peterborough cleaner and greener' and wanted to know how this would be achieved. *Members were informed that this priority was around projects relating to green spaces, wildlife, waste and recycling, bat projects, bird box projects, an owl project and educating people to recycle more and sending less waste to landfill. It was also around environmental enforcement and regulating against fly tipping.*
- How are PCC working with Enterprise with regard to the cleaner greener priority? *Members were informed that there was a community engagement plan which covered education in recycling and fly tipping in communities and in schools.*
- The report mentioned one success as being the winner of the 'Most Improved Bus Services' category at the national Transport Awards. Members wanted to know if this included all transport across Peterborough. *The Officer did not have all the details but believed it was awarded because of the relationship the council had with Stagecoach and in particular for the new bus service between the city centre and the hospital.*
- Members noted from the report that Cranfield University and PCC had formed a partnership to develop education and research in renewable energy and bio-fuels to

support future economic growth in the city. Would Cranfield be going into Secondary schools to talk about this to encourage young people to take this up as a career option? *Members were informed that the project involved a wide number of partnerships which included the Peterborough Regional College, UK Centre for Economic & Environmental Development (UK CEED) and Opportunity Peterborough.*

The Chair thanked the Sustainable Environment Manager for an informative report.

ACTION AGREED

That the Committee note the contents of the report and that the key documents as listed in the report are presented to the Committee for comment and recommendations at a future meeting when ready. Those documents being:

- Environment Capital Delivery Framework
- Environment Capital headline targets
- Environment Capital timeline
- A bespoke Environment Capital Enewsletter
- Action plan for the current year
- Live Health Live Green Supplementary Planning document

6. Sustainable Growth: Introduction, Overview and Work Programme

The report was jointly introduced by the Head of Planning, Transport and Engineering Services, the Head of Growth and Regeneration and the Director of Economic Development. The report provided the Committee with an overview of the issues, opportunities, priorities and challenges in connection with the sustainable growth theme. Members were informed that there were three main teams tasked with the delivery of Growth within the city and they were:

- Growth and Regeneration: this area was tasked with the physical delivery on site. The overarching role of this team was to bring together potential partners from both the public and private sectors and get them working together to deliver growth. The Head of Growth and Regeneration gave a presentation which highlighted the following:
 - The role of the team and its core functions
 - Current projects being worked on which were Carbon Challenge, Community Stadium, Public realm: Bridge Street, South Bank and the Station Quarter
- Opportunity Peterborough: this area was tasked with delivering economic development services to the business community. This broadly focused on the following key elements:
 - Ensuring that Peterborough was visible to investors
 - Supporting local business ambitions
 - Creating conditions to increase skills level across the communities
 - Increasing knowledge of the local economy and utilising intelligence effectively
 - Ensuring that Peterborough gets maximum value from the Greater Cambridge Greater Peterborough Local Enterprise Partnership

The Director of Economic Development gave a presentation which highlighted the following:

- What Opportunity Peterborough was and its role
- Information regarding Peterborough's economy
- Achievements during 2011/2012 and the focus for 2012/13
- Looking ahead and what advantages Peterborough had compared to some other cities advising Members that Peterborough was one of the fastest growing inner cities and had been in the top ten growth cities over the last five years.

- Planning, Transport and Engineering: This department fulfilled the statutory roles of the Council as local planning authority and local highway authority. The functions of the team were as follows:
 - Development Management
 - Building Control
 - Planning Policy
 - Housing Strategy
 - Highway Management and Maintenance
 - Transport and Infrastructure Planning and Delivery
 - Climate Change
 - Emergency Planning, Resilience and Business Continuity
 - Natural and Built Heritage
 - Biodiversity
 - Passenger Transport
 - Drainage and Flood Risk Management

The Head of Planning, Transport and Engineering Services informed Members that the Planning, Transport and Engineering teams now worked together in one place to help drive forward the growth of the city. All major planning policies had already been through the Sustainable Growth Scrutiny Committee with the exception of the City Centre Plan which was due to come to Committee this year. Members were given background information on what services each area provided and were invited to visit the department to meet officers from each service area and gain a greater awareness of the services that were provided.

Questions and observations were made around the following areas:

- Members wanted to know what the timescale was for completion of the carbon challenge development, the community stadium and the Southbank development. *The Head of Growth and Regeneration informed Members that the community stadium contract would be awarded soon and work would then start within six to eight weeks. Recommendations regarding the Southbank project would be made to Members within the next four weeks. There would then be a long EU Procurement Process before any agreement could be entered into. The development timescale would therefore be between three and ten years to develop the complete site. The development of the station quarter was not in control of the city council and had been dependant on others, this was therefore more difficult to predict.*
- Members wanted to know if the amount of traffic in Peterborough had increased. *The Officer did not have the information readily available at the meeting but Members were advised that as the population of the city grew there would inevitably be more traffic.*
- Councillor Sandford commented that the council had a sustainable transport policy in place but public transport did not seem to be a priority as indicated by the further investment in highway schemes. *Members were advised that the reason the improvements to the Fletton Highway were taking place was because the Highway Agency would not let Peterborough grow unless Fletton Parkway was widened and the Fletton junction improved.*
- Did Opportunity Peterborough advise businesses in the town centre to take advantage of the events that happen in the town square and stay open later? *Members were informed that opening times of the national chain businesses were directed from their head office.*
- Members wanted to know what was meant by a 'Quality Job'. *Members were informed that there was no specific criteria for a 'Quality Job' it was about members of the community actually having a job and it would probably be a job which required a high level qualification.*
- Was there a model for the skills mix? *Members were informed that work was being done to improve the connection between local businesses and education providers in the city. Information was being gathered from local business as to what skills they required and this was being passed onto the educational establishments.*

- Members commented that wind power was well supported over solar energy by The Department of Energy and Climate Change (DECC) and the feed in tariff had been reduced by 50% on solar energy. Why had DECC given a preference to wind power over solar energy. Was there an environmental reason? *The Officer did not have the information available at the meeting and advised that it would be provided after the meeting.*
- Had the Local Authority Mortgage Scheme (LAMS) helped young people get onto the housing market? *Members were advised that the LAMS and other government initiatives were helping the development sector and helping people to access finance to buy a home. More houses had been built in Peterborough last year than the year before which was a positive growth curve and better than the national trend. There had been a reduction in the building of affordable houses but an increase in private build houses. The councils local plan states that 30% of a development should be affordable housing but this was subject to viability.*
- In the Environment Capital Manifesto it mentions that the council propose to have a zero Carbon Housing Development. When did it change to a Carbon Challenge development and in what sense was it a carbon challenge. Was it a code 6 or 3 or 4? *The Officer did not have the information available at the meeting and advised that it would be provided after the meeting.*
- Members were concerned with the new Maskew Avenue supermarket development and the impact it would have on traffic at the junction between Maskew Avenue and Bourges Boulevard. *Members were informed that traffic signals would be installed. The scheme had been signed off by four sets of highway engineers. The Highway Agency had stated that they were satisfied with the traffic model proposed.*

ACTION AGREED

- (i) The Committee noted the report and would consider items from the report at the next Group Representatives meeting for the work programme.
- (ii) The Committee requested that the Senior Governance Officer co-ordinate between members of the Committee and the Head of Planning, Transport and Engineering Services to organise a visit to the Planning, Transport and Engineering Service areas.
- (iii) The Head of Growth and Regeneration to provide information on:
 - why DECC had given a preference to wind power over solar energy; and
 - what code the Carbon Challenge development was?

7. Review of 2011/2012 and Future Work Programme 2012/2013

The report provided the Committee with:

- a review of work undertaken during 2011/12 and recommendations made
- the terms of reference for the Committee and
- a draft work programme for 2012/2013 for consideration

The Committee considered the report and decided that there were no recommendations from last year that required further monitoring.

The Senior Governance Officer brought to the Committees attention an action from the Sustainable Growth Scrutiny Committee meeting held on 6 March 2012 which had been from agenda item 7 - Complaints Monitoring Report.

- The Committee recommends that the Head of Customer Services pilot over a period of time with members of the Committee if the complaints they receive have already been logged with the Central Complaints Department.

The Head of Customer Services had asked the Senior Governance Officer to raise this at the meeting and request that a volunteer from the Committee work with the Head of Customer Services to undertake the pilot. Councillor Maqbool volunteered and the Committee agreed to her nomination.

ACTION AGREED

The Committee agreed that the Senior Governance Officer work with the Chair and Group Representatives to manage the work programme of the Committee and programme in requested items as highlighted at the meeting.

8. Forward Plan of Key Decisions

The Committee received the latest version of the Council's Forward Plan, containing key decisions that the Leader of the Council anticipated the Cabinet or individual Cabinet Members would make during the course of the following four months. Members were invited to comment on the Plan and, where appropriate, identify any relevant areas for inclusion in the Committee's work programme.

ACTION AGREED

To note the latest version of the Forward Plan.

At this point the meeting was adjourned for ten minutes.

9. Waste 2020 Programme-Energy from Waste Facility and Other Associate Works and Services

The Deputy Leader and Cabinet Member for Culture, Recreation and Strategic Commissioning introduced the report and informed the Committee that the Energy from Waste Facility would be one of the biggest decisions that the council had taken. It had been a long process which had started before 2007. A rigorous and detailed process had been applied which had taken into account environmental, financial and technical aspects to delivering a solution to the city's waste issues. A competitive dialogue procurement process had been used which meant that private companies had been used to provide expertise to advise on the best solution for the council. There was a huge cost to dealing with waste and the council had sought a technological solution to dealing with it that would cost less over the long term rather than continuing to send it to landfill.

The Chair advised the Committee that the Waste Facility had already received planning permission and that the report was about the procurement process.

The Chair then advised that there was an update report to be tabled at the meeting which included exempt papers which had not yet been presented to the Committee and in accordance with Standing Orders, Members were asked to determine whether the update report which was to be tabled relating to agenda item 5. Waste 2020 Programme – Energy From Waste Facility which contained the exempt appendices containing information relating to the financial or business affairs of a particular person (including the authority holding that information), as defined by Paragraph 3 of Schedule 12A of Part 1 of the Local Government Act 1972, should be exempt and the press and public excluded from the meeting when these appendices were to be discussed or whether the public interest in disclosing this information outweighed the public interest in maintaining the exemption.

Councillor Sandford wished to record that during his time at the Council he had not attended a meeting where the Committee had been requested to decide on whether exempt papers should be exempt from the press and public without seeing them first.

The Head of Legal Services informed the Committee that whilst it was unusual to ask the Committee to make a decision on the exempt papers without seeing them first it was a correct procedure and in order for the Committee to do so. The process was permitted by law and the advice of the Head of Legal Services was that the Committee should move into Exempt Session whilst considering the exempt papers.

The Chair continued the meeting at this point in public session to allow members of the audience to speak and some discussion from the Committee before going into exempt session.

Questions and observations were made around the following areas of the Public Report:

- Councillor Sandford noted that the Deputy Leader and Cabinet Member for Culture, Recreation and Strategic Commissioning had stated that the council was agnostic about the technology to be used but a paper that had been recently circulated to councillors had stated that the proposal was for traditional technology. Did this mean that the proposal was for a mass burn incinerator? *The Deputy Leader and Cabinet Member for Culture, Recreation and Strategic Commissioning informed Members that once all recyclable waste had been sorted the black bin waste would be burnt. It would be an energy from waste facility which would produce electricity, hot water and steam. The two bidders had put the energy from waste facility forward as a solution to the issue of waste in the city.*
- Councillor Sandford stated that all of the Cambridgeshire local authorities were using a mechanical biological process. There was also the PREL Energy Park facility that was being constructed where there was a large amount of pre treatment of waste. With these other facilities available around Peterborough why was the council going for a mass burn incinerator. *The Deputy Leader and Cabinet Member for Culture, Recreation and Strategic Commissioning informed Members that the decision had been made by Council and procurement had proceeded according to that decision.*
- Councillor Lane wanted to know if the council was going to do anything with the organic waste element of the black bin waste in the near future. *The Deputy Leader and Cabinet Member for Culture, Recreation and Strategic Commissioning informed Members that the council sought to get to a position of 65% plus recycling across the city and whatever was left in the black bin would go to the processing plant.*
- Councillor Lane wanted to know if the market had been tested on the use of the heat and steam that would be produced from the energy from waste facility and had the council considered using it to heat green houses. *The Deputy Leader and Cabinet Member for Culture, Recreation and Strategic Commissioning informed Members that the council had sought to provide a technological solution that would produce electricity but also had the capability when it was built to produce hot water and steam. After the contract had been awarded there would still be many years before the facility would be in operation and during that interim period plans would be developed with regard to hot water and steam distribution. The council and its partners would look at all options to get best value for the council from its treatment of waste.*
- Members commented that until recently a Materials Recycling Facility (MRF) was an essential component of the councils waste management plan. Why was this no longer the case? If the council wanted to achieve the 65% plus recycling of waste and achieve the Environment Capital status could a presentation be given with facts and figures as to how these policy objectives would be achieved without an MRF? Members also sought assurance that PCC or any of its providers and sub contractors would not be sending recyclable material for incineration either directly or indirectly? *The Deputy Leader and Cabinet Member for Culture, Recreation and Strategic Commissioning informed Members that during the procurements of Lot 1 – Energy from Waste and Lot 2 – Recycling it became evident that there were a number of factors to be considered. A decision was made to stop the Lot 2 procurement and amend the Lot 1 procurement. Further details would be provided in the Exempt session.*

- Members noted that Councillors had visited locations chosen by the bidders to see energy from waste facilities. Had the visits from previous years been taken into consideration and were other Councillors on the visits apart from Councillor Lee and Councillor Seaton. *The Deputy Leader and Cabinet Member for Culture, Recreation and Strategic Commissioning informed Members that when the planning application was originally put forward a number of Councillors and members of the public visited a reference site in Grimsby. During the procurement process a number of Officers and Councillors visited a site in Grimsby and a site in Denmark. The visits had not been funded by the council but had been paid for by the bidders.*
- Councillor Sandford asked the Deputy Leader and Cabinet Member for Culture, Recreation and Strategic Commissioning what the Capital Cost of the project would be, how it would be financed and what the annual cost would be. *The Deputy Leader and Cabinet Member for Culture, Recreation and Strategic Commissioning informed Members that this information could be provided in the exempt session.*
- Had an independent risk assessment been taken and would it be published. *The Deputy Leader and Cabinet Member for Culture, Recreation and Strategic Commissioning informed Members that this information could be provided in the exempt session.*

The Chair invited a member of the audience Mr Richard Olive, representing Friends of the Earth to address the Committee allowing three minutes to make his statement.

Mr Olive made a statement which included the following points:

- The cost of the incinerator had been published on the Official Journal of the European Community (OJEU) through the advertisement. It had been categorised in the £80M to £160M category. Mr Olive suggested that it would probably cost around £90M.
- The electricity which would be generated by the Peterborough facility would be 3.5 megawatts compared to the PREL facility which would be 65 megawatts.
- The efficiency of a traditional incinerator was about 35% if it sold steam, hot water and electricity but there was only one energy from waste facility in the country that had managed to sell its heat. An incinerator provided low grade hot water which would not be good enough to heat a house. The average energy from waste facility was off line for one month per year and would therefore have an intermittent supply.
- Defra and the EU were currently arguing for the cessation of MRF assorted waste by 2015.
- The energy from waste facility proposed was not very environmental as it would burn plastic waste. The facility would create 80,000 tonnes of CO₂.

The Chair invited a member of the audience Fiona Radic, representing the Green Party to address the Committee allowing three minutes to make her statement.

Ms Radic made a statement which included the following points:

- Incineration of waste in the city would add to serious deprivation specifically in the East Ward and would pollute an area of four miles in diameter.
- It would increase levels of social inequality.
- Incineration was an inferior method of waste treatment and the council should be going higher up the waste hierarchy.
- It would create a vortex requiring waste as fuel and it was likely to create an effect of reducing the amount of waste recycled.
- The waste forecast that the council was relying on did not take into account economic and environmental changes.
- The council had not been technologically agnostic as it had specified energy from waste in its tender bid and it had also mentioned that it may dispose of Lot 2.

- The energy part of the proposal did not stack up. There was no evidence that energy had been viably produced from any energy from waste plant. If the council had been serious about producing energy it would have been designing a grid.

The Deputy Leader and Cabinet Member for Culture, Recreation and Strategic Commissioning informed the Committee that he would be able to address some of the issues raised during the exempt session. He also informed the Committee that PREL did not yet exist and that PREL had the opportunity to bid but chose not to.

- Councillor Sandford wished to know how much information would be released to the Public from the Exempt information once the decision had been made. *Margaret Welton, Lawyer from Strategic Client Services advised Members that when the formal Cabinet Member Decision paperwork was issued the Public Report and the Decision Notice would be published on the councils website and become public information. The exempt papers attached to the Public Report would remain exempt as they contained highly confidential and commercially sensitive information that was relevant to the bidders and to the council's commercial decision. The Exempt Annexes would therefore need to be retained as exempt notwithstanding any public interest in them.*

The Chair asked the Committee to vote on whether to exclude the press and public from the meeting when the exempt appendices were to be discussed or whether the public interest in disclosing this information outweighed the public interest in maintaining the exemption.

The Committee voted unanimously in favour of going into exempt session to consider the exempt papers.

The Chair thanked the members of the public and Youth Council Representatives for attending the meeting. At this point the Press, Public and members of the Youth Council were asked to leave the meeting as the Committee moved into Exempt Session.

RECOMMENDATION

1. That the Committee note and endorse the actions taken, and to be taken, in connection with the procurement of the Energy from Waste Facility and other associated works and services.
2. That the Committee continue to be kept updated as the Waste 2020 Programme and facilities progress.

The meeting began at 7.05pm and ended at 11.03pm

CHAIRMAN

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**MINUTES OF A MEETING OF THE SUSTAINABLE GROWTH AND ENVIRONMENT
CAPITAL SCRUTINY COMMITTEE
HELD AT THE BOURGES/VIERSEN ROOM - TOWN HALL
ON 12 JULY 2012**

- Present:** Councillors M Todd (Chairman), G Casey (Vice Chairman),
M Nadeem, Y Maqbool, JA Fox, S Martin, N Thulbourn
- Also Present:** Cllr Lee, Cabinet Member for Culture, Recreation and Strategic
Commissioning
Cllr Sandford, Group Leader, Liberal Democrats
Cllr Elsey, Cabinet Adviser to the Deputy Leader
Sean Hanson, Serco Partnership Manager
Richard Oldfield, General Manager, Enterprise Partnership
Peter Davis, Strategic Client Services
Cllr Nigel North, Cabinet Advisor to the Leader (Environment
Capital)
Rukhsar Khalid, Youth Council Representative
Callum Hurley, Youth Council Representative
- Officers Present:** Steven Pilsworth, Head of Corporate Services
Simon Machen, Head of Planning, Transport and Engineering
Services
Richard Kay, Group Manager Strategic Planning & Enabling
Charlotte Palmer, Climate Change Team Manager
Andrew Edwards, Head of Growth & Regeneration
Kim Sawyer, Head of Legal Services
Osman Hamir, Lawyer
Helen Turner, Lawyer
Paulina Ford, Senior Governance Officer

1. Apologies for Absence

No apologies were received.

2. Declarations of Interest and Whipping Declarations

Agenda item – 6 Delivery Strategy for South Bank and Surrounding Areas

Councillor Todd declared a personal interest in that she lived within the area of the South Bank and Surrounding Area.

Agenda item - 7 Environment Capital Progress Report

Councillor Sandford declared an interest in that he was a member of the Board at Peterborough Environment City Trust and would therefore under the new Code of Conduct regulations not take part in the discussion on this item.

3. Call in of any Cabinet, Cabinet Member or Key Officer Decisions

There were no requests for call-in to consider.

4. Interim Report on the Performance of Serco Partnership

The Cabinet Member for Culture, Recreation and Strategic Commissioning introduced the report. The report provided the Committee with performance data covering customer service performance for the first six months of the partnership compared with the corresponding period for the previous year for information. All targets had shown excellent improvement in performance during the first six months from commencement of contract on 28 November 2011. Council Tax collection rates had also improved.

Questions and observations were made around the following areas:

- Members sought clarification with regard to the number of complaints that had been received for customer service. The report stated that whilst 372,000 calls were received in 2011/2012 and 45,000 customers visited the Walk in Centre there had only been four complaints. Was this accurate. *Members were informed that the report was accurate in that they had received four Stage 1 complaints. Members were also advised that Serco used the same complaints procedure as the Council for recording complaints.*
- Members noted in the report that there was no recording of stage three complaints. *Members were advised that there had not been any stage three complaints and therefore none had been recorded.*
- Procedures surrounding Council Tax Collections. Members were concerned that the automated process for dealing with late payments might trigger court proceedings too soon and cause unnecessary distress by taking away the right of the individual to pay by instalments. *Members were advised that the automated system has trigger points and tolerances built in. An example would be if someone had missed one payment by two days it would be impossible for them to receive a summons. Someone reaching the stage of a court summons would have received several advanced warnings that this would happen if payment was not made. Council Tax teams were in place to recover unpaid council tax but there were also systems in place to assist people in hardship.*
- Was the payment of Council Tax affected by the recent banking problems? *Members were advised that the council had been reasonably unaffected and the systems in place were robust enough to be able to identify which banks the payments were coming from. A recovery run had been completed and tolerances had been put in place for those bank payments that might have been affected.*
- Members referred to the statistics quoted in the report which referred to percentage targets and wished to know what the actual figures were to which the percentages were measured against. *The Partnership Manager did not have the information with him but advised that the numbers of calls and face to face enquiries would be in the thousands.*
- Members wanted more information with regard to the newly acquired Ideal shopping account. *Members were advised that Serco had won a contract with Ideal Shopping which was a Peterborough based TV Shopping Channel company to run a UK customer call centre in Peterborough. The initial team would be for 40 people which would eventually grow to 100. The contract was won because of the partnership with the council.*
- How well was the cost savings element of the Serco contract going? *Members were informed that the core services were transferred at the guaranteed fixed price and the fixed price had guaranteed a level of savings. Serco had signed a change control notice at the time of signing the partnership which would guarantee £20.1M savings over the life of the partnership. That had progressed and was on track and being monitored through a tracker.*
- The Cabinet Member for Culture, Recreation and Strategic Commissioning advised Members that when the council went to market for the contract it was with a view to operating the core services better and cheaper. The council needed help in buying things cheaper but the substantial part of the work was for Serco to help transform the rest of the council and drive out efficiencies. The budget in February had stated £1.8M savings in the current year rising to £6M from next year onwards.

The Chair thanked the Partnership Manager, Cabinet Member and officers for attending and congratulated Serco on a positive report.

ACTION AGREED

The Committee noted the report and the progress that had been made since the Serco Strategic Partnership went live on 28 November 2011.

RECOMMENDATION

The Committee recommends that the Serco Partnership Manager provide the Committee with an annual report on progress of the partnership.

5. Enterprise Peterborough

The Cabinet Member for Culture, Recreation and Strategic Commissioning introduced the report. The report provided the Committee with

- An overview of services over the past 12 months to the end of May 2012
- Highlights and lowlights for the last three months
- An overview of the Key Performance Indicators
- Compliments and complaints over the reporting period
- Workforce relationships and development

Questions and observations were made around the following areas:

- Members were concerned that there was still a high average amount of fly-tipped waste collected per month. *The Cabinet Adviser to the Deputy Leader informed Members that fly tipping was a big problem in the city and that more enforcement was required. There was a need to engage more with the Enforcement Officers and establish what the challenges were for them in obtaining enforcement prosecutions. Enterprise would be working with the councils Operations team to understand the issues and establish a greater working relationship. Better enforcement would reduce fly tipping.*
- The report informed the Committee that there had been a trial of communal skips but that the take up had been minimal. Members wished to know how the communal skips had been advertised and why the take up had been so low. *The General Manager, Enterprise Partnership advised Members that a lot of work went into planning the trial but it had been rolled out hurriedly and could have been communicated better. There were also severe restrictions on where the skips could be placed. The lessons learnt from the first trial would provide better planning for the next trial.*
- A Member advised that during the summer months Anglian Water would be conducting a pilot scheme around educating different communities and Enterprise could contact them to see if they could join them to use this to educate different communities in waste recycling. *The General Manager, Enterprise Partnership informed Members that Enterprise had a Relationship Manager for Anglian Water and he would be meeting with him soon to explore what more could be done with Anglian Water regarding these issues.*
- Members commented that communal skips had been withdrawn eight years ago partly because of contamination, secondly because there had been problems with commercial companies using them to put commercial waste in and thirdly because people were putting recyclable items into the communal skip. These factors would need to be addressed before using communal skips again. *The Cabinet Member for Culture, Recreation and Strategic Commissioning acknowledged that this had been a problem in the past and the communal skips would need to be rolled out in a different way this time and the concerns raised addressed through running the pilot scheme.*

- Cllr Nadeem requested a list of where the 18 unauthorised traveller encampments had been in the city. He also thanked the General Manager, Enterprise Partnership for his swift response to a recent report of fly tipping. *The Cabinet Member for Culture, Recreation and Strategic Commissioning informed the Members that this could be provided.*
- Members noted that street cleansing waste was now being sent to Mid-UK for recycling and wished to know where Mid-UK was based. *Members were informed that it was a business located in Peterborough. The waste collected out of the street bins and the street waste went to Mid-UK for recycling.*
- Members noted that Enterprise were going to invest in a new fleet of waste collection vehicles and wanted to know when this would happen. *Members were advised that the new fleet would arrive in October 2012. They would be new vehicles with the latest technology and would offer a significant reduction in carbon emissions compared to the current vehicles being used.*
- What progress had been made with regard to taking the food waste out of the black bins? *Members were informed that the programme for collection of food waste was moving forward and Members would receive further information on this very soon.*
- The report informed the Committee that due to recent exceptional weather conditions which had resulted in a higher than average rainfall coupled with warmer weather this had created exceptional growing conditions for grass. There had been an increase in StreetCare staff by 20% deployed on grass cutting, weekend and evening working shifts for grass cutting and the delivery of rotary grass cutting machinery. Members wished to know how much the additional measures had cost and what had been the total amount of money spent on grass cutting. *Members were informed that the cost to the council for additional staffing had been nil as it was part of the contract to Enterprise. The exact figures were not available at the meeting but could be provided.*
- Members commented that the Medium Term Financial Strategy had stated that there would be £100k financial savings made by reducing the grass cutting regime but this was now unlikely to happen due to the impact of the exceptional weather conditions. Where would the savings now come from? *Members were advised that the funding for the extra resources for grass cutting had not been provided by the council as this was the responsibility of Enterprise to manage the resources within the funding allocated.*
- Members had noted from the report that there had been a significant increase in staff absence and wanted to know why. *Members were informed that absence was monitored carefully and there were a range of reasons.*
- When will the EasyTreeve System audit be complete? *Members were informed that the EasyTreeve System was a surveying and asset data base software for tree and woodland stock and was a bespoke system. This system was currently being trialled and the data gathered was being shared with the council's team. This information would enable a more robust long term management plan to be put in place.*
- What was the age group of the people undertaking work experience? *Members were informed that work experience was being offered across the age range which included young people still at school, graduates, long term unemployed and ex offenders.*
- Would it be possible to provide Councillors with a schedule of work so that they would know when work was being undertaken by the Enterprise teams in their ward? *Members were advised that it would be difficult to provide a definite schedule as the schedule was very weather dependant and subject to change. This could however be looked into further.*
- How many qualified arboriculturists are there employed by Enterprise? *Members were informed that there were two members of staff on the team who were qualified to undertake tree maintenance and two arboriculturists would be starting week commencing 16 July 2012.*

ACTIONS

- i. The Committee noted the report and the progress that had been made since the Enterprise Peterborough Partnership went live on 1 March 2011.
- ii. The Committee requested that the Enterprise Peterborough Partnership Manager provide the following information:
 1. A list of where the 18 unauthorised traveller encampments were located to be sent to Cllr Nadeem.
 2. The cost of the extra resources and additional measures that had been used to maintain the grass cutting and the total amount of money spent on grass cutting.

RECOMMENDATION

The Committee recommends that the Enterprise Peterborough Partnership Manager provide the Committee a report on progress of the partnership in six months.

6. Delivery Strategy for South Bank and Surrounding Areas

The Head of Growth and Regeneration introduced the report which informed the Committee on how the Council would take forward the development of the South Bank and adjoining areas. The South Bank Opportunity Area (SBOA) had been divided into a number of phases:

1. Carbon Challenge (sustainable housing development)
2. Football stadium (redevelopment as community stadium)
3. Fletton Quays (riverside regeneration opportunity)
4. London Road allotments (future development possibility)

The first two phases (Carbon Challenge and the football stadium) were already underway. Therefore the proposed delivery strategy focused on the best way to bring forward the Fletton Quays element as the third phase. This area had also seen major steps forward in terms of land assembly and site clearance; however the economic climate had prevented further progress to date. The fourth phase, London Road, was also included in the proposed delivery strategy so that it could be progressed as and when development opportunities arose, and the option to include further stages of phase 3, the football stadium was also allowed for.

The proposal now was to also include areas north of the river (known as north embankment) and Pleasure Fair Meadows as a fifth phase in the delivery strategy to allow for development where opportunities arose. The proposal therefore was to rename the development area as the Riverside Opportunity Area (ROA).

Questions and observations were made around the following areas:

- Will the Carbon Challenge development be a zero carbon development? *The Head of Planning, Transport and Engineering Services informed the Committee that the Government had changed the definition of what was a zero carbon home because it had become financially unviable to build zero carbon homes. The code had changed to match market reality. The Carbon Challenge development would be the most energy efficient development in the city when constructed. It would probably be equivalent to an old scale 5 plus development but this will be difficult to assess until it had been built and tested.*

- Members were interested in the involvement of ESCO in the Fletton Quays Project. Under Section 4.6 of the Fletton Quays Project initial options appraisal the report had stated that *“the key to the success of Fletton Quays as an integral part of the South Bank Opportunity Area is PCC’s ability to ensure that end users of the scheme purchase energy from PCC’s ESCO, which is a wholly owned subsidiary.”* If ESCO were involved would this dilute the income that the council would receive? *Members were advised that ESCO being part of the project was not critical and if ESCO were not involved PCC would still retain 50% of ownership.*

ACTION

The Committee noted the report and thanked the Head of Growth and Regeneration for an informative report.

7. Environment Capital Progress Report

The Group Manager Strategic Planning and Enabling introduced the report and informed the Committee of some recent changes in the structure of his service area highlighting team changes since 2011/2012. The Group Manager Strategic Planning and Enabling advised that the responsibility for Climate Change now fell within his responsibility and that he would be taking a fresh look at Environment Capital and would be working on pulling together a clear and coherent Environment Capital Policy over the next twelve months. The documents presented to the Committee within the report were:

- **The Environment Capital Delivery Framework** which was still a work in progress and outlined a wide range of policies, strategies and plans.
- **Environment Capital headline targets** which were short term targets to continue the delivery of the Environment Capital ambition.
- **Environment Capital Action Plan 2012-13** which captured some short term actions that were required to ensure momentum was maintained and communications and branding guidelines were reviewed, agreed and adhered to.

Members were informed that a larger package of short, medium and longer term targets would be set as part of a ‘One Planet Living Framework’.

Questions and observations were made around the following areas:

- Members were encouraged to see that the Environment Capital Action Plan now had timescales in place.
- Members sought clarification on the meaning of “Gillian’s Footprint Counts” mentioned in Annex A: Environment Capital Delivery Framework within the report. *Members were advised that this was a film which was developed with Gillian Beasley. It had come about when the council adopted a Carbon Management Plan which was the commitment that the council had to reduce the carbon footprint by 35% as an organisation by 2014. Gillian had been keen to demonstrate to all the employees across the council that in adopting the plan the expectation was that no employee would be expected to do anything that she was not prepared to do herself. The film reflected on elements of Gillian’s lifestyle including how she travelled to work, working in the office and using natural light rather than putting lights on. The film had been shown at all staff briefings and it had been made available to view on the council’s website. It had also received an international green award.*
- Could the officers explain what Climate Change Adaptations have been made? *Members were advised that an Adapting to Climate Change Officer had been put in post for six months with the purpose of bringing the council up to speed on how the council could adapt our own services to cope with the future changes in climate.*
- Will you be working on ways of getting information out to residents? *Members were advised that one of the duties within the Flood and Water Management Act of which*

Peterborough was a lead local authority was that Peterborough would need to produce a Flood Risk Strategy. Part of the strategy would contain a short summary for the public so that they would understand what areas may or may not be at risk and how to prepare for possible flooding. The Environment Agency had stated that Peterborough was leading the way on Flood Risk Management.

- Members felt that more could be done through building control to ensure that residents did not concrete over gardens, drives and grass verges as they felt this did not help with flooding. *Members were informed that another duty that may come into force from the 1st April 2013 was around Sustainable Urban Drainage Systems (SUDS) where the authority would have a duty to check that new developments were safe and sustainable drainage systems were in place.*

The Committee thanked the officers in attendance for an interesting and informative report

ACTION AGREED

The Committee noted the report.

8. Forward Plan of Key Decisions

The Committee received the latest version of the Council's Forward Plan, containing key decisions that the Leader of the Council anticipated the Cabinet or individual Cabinet Members would make during the course of the following four months. Members were invited to comment on the Plan and, where appropriate, identify any relevant areas for inclusion in the Committee's work programme.

ACTION AGREED

There being no items identified the Committee noted the latest version of the Forward Plan.

8. Work Programme

Members considered the Committee's Work Programme for 2012/13 and discussed possible items for inclusion. The work programme had the Enterprise Partnership and Serco Partnership programmed to attend the Committee on a Quarterly basis. The Senior Governance Officer advised that it was not the role of the Committee to monitor the contracts as this was undertaken by the council's Contracts Monitoring Team. Members therefore requested that Serco report on performance to the Committee on an annual basis and suggested that the report could come to Committee on the anniversary of the contract. Members requested that Enterprise report back to the Committee in six months time.

Councillor Fox wished to add an item to the work programme regarding passes for carers on public transport. The Head of Planning, Transport and Engineering Services advised that Mark Speed would be the officer to contact concerning this. The Senior Governance Officer would contact Mark Speed to arrange contact with Councillor Fox in the first instance.

ACTION AGREED

To confirm the work programme for 2012/13 and the Senior Governance Officer to include any additional items as requested during the meeting.

9. Date of Next Meeting

Thursday 6 September 2012

The meeting began at 7.00pm and ended at 9.10pm

CHAIRMAN

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SUSTAINABLE GROWTH AND ENVIRONMENT CAPITAL SCRUTINY COMMITTEE	Agenda Item No. 5
6 SEPTEMBER 2012	Public Report

Report of the Leader of the Council and Cabinet member for Growth, Strategic Planning, Economic Development, Business Engagement and Environment Capital

Contact Officer – Andrew Edwards, Head of Growth & Regeneration

Contact Details - Tel: 01733 452303

Contact Officer - Simon Machen, Head of Planning, Transport and Engineering Services

Contact Details - Tel: 01733 453475

Portfolio Progress Report for the Cabinet Member for Growth, Strategic Planning, Economic Development, Business Engagement and Environment Capital

1. PURPOSE

1.1 This report is provided to update the committee on the progress of the Growth Agenda for the City

2. RECOMMENDATIONS

2.1 Sustainable Growth and Environment Capital Scrutiny Committee to note the contents of the report.

3. LINKS TO THE SUSTAINABLE COMMUNITY STRATEGY

3.1 This report supports the sustainability community strategy by:

- Creating opportunities and tacking inequalities
- Creating strong and supportive communities
- Creating the UKs environmental capital
- Delivering substantial and truly sustainable communities

4. BACKGROUND

4.1 As previously outlined to the Committee the Growth Agenda is delivered by the work of three separate groups: the Council's Growth and Regeneration and Strategic Planning functions, and Opportunity Peterborough. These three areas focus on separate aspects of growth delivery, working together to secure the Peterborough's physical and economic growth.

Growth and Regeneration are responsible for enabling and facilitating physical growth activity on specific sites in the city, with a focus on the regeneration of the city centre. Current activity is targeted towards the following sites:

- **Station Quarter**, which is intended to become a new central office district for Peterborough, and serve as a revitalised and upgraded gateway to the city centre from the railway station. The recent Network Rail-led upgrades of the main station building have significantly improved the arrival experience for visitors to Peterborough. Good progress is also being made towards the major redevelopment of the Great Northern Hotel - Planning Committee resolved to approve an outline planning application for 13,010 sqm offices and a 47 bed extension to the hotel on 10th July 2012, subject to completion of legal

agreement. The legal agreement is currently being prepared. Separately, Outline planning permission was also issued on 19th March 2012 for a 4,300 sqm retail foodstore and 6,000 sqm offices (the 'ING site').

- **Northminster**, for which activity has been focussed on understanding the potential uses for the area that are commercially viable in the current market. A key part of this is the potential value of Council assets and whether the presence of these might be enablers for regeneration, with the market multi-storey car park a good example of an asset that could, potentially, be a lever to encourage development. Much more work would be needed before a decision could be made or even proposed, however.
- **Southbank Phase 1**, construction is now underway as Vista, a landmark 295-property site on London Road. The site's highly insulated two, three, and four bedroom properties are being built with energy efficient elements such as solar thermal panels, features to reduce water consumption and an advanced boiler that recovers waste heat, serving to lower householder's bills and reduce environmental impact.
- **Southbank Phase 2** – The London Road Stadium project aims to redevelop 3 of the 4 stands of the existing stadium in a phased manner to create a vibrant multi use community facility incorporating a range of uses in addition to football. The project seeks to work with landowners of assets fronting London Road, outside of PCC's current ownership. The objective is to direct/influence the regeneration of what are presently tired frontages with limited land utilisation and in doing so enhance what is an important gateway to the city centre.
- **Southbank Phase 3**, Fletton Quays, which will be a landmark city centre regeneration site making far better use of the river frontage to the east of the Town Bridge. Officers have been working to develop the best approach for bringing this site to market, ensuring developers have flexibility in their delivery approach to be innovative whilst the Council retains a strong degree of control and receives a sound financial return on its investment in land in the area. A recent cabinet decision approved the procurement of a Joint Venture partner to do this, using a competitive dialog approach.

Strategic Planning and Development Management are responsible for putting in place the statutory 'local plan' to support and encourage growth, and then provide a positive planning service to support developers to deliver sustainable growth. Current major activity is targeted towards the following:

- Preparing a '**City Centre Plan**', a draft of which will be put to this Scrutiny later this year. This Plan will set detailed planning policy for the city centre, including identifying specific 'opportunity areas' for new development. The Plan, when adopted in 2013/14, will form the final piece of the top-tier planning policy jigsaw, to complement the Core Strategy (2011), Site Allocations Document (2012) and Planning Policies DPD (due to be adopted late 2012).
- Preparing a **Community Infrastructure Levy**, to help ensure the city can provide the necessary infrastructure to support growth (see separate item on today's agenda).
- Continuing to consider proposals for **Great Haddon**:
 - **Employment Area**: Outline planning permission was granted in May 2011 for 3.3 million sq. ft of employment use. Detailed consent was issued for a new access road off Jnt 1 Fletton Parkway along with the strategic drainage

network for the site. Detailed permission has been issued for Plot 7. An application is expected next week for a storage warehouse. Work on the access road is expected to commence later this month.

- **Remaining Area:** Transport is one of two main issues outstanding. We are hopeful that the Highway Agency will shortly remove its holding direction. Discussion is ongoing with Cambs CC and we are awaiting the submission of further information in relation to the impact on the A15. The other main issue is negotiations around the viability of the scheme. Discussion is ongoing with the applicants. Once a firm offer has been established an update will be given to Members.
- Continuing to consider proposals for **Hospital site, Thorpe Road**. The Hospital Trust is in detailed discussion regarding the sale of the site, including issues around education provision. We are commencing pre-application discussions with the purchaser and it is anticipated that an outline application will be submitted later this year.
- Planning Committee resolved on 15th August 2012 to approve the **Garden Parks, Peterborough Rd, Eye** outline planning application for a 6,040 sqm retail foodstore, subject to completion of a legal agreement and referral to Government Office. The application will now be referred to the Government office and the legal paperwork completed.
- Vacant land at **Maskew Avenue** recently gained outline planning permission for a 6,912 sqm retail foodstore (permission issued 9th July 2012).
- Statistics for **Housing Growth in 2011/12** have recently been published – see: <http://www.peterborough.gov.uk/pdf/2012%20Housing%20Report.pdf>. This shows a total of 741 (net) new homes were built last year, slightly up on 2010/11 (705 homes).
- **Opportunity Peterborough** continues to work closely with the private sector. OP's Bondholder scheme now has over 1000 members and provides a strong mechanism to communicate with the private sector. While the macro economy remains very difficult the city is seeing an increase in the number of enquiries from potential investors. Over time this will see further increases in new jobs arriving in the city. During Quarter 1 2012 the city has benefitted from net job growth of 400 new jobs, the growth has come from a range of sectors. OP is leading work with the Banking sector to establish how a greater level of funding can be loaned to local businesses. This continues to be one of the greatest frustrations within the local business community at this time. We continue to see expansions from existing Peterborough businesses although the macro conditions are making investors more risk adverse, there is a strong view that once we see signs of a recovery we can anticipate fast paced growth. While it is difficult to predict an end to this economic cycle it is clear that Peterborough is faring better than many other cities. Although there is still concern that despite job growth our local unemployment level remains stubbornly high.

OP also leads the city's Skills agenda. Work is progressing very well, with national recognition for our work on the 'Skills Vision'. The city now has over 1,000 companies working with our young people. Support is provided from Company visits to schools through to work experience placements. This work is being well received by both businesses and young people. Importantly the support is giving the two communities a better understanding of what both have to offer.

5. KEY ISSUES

5.1 The Committee need to consider and note progress and activity on projects detailed above.

6. IMPLICATIONS

6.1 This report is for information only and therefore does not have any direct implications. However the activities outlined in this report will have a Council wide impact.

7. CONSULTATION

7.1 There has been no internal or external consultation on the contents of this report.

8. NEXT STEPS

8.1 It is anticipated that the committee members will receive updates on progress when applicable.

9. BACKGROUND DOCUMENTS

Used to prepare this report, in accordance with the Local Government (Access to Information) Act 1985

9.1 None

10. APPENDICES

10.1 None

SUSTAINABLE GROWTH AND ENVIRONMENT CAPITAL SCRUTINY COMMITTEE	Agenda Item No. 6
6 SEPTEMBER 2012	Public Report

Report of the Executive Director of Operations

Contact Officer(s) – Charlotte Palmer, Climate Change Team Manager

Contact Details – 01733 453538, charlotte.palmer@peterborough.gov.uk

UPDATE ON THE PETERBOROUGH CITY COUNCIL'S 2010/11 AND 2011/12 CARBON EMISSION SUBMITTED UNDER DIFFERENT REPORTING REQUIREMENTS.

1. PURPOSE

- 1.1 This report provides an update on Peterborough City Council's 2010/11 and 2011/12 carbon dioxide emissions. These emissions are reported as part of its mandatory participation in the Carbon Reduction Commitment Energy Efficiency Scheme and to assess progress under its Carbon Management Action Plan.

2. RECOMMENDATIONS

- 2.1 The contents of this report are noted and comments invited accordingly.
- 2.2 That future updates remain an annual scrutiny item in September, following the annual reporting deadlines at the end of July.

3. LINKS TO THE SUSTAINABLE COMMUNITY STRATEGY

- 3.1 The council's carbon emissions directly relate to two priorities of the Sustainable Community Strategy: creating the UK's Environment Capital and delivering substantial and truly sustainable growth. As a key partner in the Environment Capital the council is in a position to lead by example on reducing its climate change impact and ensuring that growth in the city is environmentally sustainable.

4. BACKGROUND

- 4.1 The three similar but slightly different carbon emission reports are described in detail below. The table in section 4.5 below summarises the differences in scope, conversion factors and method.
- 4.2 **Carbon Reduction Commitment Energy Efficiency Scheme (CRC):** The participants in this mandatory scheme (including 197 other Local Authorities) are required to report annual carbon emissions and purchase allowances at £12 per tonne of CO₂ emitted. Reporting started in 2010/11 and the first allowances were required for 2011/12 emissions. A performance league table is published in November showing the ranking of participants based on 3 metrics – absolute emissions, emissions relative to revenue or turnover, and a metric rewarding early uptake of Automatic Meter Readers and accredited carbon reductions. The report brought to Environment Capital Scrutiny in March 2011 estimated that the council's costs under the scheme would be approximately £309k annually based on 2008/9 emissions.
- 4.3 **Carbon Management Action Plan (CMAP):** The CMAP commits the council to achieving a 35% reduction in carbon dioxide emissions from its own buildings and operations by 2013/14 relative to 2008/9 baseline. It was presented to Environment Capital Scrutiny in February 2010 and adopted by Full Council in April 2010.
- 4.4 **Greenhouse Gas Report (GHG):** Local Authorities are asked to resume reporting of their emissions formerly know as NI 185 for DCLG's Single Data List. There are no financial implications or targets associated with this report.

4.5 Table 1:

Report	Scope	Conversion factors	Method notes
CRC	Buildings where PCC pays the energy bills (including Vivacity and rental units). Also includes schools and Academies. Excludes emission from street lighting, transport and where energy is part of the rent e.g. Stuart House.	Factors specific to the scheme published by DECC.	CO2 emissions only. Can exclude 10% of emissions. Estimated emissions subject to 10% uplift. Reports renewable electricity using same conversion factor as electricity imported from the grid.
CMAF	Includes building, street lighting, fleet transport and business transport emissions. Also includes significant outsourced services which were originally part of the city council – i.e. Enterprise Peterborough.	Original factors provided by the Carbon Trust. Going forward GHG Report scope 1 and 2 factors used.	CO2 emissions only. Reports renewable electricity as zero emissions. Scope will increase in 2012/13 to include emissions arising from water
GHG	Essentially same as CMAF but the sources are treated differently. Reporting outsourced services and business travel is discretionary, and they are reported as scope 3.	Factors revised and published by Defra annually. Use both scope 1, 2 and 3 factors.	Requires report to include all main greenhouse gases converted into CO2 equivalent. Scope 3 emissions are reported using scope 3 conversion factors.

5. KEY ISSUES

- 5.1 The council's carbon emissions have reduced over the last two years compared to 2008/09 emissions in all three reports. This is due to a combination of milder winter in 2011/12, and ongoing energy efficiency works.

Please note, the reductions are different for each report due to their different scopes as shown in Table 1.

- 5.2 **CRC:** The council successfully prepared and submitted the first two annual CRC reports for 2010/11 and 2011/12 emissions in July 2011 and 2012 respectively. Internal Audit has approved the process used and the figures in these reports. The key points for each year are:

2010/11

- Annual report emissions = 21,620 tonnes CO₂
- Theoretical cost of allowances = £259,444 (not required for first year)
- Schools' proportion = 68% of emissions equating to approximately £177k
- Ranking in first performance league table = 977 out of 1301 (based on third metric alone)

2011/12

- Annual report emissions = 19,577 tonnes CO₂
- Actual cost of allowances = £234,924 (9% lower than expected)
- Schools proportion = 63% of emissions equating to approximately £149k
- Performance league table due to be published later in the year and ranking will be based on all three metrics.

The annual report of 2011/12 emissions is 9.4% less than 2010/11 and 24% less than the 2008/09 baseline. The costs are correspondingly less too.

5.3 **CMAF:** 2011/12 is the third of 5 years of monitoring progress against the 35% reduction target. The headline figures show an overall decrease in total emissions; a reduction of 5.6% in 2011/12 compared to 2010/11 and 16.3% compared to the 2008/09 baseline (Table 2). Please note the emissions previously recorded under fleet vehicles are effectively transposed to the outsourced services category.

Table 2:

Emission source	Carbon Dioxide Emissions (tonnes)			
	2008/9	2009/10	2010/11	2011/12
Council buildings	7,890	9,945	8,776	7,577
Schools	17,809	14,107	14,327	13,424
Street lighting	4,444	4,457	4,461	4,488
Fleet vehicles	3,203	2,478	2,117	-
Business transport	649	499	473	352
Outsourced services	-	-	-	2,620
Total emissions	33,995	31,487	30,155	28,462

The 35% reduction target implies an annual reduction of 8% each year for 5 years to achieve the target level of emissions in 2013/14 (Figure 1). This translates to a cumulative reduction of 23% by the third year since the baseline. The cumulative reduction of 16% to date, whilst a welcome achievement, is not in line with the steady reduction trajectory. In order to achieve the final emissions level in 2013/14, the council will need to deliver a 22% reduction on 2011/12 emissions in the final two years of the CMAF (Table 3).

Figure 1:

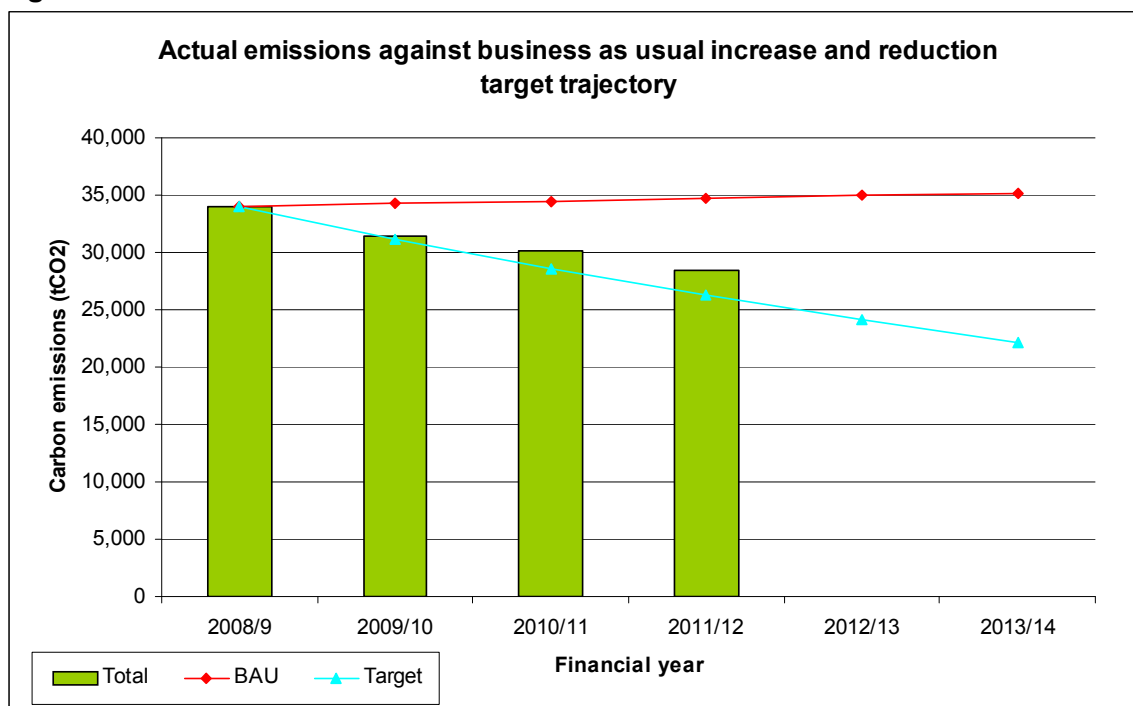


Table 3:

	2008/9	2009/10	2010/11	2011/12	2012/13	2013/14
Total emissions (tCO ₂)	33,995	31,487	30,155	28,462	-	-
Target emissions with 8.25% annual reduction (tCO ₂)	33,995	31,189	28,614	26,252	24,085	22,096
Cumulative reduction required to meet 35% target by 2014	n/a	8.25%	15.83%	22.78%	29.15%	35.00%
Cumulative reduction achieved	n/a	7.38%	11.29%	16.28%	-	-
Annual reduction achieved	n/a	7.38%	4.23%	5.62%	-	-
Revised cumulative reduction required to meet target	n/a	n/a	n/a	n/a	15.38%	22.36%
Revised target emissions with 11.89% annual reduction required to meet target (tCO ₂)	n/a	n/a	n/a	n/a	25,077	22,095

- 5.4 **GHG report:** The council has published the reports for 2009/10, 2010/11 and 2011/12 emissions on its website. The figures show a dramatic reduction in emissions between 2011/12 and the preceding years (Table 4), some of which is due to the newly outsourced fleet vehicles being counted as Scope 3 in 2011/12. The results also show that there has been a reduction in carbon emissions relative to the council's annual gross revenue expenditure.

Table 4:

	Carbon dioxide equivalent emissions (tonnes of CO _{2e})			
	2008/09	2009/10	2010/11	2011/12
Scope 1 – gas, petrol diesel	16,525	12,139	11,521	7,960
Scope 2 - electricity	20,043	18,939	18,429	17,570
Scope 3 – outsourced services	160	176	144	678
Total net emissions	36,728	31,254	30,094	26,273
Intensity measurement kg CO _{2e} per gross revenue expenditure	0.076	0.064	0.058	0.055

6. IMPLICATIONS

- 6.1 **CRC:** The reduction in emissions in 2011/12 has resulted in a lower than expected bill for allowances which is very welcome. However this level is not assured going forward and costs may also increase if the government increase the costs of allowances as suggested in 2014.
- 6.2 **CMAF:** Achieving a cumulative carbon reduction of 16% over 3 years should be welcomed, however further progress is needed if the City Council is to achieve the ambitious 35% reduction target by 2013/14. To deliver the required 22% reduction on 2011/12 emissions will necessitate significant implementation of energy efficiency projects. Upcoming energy efficiency and renewable energy projects will deliver savings in the medium term but unlikely within the timescale of the CMAF. Therefore it is anticipated at this stage that the CMAF target will not be fully achieved by 2013/14.
- 6.3 **GHG:** none

7. CONSULTATION

- 7.1 No further consultation on the CMAF has taken place since it was approved at Full Council in April 2010. No consultation is needed on the CRC or GHG report.

8. NEXT STEPS

- 8.1 Officers will continue to monitor carbon emissions annually for the delivery of upcoming energy efficiency and renewable energy projects.
- 8.2 Annual reports on 2012/13 emissions will be compiled for each reporting requirement in summer 2013.
- 8.3 It is recommended that this remains a regular item for this scrutiny board to ensure continued progress.

9. BACKGROUND DOCUMENTS

- 9.1 Information about the CRC scheme can be obtained from the Environment Agency's website:
<http://www.environment-agency.gov.uk/business/topics/pollution/126698.aspx>
- 9.2 The council's Carbon Management Action Plan is available from:
<http://www.peterborough.gov.uk/pdf/env-cc-ct-cmap.pdf>
- 9.3 The council's Greenhouse Gas Emissions Report is available at:
http://www.peterborough.gov.uk/environment/climate_change/what_is_the_council_doing/carbon_reporting.aspx

10. APPENDICIES

- 10.1 None

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SUSTAINABLE GROWTH AND ENVIRONMENT CAPITAL SCRUTINY COMMITTEE	Agenda Item No. 7
6 SEPTEMBER 2012	Public Report

Report of the Executive Director of Operations

Contact Officer(s) – Richard Kay (Group Manager Strategic Planning & Enabling)
Simon Pickstone (Strategic Planning Officer)

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PETERBOROUGH ‘COMMUNITY INFRASTRUCTURE LEVY (CIL) – PRELIMINARY DRAFT CHARGING SCHEDULE (PDCS)’ AND INFRASTRUCTURE DELIVERY SCHEDULE (IDS)

1. PURPOSE

- 1.1 This report is submitted to this Committee for information and comment. The purpose of the report is to draw attention to important proposed changes to the way in which we collect and administer Developer Contributions in the light of recent statutory and regulatory changes instigated at the national scale.

2. RECOMMENDATIONS

- 2.1 The Committee is invited to provide comment in relation to the proposals set out in this document.

3. LINKS TO THE SUSTAINABLE COMMUNITY STRATEGY

- 3.1 The CIL and associated matters cut across all four priorities of the SCS. Without infrastructure, or the funds to deliver infrastructure, none of the priorities could be achieved.

4. BACKGROUND

- 4.1 A number of changes to the way Local Authorities can collect and distribute Developer Contributions have and are being implemented. These changes are being driven by Legislative and Statutory changes at the national level. In order to continue to secure Developer Contributions for investment in infrastructure, considered critical to accommodate our growth targets and maintain sustainable communities, we need to make changes to our existing systems and processes. The main thrust of these changes is through the adoption of a Community Infrastructure Levy which, once consulted upon, approved through independent examination and adopted by Council, will replace the current Planning Obligations Implementation Scheme (POIS). This report sets out proposals, for comment, to adopt a CIL and various associated documents, processes and mechanisms for collecting and administering Developer Contributions going forwards.

5. KEY ISSUES

5.1 CIL

The CIL is a new nationally based optional approach to securing developer contributions (financial or in-kind contributions e.g. land) which, if adopted by the city council, will largely be replacing the current S106/POIS tariff-based system which will become unworkable for funding the majority of large infrastructure projects from April 2014 due to recently introduced legal limitations on the use of planning obligations¹, and the 'pooling' of contributions in particular.

It is important to note at this stage that CIL will not be a radical new initiative in Peterborough. It is very similar to the existing POIS system we have successfully had in place in Peterborough for the past few years, i.e. a 'levy' placed on development, a similar set of '£' rates, and a similar proposed spending arrangement. It is not therefore anticipated to cause undue concern by the vast majority of developers and investors in the city.

Cabinet endorsed work to research into the potential for adopting a CIL on 8 February 2010. In order to set a CIL in Peterborough we need to consult on and ultimately adopt a CIL Charging Schedule. In order to be in a position to do this we have commissioned consultants (Roger Tym and Partners) to undertake a development viability study² and we have undertaken work internally to refresh and update our approach to Infrastructure Planning. This latter work is required to both demonstrate we have a valid need for developer contributions towards infrastructure to support growth and that we have a realistic idea of what infrastructure is necessary to accommodate this growth.

There are a number of important points to note about the CIL:

- First, from April 2014 it will be unlawful for Local Authorities to pool contributions from more than 5 planning obligations secured via Section 106 agreements for funding any single infrastructure project. In effect, this makes our current S106/POIS tariff-based system unlawful from April 2014 and a CIL will become the only available mechanism to pool funds.
- Second, the setting of a CIL charge for development must be based on viability grounds (and backed up by the demonstration of an infrastructure funding gap) as opposed to being used as a policy mechanism i.e. you can not set artificially low rates in order to attract development, nor too high if this would make the majority or specific types of development unviable.
- Third, differential rates can be set by geographical zone, by land use, or by both. Zero rates can also be set where viability evidence shows that development across the area would be unviable because of the imposition of a charge. The statutory guidance is clear that Charging Authorities should avoid 'undue complexity' when setting rates and should seek to achieve an 'appropriate balance between the need to fund infrastructure and the potential implications for the economic viability of development'³.
- Fourth, the drivers for seeking contributions are:
 - to mitigate for additional pressures placed on existing infrastructure;
 - to help fund infrastructure needs arising from development;
 - to ensure infrastructure is in place to attract private investment in Peterborough; and
 - to help ensure we deliver sustainable communities.

¹ Regulations 122 and 123 of the CIL Regulations 2010.

² Peterborough City Council Community Infrastructure Levy Study, Roger Tym and Partners, May 2012.

³ DCLG (March 2010) *CIL Charge Setting and Charging Schedule Procedures* (10)

- Fifth, if adopted, the levy will become a fixed, non-negotiable charge placed on all applicable development.
- Sixth, money collected through a CIL is not as limited in terms of how it is spent (unlike Section 106). This will provide a simple process which is flexible, predictable and transparent.
- Seventh, three forms of Discretionary Relief are available to Charging Authorities (CAs) in addition to mandatory relief set out in the regulations. These are **Discretionary Charitable Relief**, **Discretionary Relief for Exceptional Circumstances** and the ability to adopt an alternative **Instalments Policy**⁴ than that set out in the original CIL Regulations⁵. Although these elements do not strictly need to be decided upon until after a CIL is adopted, it is considered prudent to set out our intentions as early on in the CIL adoption process as possible and give people an opportunity to comment on them. It is the officers' view that the **Discretionary Charitable Relief** is not included in our policy, because of the complexity and infrequent likely use of such relief, but we do take advantage of the other two forms of relief. Full details are in the Draft Preliminary Draft Charging Schedule.

The proposed charges in Peterborough are set out in Table 1 below:

Table 1: Proposed Preliminary Draft Charging Schedule (PDCS)

Use	CIL charge (per sq m)
Private market houses on:	
(i) Sites where no affordable housing provision is secured via a S106 Planning Obligation	£110
(ii) Sites of up to 799 units where affordable housing provision is secured via a S106 Planning Obligation	£75
(iii) Strategic Development Sites (800 plus residential units)	£30
Apartments or flats with*/without** affordable housing requirement	£10*/£50**
Retail development:	
(a) All Comparison*/Convenience** retail development unless covered by (b) or (c)	£175*/£400**
(b) All retail development within the City Centre Primary Shopping Area	£10
(c) All retail development below 280 sq m (net additional floorspace) within a District or Local Centre	£10
Public/institutional facilities as follows: education, health, community and emergency services	£0
All other chargeable development	£10

The PDCS will, by law, be consulted upon in public before it can be drafted into the 'Draft Charging Schedule (DCS)' (which is also required, by law, to go through a second round of public consultation plus independent examination before being adopted by Full Council).

5.2 **INFRASTRUCTURE DELIVERY SCHEDULE (IDS)**

In order for Charging Authorities (Peterborough City Council in this instance) to justify setting a CIL, they not only need to demonstrate that CIL rates will not make overall development of the area unviable (which is the purpose of the CIL Viability Study⁶), but they also need to demonstrate they have an 'Infrastructure Funding Gap' larger than the amount they anticipate securing through the imposition of a CIL. This provides the 'moral' justification (although it is

⁴ Regulation 69B of the CIL (Amendment) Regulations 2011.

⁵ Regulation 70 of the CIL Regulations 2010.

⁶ Peterborough City Council Community Infrastructure Levy Study, Roger Tym and Partners, May 2012.

also required as part of the evidence base for examination) for seeking contributions from the private development sector to contribute towards infrastructure provision.

In order to demonstrate an **Infrastructure Funding Gap** it is first necessary to demonstrate an understanding of the infrastructure requirements of the area covering the plan period and where the likely sources of funding for these items will come from. This has largely been achieved through the work to adopt the Integrated Development Programme, adopted by Cabinet in 2009, but has required a significant level of updating and refreshing since then.

Once all possible sources of public funding have been identified and quantified, the gap between what can be publicly funded and what is required overall to accommodate the growth planned over the plan period (to 2026) is referred to as the 'gap'.

A schedule of infrastructure projects is provided in Appendix 3, along with their estimated costs and anticipated source/s of funding.

In summary, we are currently able to demonstrate a rough⁷ 'infrastructure funding gap' across all relevant 'Thematic Areas' of approximately £1.5 Billion over the period 2011-2026 which is far in excess of what is required to justify the anticipated CIL revenue income of approximately £70 Million over the same period from implementing the current proposed CIL Charging Schedule.

The Infrastructure Delivery Schedule at Appendix 3 continues to be worked on, with a refined version presented to Cabinet on 24 September. The aim is to have a definitive and robustly evidence based infrastructure delivery schedule prepared in time for public consultation anticipated in October to December 2012. Any infrastructure projects which do not have appropriate justification/evidence base will unfortunately not make it onto the list to be presented for independent examination scheduled for 2013. Ultimately, once CIL is adopted and running, only projects on the schedule will be able to access CIL funds.

It is intended that the Infrastructure Delivery Schedule is refreshed and agreed by Cabinet annually, in summer, in order to keep it up to date, supported by the council and in order to inform the autumn/winter round of corporate financial planning decisions.

5.3 **SPENDING CIL RECEIPTS**

Whilst not required by law to be part of the CIL adoption/consultation process, agreement on how we decide corporately to allocate the CIL funds once they begin to accrue is a crucial part of the governance arrangements relating to the administration of our Infrastructure Delivery Plans/Commitments. Taking forward the current Council agreed 'POIS Split' (Appendix 1) formed the starting point of the options⁸.

A user-friendly guide titled: 'How CIL may work in Peterborough: A Simple Guide' will also be published on the city council website and is provided in Appendix 4 to this report.

Work to prepare a 'split' for the CIL pot was undertaken by the IDS Working Group and the current proposal is as follows:

Table 2: Proposed CIL funding split.

Transport	28%
Education & Skills	38%
Community Infrastructure	9%
Utilities & Services	5%
Emergency Services	5%
Environmental Sustainability	5%
Health & Wellbeing	5%

⁷ It is only a 'rough estimate' as it includes an element of S106 which still needs to be sifted out of the overall figure.

⁸ Note that the 'Infrastructure Type' (POIS) and 'Thematic Areas' (IDS) differ slightly.

'Meaningful Proportion' for neighbourhoods as set out in CAP's	5%
--	----

One of the key changes from the original POIS approach has been the introduction of a 5% contribution to 'neighbourhoods'. This is in keeping with the Localism Act 2011 requirement for a 'meaningful proportion' of CIL funds to be given to local communities.

5.4 **HOW WILL THE 'MEANINGFUL PROPORTION' CONTRIBUTION TO NEIGHBOURHOODS WORK?**

The ability of the council to invest flexibly in services, facilities and resources in our neighbourhoods has been restricted to those areas where tangible growth has attracted a direct planning contribution. This has the effect of benefitting areas of growth over other areas where perhaps growth is less viable. In recent years we have tried to address this through, for example, maximising the delegations to Neighbourhood Committees so that service delivery can be shaped and influenced by communities. However, this goes only so far in tackling some of the more deep-rooted or entrenched issues, spatial or otherwise, where more significant and real investment would have a greater effect.

There is likely to be an opportunity to effectively top-slice CIL contributions by 5% with the specific purpose of forming a flexible fund to invest in communities. Our estimations suggest that this could amount to a figure in the region of £220k per annum. This development coincides with the drafting of our Community Action Plans (CAPs), which set out the social and economic issues in neighbourhoods and begins to suggest actions that address those issues. The plans themselves are overseen by each Neighbourhood Committee but will provide a robust evidence based set of recommendations and actions, and so our proposal is that investment into neighbourhoods from the 5% pot will be made in direct support of these actions. We propose that the pot is managed and allocated as flexibly as possible on both revenue and capital projects, with the overall budget remaining under the control of the Neighbourhood Managers in the same way that the current allocation is of £25k per Neighbourhood Committee.

6. **IMPLICATIONS**

- 6.1 We anticipate that there will be a significant level of district-wide public interest in the proposals being set out in the PDCS, particularly from landowners, businesses and developers. As this is only a preliminary consultation we will be collating all comments and amending the Preliminary Draft Charging Schedule in the light of relevant comments prior to submitting it for independent examination in late 2013. Whilst we anticipate possible debate, particularly around the technical details relating to our viability calculations and assumptions and hence the level at which we set charges for different types of development; we are confident that we have robust evidence to underpin our proposals. The important message to get across is that the sum total of the costs being placed on developers and landowners through this mechanism is not dissimilar to our current POIS which the CIL will be replacing.
- 6.2 **Legal Implications** – The proposed changes have been prepared and will be consulted on in accordance with the regulations and statutory guidance issued by national government. There are legal implications arising from the changes relating to the implementation, monitoring and enforcement of the CIL once adopted and implemented.
- 6.3 **Financial Implications** – There are financial implications in terms of the way we collect, administer and spend CIL receipts.
- 6.4 **Human Resources** – Can be delivered within existing resources but will potentially require additional training and changes to existing work practises.
- 6.5 **Equality & Diversity** – The changes will have a positive impact on our customers and help to ensure continued investment in infrastructure considered critical to maintaining sustainable communities.

7. **CONSULTATION**

- 7.1 The Regulations require a minimum of 6 weeks public consultation on the proposed Preliminary Draft Charging Schedule. Subject to approval at Cabinet on the 24 September, the PDCS will be put out for public consultation towards the end of 2012.
- 7.2 The CIL PDCS and supporting documentation (particularly the Infrastructure Delivery Schedule) have been prepared by working closely with infrastructure providers across the board. This documentation has been considered by a wide range of consultees.
- 7.3 The Rural Scrutiny Commission Panel was also given a high level briefing on the implications of these emerging changes on the 16 July 2012.

8. NEXT STEPS

- 8.1
- 24 September 2012 – Cabinet asked to approve the CIL PDCS for the purpose of public consultation.
 - Autumn/Winter 2012 – 6 weeks public consultation.
 - Spring/Summer 2013 – 4 weeks public consultation on CIL DCS (following internal approvals process similar to that for PDCS).
 - Autumn/Winter 2013 – Independent Examination of the CIL DCS and presentation at the next appropriate Full Council Meeting for formal Adoption once any amendments proposed by the examiner have been addressed.

9. BACKGROUND DOCUMENTS

Used to prepare this report, in accordance with the Local Government (Access to Information) Act 1985

- 9.1
- Community Infrastructure Levy Regulations (2010) and Amendment Regulations (2011), The Stationary Office
 - CIL Charge Setting and Charging Schedule Procedures, DCLG (2010)
 - Peterborough City Council Community Infrastructure Levy Study, Roger Tym and Partners (2012)
 - CIL Relief: Information Document, DCLG (2011)
 - CIL Collection and Enforcement: Information Document, DCLG (2011)
 - Planning Act 2008, The Stationary Office (2008)
 - Localism Act 2011, The Stationary Office (2011)
 - Planning Policy Statement 12: creating strong safe and prosperous communities through local spatial planning, DCLG (2008)
 - National Planning Policy Framework, DCLG (2012)
 - Peterborough Core Strategy, Peterborough City Council (2011)
 - Peterborough Planning Obligations Implementation Scheme SPD (2010)
 - Peterborough Sustainable Community Strategy, GPP (2008)
 - Peterborough Integrated Development Programme, Peterborough City Council (2009)
 - Peterborough Infrastructure Delivery Schedule (2012)
 - Peterborough CIL Preliminary Draft Charging Schedule: Consultation Document, Peterborough City Council (2012).

10. APPENDICES

- 10.1
- Appendix 1: POIS Split (see below).
- 10.2 **Separate PDF documents provided alongside this report:**
- Appendix 2: Peterborough CIL Consultation Document – Incorporating the Preliminary Draft Charging Schedule.
 - Appendix 3: Peterborough Infrastructure Delivery Schedule – Project List (Note: Colour Table).
 - Appendix 4: ‘How CIL may work in Peterborough: A Simple Guide’.



Peterborough Community Infrastructure Levy

Incorporating the Preliminary Draft Charging Schedule



Consultation Document
November 2012

How to comment on this document

Your comments and views are welcomed on the Preliminary Draft Charging Schedule and other elements of the proposed approach for introducing a Community Infrastructure Levy (CIL). Please set out your responses according to our questions in this document which are also available as a separate printable/downloadable document (see below). Any comments you have which are not covered by our questions can be raised at the end in the 'any other comments' section. The city council is keen to set the CIL at a level which allows for continued growth in Peterborough, whilst supporting the delivery of necessary infrastructure, facilities and services. Please qualify any observations or proposals you make as much as possible by providing evidence to support your argument rather than simply stating your views.

Our preference is for people to access the documents and comment using our online consultation portal: [address to be inserted here]. However, we recognise that it may not always be preferable or possible to do this and so we have made the documentation available in a number of alternative formats as follows:

- As Printable Downloadable Documents (PDFs) on our website; and
- As Hard Copy Reference Documents in our Public Libraries and at our Bayard Place Office on Broadway.

The deadline for submission of comments is [to be determined].

Alternatively, comments can be made in writing using the PDF Questionnaire Form to:

**Planning Policy Team
Peterborough City Council
Stuart House East Wing
St John's Street
PE1 5DD**

Or via email (scanned completed questionnaire form) to: planningpolicy@peterborough.gov.uk.

A PDF version of the questionnaire can be found on our website at [address to be inserted here] and can also be completed and submitted electronically by clicking the 'submit button' at the top right-hand side of the document if preferred.

If you have any further questions, please call Simon Pickstone, Strategic Planning Officer on (01733) 863879.

Any comments/information that you provide will be used for the purpose of CIL production, and processed in accordance with the Data Protection Act.

Executive Summary

This document sets out the opening proposals of Peterborough City Council for introducing a Community Infrastructure Levy (CIL). It also presents an opportunity for people to comment on these proposals and explains why and how the city council has gone about justifying a new levy on development. In addition to consulting people on the proposed charges for different types of development (which is the primary focus of the Preliminary Draft Charging Schedule consultation exercise), we have taken the opportunity to extend the document to cover broader related elements such as how we intend to administer and spend monies raised and various other discretionary measures which might be applied to this process. We have chosen to open this out for comment at an early stage to help inform our final preferred approach to be submitted for independent examination anticipated in late 2013.

The primary driver for introducing a levy is due to Legislative and Regulatory changes at the National Level. It is important to emphasize at this point that this new levy is not additional to the existing practise of seeking S106 Planning Obligations in association with new development. It will be complimentary to it. The primary goal has been to seek a fair and transparent mechanism for securing contributions from private development for infrastructure considered critical to the sustainable growth of our district.

The process of adopting a CIL comprises of a number of formal stages which are set out in more detail in Section 6. We are particularly keen to get peoples views and comments. We are making these proposals available for comment for a period of six weeks.

The provision and funding of infrastructure is a critically important issue which affects every single one of us. It is for this reason that we believe it is important to get the views of everybody, but particularly the views of residents (who will use and rely on infrastructure on a daily basis) and developers and landowners (who will have to factor these costs into their business activities).

Proposed CIL charge rates by development type¹

Table 1 below provides a summary of the proposed charge rates for different development types in Peterborough. Further detail regarding the CIL rate and how it has been calculated is provided in the main body of the document.

Table 1: Peterborough Preliminary Draft Charging Schedule

Use	CIL charge (per sq m)
Private market houses on:	
(i) Sites where no affordable housing provision is secured via a S106 Planning Obligation	£110
(ii) Sites of up to 799 units where affordable housing provision is secured via a S106 Planning Obligation	£75
(iii) Strategic Development Sites (800 plus residential units)	£30
Apartments or flats with*/without** affordable housing requirement	£10*/£50**
Retail development:	
(a) All Comparison*/Convenience** retail development unless covered by (b) or (c)	£175*/£400**
(b) All retail development within the City Centre Primary Shopping Area	£10
(c) All retail development below 280 sq m (net additional floorspace) within a District or Local Centre	£10
Public/institutional facilities as follows: education, health, community and emergency services	£0
All other chargeable development	£10

¹ See Section 4 for the details.

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PLEASE NOTE THAT THIS DOCUMENT WILL BE PRESENTED WITH NUMBERED PARAGRAPHS FOR THE PUBLIC CONSULTATION

1. Introduction

This consultation document is Peterborough City Council's "Preliminary Draft Charging Schedule (PDCS)" to support the introduction of a Community Infrastructure Levy (CIL). There are 3 core supporting documents which are made available and should be read in conjunction with the Preliminary Draft Charging Schedule. These are the Peterborough Community Infrastructure Levy Study (May 2012), the Peterborough Infrastructure Delivery Schedule (2012) and a short non-technical guide, 'How CIL may work in Peterborough'.

The 'PDCS' itself, setting out the proposed levy charge rates is provided in the Executive Summary (Table 1 above). The rest of this document provides background to the charging schedule, drawing on the supporting documents referred to above.

What is the Community Infrastructure Levy?

The CIL legislation allows local planning authorities to raise funds from developers to pay for the infrastructure that is or will be needed as a result of new development. It came into force on 6 April 2010. It will partly replace the current system of securing developer contributions via Section 106 Agreements.

The levy set is based on community infrastructure needs identified in the Peterborough Infrastructure Delivery Schedule (IDS), an earlier version of which formed part of the evidence base for the adopted Peterborough Core Strategy. It is further supported by updated infrastructure modelling which takes other potential funding sources into account and an analysis of the impact of any levy on the viability of development across the unitary authority area.

Funds raised through the CIL will be used to help pay for a wide range of community infrastructure required to support the needs of sustainable development. It will not fund 100% of the costs of the infrastructure requirements and will therefore only ever be one element in a range of potential funding sources that need to be used to ensure that community infrastructure is effectively delivered.

Who will have to pay a CIL?

CIL will be charged on most new development. Liability to pay CIL arises when, on completion of the development, the gross internal area of new build is 100 square metres or above. The development of all new dwellings, even if it is less than 100 square metres, is also liable to pay CIL. The levy is chargeable on the basis of a calculation related to pounds (£) per square metre (sq m) on the net additional floorspace.

CIL will not be charged on changes of use that do not involve new additional floorspace or on structures which people do not normally go into or do so only intermittently for the purpose of inspecting or maintaining fixed plant or machinery². Affordable housing development and the majority of development by charities is exempt from the charge³.

What are the benefits of a CIL?

Most development has some form of impact on the infrastructure needs of an area and, as such, it is fair that the development contributes towards the cost of those needs. Those needs could be environmental, social and/or economic in nature.

² Community Infrastructure Regulations 2010 (as amended): Regulation 6

³ Community Infrastructure Levy Relief Information Document, DCLG, May 2011

The CIL simplifies the process of Developer Contributions. It is a fair, transparent and accountable levy which will be payable by the majority of new housing developments, from 1 unit or above, and a range of other development types. The CIL gives developers a clear understanding of what financial contribution will be expected towards the delivery of community infrastructure needs, whilst providing the city council with a simplified Developer Contributions process.

What happens to Section 106?

The CIL is intended to provide infrastructure to support the development of an area. CIL does not fully replace Section 106 Agreements. On particular developments some site specific mitigation requirements may still need to be agreed and provided through a Section 106 Agreement in addition to a CIL.

However, the CIL Regulations have placed limitations on the future use of Planning Obligations by:

- Putting three of the five policy tests on the use of Planning Obligations as set out in former Circular 5/05 on a statutory basis for developments which are capable of being charged the Levy;
- Ensuring the local use of the CIL and Planning Obligations does not overlap;
- Limiting pooled contributions from Planning Obligations from no more than five developments towards infrastructure which may be funded by the Levy.

CIL will therefore become the main mechanism for securing infrastructure funding via planning application decisions in future.

However, Section 106 Agreements and Planning Conditions will continue to be used for affordable housing provision and for local infrastructure requirements on development sites (such as site specific local provision of open space, connection to utility services (as required by legislation), habitat protection, access roads and archaeology). The principle is that all eligible developments must pay a CIL as well as any site specific requirement to be secured through Section 106 Agreements.

For the purpose of providing a context for introducing a CIL it is necessary to make some assumptions about the likely scale and relationship that may exist between the two mechanisms. These assumptions can be found in the Peterborough CIL Study and influence the viability assessments undertaken and ultimately the levy charge rates tabled in Preliminary Draft charging Schedule (Table 1 and 2).

It is proposed that further detail on the future approach to site-specific Section 106 /Conditions /Obligations etc. will be set out in the form of a supplementary planning document which should be read in conjunction with the CIL when available.

Strategic Developments (see Glossary) of 800 residential units or more usually also necessitate the provision of their own development specific infrastructure, such as schools and parks, which are dealt with more suitably through a Section 106 Agreement, in addition to a CIL charge. It is important that the CIL Charging Schedule differentiates between these infrastructure projects to ensure no double-counting takes place between calculating the district wide CIL rate for funding of infrastructure projects and determining Section 106 Agreements for funding other development site-specific infrastructure projects.

2. Planning Policy Background

National

It is the express intention of the city council to ensure that the overall balance is maintained in favour of facilitating sustainable development. This is in keeping with the principle of ‘the presumption in favour of sustainable development’ as set out in the National Planning Policy Framework⁴ (March 2012).

Local

The Peterborough Core Strategy 2011 sets the strategic spatial planning framework for development across the unitary authority area to 2026 and contains strategic policies to manage growth and guide new development in Peterborough based on the vision for:

“A bigger and better Peterborough that grows the right way - and through truly sustainable development and growth:

- Improves the quality of life of all its people and communities and ensures that all communities benefit from growth and the opportunities it brings;
- Creates a truly sustainable Peterborough, the urban centre of a thriving sub-regional community of villages and market towns, a healthy, safe and exciting place to live, work and visit, famous as the environment capital of the UK”.

Peterborough Core Strategy policy CS12 identifies the relationship between new development and supporting infrastructure capacity; whilst policy CS13 sets out the mechanisms to be used to secure developer contributions to infrastructure provision, making reference to the possible introduction of a Community Infrastructure Levy. This is set out in the Core Strategy extract overleaf.

The Peterborough Site Allocations DPD (Adopted 18 April 2012) establishes the scale and principle that a suitable form of development can be located on a particular site. In doing so it provides developers, service providers, the local authority and residents with some certainty about what sites will be developed in the future and for what purpose.

The Peterborough Planning Policies DPD was examined by a planning inspector in July 2012. This document will be of importance for setting out the planning policies and standards to be used when submitting and determining planning applications.

⁴ <http://www.communities.gov.uk/planningandbuilding/planningsystem/planningpolicy/planningpolicyframework/>

Extract of adopted Peterborough Core Strategy (2011):

Policy CS12

Infrastructure

New development should be supported by, and have good access to, infrastructure.

Planning permission will only be granted if it can be demonstrated that there is or will be sufficient infrastructure capacity to support and meet all the requirements arising from the proposed development and mitigate the impact of that development on existing community interests within environmental limits. Conditions or a Planning Obligation are likely to be required for many proposals to ensure that new development meets this principle.

Consideration will be given to the likely timing of infrastructure provision. As such, development may need to be phased either spatially, or in time, to ensure the provision of infrastructure in a timely manner. Conditions or a planning obligation may be used to secure this phasing arrangement.

Policy CS13

Developer Contributions to Infrastructure Provision

Where a planning obligation is required in order to meet the principles of policy CS12 'Infrastructure' then this may be negotiated on a site-by-site basis. However, to speed up and add certainty to the process, the City Council will encourage developers to enter into a planning obligation for contributions based on the payment of a standard charge.

Subject to arrangements as set out in a separate Planning Obligations Implementation Scheme SPD, contributions received via this standard charge may be assembled into pools at an authority-wide level and to the relevant Neighbourhood Management Area (as described in policy CS6).

The use of a standard charge approach will ensure that any contribution is reasonably related to the scale and type of development that is proposed. The Planning Obligations SPD will set out detailed arrangements for the operation of the standard charge and formulae based upon needs assessments, viability studies and associated business plans, which will be kept under review. The SPD will include the level of the charge for different types of development, by unit of development, and the basis for the calculation of that level of charge; any minimum size thresholds which will apply; any arrangements for pooling, including the split between pools; any arrangements for staged payments; long-term management and maintenance of infrastructure; any arrangements to address collection and management of pools; and inflation proofing measures.

The City Council will be prepared to negotiate a variation from the standard charge(s) in cases where actual provision of neighbourhood or strategic infrastructure is provided as part of the development proposals or other material consideration. The SPD will include an explanation of where exemptions from or variations to the charge may occur.

Additional contributions may also be negotiated to mitigate a significant loss of a facility on the site, such as public open space.

In the event that the Community Infrastructure Levy (CIL) regulations remain in place (or similar regulations introduced), then the City Council may adopt such a CIL (or similar) to replace the standard charge arrangements set out in this policy.

3. The Peterborough Preliminary Draft Charging Schedule

The Preliminary Draft Charging Schedule for Peterborough is set out in Table 2 below and has been prepared in accordance with relevant legislation and policy guidance.

Peterborough City Council, as the Local Planning Authority, is the Charging Authority (CA) and will also be the Collecting Authority.

Table 2: Peterborough Preliminary Draft Charging Schedule

Use	CIL charge (per sq m)
Private market houses on:	
(i) Sites where no affordable housing provision is secured via a S106 Planning Obligation	£110
(ii) Sites of up to 799 units where affordable housing provision is secured via a S106 Planning Obligation	£75
(iii) Strategic Development Sites (800 plus residential units)	£30
Apartments or flats with*/without** affordable housing requirement	£10*/£50**
Retail development:	
(a) All Comparison*/Convenience** retail development unless covered by (b) or (c)	£175*/£400**
(b) All retail development within the City Centre Primary Shopping Area	£10
(c) All retail development below 280 sq m (net additional floorspace) within a District or Local Centre	£10
Public/institutional facilities as follows: education, health, community and emergency services	£0
All other chargeable development	£10

The city council proposes to set a standard rate across the district of £10 per square metre for all development types unless specifically stated otherwise. The 280 sq m 'trigger point' for retail development is derived from the Sunday Trading Act 1994, which defines 'small shops' as being less than 280 sq m net floor area.

CIL Geographical Zones

The proposed levy rates in Table 2 apply uniformly to all development types across the whole geographic extent of the unitary authority area of Peterborough, with the exception of differential rates for retail. For retail development the charge rates relate to specific geographical areas referred to as the City Centre Primary Shopping Area, District and Local Centres. Maps showing the boundary extent of these specific geographical areas are attached at Appendix 2.

Liability to pay CIL

A 'chargeable development'⁵ is liable to pay a CIL. A definition is provided in the glossary.

The tabled charge rates will be levied on most new building developments that people go into. The rates are chargeable in pounds per square metre (£/sq m) on the net additional floorspace developed, if more than 100 square metres. If the development involves the creation of a new dwelling, even if it is less than 100 square metres, it is still liable to pay CIL, in accordance with Regulation 40.

⁵ Community Infrastructure Levy Regulations 2010: Regulation 9

Site specific contributions may also be required through a Section 106 Agreement or as part of the Conditions attributed to a planning consent.

Exemptions/Relief to/from paying a CIL

The Regulations also allow CAs to permit discretionary relief from CIL (e.g. where a reduced or nil payment may be accepted). These cases are likely to be rare, but could include the following:

- Development by charities for investment activities (as defined by Regulation 44)
- Development by charities where relief would normally constitute State Aid (as defined in Regulation 45)
- Where the city council considers there are exceptional circumstances to justify relief (as defined in Regulation 55).

Given these requirements, most development will not be eligible for charitable or exceptional circumstances relief. However, the city council will be prepared to consider certain forms of relief, and will confirm its intentions by issuing appropriate statements before the charging schedule takes effect.

A number of new developments are already exempt from paying CIL for a number of reasons:

- Where the overall chargeable amount on a scheme is less than £50, it is deemed to be zero (Regulation 40).
- If the gross internal area of new build is less than 100 square metres, and does not comprise of one or more dwellings, then liability to pay CIL does not arise (Regulation 42).
- If the owner of a material interest in the relevant development land is a charitable institution, it is exempt from liability to pay CIL subject to conditions (Regulation 43).
- If there is discretionary charitable relief to do so, discretionary charitable relief from liability to pay CIL may be given for a development that is held by a charitable institution as an investment from which the profits will be applied for charitable purposes subject to conditions (Regulation 44).
- If the chargeable development comprises or is to comprise qualifying social housing (in whole or in part), it is eligible for relief from liability to pay CIL subject to conditions (Regulation 49).
- If there are exceptional circumstances for doing so, relief (“relief for exceptional circumstances”) from liability to pay CIL may be given subject to conditions (Regulation 55) – see section below.
- If the development only concerns a change of use and no additional new floorspace then it will not be liable to pay CIL, although it could be liable to S106 Developer Contributions.
- If the new development is for a building into which people do not normally go or into which people go only intermittently for the purpose of inspecting or maintaining fixed plant or machinery, it is not liable to pay CIL, although it could be liable to S106 Developer Contributions (Regulation 6).

Discretionary Charitable Relief

The city council does not intend to offer Discretionary Charitable Relief beyond that already set out in the regulations at this stage.

Question 1

If you think the city council should offer Discretionary Charitable Relief beyond that which is already mandatory, please let us know, clearly setting out your reasoning and justification for doing so.

Discretionary Relief for Exceptional Circumstances

Regulation 55 of the Community Infrastructure Regulations 2010 permit a charging authority to:

“...grant relief (“relief for exceptional circumstances”) from liability to pay CIL in respect of a chargeable development (D) if -

- a. it appears to the charging authority that there are exceptional circumstances which justify doing so; and
- b. the charging authority considers it expedient to do so”.

The above may only happen if a Planning Obligation of greater value than the chargeable amount has been entered into in respect of the planning permission which permits the chargeable development and the Charging Authority (CA) considers that payment of the levy would have an unacceptable impact on the economic viability of the development⁽⁶⁾⁽⁷⁾. In such cases the developer would be expected to demonstrate this (as set out in Regulation 57) via an ‘open book’ approach with an agreed independent valuer (paid for by the developer). Relief can also only be granted if it does not constitute ‘Notifiable State Aid’ (as defined in European Law).

It is the intention of the city council at this stage to offer such relief. A statement confirming this will be issued once the Charging Schedule has been adopted, in compliance with Regulation 56. It should be noted that the city council has undertaken viability assessments to carefully consider the level at which the proposed CIL charges have been set, taking into account the provision of affordable housing at 30 per cent and development specific S106 Planning Obligations. In view of this, the consideration for exceptional circumstances relief will be extremely rare, and any relief given must be done in accordance with the Regulations and procedure stated above as well as European State Aid Rules⁸.

What is meant by infrastructure?

In preparing the Preliminary Draft Charging Schedule, the necessary infrastructure, phasing and costs needed to be ascertained. To do this it was necessary to work with an appropriate definition of infrastructure.

Under Section 216 of the Planning Act 2008, infrastructure includes:

- roads and other transport facilities,
- flood defences,
- schools and other educational facilities,
- medical facilities,
- sporting and recreational facilities,
- open spaces
- affordable housing.

It is important to note: The wording used in the act is ‘includes’ and, as such, this is not an exhaustive list. Regulation 63 of the Community Infrastructure Regulations (2010) has amended this listing to exclude affordable housing. For the purpose of compiling the Peterborough Infrastructure Delivery Schedule the definition was tightened to predominantly restrict projects to capital projects involving land, property and structures.

⁶ Community Infrastructure Levy regulations 2010: Regulations 55 to 57

⁷ DCLG Community Infrastructure Levy Relief Information Document, May 2011

⁸ <http://www.bis.gov.uk/policies/europe/state-aid>

Question 2

Do you agree with the definition of infrastructure? If not, please explain why.

Other Matters

Further information on the implementation and operation of CIL in Peterborough will be set out in a comprehensive '**CIL Guidance Note**' in due course, and made available on the city council's website. This will be produced prior to adoption of the CIL charge, and will include information on:

- What development is liable to pay CIL
- Exemptions and Discretionary Relief from CIL
- How CIL is calculated
- The process for collecting CIL
- Spending of the CIL levy
- Monitoring and Review

However, prior to the preparation of the 'CIL Guidance Note' we have published on our [website](#) a short non-technical guide, entitled '**How CIL may work in Peterborough**', setting out how we propose to take forward and deal with some of the above items and issues.

Question 3

Do you have any comments on the non-technical guide 'How CIL may work in Peterborough'?

Prior to the Charging Schedule taking effect, it may be necessary for the city council to publish the following separate statements/policy documents on its website. This will be dependent on the outcome of this and any further consultation:

- CIL Instalments Policy
- Statement on CIL Relief
- List of infrastructure projects (Regulation 123 List)
- Supplementary Planning Document on Planning Obligations.

4. Determining the Proposed CIL Charge Rates

Regulation 14 of Community Infrastructure Regulations 2010 requires a charging authority to:

“...aim to strike what appears to the charging authority to be an appropriate balance between –

(a) the desirability of funding from CIL (in whole or in part) the actual and expected estimated total cost of infrastructure required to support the development of its area, taking into account other actual and expected sources of funding; and

(b) the potential effects (taken as a whole) of the imposition of CIL on the economic viability of development across its area”.

Estimated total cost of infrastructure required to support the development of Peterborough to 2026

The Peterborough Integrated Development Programme (IDP) (2009) provided a full breakdown of the infrastructure needs of the unitary authority area based on the projected growth outlined in the Core Strategy over the plan period to 2026.

Since then development progress has moved on and been affected by an economic recession. There has also been a change in government and the introduction of CIL Regulations which are likely to change the mechanisms available for securing developer contributions for infrastructure.

A review of the list of infrastructure needs identified in the 2009 IDP has therefore been undertaken with key partners and infrastructure providers. The revised list, known as the Peterborough Infrastructure Delivery Schedule 2012 (IDS 2012), is made available as a supporting document, and has taken into account:

- Changes in policy, implementation and priorities since 2009;
- Current alternative funding availability;
- CIL fundable infrastructure projects, excluding large scale major site-specific projects, as noted below.

Alongside the preparation of the Peterborough Infrastructure Delivery Schedule 2012, further detailed work was undertaken to consider Peterborough’s strategic development sites (sites comprising of 800 residential units or more). Such sites usually necessitate the provision of their own development-specific infrastructure, such as schools, which are dealt with more suitably through a Section 106 Agreement, in addition to a CIL charge. This matter is addressed in the Peterborough CIL Study⁹.

There are currently only two potential strategic developments identified so far:

- Norwood Urban Extension
- Great Haddon (although it is anticipated that this site will obtain outline planning permission before a CIL is adopted).

This is not an exhaustive list and may change in time, should new strategic developments come forward.

⁹ Peterborough Community Infrastructure Levy Study, Roger Tym and Partners (May 2012)

Table 3 Currently Identified Infrastructure Costs by Theme to 2026

COSTS	
Thematic Area	Costs (£million)
Transport	£508
Skills and Education	£325
Emergency Services	£0
Environmental Sustainability	£43
Utilities and Services	£225
Community Infrastructure	£151
Health and Wellbeing	£0
Total Identified Infrastructure Costs	£1,252

Source: IDS 2012

Table 3 provides a summary of the cost of all infrastructure projects listed in the IDS 2012 by thematic area, and clearly indicates that transport related projects account for the greatest proportion of currently identified infrastructure needs.

The projects listed are required to support the growth of the city to 2026 and beyond, in alignment with Peterborough's Core Strategy DPD, and have been provided by departments of the city council and partners. The Infrastructure Delivery Schedule by its very nature is a 'work in progress' item that is continually being reviewed and updated to reflect the varying pace of economic and social changes associated with growth, and the difference between planned and actual levels of growth. A key requirement of listed projects is to ensure that they are appropriately evidence based. The IDS 2012 is the best available source and provides a useful indication of the actual and estimated infrastructure costs in 2012.

Estimated sources of funding

The main sources of funding available for the provision of capital infrastructure projects can be broadly categorised as follows:-

- Grants to, and private sector borrowing/investment by, external infrastructure providers
- Grants and third party contributions to the city council
- PCC Capital Receipts
- PCC Capital Finance Requirement

Grants to, and private sector borrowing/investment by, external infrastructure providers

There are a limited number of projects listed within the Peterborough Infrastructure Delivery Schedule 2012 which are solely funded by external partners via government funding sources, private sector loans or investments. The potential scale of this funding stream is set out in Row A of Table 4.

It should be noted however that there is much greater scope for this total to increase. Despite attempts to engage the main utilities and infrastructure providers in the production of the IDS 2012, they are not obliged to divulge or share all of their infrastructure project plans and proposals with the city council. For this reason it is likely that there a number of other projects that could be listed under this heading.

Grants and third party contributions to the city council

External grants are sought by the city council together with partners from sources such as European and government grants, applications for National Lottery funding and other benevolent funding sources. Developer contributions currently and historically negotiated and secured through Section 106 Agreements, and more recently the Planning Obligations Implementation Scheme (POIS);

which are used to support the city's capital investment programme also fall into this category of funding. The potential scale of this funding stream is set out in Row C of Table 4.

The S106 and POIS elements of this funding stream are likely to tail off over time as they are replaced by the proposed CIL and new S106 agreements primarily relating to 'strategic sites' - as outlined in the Peterborough CIL Study. The potential scale of future S106 contributions (post CIL adoption) are set out in terms of monetary value, though it is recognised that contributions can be made in other forms, for example the provision of affordable homes. The scale of this funding stream is separately identified in Row B of Table 4 and Col 3 of Table 5. This is a complex area about which more is expressed under the heading 'Revenue Projections from CIL Charge Rates' below.

PCC Capital Receipts

The city council has a programme of property disposals to support the funding of the capital investment programme. Some of these capital receipts may provide funding for infrastructure projects. The potential scale of this funding stream is jointly presented with city council borrowing and is set out in Row D of Table 4.

PCC Capital Finance Requirement (Borrowing)

Under the Prudential Code for Capital Finance, the city council has the ability to borrow money. To do this, the city council must show that the borrowing is affordable, prudent and sustainable. The Capital Strategy is summarised in the city council's 2012 to 2022 Medium Term Financial Strategy. This source has been used to determine the approximate scale of borrowing proposed to support infrastructure project delivery over the period to 2026.

The potential scale of this funding stream is jointly presented with city council capital receipts and is set out in Row D of Table 4.

The figure shown in Row D of Table 4 is based on an assessment of identified capital receipts and borrowing in the MTFs Capital Strategy which could be attributed to supporting infrastructure project delivery to 2026 and beyond. It is assumed for the period 2022 - 2026 that past trend data would be projected forward.

Table 4 Estimated Potential Funding

Estimated Potential Funding to 2026 (excluding CIL)	(£million)	Row
Infrastructure Projects delivered wholly by external organisations or funding (i.e. do not require CIL, S106 or city council funding)	£238.00	A
S106 Funds post the introduction of a CIL (see Peterborough CIL Viability Study)	£135.00	B
Grants and Third Party Borrowing excluding future Section 106 Agreement receipts (post the introduction of a CIL) (City Council Medium Term Financial Strategy 2012 to 2022 (MTFS))	£105.00	C
City council Capital Receipts (MTFS)	£283.00	D
City council Capital Borrowing (MTFS)		
Total Estimated Potential Funding excluding CIL	£761.00	E

It must be stressed that the figures set out in Tables 3 and 4 provide a broadly indicative assessment, but nevertheless 'best available assessment of known sources', of the potential costs and funding sources relating to infrastructure delivery in Peterborough at 2012.

Identified Infrastructure Funding Gap

In simplistic terms, the identified infrastructure funding gap is approximately **£491m** (IDS 2012).

Total infrastructure costs £1,252 million minus estimated potential funding £761 million = £491 million.

Of the £761m of estimated potential funding, £135m is forecast to be derived from S106 agreements to be secured post CIL adoption; and primarily consisting of contributions relating to strategic sites. This matter is highlighted because it is very much related to the assumptions behind the calculated CIL charge rates which are explored below, without being expressly stated in the Preliminary Draft Charging Schedule, the primary purpose of which is to set out the CIL charge rates.

Question 4

Do you agree that the infrastructure and funding gap analysis demonstrates there is justification for introducing a CIL? If not, please explain why.

Imposition of a CIL on development across Peterborough and its effect on economic viability

In order to understand the impact of the imposition of a CIL set at a particular rate, or rates, on the economic viability of development in Peterborough, the city council commissioned Roger Tym and Partners to carry out a development viability assessment for Peterborough in Spring 2012.

The assessments undertaken, methodology and conclusions are reported in 'The Peterborough Community Infrastructure Levy Study - May 2012'. The study is a key supporting evidence document that is made available alongside this document in hard copy in the public libraries/Bayard Place Reception and electronically on the council's website.

In brief, separate assessments of the viability of residential and non-residential development were undertaken, using different models that took account of the key characteristics of each.

Assessments of residential development were done for development on sites where no affordable housing is required (current Core Strategy policy CS8 sets a threshold of 15 units for the provision of 30% affordable housing); on sites of up to 800 units with affordable housing (a trigger point for several large, high cost on-site infrastructure items); and sites over 800 units with affordable housing and where major on-site infrastructure is likely to be required. Separate assessments were also undertaken for apartment/flat schemes.

The assessments initially sought to establish the maximum potential charge rates (consistent with maintaining viability) in each case. It is then a decision for the Charging Authority (the city council) to take a view as to how far or close to this theoretical ceiling it wishes to set the charge i.e. how much additional flexibility it wishes to introduce into the approach.

Maximum charge rates for residential development

The maximum potential charge rates for residential development types were calculated to be:

- Market housing where no affordable provision is required - £122 per sq m
- Market housing on sites of less the 800 units where affordable housing is required - £91 per sq m
- Market housing on sites of over 800 units - £44 per sq m
- Apartment developments where no affordable provision is required - £59 per sq m
- Apartment developments where affordable provision is required - £10 per sq m

Assessments of non-residential development were done using a simple high-level model to reveal the surplus/residual profit or deficit after all development costs (including the developer's margin) had been taken into account. Again, the assessments sought to establish the maximum potential charge rates, consistent with development remaining viable. Where the assessment showed a deficit or was very marginal in nature, no maximum charge rate is identified.

Maximum charge rates for non-residential development

The maximum potential charge rates for non-residential development types were calculated to be:

- City centre offices – N/A
- Business park offices – N/A
- Industrial – N/A
- Retail (convenience and comparison) in the Central Retail Area (CRA) – N/A
- Out of CRA comparison retail over 280 sq m - £200 per sq m
- Out of CRA convenience retail over 280 sq m - £450 per sq m.

Further detail about the assessment methodology, assumptions and recommendations can be found in 'The Peterborough Community Infrastructure Levy Study - May 2012' available alongside this document in hard copy in the public libraries and Bayard Place Reception and electronically on the city council's website. It is recommended that the evidence document is read alongside the Preliminary Draft Charging Schedule i.e. this report

In summary, the rates have been set at what is believed to be a reasonable level which does not make overall development across the unitary authority area unviable. The setting of nil rates for anything other than viability reasons has also been strictly adhered to which means, for example, we do not put neighbouring authorities at a competitive disadvantage by not charging where it is possible to do so on viability grounds.

Question 5

Do you agree with the methodology and key assumptions used in the Viability Assessment used in the Peterborough Community Infrastructure Levy Study? If not, please explain why.

Proposed CIL Charge Rates

The proposed CIL charge rates, as opposed to the maximum chargeable rates, are set out in Section 3, Table 2.

Question 6

Do you agree with the proposed charge rates for retail development? If not, please explain why.

Question 7

Do you agree with the proposed charge rates for residential development? If not, please explain why.

Question 8

Do you agree with the proposed zero charge for the following - public/institutional facilities: education, health, community and emergency services development? If not, please explain why.

Question 9

Do you agree with the proposed standard charge rate for all other types of development? If not, please explain why.

Question 10

Do you agree with the proposal to set a flat rate levy according to uses across the whole of Peterborough District with the exception of differential rates for retail? If not, please explain why.

Revenue Projections from Proposed CIL Charge Rates and S106

The total revenue* from CIL and S106 contributions over the period to 2026 could be up to £202 million, if the Charging Schedule is adopted as proposed and if all of the development planned for in the Peterborough Core Strategy is delivered in accordance with the plan. The projected revenues are summarised in Table 5 below.

** Total revenue - in this context 'total revenue' is deemed to be inclusive of a non-financial payments in-kind such as land, property, direct provision by a developer agreed through a S106, which have been expressed in monetary values for ease of comparability. Strictly speaking this may not materialise as a true 'monetary revenue stream'.*

Table 5: Estimated CIL and S106 Revenue Projections to 2026

Development Type	CIL revenue	S106 Contributions	Total
Residential	£57.4m	£118.8m	£176.2m
Non-residential	£9.6m	£16.2m	£25.8m
Total	£67m	£135m	£202m

The projected revenues shown in table 5 are derived from the Peterborough Community Infrastructure Levy Study, Table 9.2, page 57. The S106 contributions total shown in Table 5 has been reduced to £135m (from the £150m shown in CIL Study) to reflect the fact that an element S106 agreements made post CIL adoption, will still be required in order to make development acceptable in planning terms. It is assumed that a proportion (£15million worth) of such agreements will involve works or development that could not be categorised as 'a strategic infrastructure project or item, or contribution'. This is particularly likely on non-residential and non-strategic development sites. An example might be the need to provide to site related bunding or landscaping.

Distinguishing between CIL and S106 eligible projects and costs

Contributions towards infrastructure provision from future developments will be secured predominantly by two mechanisms: the CIL (assuming the city council adopts a CIL Charging Schedule) and a more limited approach and use of Section 106 Agreements. The Peterborough Community Infrastructure Levy Study (Sections 4 and 9), sets out the related issues and assumptions concerning both mechanisms.

The £491 million infrastructure funding gap identified above relates to project types that are likely to require funding from CIL and /or S106 agreements, without making a distinction between the two. It is likely that some projects will be eligible for contributions via S106 agreements only; some via a CIL only; others by both mechanisms.

It is simply not possible to accurately identify the funding sources or the eligibility of projects for different funding types, until the full detail of a project is known or a legal agreement is in place committing a developer to a specific action. However, the city council and partners have given

consideration on a project by project basis, to which is the most likely mechanism (CIL or S106 or both where deemed appropriate) to be used to secure developer support for infrastructure. This is recorded in the Peterborough Infrastructure Delivery Schedule (September 2012).

For many projects where both CIL and S106 are indicated as likely funding streams, the precise split is currently unknown. In these cases, it has been assumed that the majority of funding is likely to be from CIL contributions, as CIL will become the predominant mechanism securing contributions in future. In such cases, it has been assumed that the ratio will be 75:25 (CIL:S106).

This distinction is made due to the lack of site or project specific detail, and provides what is considered to be a reasonable basis for the indicative purposes it is being used for at this stage. It should in no way be used or interpreted as the council's agreed, fixed or adopted position on any one project, site or basis for negotiation.

The Infrastructure Delivery Schedule contains the guide used by the city council when determining which projects are most suited or eligible for funding from CIL or S106 or both.

By applying the assumptions set out in the Peterborough CIL Study, and the charge rates set out in the Preliminary Draft Charging Schedule (Table 2), the projected revenues for S106 and the CIL to 2026 have been calculated and are set out in Table 5 above.

By referring to the IDS 2012, it is possible to set out the funding gap for both S106 and CIL eligible projects; this is set out in Table 6 below.

Table 6: S106 and CIL specific funding gaps

	Costs (£million)	Row
Identified costs for all infrastructure projects	£1,252	See Table 3
less Costs of projects funded by external sources	- £238	Row B, Table 4
Identified costs of infrastructure projects eligible for S106 and/or CIL funding	= £1,014	
Broken down:		
Cost of projects eligible for S106 funding	£388	I
Cost of projects eligible for CIL funding	£626	J
Total Costs	£1,014	K
Cost of Infrastructure Projects eligible for S106 funding	£388	L
Potential funding from other third party grants	£39	M
Potential funding from PCC Capital Receipts & Borrowing	£105	N
Identified S106 Infrastructure Funding Gap	£244	O
S106 Revenue Projection (See Table 5)	£135	P
Cost of Infrastructure Projects eligible for CIL funding	£626	Q
Funding from other third party grants	£63	R
Funding from PCC Capital Receipts & Borrowing	£178	S
Identified CIL Infrastructure Funding Gap	£385	T
CIL Revenue Projection (See Table 5)	£67	U

Row O identifies that the identified funding gap for S106 infrastructure projects is approximately £244 million, and that the S106 revenue projection to 2026 (based on CIL Study assumptions) is approximately £135 million (Row P).

Row T identifies that the identified funding gap for CIL infrastructure projects is approximately £385 million, and that the CIL revenue projection to 2026 (based on CIL Study assumptions) is approximately £67 million.

It is clear that CIL funds, at the proposed charge rates, which have been set so as to maintain economic viability of development locally will be insufficient to fund all the identified CIL eligible infrastructure projects (see Section 3). This is also the case for S106 eligible infrastructure projects. This demonstrates that the prioritisation of projects at both the neighbourhood and strategic level will become an increasingly important matter.

To help illustrate the scale of impact purely on residential development which the proposed charge rates alone could have, the simple housing scenario below is provided:

- Indicative cost per dwelling applying 'proposed levy charge rates' = **£5,750***

However, the levy rate would need to be considerably increased, if it was expected to fully bridge the CIL infrastructure funding gap,

- Indicative cost per dwelling if the levy is set to meet the identified 'CIL infrastructure funding gap' = **£33,000****.

Note

* Based on CIL revenue forecast for residential development (2011 to 2026) divided by number of forecast market dwellings. This figure is exclusive of any S106 element that may be incurred.

** Based on the identified CIL infrastructure funding gap (Table 6, Row T) multiplied by 0.86 (the proportion of infrastructure costs to be funded from housing development) divided by number of forecast market dwellings (10,025 units).

Figures are based on the forecast number of market dwellings to be built (Table 9.2 in Peterborough CIL Study), without planning permission at 2011. The monetary figures are purely indicative of the CIL element only and have not been calculated to take account of specific dwelling types/sizes, whether the site is above or below than 799 dwellings or any related S106 contribution that may be incurred.

Question 12

Do you agree the appropriate balance between the desirability of funding infrastructure from CIL and impacts on the economic viability of development has been found? If not, please explain why.

5. Implementing the Charging Schedule

The calculation of the chargeable amount to be paid by a development is set out in Regulation 40 of the Community Infrastructure Levy Regulations 2010(10). This states, inter alia:

5. The amount of CIL chargeable at a given relevant **rate (R)** must be calculated by applying the following formula -

$$\frac{R \times A \times I_P}{I_C}$$

Where –

A = the deemed net area chargeable at rate R;

I_P = the index figure for the year in which planning permission was granted; and

I_C = the index figure for the year in which the charging schedule containing rate R took effect.

6. The value of A in paragraph (5) must be calculated by applying the following formula—

$$\frac{C_R \times (C - E)}{C}$$

Where –

C_R = the gross internal area of the part of the chargeable development chargeable at rate R, less an amount equal to the aggregate of the gross internal area of all buildings (excluding any new build) on completion of the chargeable development which –

- a. on the day planning permission first permits the chargeable development, are situated on the relevant land and in lawful use:
- b. will be part of the chargeable development upon completion: and
- c. will be chargeable at rate R.

C = the gross internal area of the chargeable development; and

E = an amount equal to the aggregate of the gross internal areas of all buildings which -

- a. on the day planning permission first permits the chargeable development, are situated on the relevant land and in lawful use; and
- b. are to be demolished before completion of the chargeable development.

The charge rates shown in Table 2 will be corrected annually for inflation, in accordance with the Building Cost Information Service (BCIS) of the Royal Institute of Chartered Surveyors "All In Tender Price Index", or another appropriate available inflation index should this one cease to function. They will then be incorporated into the formula above to calculate the 'chargeable amount'. The inflation measure involves dividing the index cost from the year planning permission is granted, by the index cost from the year the Charging Schedule was adopted. Full details of the method are set out in the Regulations.

How will the CIL be collected?

A notice of liability will be issued by the city council as soon as practicable on or after the day on which a planning permission first permits development stating the chargeable amount in relation to the development. The responsibility to pay the levy runs with the ownership of land on which the liable development will be situated and is a local land charge.

Payment of the levy is due from the date the chargeable development commences. A commencement notice must be submitted to the city council no later than the day before the day on which the chargeable development is to be commenced. It is the intention of the city council to prepare and make available to appropriate documentation and templates on its website prior to implementing the CIL.

Payment by Instalments

Regulation 69B of the amended Community Infrastructure Regulations (2011) permits a charging authority to allow persons liable to pay CIL to do so by instalments following the publication of an instalment policy. The city council has yet to decide whether to put in place an instalment procedure, and would welcome views on the preferred option given in Appendix 1.

For developments where the outline planning permission permits development to be implemented in phases, planning permission first permits a phase of the development on the day of the final approval of the last reserved matter associated with that phase¹⁰. As such, each phase can be considered as a separate development and CIL will be levied per agreed phase rather than the site in its entirety. This may throw up some issues in relation to the calculation of the applicable charge rate for Strategic Development Sites; which in the case of residential development has trigger points relating to the number of units delivered. A solution is being sought, but in order to avoid individual phases of Strategic Development Sites having to pay the higher (sub-800 unit) charge rate, some form of legal agreement may be required in relation to the outline planning permission to recognise the need for a different charging approach on these type of sites. Your views on this would be welcome.

Developments granted planning permission by way of a general consent will first be required to submit a notice of chargeable development prior to commencement of development¹¹.

From commencement of development, a demand notice will be issued by the city council to the liable person/s requesting payment of the levy amount.

Question 12

Do you think the city council should have an instalments policy? If so, do you support the option in Appendix 1 or do you have alternative suggestions? Please give reasoning to support your views.

Payment in Kind

The Regulations provide the potential for a charging authority to accept payments in kind for CIL, in the form of a transfer of land to be used for infrastructure provision (as set out in Regulations 73 and 74). The value of the land needs to be equal to the amount of the CIL that would have been paid – with the land value being assessed by an independent valuer. The city council considers that this may take place in exceptional circumstances only. It is in lieu of CIL, and is in addition to any transfer of land which may be required via Section 106 Agreements. Any applicant who is interested in paying/part-paying CIL in this way is advised to discuss the matter with the city council at an early stage in the pre-application process. It is the city council's prerogative to agree to a transfer.

¹⁰ Community Infrastructure Levy Regulations 2010: Regulation 8

¹¹ Community Infrastructure Levy Regulations 2010: Regulations 5, 8 and 64

What will the CIL be spent on?

CIL resources will be spent on the infrastructure needed to support the new development across the unitary authority area. It will fund new infrastructure and will not be used to fund the provision of any existing deficit in provision unless this is necessary to meet the need of new development. The levy can also be used to expand, repair or refurbish existing infrastructure where necessary for new development. In addition, it may, in the future, be spent on the ongoing costs of providing infrastructure; and could consider funding maintenance, operational and promotional activities; however, it is anticipated that the existing Commuted Sums mechanism will continue to be the primary mechanism for securing contributions for ongoing revenue costs.

Government requires charging authorities to allocate a 'meaningful proportion' of levy receipts back to the neighbourhood in which the development has taken place. This will enable the local community to decide their infrastructure priorities, whether in their locality or covering a wider geography, and take control to address them. The city council will provide a meaningful proportion of the CIL monies to local neighbourhoods from the adoption of their Charging Schedule, but the level of funding has yet to be determined. Further details will be provided once the new Regulations have been published by Government (anticipated in late 2012).

As required¹², the city council will publish on its [website](#) a list of infrastructure projects or types of infrastructure that it intends will be, or may be, wholly or partly funded by CIL following adoption of the Draft Charging Schedule. As such, this list (known as the Regulation 123 List) will set out the city councils priorities and will dictate which projects receive CIL funding in the immediate future as CIL money cannot be spend on anything which is not on this list.

It is anticipated that, through an agreed process working with key partners, an Annual Infrastructure Delivery Schedule outlining the coming years' future infrastructure priorities will be produced. This would work with a range of other agendas and plans.

Question 13

Do you have a view on how the city council should coordinate and work with infrastructure and service providers to ensure the delivery of infrastructure provided through CIL? If yes, please explain.

Reporting

As required by Regulation 62, the city council will publish an Annual CIL Report (for the financial year), which shows:

- How much CIL monies have been collected
- How much of that money has been spent
- Information on how CIL monies have been spent (i.e. which infrastructure projects, and how much has been used to cover administrative costs)
- The amount of CIL retained at the end of the reporting year.

Monitoring and Review

The city council recognises the need to closely monitor the CIL charging schedule, given that changes in the residential/commercial market and construction costs can impact on development viability. Following the adoption of the CIL Charging Schedule the current intention is to review the Charging Schedule using a series of proposed 'trigger points' for review on a six-monthly basis. These are set out in the Peterborough CIL Study Report (Roger Tym and Partners, 2012).

¹² Community Infrastructure Levy Regulations 2010, Regulation 123

6. Next Steps

Future Timetable

Following this consultation on the Peterborough Preliminary Draft Charging Schedule, all responses will be considered along with further information to inform the Draft Charging Schedule. A Consultation Statement following this consultation will also be made available on our [website](#). The Draft Charging Schedule setting out our final proposals relating to the CIL will then be published for further public consultation, as required under Regulation 16. Table 7 below outlines the indicative timeframe for the future steps through to Adoption by the city council.

Table 7 Indicative CIL Timetable

Timescale	
Spring/Summer 2013	Publish the Draft Charging Schedule, relevant evidence and a Statement of Representations for 4 weeks public consultation
Summer/Autumn 2013	Independent Examination in Public
Summer/Autumn 2013	Inspector's Report
Autumn 2013/Spring 2014	Adoption of Charging Schedule

Question 14

Do you have any other comments which have not been covered by the other questions? If so, please record them here...

Appendix 1: Preliminary Draft Instalments Policy

In accordance with Regulation 69B of the Community Infrastructure Levy Regulations 2010 (as amended), the city council will automatically allow the payment of CIL by instalments as set out in Table 8 below. The instalments permitted will be linked to the amount payable (the chargeable amount) as recorded on the Demand Notice.

As permitted under Regulation 9 (4) of the Community Infrastructure Regulations 2010 (as amended), where outline planning permission which permits development to be implemented in phases has been granted, each phase of the development as agreed by the city council is a separate chargeable development and the instalment policy will, therefore, apply to each separate chargeable development and associated separate liable amount chargeable. However, as noted before, on Strategic Development Sites where development comes forward in phases; each phase may not necessarily trigger the 800 unit threshold for paying the lower Strategic Development CIL charge rate. The city council will find a way of resolving this to ensure that phased development on Strategic Development Sites does not have to pay the higher rate.

This policy will not apply if any one or more of the following applies:

- a) A commencement notice has not been submitted prior to commencement of the chargeable development, as required by Regulation 67 of the Community Infrastructure Regulations 2010 (as amended);
- b) On the intended date of commencement:
 - i. Nobody has assumed liability to pay CIL in respect of the chargeable development;
 - ii. A commencement notice has been received by Peterborough city council in respect of the chargeable development; and
 - iii. Peterborough city council has not determined a deemed commencement date for the chargeable development and, therefore, payment is required in full, as required by Regulation 71 of the Community Infrastructure Regulations 2010 (as amended);
- c) A person has failed to notify Peterborough City Council of a disqualifying event before the end of 14 days beginning with the day on which the disqualifying event occurs, as per the Community Infrastructure Regulations 2010 (as amended);
- d) An instalment payment has not been made in full after the end of the period of 30 days beginning with the day on which the instalment payment was due, as per the Community Infrastructure Regulations 2010 (as amended).

Where the instalment policy is not applicable, the amount must be paid in full at the end of the period of 60 days beginning with the notified or deemed commencement date of the chargeable development or the date of the disqualifying event, which ever is the earliest, unless specified otherwise within the Community Infrastructure Levy Regulations 2010 (as amended).

The policy will come into effect (subject to further changes between now and the publication of the Draft Charging Schedule) on the date of the approval of the Peterborough Community Infrastructure Levy: Charging Schedule.

Table 8 Peterborough CIL Instalment Policy*

Total CIL Liability	Number of permitted instalments	Payment periods
Chargeable Amount less than £70,000	Payable in one instalment	100% payable within 270 days of the commencement date
Chargeable Amount between £70,000 and £200,000	Payable in two instalments	1st instalment of 50% payable within 270 days of commencement date 2nd instalment of 50% payable within 450 days of commencement date
Chargeable Amount above £200,000 but less than £320,000	Payable in two instalments	1st instalment of 50% payable within 270 days of commencement date 2nd instalment of 50% payable within 540 days of commencement date
Chargeable Amount between £320,000 and £1,000,000	Payable in three instalments	1st instalment of 25% payable within 270 days of commencement date 2nd instalment of 50% payable within 540 days of commencement date 3rd instalment of 25% payable within 720 days of commencement date
Chargeable Amount over £1,000,000	An instalment arrangement will be negotiated and agreed on a 1:1 basis for sites of this scale	
*NB: If 50% or more of the chargeable development is occupied, at any time before the chargeable amount has been paid in full, then the outstanding amount will be due in full within the instalment time given or 60 days whichever is the lesser unless otherwise agreed in writing with Peterborough City Council BEFORE commencement of development.		

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Appendix 2: CIL Geographical Zones

Maps showing the boundaries of the Primary Shopping Area, District and Local Centres:

Map 1

Peterborough City Centre Primary Shopping Area and Urban Area District and Local Centres.

Map 2

Eye Local Centre.

Map 3

Thorney Local Centre.

Map 4

Wittering Local Centre.

If viewing this document in hard copy at one of Peterborough's main public libraries or Bayard Place Reception, the maps are available for viewing as part of the consultation pack.

Appendix 3: Consultation Questions Summary

Question 1

If you think the city council should offer Discretionary Charitable Relief beyond that which is already mandatory, please let us know, clearly setting out your reasoning and justification for doing so.

Question 2

Do you agree with the definition of infrastructure? If not, please explain why.

Question 3

Do you have any comments on the non-technical guide 'How CIL may work in Peterborough'?

Question 4

Do you agree that the infrastructure and funding gap analysis demonstrates there is justification for introducing a CIL? If not, please explain why.

Question 5

Do you agree with the methodology and key assumptions used in the Viability Assessment? If not, please explain why.

Question 6

Do you agree with the proposed charges for retail development? If not, please explain why.

Question 7

Do you agree with the proposed CIL rates for residential development? If not, please explain why.

Question 8

Do you agree with the proposed zero charge for the following public/institutional facilities: education, health, community and emergency services development? If not, please explain why.

Question 9

Do you agree with the proposed standard charge for all other types of development? If not, please explain why.

Question 10

Do you agree with the proposal to set a flat rate levy according to uses across the whole of Peterborough District with the exception of differential rates for retail? If not, please explain why.

Question 11

Do you agree the appropriate balance between the desirability of funding infrastructure from CIL and impacts on the economic viability of development has been found? If not, please explain why.

Question 12

Do you think the city council should have an instalments policy? If so, do you support the option in Appendix 1 or do you have alternative suggestions? Please give reasoning to support your views.

Question 13

Do you have a view on how the city council should coordinate and work with infrastructure and service providers to ensure the delivery of infrastructure provided through CIL? If yes, please explain.

Question 14

Do you have any other comments which have not been covered by the other questions? If so, please record them here...

Appendix 4: Supporting Documents and Evidence

The city council has considered a range of evidence and policy documents in reaching the conclusions set out in this document.

This section sets out the evidence the city council has used to produce this Preliminary Draft Charging Schedule.

In setting a CIL rate the city council must comply with a wide range of Legislation and Regulations, with Regulation 14 of the Community Infrastructure Levy Regulations 2010, and Section 211 (2) and (4) from Part 11 of the Planning Act 2008 being particularly pertinent.

The **Peterborough Integrated Development Programme (IDP) 2009** is a key supporting document to the Core Strategy. This document has subsequently been refreshed to help inform the development of the Preliminary Draft Charging Schedule, and the update is known as the Peterborough Infrastructure Delivery Schedule (IDS 2012).

The **Peterborough Infrastructure Delivery Schedule (IDS 2012)** identifies the infrastructure needs arising from the planned growth of Peterborough to 2026 and the potential funding sources, including Planning Obligations and Community Infrastructure Levy that could viably be secured to help meet this need.

The **Peterborough Community Infrastructure Levy Study (May 2012)**

The city council commissioned Roger Tym and Partners to carry out a development viability assessment for Peterborough to help inform the process of adopting a CIL¹³.

The **Peterborough City Council Local Investment Plan (LIP) 2011** provides the context for future strategic funding discussions with the Homes and Communities Agency (HCA). The objective of the LIP is to address the need for investment across Peterborough whilst encompassing the key objectives of the HCA by delivering sustainable growth and regeneration, and representing excellent value for money. It summarises the investment priorities identified to achieve this goal.

The **Peterborough Core Strategy DPD (adopted 2011)**

The **Peterborough Site Allocations DPD (adopted 2012)**

¹³ Peterborough Community Infrastructure Levy Study, Roger Tym and Partners (May 2012)

Glossary

Adoption

The formal decision by the Council to approve the final version of a document, at the end of all the preparation stages, bringing it into effect.

Affordable Housing

Housing available at a significant discount below the market value, provided to specified eligible households whose needs are not met by the market. It includes social rented and intermediate housing (such as shared equity products, low cost homes for sale and intermediate rent).

Annual Monitoring Report (AMR)

A document produced by the local planning authority and submitted to Government by 31 December each year to report on the progress in producing the local development framework and implementing its policies.

Business Park

An agglomeration of at least three high quality, well designed commercial/office/research premises.

Chargeable Development

The 'chargeable development' is the development for which planning permission is granted. Regulation 9 provides that:-

- (a) Where planning permission is granted by way of a general consent, the chargeable development is the development identified in a notice of chargeable development submitted to the collecting authority in accordance with regulation 64 (or by the authority under regulation 64A).
- (b) In the case of a grant of outline planning permission which permits development to be implemented in phases, each phase of the development is a separate chargeable development.
- (c) Where planning permission is granted under section 73 of TCPA 1990, the effect of which is to change a condition subject to which a previous planning permission was granted by extending the time within which development must be commenced, the chargeable development is the development for which permission was granted by the previous permission.

Community Infrastructure

Facilities available for use by all local residents, such as church or village halls, public doctor's surgeries and hospitals, even public houses. Community facilities could also include children's playgrounds and sports facilities.

Commuted Sum

A payment of a capital sum by an individual, authority or company to the highway authority, local authority, or other body, as a contribution towards the future maintenance of the asset to be adopted, or transferred.

Comparison Retail

Comparison retailing is the provision of items not obtained on a frequent basis. These include clothing, footwear, household and recreational goods.

Convenience Retail

Convenience retailing is the provision of everyday essential items, including food, drinks, tobacco, newspapers/magazines, non-durable household goods and confectionery.

Core Strategy

A Development Plan Document (DPD) which contains the spatial vision, main objectives and policies for managing the future development of the area.

Developer/Planning Contributions

Contributions secured through the planning system for necessary infrastructure to mitigate the impact of, and support, new development.

Development Plan

See Statutory Development Plan.

Development Plan Document (DPD)

One of the types of LDD; they set out the spatial planning strategy, policies and/or allocations of land for types of development across the whole, or specific parts, of the LPA's area.

Examination

A form of independent public inquiry into the soundness of a submitted DPD, which is chaired by an inspector who is appointed by the Secretary of State. After the examination has ended the inspector produces a report with recommendations which are binding on the Council. Note: In the case of the CIL examination, an inspector is not required to be appointed by the Secretary of State and can be any independent, appropriately qualified and experienced individual appointed by the Charging Authority.

Flat/Apartment

"A flat is a separate and self-contained premises constructed or adapted for use for residential purposes and forming part of a building from some other part of which it is divided horizontally" [Building Regulations 2000; SI 2000 no.2531, Definition]. An apartment, for the purpose of this exercise, is essentially the same as a flat, but may well be more spacious and well furnished than your average flat. In general, "apartment" is the North American English usage, and "flat" is the British English usage.

Gross Value Added (GVA)

The contribution to the economy of each individual producer, industry or sector in the United Kingdom which is used in the estimation of Gross Domestic Product (GDP).

Industrial Park

Typically for Peterborough, these tend to be agglomerations of small industrial and warehouse units largely occupied by services and light industry rather than traditional manufacturing. They would tend to fall within the B2 and B8 Use Class definition.

Infrastructure

A collective term which relates to all forms of essential services and facilities e.g. electricity, water, road and rail provision etc.

In/Out/Edge of Centre

As defined in Policy PP7 of the Peterborough Planning Policies DPD (Proposed Submission Version) 2012. **Note:** 'In Centre' includes Local, District and Town Centre (Primary Shopping Area), however, in some cases a charge may relate specifically to an individual type of centre in which case it will explicitly state this e.g. **In Primary Shopping Area, In District/Local Centre** etc. For the purposes of this document 'Edge of Centre' will be classed as 'Out of Centre'. See also 'Peterborough City/Town Centre' definition below.

Large Scale Major Development

See 'Strategic Development'.

Local Development Document (LDD)

Any document, prepared in accordance with the statutory requirements, which sets out the LPA's policies, including supplementary policies and guidance, relating to the development and use of land in their area. All LDDs are part of the LDF. There are different types of LDD.

Local Development Framework (LDF)

The collective term for the whole package of planning documents which are produced by a local planning authority to provide the planning framework for its area. The LDF includes LDDs, the LDS and the AMR.

Local Development Scheme (LDS)

A document which sets out the local planning authority's intentions and timetable for the preparation of new LDDs (including DPDs, SPDs and the SCI).

Local Planning Authority (LPA)

The local authority which has duties and powers under the planning legislation. For the Peterborough area, this is Peterborough City Council.

Minor Development

Any development which is not large scale major development.

Mitigation Measures

Actions necessary to restrict or remedy the negative impacts of a particular development.

Open Space and Recreational Land

Areas of undeveloped or largely undeveloped land for leisure purposes - including village greens, allotments, children's playgrounds, sports pitches and municipal parks.

Peterborough City/Town Centre

For the purposes of this document it is defined as being within the city centre Primary Shopping Area, as referred to in Policy CS15 of the Peterborough Core Strategy. Until the boundary of this area is established through the City Centre DPD, it means the Central Retail Area as defined by the Map of Peterborough Town Centre (Inset Map 2) associated with the Peterborough Local Plan Proposals Map.

Planning Obligation

Obligation (either an agreement or unilateral undertaking) under Section 106 of the Town and Country Planning Act 1990 (as amended).

Regional Spatial Strategies (RSS)

Plan covering the East of England as a whole, and setting out strategic policies and proposals for managing land-use change (NB: Likely to be abolished as part of emerging planning reforms).

Retail Warehousing

Large stores specialising in the sale of household goods (such as carpets, furniture and electrical goods), DIY and gardening items, and other ranges of goods, catering mainly for car-borne customers.

Retail Park

An agglomeration of at least three retail premises made up of superstores and/or warehouses.

S106 Agreement

Section 106 (S106) of the Town and Country Planning Act 1990 allows a local planning authority (LPA) to enter into a legally-binding agreement or planning obligation with a landowner in association with the granting of planning permission. The obligation is termed a Section 106 Agreement.

These agreements are a way of delivering or addressing matters that are necessary to make a development acceptable in planning terms. They are increasingly used to support the provision of services and infrastructure, such as highways, recreational facilities, education, health and affordable housing.

The scope of such agreements is laid out in the government's Circular 05/2005¹⁴. Matters agreed as part of a S106 must be:

- relevant to planning
- necessary to make the proposed development acceptable in planning terms
- directly related to the proposed development
- fairly and reasonably related in scale and kind to the proposed development
- reasonable in all other respects.

A council's approach to securing benefits through the S106 process should be grounded in evidence-based policy.

Small Shops

The Sunday Trading Act 1994 defines 'small shops' as being less than 280 sq m net floor area.

Spatial Planning

Spatial planning goes beyond traditional land use planning. It brings together and integrates policies for the development and use of land with other policies and programmes which influence the nature of places and how they function. This will include policies which can impact on land use, for example, by influencing the demands on or needs for development, but which are not capable of being delivered solely or mainly through the granting of planning permission and may be delivered through other means.

Statutory Development Plan

The overall term for a number of documents which, together, have a particular status under the planning legislation in decision-making. The Development Plan includes the Regional Spatial Strategy and all adopted DPDs for the area. For an interim period it may include all or part of certain structure plans and local plans.

Strategic Development

A development comprising 800 or more dwellings that, as a result of the scale, warrants complete on-site provision of key infrastructure items such as schools, parks and community centres.

Submission

Point at which a draft Development Plan Document (or the draft Statement of Community Involvement) is submitted to the Secretary of State for examination.

Superstores

Self-service stores selling mainly food, or food and non-food goods, usually with more than 2,500 square metres trading floorspace, with supporting car parking.

Supplementary Planning Documents

One of the types of LDD; they expand on policies or provide further detail to policies contained in a DPD.

Sustainable Development

In broad terms this means development that meets the needs of the present without compromising the ability of future generations to meet their own needs. The Government has set out five guiding principles for sustainable development in its strategy "Securing the future - UK Government strategy for sustainable development". The five guiding principles, to be achieved simultaneously,

¹⁴ Note, however, that Part 11 of the CIL Regulations (2010) introduce further limitation on the use of planning obligations; namely they 'distil' the 5 tests in the circular 5/05 definition into 3. Note also, that Regulation 123 places a limit on 'pooling' contributions from 14 April 2014.

are: Living within environmental limits; Ensuring a strong healthy and just society; Achieving a sustainable economy; Promoting good governance; and Using sound science responsibly.

Unilateral Undertaking

Where a planning obligation is required to secure a financial contribution, instead of agreeing obligations through the standard process of negotiation and agreement between the Council and the developer, developers may provide a Unilateral Undertaking. This is a document that contains covenants given by the developer and enforceable by the Council, but with no reciprocal covenants given by the Council. The Council will only rely on such a Unilateral Undertaking to secure a financial contribution if its provisions are acceptable to the Council. The provider of the undertaking will have to submit evidence of legal title to the application site with the undertaking and will be responsible for the Council's legal costs in checking the suitability and acceptability of the undertaking.

Use Class Order

A piece of national secondary legislation which groups types of use of premises into classes, so that no development is involved if a building is changed from one use to another within the same class. Changing the use of a building from one class to another constitutes development, and needs planning permission, but in certain circumstances this may be automatically permitted without the need to submit a planning application.

Vitality and Viability

In terms of retailing, vitality is the capacity of a centre to grow or to develop its level of commercial activity. Viability is the capacity of a centre to achieve the commercial success necessary to sustain the existence of the centre.

Windfall Development

A previously developed site which has not been specifically identified as available through the development plan process, but which unexpectedly becomes available for development. A windfall dwelling is a dwelling which is delivered from such a site.

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NEWBOROUGH CP

ON CP

MARHOLM CP

Werrington

CITY OF PETERBOROUGH

BRETTON CP

PETERBOROUGH

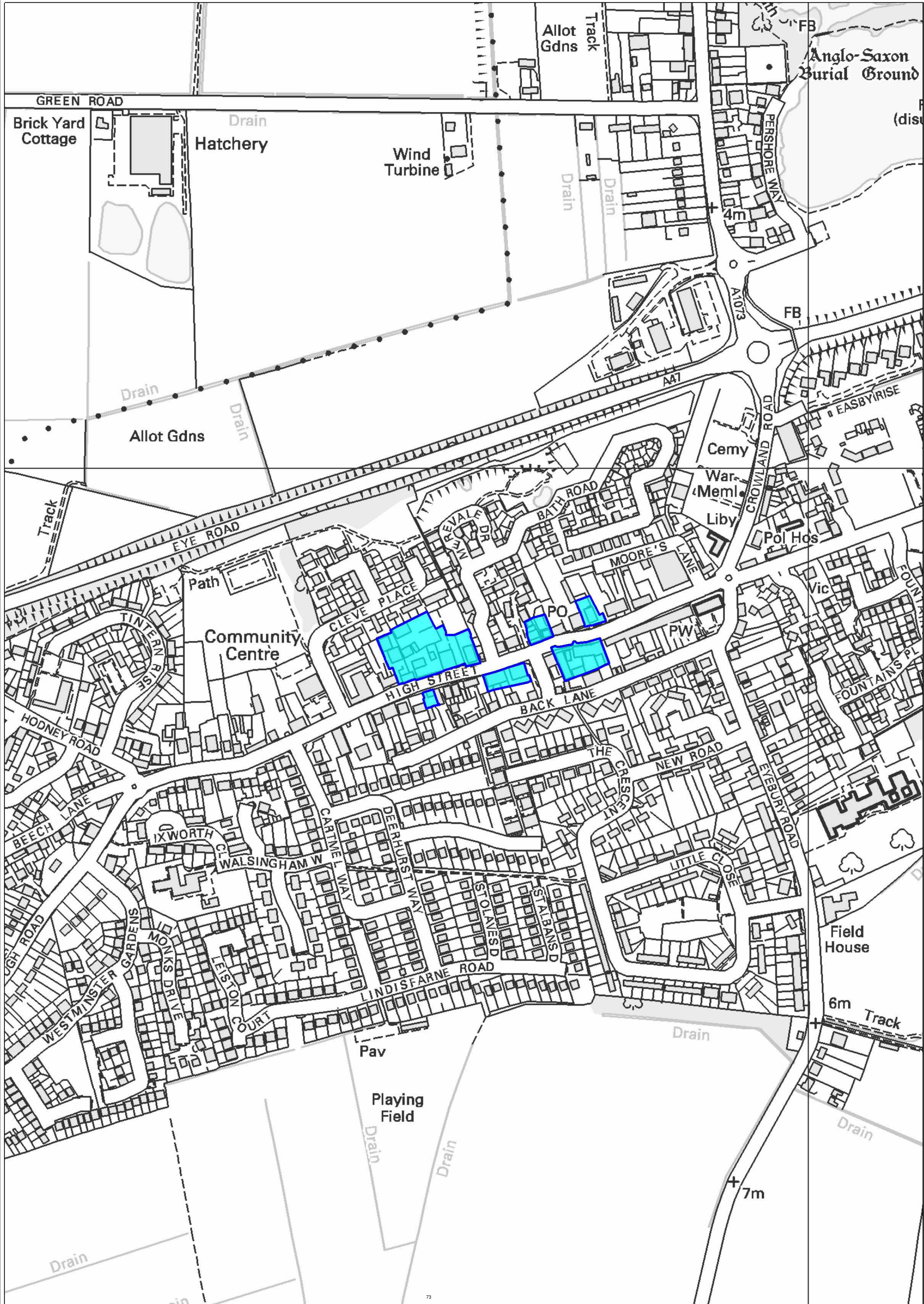
OR CP

ORTON LONGUEVILLE CP

ORTON WATERVILLE CP

CP

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Buke Horn Plantation

Sewage Works

Cumulus

FB

Mast

Works

Airstrip (Grass)

Cob

F Sta

Ppg Sta

Liby

CHURCH

Abbey (Benedictine) (remains of)

Thorney

Playing Field

Tracey House

Abbey Fields

Thornycroft

Cemetery

Ashley Pool

High Leads

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Sewage Works

PW

COLLYWESTON RD

PINEWOOD AVENUE

Masts

Path

Masts

SOUTH SIDE GARDENS

PO

CHATER RD
TOWNSEND ROAD

Hall

Recreation Ground

Wittering

School

52m

51m

PW

BOXER ROAD

Allot Gdns

CHURCH ROAD

School

Pol Sta

ST GEORGE

BROADHURST ROAD

NEWMAN C

ROSE WALK

CARNEGIE ROAD

EMBRY ROAD

PARKER ROAD

HALL LANE

PW

Hall Lane (Track)

Church Park

TRENT ROAD

WOODROFFE G ROAD

ECCLES RD

SUTCLIFFE

Sewage Farm

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Peterborough Infrastructure Delivery Schedule (IDS) 2012

October 2012

(Note: Draft version produced for PEP Committee and SG&EC Scrutiny – September 2012)

This Schedule has been published alongside the consultation documents associated with introducing a new Community Infrastructure Levy (CIL) in Peterborough. Please go the following website for full consultation and background material:

[web address]

Prepared by:
Strategic Planning, Housing and Environment
Peterborough City Council



Peterborough Infrastructure Delivery Schedule - October 2012

Summary

The attached Peterborough Infrastructure Delivery Schedule lists local infrastructure projects which will support the sustainable growth of the city. The projects are grouped into themes and cover the period to 2026 and beyond.

The projects have been provided by departments of the city council and partners, and predominantly reflect projects already agreed and evidenced through other plans and strategies, such as the Local Transport Plan (LTP).

The Infrastructure Delivery Schedule is, by its very nature, a 'work in progress' item that is continually being reviewed and updated to reflect our latest growth programme. It should not be seen as a fixed or exhaustive list, nor should it be read to mean every project will definitely be delivered or delivered at a specific time. Projects can and will change at any time, and the Schedule will be updated accordingly. It will be fully refreshed and agreed by Cabinet annually, each summer, and be made available on our website.

Background

In 2009, the Peterborough Integrated Development Programme (IDP) (2009) was produced to provide a full breakdown of the infrastructure needs of the district, based on the projected growth outlined in the Core Strategy over the plan period to 2026.

Since then development has progressed in some areas of the economy and by effected the economic recession in others. The IDP 2009 has been refreshed with key partners and infrastructure providers, to support the introduction of the Community Infrastructure Levy. The revised list, known as the Peterborough Infrastructure Delivery Schedule 2012 (IDS 2012), is set out as a list of projects by theme. The refreshed list has taking into account into account:

- Changes in legislation and associated regulations; policy, local priorities and actual implementation on the ground since 2009;
- Current and forecast funding availability;

The refresh also took into account the proposed introduction of Community Infrastructure Levy, and how this might work in tandem with Section 106 agreements. Further detail about this matter is set out Peterborough CIL Study¹.

Within this document for each listed project, the likely funding sources to be used to finance, or support the delivery of a project (provision of land or construction of some or part of the infrastructure project) are indicated. When considering future project delivery, it must be recognised that there are many unknowns, which tend to increase the further in time the matter is projected. For this reason the costs, timescales and indicated funding streams must be read as indicative only.

¹ Peterborough Community Infrastructure Levy Study, Roger Tym and Partners (May 2012)

Key to Tables

Thematic Package	Project Code	Project Title	Thematic Package	Delivery Timescale	Is this project dependant on an element of PCC funding?	Does this project require Community Infrastructure Levy Funding?	Does this project require a S106 contribution?	Minimum Capital Cost (£million)	Maximum Capital Cost (£million)
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Column	Title	What does it mean?
1	Thematic Package	Projects have been grouped into 6 thematic packages with the following names <ul style="list-style-type: none"> • Community Infrastructure • Emergency Services • Environmental Sustainability • Health and Wellbeing • Skills and Education • Transport
2	Project Code	Unique project reference number derived from the Verto projects database.
3	Project Title	Brief descriptive title by which the project is known.
4	Thematic Package	See 1 above
5	Delivery Timescale	The timescale within which the project schedule to start. The timescales used are <ul style="list-style-type: none"> • Within this financial year • Short Term (within 1 – 5 years) • Medium Term (within 6-10 years) • Long Term (within 11 – 15 years) • Beyond (over 15 years)
6	Is the project likely to require an element PCC funding?	PCC funding in this context refers to the PCC capital receipts and/or borrowing funding streams. PCC funding in this context is NOT inclusive of government grants or payments from third parties via S106s etc
7	Is the project likely to require an element of CIL funding?	CIL funding – monies secured through a community infrastructure levy charge, when or if a CIL is adopted.
8	Is the project likely to require a S106 contribution?	S106 contributions – contributions (finance, land, property or other in-kind payments) secured through S106 agreements.
9	Minimum capital cost (£ million)	Indicative minimum cost of the infrastructure project (or actual minimum where known).
10	Maximum capital cost (£ million)	Indicative maximum cost of the infrastructure project (or actual minimum where known).

Note

Financial contributions towards infrastructure provision from future developments will be secured predominantly by two mechanisms: the CIL (assuming the city council adopts a CIL Charging Schedule) and a more limited use of Section 106 Agreements. The Peterborough Community Infrastructure Levy Study (Sections 4 and 9), sets out the related issues and assumptions concerning both mechanisms.

It should be stressed that it is not always possible to accurately identify the funding sources or the eligibility of projects for different funding types, until the full detail of a project is known or a legal agreement is in place committing a developer to a specific action. However, the city council and partners have given consideration to which mechanism(s) is likely to be appropriate i.e. CIL, S106 or a both, for providing a contribution to project delivery. This is recorded in columns 6-8 in this Peterborough Infrastructure Delivery Schedule. This is provided purely to help calculate the financial figures set out in the Preliminary Draft, Charging Schedule.

Both the financial figures, and the likely funding sources contained in this schedule are indicative and should in no way be used or interpreted as the council's agreed, fixed or adopted position on any one project, site or basis for negotiation.

Table 1 Infrastructure Types by Theme

(Indicative guide used to determine which developer contribution mechanism is likely to be applicable as shown in Columns 7 and 8 of the IDS Schedule below).

To be funded, or part funded, through CIL	Infrastructure and other items to be funded through, for example, S106 Obligations; S278/38 of the Highways Act; other legislation or through Planning Condition
<p>Non site-specific Strategic Public Highway and Transport Infrastructure/Services including:</p> <ul style="list-style-type: none"> • Walking • Cycling • Public Transport • Highways. 	<p>On-Site, Strategic Development Site and local site-related, Public Highways and Transport Requirements including:</p> <ul style="list-style-type: none"> • Highway works to mitigate the direct impact of development, including site access or adjacent junction improvements to facilitate traffic movements on the site, and parking control. • Pedestrian, cycle and public transport facilities on site or providing direct access to the site. • Travel planning including, where relevant, area wide travel planning. • Certain specific schemes serving the access needs of a development. • Walking • Cycling • Public Transport • Highways.
<p>Non site-specific Strategic Public Skills and Education Facilities/Services including:</p> <ul style="list-style-type: none"> • Early Years • Special Schools • Primary • Secondary. 	<p>Development specific school provision on Strategic Development Sites including:</p> <ul style="list-style-type: none"> • Early Years • Special Schools • Primary • Secondary <p>See 'Transfer of Land' in this table.</p>
<p>Non site-specific Strategic Health and Wellbeing Facilities/Services including:</p> <ul style="list-style-type: none"> • Hospitals • Doctors' Surgeries • Dental Surgeries • Hospices • Walk-in Centres and Minor Injury Units • Mobile Clinics • Nursing Homes • Day Centres • Residential Care Homes • Rehabilitation Centres • Children's Homes • Mental Healthcare Facilities. 	<p>On-Site, site-related Public Health Care Facilities on Strategic Development Sites including:</p> <ul style="list-style-type: none"> • Doctors' Surgeries • Dental Surgeries • Walk-in Centres and Minor Injury Units • Mobile Clinics • Nursing Homes • Day Centres • Residential Care Homes.
<p>Non-site specific Strategic Environmental, Leisure and Recreation Facilities/Services (Public owned or part-owned assets) including:</p> <ul style="list-style-type: none"> • Libraries • Heritage and Historic • Arts • Cultural • Sports • Play • Informal/Amenity Space. 	<p>On-site, site-related Protection, Examination and Recording of the Historic Environment. On site interpretation.</p> <p>On-site, site-related Leisure and Recreation Facilities/Services on Strategic Development Sites including:</p> <ul style="list-style-type: none"> • Libraries • Heritage and Historic • Arts • Cultural • Sports • Play • Informal/Amenity Space. <p>See 'Transfer of Land' in this table.</p>

To be funded, or part funded, through CIL	Infrastructure and other items to be funded through, for example, S106 Obligations; S278/38 of the Highways Act; other legislation or through Planning Condition
<p>Non site-specific Strategic Public Open Space Provision including:</p> <ul style="list-style-type: none"> • Green Infrastructure/Services • Allotments • Informal/Amenity Space • Parks • Nature Reserves. 	<p>On-site, site-related Public Open Space Provision on Strategic Development Sites including:</p> <ul style="list-style-type: none"> • Green Infrastructure/Services • Allotments • Informal/Amenity Space • Parks • Nature Reserves. <p>See 'Transfer of Land' in this table.</p>
<p>Non site-specific Strategic Public Community Assets/Services including:</p> <ul style="list-style-type: none"> • Strategic Flood Defence/Attenuation and Drainage • Emergency Services (Police, Fire and Ambulance) • Public Buildings • Public Realm • Employment Initiatives. 	<p>Public Community Assets/Services on Strategic Development Sites including:</p> <ul style="list-style-type: none"> • Flood Defence/Attenuation and Drainage • Emergency Services (Police, Fire and Ambulance) • Public Buildings • Public Realm • Employment Initiatives. <p>On-site, site-related Public Community Provision including:</p> <ul style="list-style-type: none"> • Public Community infrastructure provided within a private commercial or residential building • Support for the administration and establishment of local community groups to serve a new community • Community development support • Fire hydrants • Public Realm • Establishment and ongoing maintenance of water infrastructure which is not adopted by an appropriate responsible body • Skills training. <p>See 'Transfer of Land' in this table.</p>
<p>Non site-specific Strategic Utilities Services (Public owned or part-owned off-site assets) including:</p> <ul style="list-style-type: none"> • Energy (Electricity/Heat/Cooling) Generation, Storage and Distribution • Water Treatment, Storage and Distribution • Waste Treatment, Collection, Recycling and Storage (Management) • Telecommunications and Broadband. 	<p>Utilities Services (Public owned or part-owned assets) on Strategic Development Sites including:</p> <ul style="list-style-type: none"> • Energy (Electricity/Heat/Cooling) Generation, Storage and Distribution • Water Treatment, Storage and Distribution • Waste Treatment, Collection, Recycling and Storage (Management) • Telecommunications and Broadband. <p>On-site, site-related electricity, heat, cooling, water, waste reduction initiatives.</p> <p>On-site, site-related electricity, heat, cooling, water, waste and communications equipment/measures (e.g. Broadband).</p>
	Affordable Housing.
	Treatment of Contaminated Land (Remediation).
<p>Land Transfer: Where the facility is needed to serve more than one development, any land transfer agreed by the Local Authority over and above that required in relation to the specific development would be regarded as a 'payment in kind' deductible from the overall CIL Liability outstanding.</p>	<p>Where the facility is primarily needed to serve the specific development, the land will be expected to be transferred at no cost to the relevant public authorities.</p>
<p>Double Charging: Double-charging will be avoided by ensuring that where an item of infrastructure is provided on- or near-site, and/or committed to being provided in a S106 Agreement, identical infrastructure will not be funded using the CIL contribution from that site. This will be ensured by having a robust accounting system and associated monitoring/reporting regime.</p>	

Peterborough Infrastructure List - IDS

Thematic Package	Project Code	Project Title	Thematic Package	Delivery Timescale	Is this project dependant on an element of PCC funding?	Does this project require Community Infrastructure Levy Funding?	Does this project require a S106 contribution?	Minimum Capital Cost (£million)	Maximum Capital Cost (£million)
COMMUNITY INFRASTRUCTURE									
COMMUNITY INFRASTRUCTURE	PR001497	Cluster/Sector Forums	Community Infrastructure	Short Term (next 1 - 5 years)	No	Yes	No	£0.02	£0.04
	PR001501	Peterborough Economic Intelligence Report	Community Infrastructure	Short Term (next 1 - 5 years)	No	Yes	No	£0.04	£0.08
	PR001504	Eco-Innovation Centre - Phase 2	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£6.00	£8.00
	PR001507	City Marketing	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.30	£0.45
	PR001543	New Public Art Installations - promoting cultural venues	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.22	£0.22
	PR001555	Affordable Housing - Station Quarter	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.01	£0.01
	PR001604	Affordable Housing - Bus Depot Lincoln Road	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.70	£0.80
	PR001608	Affordable Housing - New England Complex Lincoln Road	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.40	£0.50
	PR001613	Affordable Housing - Peterborough WEB Oundle Road	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£1.60	£1.90
	PR001616	Affordable Housing - Lady Lodge Goldhay Way	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.40	£0.60
	PR001619	Affordable Housing - Woodston Point, Shrewsbury Avenue	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.65	£0.80
	PR001620	Affordable Housing - Land off Cathwaite	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.40	£0.50
	PR001621	Affordable Housing - Honey Hill Primary School	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£1.40	£1.70

Thematic Package	Project Code	Project Title	Thematic Package	Delivery Timescale	Is this project dependant on an element of PCC funding?	Does this project require Community Infrastructure Levy Funding?	Does this project require a S106 contribution?	Minimum Capital Cost (£million)	Maximum Capital Cost (£million)
COMMUNITY INFRASTRUCTURE	PR001622	Affordable Housing - Hampton Court Car Park Westwood Centre	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.60	£0.80
	PR001625	Affordable Housing - Fletton High Street Former Allotments	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£1.60	£2.00
	PR001626	Affordable Housing - Former Garages behind Coneygree Road	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.20	£0.30
	PR001627	Affordable Housing - Land off Wessex Close Tenterhill	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.90	£1.10
	PR001628	Affordable Housing - Former Fletton Goods Yard	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.70	£0.92
	PR001629	Affordable Housing - Stangground Stables	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.40	£0.50
	PR001630	Affordable Housing - Peterborough Road Farcet	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£2.00	£2.40
	PR001631	Affordable Housing - Land Adjacent to 197 and Rear of Old Mill, Farcet	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.40	£0.54
	PR001632	Affordable Housing - Windsor Avenue	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£1.20	£1.40
	PR001634	Affordable Housing - Land at Foxcovert Road	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£3.20	£3.70
	PR001635	Affordable Housing - Land at R/O 467 Fullbridge Road	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£1.40	£1.70
	PR001672	Stangground South Community Pavilion	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	No	Yes	£0.28	£0.38
	PR001678	Great Haddon co-located community hub	Community Infrastructure	Medium Term (next 6 - 10 years)	Yes	No	Yes	£6.51	£7.00
	PR001679	Great Haddon co-located community room x 1	Community Infrastructure	Medium Term (next 6 - 10 years)	Yes	No	Yes	£0.21	£0.23

Thematic Package	Project Code	Project Title	Thematic Package	Delivery Timescale	Is this project dependant on an element of PCC funding?	Does this project require Community Infrastructure Levy Funding?	Does this project require a S106 contribution?	Minimum Capital Cost (£million)	Maximum Capital Cost (£million)
COMMUNITY INFRASTRUCTURE	PR001680	Hampton Leys Community Centre	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	No	Yes	£0.58	£0.65
	PR001702	Paston Reserve Community Facilities	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	No	Yes	£0.76	£0.86
	PR001703	Norwood Community Facilities	Community Infrastructure	Medium Term (next 6 - 10 years)	Yes	No	Yes	£0.76	£0.86
	PR001713	Great Haddon co-located community room x 2	Community Infrastructure	Medium Term (next 6 - 10 years)	Yes	No	Yes	£0.21	£0.23
	PR001714	Flag Fen Heritage Site	Community Infrastructure	Medium Term (next 6 - 10 years)	Yes	Yes	No	£15.00	£20.00
	PR001715	Cultural Development on Embankment	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£15.00	£20.00
	PR001724	Safer Communities Infrastructure projects for Fletton, Stanground & Woodston	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.03	£0.03
	PR001725	Greener Communities Infrastructure Projects for Fletton, Stanground & Woodston	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.03	£0.03
	PR001726	Cleaner Communities Infrastructure Projects for Fletton, Stanground & Woodston	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.03	£0.03
	PR001727	Stronger Communities infrastructure projects for Fletton, Stanground & Woodston	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.03	£0.03
	PR001728	Safer Communities Infrastructure projects for Ortons with Hampton	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.03	£0.03
	PR001729	Greener Communities Infrastructure Projects for Ortons with Hampton	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.03	£0.03
	PR001730	Cleaner Communities Infrastructure Projects for Ortons with Hampton	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.03	£0.03
	PR001731	Stronger Communities Infrastructure Projects for Ortons with Hampton	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.03	£0.03

Thematic Package	Project Code	Project Title	Thematic Package	Delivery Timescale	Is this project dependant on an element of PCC funding?	Does this project require Community Infrastructure Levy Funding?	Does this project require a S106 contribution?	Minimum Capital Cost (£million)	Maximum Capital Cost (£million)
COMMUNITY INFRASTRUCTURE	PR001732	Safer Communities Infrastructure Projects for Dogsthorpe, East & Park	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.03	£0.03
	PR001733	Greener Communities Infrastructure projects for Dogsthorpe, East & Park	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.03	£0.03
	PR001734	Cleaner Communities Infrastructure Projects for Dogsthorpe, East & Park	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.03	£0.03
	PR001735	Stronger Communities Infrastructure Projects for Dogsthorpe, East & Park	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.03	£0.03
	PR001736	Safer Communities Infrastructure Projects for Central & North	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.03	£0.03
	PR001737	Greener Communities Infrastructure Projects for Central & North	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.03	£0.03
	PR001738	Cleaner Communities Infrastructure Projects for Central & North	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.03	£0.03
	PR001739	Stronger Communities Infrastructure Projects for Central & North	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.03	£0.03
	PR001740	Safer Communities Infrastructure Projects for Peterborough North	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.03	£0.03
	PR001741	Greener Communities Infrastructure Projects for Peterborough North	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.03	£0.03
	PR001742	Cleaner Communities Infrastructure Projects for Peterborough North	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.03	£0.03
	PR001743	Stronger Communities Infrastructure Projects for Peterborough North	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.03	£0.03
	PR001745	Cemetery Provision	Community Infrastructure	Medium Term (next 6 - 10 years)	Yes	Yes	No		
	PR001746	Safer Communities Infrastructure Projects for Peterborough West	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.03	£0.03

Thematic Package	Project Code	Project Title	Thematic Package	Delivery Timescale	Is this project dependant on an element of PCC funding?	Does this project require Community Infrastructure Levy Funding?	Does this project require a S106 contribution?	Minimum Capital Cost (£million)	Maximum Capital Cost (£million)
COMMUNITY INFRASTRUCTURE	PR001747	Greener Communities Infrastructure Projects for Peterborough West	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.03	£0.03
	PR001748	Cleaner Communities Infrastructure Projects for Peterborough West	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.03	£0.03
	PR001749	Stronger Communities Infrastructure Projects for Peterborough West	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.03	£0.03
	PR001750	Safer Communities Infrastructure Projects for Rural North	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.03	£0.03
	PR001751	Greener Communities Infrastructure Projects for Rural North	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.03	£0.03
	PR001752	Cleaner Communities Infrastructure Projects for Rural North	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.03	£0.03
	PR001753	Stronger Communities Infrastructure Projects for Rural North	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.03	£0.03
	PR001754	Centre for Sporting Excellence - Embankment	Community Infrastructure	Medium Term (next 6 - 10 years)	Yes	Yes	No	£40.00	£45.00
	PR001554	Affordable Housing - Hospital Quarter	Community Infrastructure	Short Term (next 1 - 5 years)	No	No	Yes	£0.07	£0.08
	PR001556	Affordable Housing - Railworld	Community Infrastructure	Short Term (next 1 - 5 years)	No	No	Yes	£0.02	£0.03
	PR001557	Affordable Housing - Bright Street / Lincoln Road	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.00	£0.00
	PR001558	Affordable Housing - Northminster	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.06	£0.07
	PR001559	Affordable Housing - Broadway	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.01	£0.01
	PR001560	Affordable Housing - North Westgate / Cathedral Square	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.01	£0.02

Thematic Package	Project Code	Project Title	Thematic Package	Delivery Timescale	Is this project dependant on an element of PCC funding?	Does this project require Community Infrastructure Levy Funding?	Does this project require a S106 contribution?	Minimum Capital Cost (£million)	Maximum Capital Cost (£million)
COMMUNITY INFRASTRUCTURE	PR001561	Affordable Housing - Cathedral Precinct	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.00	£0.00
	PR001562	Affordable Housing - Priestgate / Bridge Street	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.00	£0.00
	PR001563	Affordable Housing - Rivergate	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.03	£0.03
	PR001564	Affordable Housing - Embankment - Southbank north of railway line (Matalan & Bridge House Old Mill)	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.02	£0.03
	PR001565	Affordable Housing - Fengate	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.03	£0.03
	PR001566	Affordable Housing - South Bank - Football Ground & Carbon Challenge site	Community Infrastructure	Short Term (next 1 - 5 years)	No	No	Yes	£1.20	£1.20
	PR001580	Affordable Housing - Great Haddon	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.08	£0.10
	PR001581	Affordable Housing - Paston Reserve	Community Infrastructure	Short Term (next 1 - 5 years)	No	No	Yes	£0.02	£0.02
	PR001582	Affordable Housing - Norwood	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.02	£0.02
	PR001583	Affordable Housing - Stanground South	Community Infrastructure	Short Term (next 1 - 5 years)	No	No	Yes	£3.20	£3.20
	PR001586	Affordable Housing - Hampton	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.03	£0.04
	PR001591	Affordable Housing - Orton Centre	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.01	£0.01
	PR001596	Affordable Housing - 9 Brook Street	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.30	£0.35
	PR001597	Affordable Housing - Aborfield Mill, Glington Road, Helpston	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.56	£0.65

Thematic Package	Project Code	Project Title	Thematic Package	Delivery Timescale	Is this project dependant on an element of PCC funding?	Does this project require Community Infrastructure Levy Funding?	Does this project require a S106 contribution?	Minimum Capital Cost (£million)	Maximum Capital Cost (£million)	
COMMUNITY INFRASTRUCTURE	PR001599	Affordable Housing - Werrington District Centre	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£2.50	£2.90	
	PR001600	Affordable Housing - Bretton Woods School	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£2.00	£2.30	
	PR001601	Affordable Housing - Cresset Bretton Centre	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£2.10	£2.50	
	PR001605	Affordable Housing - Bretton Industry Site	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.20	£0.30	
	PR001606	Affordable Housing - Watergall and Pyramid Centre	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.70	£0.80	
	PR001607	Affordable Housing - Land of Bourges Boulevard, Maskew Avenue	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.22	£0.25	
	PR001609	Affordable Housing - John Mansfield School	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£1.80	£2.20	
	PR001610	Affordable Housing - John Mansfield Playing Field	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£2.00	£2.40	
	PR001611	Affordable Housing - St Augustines Walk/Oundle Road Allotments	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.60	£0.70	
	PR001612	Affordable Housing - Site off New Road Woodston EH Lee Ltd	Community Infrastructure	Medium Term (next 6 - 10 years)	No	No	Yes	£0.60	£0.70	
	PR001756	Business Enterprise Incubator Unit	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£1.50	£2.20	
	PR001757	Business Skills Service	Community Infrastructure	Short Term (next 1 - 5 years)	Yes	Yes	No	£1.00	£1.25	
	Total ALL Projects								£125.63	£151.42
	COMMUNITY INFRASTRUCTURE								£125.63	£151.42
Total CIL/S106 Funded Projects								£125.63	£151.42	

Thematic Package	Project Code	Project Title	Thematic Package	Delivery Timescale	Is this project dependant on an element of PCC funding?	Does this project require Community Infrastructure Levy Funding?	Does this project require a S106 contribution?	Minimum Capital Cost (£million)	Maximum Capital Cost (£million)
EMERGENCY SERVICES	EMERGENCY SERVICES								
	PR001544	Fire - tbc	Emergency Services						
	PR001545	Ambulance - tbc	Emergency Services						
	PR001546	Police - tbc	Emergency Services						
EMERGENCY SERVICES				Total ALL Projects				£0.00	£0.00
				Total CIL/S106 Funded Projects				£0.00	£0.00
ENVIRONMENTAL SUSTAINABILITY	ENVIRONMENTAL SUSTAINABILITY								
	PR001391	NENE VALLEY PROJECTS - Nene Valley Green Infrastructure Corridor	Environmental Sustainability	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.50	£2.00
	PR001397	JOHN CLARE COUNTRY PROJECTS - Maxey Cut	Environmental Sustainability	Medium Term (next 6 - 10 years)	Yes	Yes	No	£0.50	£1.00
	PR001399	JOHN CLARE PROJECTS -West Peterborough Woodlands	Environmental Sustainability	Short Term (next 1 - 5 years)	No	No	No	£1.00	£2.00
	PR001400	JOHN CLARE COUNTRY PROJECTS -Woodland Connectivity	Environmental Sustainability	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.50	£1.00
	PR001401	SOUTH PETERBOROUGH GREEN PARKS Woodland Linkage	Environmental Sustainability	Medium Term (next 6 - 10 years)	Yes	Yes	No	£0.10	£0.50
	PR001403	South Peterborough Green Parks River Nene (Old Course):	Environmental Sustainability	Medium Term (next 6 - 10 years)	Yes	Yes	No	£0.50	£1.00
	PR001404	South Peterborough Green Parks - Habitat Enhancements	Environmental Sustainability	Short Term (next 1 - 5 years)	Yes	Yes	No	£1.00	£2.00
	PR001406	PETERBOROUGH URBAN FRINGE & FEN-EDGE -Access Enhancements	Environmental Sustainability	Long Term (next 11 - 15 years)	Yes	Yes	No	£0.10	£0.50
	PR001408	SOUTH PETERBOROUGH GREEN PARKS Access Enhancements	Environmental Sustainability	Long Term (next 11 - 15 years)	Yes	Yes	No	£0.10	£0.50

Thematic Package	Project Code	Project Title	Thematic Package	Delivery Timescale	Is this project dependant on an element of PCC funding?	Does this project require Community Infrastructure Levy Funding?	Does this project require a S106 contribution?	Minimum Capital Cost (£million)	Maximum Capital Cost (£million)
ENVIRONMENTAL SUSTAINABILITY	PR001411	PETERBOROUGH URBAN FRINGE & FEN-EDGE PROJECTS -Eye to Thorney Corridor	Environmental Sustainability	Long Term (next 11 - 15 years)	Yes	Yes	No	£1.00	£2.00
	PR001412	PETERBOROUGH URBAN FRINGE & FEN-EDGE PROJECTS -Green Wheel Cycle Network	Environmental Sustainability	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.10	£0.50
	PR001414	SOUTH PETERBOROUGH GREEN PARKS Access Routes from Peterborough to Great Fen	Environmental Sustainability	Short Term (next 1 - 5 years)	Yes	Yes	No	£1.00	£2.00
	PR001418	JOHN CLARE COUNTRY PROJECTS -Access Enhancements	Environmental Sustainability	Medium Term (next 6 - 10 years)	Yes	Yes	No	£0.10	£0.50
	PR001420	PETERBOROUGH URBAN FRINGE & FEN-EDGE PROJECTS -Land Management	Environmental Sustainability	Medium Term (next 6 - 10 years)	No	No	No	£0.10	£0.50
	PR001423	PETERBOROUGH URBAN FRINGE & FEN-EDGE PROJECTS - Boat Access Improvements	Environmental Sustainability	Short Term (next 1 - 5 years)	No	No	No	£1.00	£5.00
	PR001425	PETERBOROUGH URBAN FRINGE & FEN-EDGE PROJECTS -East Peterborough Green Infrastructure Provision	Environmental Sustainability	Short Term (next 1 - 5 years)	No	No	No	£3.00	£5.00
	PR001426	South Peterborough Green Park Visitor Attraction	Environmental Sustainability	Short Term (next 1 - 5 years)	No	No	No	£1.00	£2.00
	PR001427	South Peterborough Green Parks - Orton Pit Special Area of Conservation*	Environmental Sustainability	Short Term (next 1 - 5 years)	Yes	Yes	No	£1.00	£2.00
	PR001442	JOHN CLARE COUNTRY PROJECTS - John Clare Centre	Environmental Sustainability	Long Term (next 11 - 15 years)	No	No	No	£0.50	£1.00
	PR001446	Nassaburgh Woodland Connection Project	Environmental Sustainability	Short Term (next 1 - 5 years)	Yes	Yes	No	£1.00	£5.00
	PR001447	JOHN CLARE COUNTRY PROJECTS - Calcareous Grassland and Heath Project	Environmental Sustainability	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.50	£1.00
	PR001449	PETERBOROUGH URBAN FRINGE & FEN-EDGE PROJECTS - East Peterborough Wet Woodland and Fen Project *	Environmental Sustainability	Long Term (next 11 - 15 years)	Yes	Yes	No	£0.50	£1.00

Thematic Package	Project Code	Project Title	Thematic Package	Delivery Timescale	Is this project dependant on an element of PCC funding?	Does this project require Community Infrastructure Levy Funding?	Does this project require a S106 contribution?	Minimum Capital Cost (£million)	Maximum Capital Cost (£million)	
ENVIRONMENTAL SUSTAINABILITY	PR001451	Green Grid Officer	Environmental Sustainability	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.30	£0.50	
	PR001652	Forest For Peterborough	Environmental Sustainability	Beyond 15 years	Yes	Yes	No	£0.50	£1.00	
	PR001653	NENE VALLEY PROJECTS - Ferry Meadows Country Park Enhancements	Environmental Sustainability	Medium Term (next 6 - 10 years)	Yes	Yes	No	£0.50	£1.00	
	PR001654	WELLAND VALLEY PROJECTS - Welland Valley Enhancement Project	Environmental Sustainability	Medium Term (next 6 - 10 years)	Yes	Yes	No	£0.50	£2.00	
	PR001655	PETERBOROUGH URBAN FRINGE & FEN-EDGE PROJECTS - Enhanced accessibility by public transport to green infrastructure sites	Environmental Sustainability	Medium Term (next 6 - 10 years)	Yes	Yes	No	£0.10	£0.50	
ENVIRONMENTAL SUSTAINABILITY				Total ALL Projects				£17.00	£43.00	
				Total CIL/S106 Funded Projects				£10.40	£27.50	
HEALTH AND WELLBEING	HEALTH AND WELLBEING									
	Awaiting Projects for Listing		Health and Wellbeing							
HEALTH AND WELLBEING				Total ALL Projects				£0.00	£0.00	
				Total CIL/S106 Funded Projects				£0.00	£0.00	
SKILLS AND EDUCATION	SKILLS AND EDUCATION									
	PR001365	Early Years Needs	Skills and Education	Short Term (next 1 - 5 years)	Yes	Yes	No	£2.50	£5.00	
	PR001366	City Of Peterborough Academy - Secondary	Skills and Education	Within this financial year	Yes	Yes	No	£10.00	£15.00	
	PR001367	Heltwate Special School Phase 3	Skills and Education	Within this financial year	Yes	Yes	No	£0.70	£0.80	
	PR001368	Paston Reserve 1 - Primary	Skills and Education	Short Term (next 1 - 5 years)	Yes	No	No	£6.00	£8.00	
	PR001369	Paston Reserve 2 (Norwood) - Primary	Skills and Education	Medium Term (next 6 - 10 years)	Yes	No	No	£8.00	£10.00	

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SKILLS AND EDUCATION	PR001370	Great Haddon 1 - Primary	Skills and Education	Medium Term (next 6 - 10 years)	Yes	No	Yes	£8.00	£10.00
	PR001371	Great Haddon 2 - Primary	Skills and Education	Long Term (next 11 - 15 years)	Yes	No	Yes	£8.00	£11.00
	PR001372	Great Haddon 3 - Primary	Skills and Education	Long Term (next 11 - 15 years)	Yes	No	Yes	£7.00	£8.00
	PR001373	Hampton Leys 1 - Primary	Skills and Education	Short Term (next 1 - 5 years)	Yes	No	Yes	£6.00	£8.00
	PR001374	Hampton Leys 2 - Primary	Skills and Education	Medium Term (next 6 - 10 years)	Yes	No	Yes	£6.00	£8.00
	PR001375	Stanground South Primary School	Skills and Education	Within this financial year	Yes	No	Yes	£6.00	£8.00
	PR001378	West Town Primary School	Skills and Education	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£6.00	£12.00
	PR001379	Northern Embankment (Bishop Crighton/POSH) - Primary	Skills and Education	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£3.00	£4.00
	PR001381	Ormiston Bushfield Academy - Secondary	Skills and Education	Within this financial year	Yes	Yes	No	£15.00	£25.00
	PR001382	Stanground Academy - Secondary	Skills and Education	Within this financial year	Yes	No	Yes	£15.00	£25.00
	PR001383	Norwood Secondary School	Skills and Education	Medium Term (next 6 - 10 years)	Yes	Yes	Yes	£20.00	£30.00
	PR001384	Great Haddon Secondary	Skills and Education		Yes	No	Yes	£30.00	£35.00
	PR001385	Special School Review	Skills and Education	Short Term (next 1 - 5 years)	Yes	Yes	No	£8.00	£15.00
	PR001386	PRU Review	Skills and Education		Yes	Yes	No	£5.00	£8.00

Thematic Package	Project Code	Project Title	Thematic Package	Delivery Timescale	Is this project dependant on an element of PCC funding?	Does this project require Community Infrastructure Levy Funding?	Does this project require a S106 contribution?	Minimum Capital Cost (£million)	Maximum Capital Cost (£million)	
SKILLS AND EDUCATION	PR001389	Hampton College Phase 2 Extension	Skills and Education	Within this financial year	Yes	No	Yes	£8.00	£12.00	
	PR001684	Hampton 2 Secondary School	Skills and Education	Medium Term (next 6 - 10 years)	Yes	Yes	Yes	£25.00	£30.00	
	PR001686	Orton Wistow - Primary	Skills and Education	Short Term (next 1 - 5 years)	Yes	Yes	No	£1.00	£2.00	
	PR001687	Woodston Primary School extension	Skills and Education	Medium Term (next 6 - 10 years)	Yes	Yes	No	£2.00	£3.00	
	PR001691	Queens Drive Infant School	Skills and Education	Short Term (next 1 - 5 years)	Yes	No	No	£1.50	£2.00	
	PR001692	Hampton Vale Primary School	Skills and Education	Short Term (next 1 - 5 years)	Yes	Yes	No	£2.50	£3.00	
	PR001693	Old Fletton Primary School	Skills and Education	Short Term (next 1 - 5 years)	Yes	No	No	£0.30	£0.50	
	PR001694	Hampton Additional Primary School	Skills and Education	Within this financial year	Yes	Yes	No	£6.00	£7.00	
	PR001695	Discovery Primary School Phase 2	Skills and Education	Short Term (next 1 - 5 years)	Yes	Yes	No	£0.20	£0.30	
	PR001708	Hampton College Phase 3	Skills and Education	Short Term (next 1 - 5 years)	Yes	No	Yes	£2.50	£4.00	
	PR001709	New England Complex - Primary	Skills and Education	Short Term (next 1 - 5 years)	Yes	Yes	No	£6.00	£8.00	
	PR001710	St George's Primary School	Skills and Education	Short Term (next 1 - 5 years)	Yes	Yes	No	£5.00	£7.50	
	Total ALL Projects								£230.20	£325.10
	Total CIL/S106 Funded Projects								£214.40	£304.60

Thematic Package	Project Code	Project Title	Thematic Package	Delivery Timescale	Is this project dependant on an element of PCC funding?	Does this project require Community Infrastructure Levy Funding?	Does this project require a S106 contribution?	Minimum Capital Cost (£million)	Maximum Capital Cost (£million)
TRANSPORT									
TRANSPORT	PR001260	Smarter Choices - Travelchoice Centre (Queensgate)	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£0.25	£1.00
	PR001262	Intelligent Transport Systems - UTMC	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£1.00	£3.00
	PR001263	Intelligent Transport Systems - RTPI (linked to UTMC, Audio and Other Emerging Technology)	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£0.50	£2.00
	PR001264	Primary Public Transport Corridor	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£0.90	£0.90
	PR001267	A15 Paston Parkway/A47 Soke Parkway Jn 20 Stage 1 Improvements	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£2.00	£5.00
	PR001272	Western Relief Road	Transport	Short Term (next 1 - 5 years)	No	No	Yes	£5.00	£10.00
	PR001273	Yaxley Bypass	Transport	Short Term (next 1 - 5 years)	No	No	Yes	£5.00	£10.00
	PR001276	Junction 17 (A1(M) / A1139 Fletton Parkway/A605) Improvements	Transport	Short Term (next 1 - 5 years)	No	No	Yes	£1.00	£5.00
	PR001277	A1139 Fletton Parkway Junction Improvements Junction 1	Transport	Short Term (next 1 - 5 years)	No	No	Yes	£1.00	£3.00
	PR001278	A15 Paston Parkway/A47 Soke Parkway Jn 20 Stage 2 Improvements	Transport	Medium Term (next 6 - 10 years)	No	No	Yes	£5.00	£10.00
	PR001280	Travel Plans (School, Business, Residential and Village/Rural)	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£1.00	£5.00
	PR001281	Travelchoice Centres (District Centres)	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£1.00	£2.00
	PR001282	Social Marketing / Research	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£1.00	£3.00
	PR001283	New Technology - Advances in Technology and Best Practice (Smarter Choices)	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£1.00	£3.00

Thematic Package	Project Code	Project Title	Thematic Package	Delivery Timescale	Is this project dependant on an element of PCC funding?	Does this project require Community Infrastructure Levy Funding?	Does this project require a S106 contribution?	Minimum Capital Cost (£million)	Maximum Capital Cost (£million)
TRANSPORT	PR001284	Travelchoice Website	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£0.00	£0.03
	PR001285	Strategic Walking Network Expansion and Consolidation	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£5.00	£10.00
	PR001287	P&R - Cycle	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£1.00	£3.00
	PR001288	Bourges Boulevard Pedestrian Crossings (Inc. DDA Link between Bus and Rail Stations)	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£1.50	£5.00
	PR001291	Expansion of Pedestrianisation	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£1.00	£10.00
	PR001292	Primary Cycle Network Expansion and Consolidation	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£5.00	£10.00
	PR001293	London Road River Bridge Phase III	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£3.00	£5.00
	PR001294	South Bank Railway and River Footbridges	Transport	Medium Term (next 6 - 10 years)	Yes	Yes	Yes	£10.00	£15.00
	PR001295	Pedestrian and Cycle Bridge in Vicinity of Crescent Bridge	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£10.00	£15.00
	PR001297	Travelchoice Centre (Central Bus / Rail Information Centre)	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£1.00	£2.00
	PR001298	Integrated Transport Hub (Rail/Bus/Cycle)	Transport	Medium Term (next 6 - 10 years)	Yes	Yes	Yes	£1.00	£2.50
	PR001300	Extended Primary Public Transport Corridors (PPTC), Infrastructure and Services	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£3.00	£5.00
	PR001302	Min.10min Frequency and Additional Core Network	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£10.00	£15.00
	PR001304	Improve Rural Bus Service - Demand Responsive Service	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£3.00	£5.00
	PR001305	Improve Orbital Bus Network	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£3.00	£5.00

Thematic Package	Project Code	Project Title	Thematic Package	Delivery Timescale	Is this project dependant on an element of PCC funding?	Does this project require Community Infrastructure Levy Funding?	Does this project require a S106 contribution?	Minimum Capital Cost (£million)	Maximum Capital Cost (£million)
TRANSPORT	PR001306	Improve Cross Boundary Bus Service	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£3.00	£5.00
	PR001307	Extend Timetable of Bus Services at Evenings and Weekends	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£3.00	£5.00
	PR001308	Park and Ride - South	Transport	Medium Term (next 6 – 10 years)	Yes	Yes	Yes	£3.00	£5.00
	PR001309	Park and Ride - Northern	Transport	Medium Term (next 6 – 10 years)	Yes	Yes	Yes	£3.00	£5.00
	PR001310	Park and Ride - Eastern	Transport	Medium Term (next 6 – 10 years)	Yes	Yes	Yes	£3.00	£5.00
	PR001311	Bus Priority Measures	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£5.00	£10.00
	PR001315	Car Park Strategy	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£0.25	£1.00
	PR001316	Potential for High Occupancy Vehicle Lanes (Inc. Longthorpe Parkway)	Transport	Short Term (next 1 - 5 years)	No	Yes	Yes	£0.30	£1.00
	PR001317	Potential for No Car Lanes	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£0.30	£1.00
	PR001318	Potential for Green Lanes (No Cars Except Low Emission)	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£0.30	£1.00
	PR001319	Active Traffic Management (ATM)	Transport	Medium Term (next 6 - 10 years)	Yes	Yes	Yes	£5.00	£25.00
	PR001320	Variable Message Signs (VMS)	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£0.30	£1.00
	PR001321	Park and Share	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£1.00	£5.00
	PR001322	Electric Car Charging Points	Transport	Medium Term (next 6 - 10 years)	Yes	Yes	Yes	£3.00	£5.00
	PR001323	Car Park Demand Management	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£0.30	£1.00

Thematic Package	Project Code	Project Title	Thematic Package	Delivery Timescale	Is this project dependant on an element of PCC funding?	Does this project require Community Infrastructure Levy Funding?	Does this project require a S106 contribution?	Minimum Capital Cost (£million)	Maximum Capital Cost (£million)
TRANSPORT	PR001324	Crescent Bridge / Bourges Boulevard Improvements	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£5.00	£10.00
	PR001325	Rivergate Gyratory Improvements	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£3.00	£5.00
	PR001326	City Centre Improvements	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£3.00	£5.00
	PR001327	East Embankment - Boongate Dualling	Transport	Within this financial year	Yes	Yes	Yes	£10.00	£15.00
	PR001328	East Embankment - Fengate Capacity Improvements	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£10.00	£15.00
	PR001330	A1139 Fletton Parkway Junction A1(m) 17 - Jn 1 Widening	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£5.00	£10.00
	PR001331	A1139 Fletton Parkway Junction 1-2 Widening	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£5.00	£10.00
	PR001332	A1139 Fletton Parkway Junction Improvements Jn 2	Transport	Medium Term (next 6 - 10 years)	No	No	Yes	£1.00	£3.00
	PR001333	A1139 Fletton Parkway Junction Improvements Jn 3	Transport	Medium Term (next 6 - 10 years)	Yes	Yes	Yes	£1.00	£3.00
	PR001334	A1139 Fletton Parkway Junction Improvements Jn 3 - 3a	Transport	Medium Term (next 6 - 10 years)	Yes	Yes	Yes	£25.00	£30.00
	PR001337	A47/A15 Lincoln Road Jn 18 Improvements	Transport	Short Term (next 1 - 5 years)	No	Yes	Yes	£1.00	£3.00
	PR001338	A47/A15 Paston Parkway Jn 20 Improvements (Above A1073 Scheme)	Transport	Medium Term (next 6 - 10 years)	Yes	Yes	Yes	£5.00	£10.00
	PR001339	A15 Junction Improvements Jn 21	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£0.30	£1.00
	PR001340	Dualling of Paston Parkway Between Jn 22 and Glinton Roundabout (Jn 23)	Transport	Medium Term (next 6 - 10 years)	Yes	Yes	Yes	£10.00	£15.00
	PR001341	A15 Junction Improvements to Jn 23 Inc PT Priority	Transport	Medium Term (next 6 - 10 years)	Yes	Yes	Yes	£2.50	£5.00
	PR001342	Nene Parkway Widening - Jn 32 - 33 (With 50mph Speed Limit)	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£2.50	£5.00

Thematic Package	Project Code	Project Title	Thematic Package	Delivery Timescale	Is this project dependant on an element of PCC funding?	Does this project require Community Infrastructure Levy Funding?	Does this project require a S106 contribution?	Minimum Capital Cost (£million)	Maximum Capital Cost (£million)	
TRANSPORT	PR001343	Nene Parkway Junction Improvements Jn 33	Transport	Medium Term (next 6 - 10 years)	Yes	Yes	Yes	£1.00	£2.50	
	PR001344	A605 Stanground Bypass Dualling – Eastern End	Transport	Medium Term (next 6 - 10 years)	No	Yes	Yes	£10.00	£15.00	
	PR001345	Jn 68 Stanground Fire Station Improvements with PT priority	Transport	Medium Term (next 6 - 10 years)	Yes	Yes	Yes	£1.00	£3.00	
	PR001346	A47 Dualling Between A1 and Sutton	Transport	Long Term (next 11 - 15 years)	No	Yes	Yes	£15.00	£20.00	
	PR001347	A1 Wittering Junction Improvement	Transport	Short Term (next 1 - 5 years)	No	Yes	Yes	£10.00	£15.00	
	PR001348	Norwood Access and Wider Junction Improvements	Transport	Medium Term (next 6 - 10 years)	Yes	Yes	Yes	£5.00	£10.00	
	PR001349	A1073 Dualling Norwood to A47	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£5.00	£10.00	
	PR001350	Eastern Industries Access	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£5.00	£10.00	
	PR001351	Parnwell Way Dualling (As Part of Eastern Industries) Between Jn 8 and Jn 70	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£5.00	£10.00	
	PR001352	Freight Logistics - Quality Partnership	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£1.00	£3.00	
	PR001353	Hybrid or Rail Trans Shipment	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£0.30	£1.00	
	PR001354	Consider Wider Use of River for Transport	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£0.30	£1.00	
	PR001355	HGV Only Lane (Inland Port Related)	Transport	Medium Term (next 6 - 10 years)	No	No	Yes	£0.30	£1.00	
	PR001357	Level Crossing Closures/Enhancements (Woodcroft & Foxcovert Road)	Transport	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£10.00	£15.00	
	Total ALL Projects								£272.10	£507.93
	Total CIL/S106 Funded Projects								£272.10	£507.93

Thematic Package	Project Code	Project Title	Thematic Package	Delivery Timescale	Is this project dependant on an element of PCC funding?	Does this project require Community Infrastructure Levy Funding?	Does this project require a S106 contribution?	Minimum Capital Cost (£million)	Maximum Capital Cost (£million)
UTILITIES AND SERVICES	UTILITIES AND SERVICES								
	PR001363	Eye - Up-rate Little Close sewage pumping station	Utilities & Services	Short Term (next 1 - 5 years)	No	No	No	£0.40	£0.60
	PR001453	Strategic off-site flood compensation	Utilities & Services	Medium Term (next 6 - 10 years)	Yes	Yes	Yes	£0.10	£1.00
	PR001456	Great Haddon - new water supply booster station	Utilities & Services	Short Term (next 1 - 5 years)	No	No	No	£0.25	£1.00
	PR001457	Norwood - new water main from Glinton	Utilities & Services	Medium Term (next 6 - 10 years)	No	No	No	£4.00	£6.00
	PR001459	Flag Fen STW water re-use	Utilities & Services	Within this financial year	No	No	No	£80.00	£100.00
	PR001461	Station and Hospital Quarters - storage at River Lane combined sewer overflow	Utilities & Services	Short Term (next 1 - 5 years)	No	No	No	£0.10	£0.80
	PR001462	Eye, Eye Green - Provide storage at Crowland Road sewage pumping station	Utilities & Services	Short Term (next 1 - 5 years)	No	No	No	£0.20	£0.30
	PR001463	Hampton Leys - up-size foul sewer at Phorpres Way	Utilities & Services	Short Term (next 1 - 5 years)	No	No	No	£0.15	£0.17
	PR001464	Northborough sewerage infrastructure improvement 1	Utilities & Services	Beyond 15 years	No	No	No	£0.44	£0.65
	PR001465	Northborough sewerage infrastructure improvement 2	Utilities & Services	Beyond 15 years	No	No	No	£0.90	£1.10
	PR001466	Eye, Eye Green - raise overflow weir to reduce flooding	Utilities & Services	Medium Term (next 6 - 10 years)	No	No	No	£0.08	£0.10
	PR001467	South Bank - Up-rate Peterborough Southern Area PS	Utilities & Services	Short Term (next 1 - 5 years)	No	No	No	£0.50	£1.50
	PR001468	Stanground and RFI - up-rate Thistle Drive sewage pumping station	Utilities & Services	Short Term (next 1 - 5 years)	No	No	No	£1.30	£1.70
	PR001469	Hampton Leys - up-rate London Road terminal pumping station	Utilities & Services	Short Term (next 1 - 5 years)	No	No	No	£0.40	£0.60
	PR001470	Great Haddon - up-rate Orton Mere PS	Utilities & Services	Short Term (next 1 - 5 years)	No	No	No	£0.40	£0.60

Thematic Package	Project Code	Project Title	Thematic Package	Delivery Timescale	Is this project dependant on an element of PCC funding?	Does this project require Community Infrastructure Levy Funding?	Does this project require a S106 contribution?	Minimum Capital Cost (£million)	Maximum Capital Cost (£million)
UTILITIES AND SERVICES	PR001471	Great Haddon - new pumping station with 2.8km rising main at Orton	Utilities & Services	Short Term (next 1 - 5 years)	No	No	No	£3.40	£3.90
	PR001472	Flag Fen wastewater treatment works expansion	Utilities & Services	Short Term (next 1 - 5 years)	No	No	No	£1.00	£5.00
	PR001474	Upgrade Peterborough Central 132/11kV Substation	Utilities & Services	Medium Term (next 6 - 10 years)	No	No	No	£3.00	£5.00
	PR001475	New Substation - Station Area	Utilities & Services	Long Term (next 11 - 15 years)	No	No	No	£4.00	£8.00
	PR001476	Upgrade Orton Primary	Utilities & Services	Short Term (next 1 - 5 years)	No	No	No	£5.00	£6.00
	PR001477	New Substation, Great Haddon	Utilities & Services	Short Term (next 1 - 5 years)	No	No	No	£6.00	£8.00
	PR001478	New Substation, Werrington Area	Utilities & Services	Long Term (next 11 - 15 years)	No	No	No	£6.00	£8.00
	PR001480	Upgrade Farcet Primary	Utilities & Services	Short Term (next 1 - 5 years)	No	No	No	£2.00	£5.00
	PR001481	Upgrade Peterborough Central 132/33kV Substation	Utilities & Services	Short Term (next 1 - 5 years)	No	No	No	£4.00	£7.00
	PR001482	Reinforce 132kV circuits between Peterborough Central and Peterborough North	Utilities & Services	Long Term (next 11 - 15 years)	No	No	No	£15.00	£18.00
	PR001491	Anaerobic Digestion Plant	Utilities & Services	Medium Term (next 6 - 10 years)	Yes	Yes	No	£6.00	£10.00
	PR001494	Southern Householders Recycling Centre	Utilities & Services	Long Term (next 11 - 15 years)	Yes	Yes	No	£4.00	£6.50
	PR001496	Develop Bring Sites (per 800 dwellings)	Utilities & Services	Short Term (next 1 - 5 years)	Yes	Yes	Yes	£1.00	£5.00
	PR001673	Reinforce 33kV circuits Peterborough Central - Kings Dyke	Utilities & Services	Short Term (next 1 - 5 years)	No	No	No	£5.00	£6.00
	PR001674	Divert 132kV cables, Southbank north	Utilities & Services	Medium Term (next 6 - 10 years)	No	No	No	£1.00	£2.00
	PR001675	Underground 132kV line, Southbank South	Utilities & Services	Medium Term (next 6 - 10 years)	No	No	No	£3.00	£5.00

Thematic Package	Project Code	Project Title	Thematic Package	Delivery Timescale	Is this project dependant on an element of PCC funding?	Does this project require Community Infrastructure Levy Funding?	Does this project require a S106 contribution?	Minimum Capital Cost (£million)	Maximum Capital Cost (£million)
UTILITIES AND SERVICES				Total ALL Projects				£158.62	£224.52
				Total CIL/S106 Funded Projects				£11.10	£22.50
ADMINISTRATIVE COSTS (2% - 5% OF ESTIMATED ANNUAL CIL RECIEPTS)								£0.08	£0.15
GRAND TOTAL - ALL THEMATIC AREAS				GRAND TOTAL ALL PROJECTS				£803.63	£1252.12
				GRAND TOTAL CIL/S106 FUNDED PROJECTS				£633.71	£1014.10

How the Community Infrastructure Levy may work in Peterborough: A Simple Guide

October 2012

(Note: this version is a draft for PEP Committee and SG&EC Scrutiny – September 2012)

This Guide has been published alongside the consultation documents associated with introducing a new Community Infrastructure Levy (CIL) in Peterborough. Please go the following website for full consultation and background material:

[web address]

This guide is intended to help the reader understand what CIL means in practice. However, this guide does not form part of the formal CIL documents which the city council must prepare. If there is any conflict between what is stated in this guide and what is stated in the formal consultation material, then the latter overrides.

**Prepared by:
Strategic Planning, Housing and Environment
Peterborough City Council**



How CIL may work in Peterborough: A Simple Guide

What is CIL?

CIL is short for 'Community Infrastructure Levy'. It is a 'levy' that local authorities can choose to charge new developments in their area. Government has set down the rules which must be followed as to how a local authority can go about charging a CIL.

In simple terms, this 'levy' means that if you build something over a certain size in Peterborough you will have to pay the city council a financial contribution. The city council will collect the money from you and then spend it on new 'infrastructure' which the city needs to grow sustainably.

Developers currently have to make a contribution towards new infrastructure under the council's Planning Obligations Implementation Scheme (POIS). CIL is a new way of securing these funds introduced by the Government.

What is infrastructure? Why do we need it in Peterborough?

Infrastructure covers a wide range of things, but common examples include: new schools, new parks, play areas, new roads and cycleways electricity cables and water treatment works. It is essential that we provide all this new infrastructure at the same time as we build new housing and business development. If we didn't then the schools would get too full, the roads would become grid locked, we would have no electricity or water and there would be nowhere to play or spend leisure time. Life in Peterborough would become very challenging if we didn't provide appropriate infrastructure.

I thought the council already charged developers?

We do, this is currently administered under the council's Planning Obligations Implementation Scheme (POIS). However Government has therefore introduced the CIL and told local authorities that it must stop using any other local mechanism, such as POIS, by April 2014. As such, the city council must stop using its current system – known as the Peterborough Planning Obligations Implementation Strategy (POIS) – and instead prepare a CIL.

Who will pay the CIL?

Most developments will have to pay CIL once introduced (due in early 2014), and certainly it will be payable for all large developments. But there are some key exceptions:

- Householder development, such as a standard size new house extension or garage (though you do have to pay if you build a completely new house)
- Small business developments, under 100 sq m
- New 'affordable homes'
- Some developments built by charities
- Any development (no matter how big) if it receives planning permission prior to the city council adopting a CIL (i.e. if you get planning permission for something in the next few months, you won't have to pay a CIL even if you built it after the CIL has been introduced).

How much will you have to pay?

It all depends on the new floorspace you provide and what the building will be used for. For every square metre of new floorspace that you build, you will be charged a fixed rate levy. But the levy does change depending on what type of development you build – a detailed table is overleaf. However, this table of charges is only draft at this stage, and we are seeking views on it through a formal consultation process starting later this year (October or November). So it may change before the CIL system is fully in place in Peterborough.

To illustrate what it means in practice, here is a worked example:

Builder Jones gets planning permission to build 5 new private 3 bedroom houses, with no 'affordable homes'. Each home has a floorspace of 100 sq m.

Builder Jones will therefore have to pay a CIL charge of:
 5 homes x 100 sq m each x £110 per sq m CIL charge = £55,000

CIL PDCS - Proposed Charges by Development Type

Use	CIL charge (per sq m)
Private market houses on:	
(i) Sites where no affordable housing provision is secured via a S106 Planning Obligation	£110
(ii) Sites of up to 799 units where affordable housing provision is secured via a S106 Planning Obligation	£75
(iii) Strategic Development Sites (800 plus residential units)	£30
Apartments or flats with*/without** affordable housing requirement	£10*/£50**
Retail development:	
(a) All Comparison*/Convenience** retail development unless covered by (b) or (c)	£175*/£400**
(b) All retail development within the City Centre Primary Shopping Area	£10
(c) All retail development below 280 sq m (net additional floorspace) within a District or Local Centre	£10
Public/institutional facilities as follows: education, health, community and emergency services	£0
All other chargeable development	£10

When will CIL be paid?

It all depends on when you start your development. The city council intends to adopt an instalments policy (a draft is already available as part of the detailed consultation material). This means that for large developments you can pay the CIL charge in chunks as you make progress with your development. We recognise that it would be unfair for large developments to pay the full CIL charge upfront.

What will the council spend the money on?

It must be spent on infrastructure, and the city council must report every year what we spent the money on. However, some of the money we are going to devolve down to local areas to decide how they spend it.

We intend to give 5% of all the CIL money we receive directly to our Neighbourhood Committees and let those committees decide how it should be spent.

Tell me more about contributions being devolved to local areas

The city council is committed to passing more control and influence down to local communities, especially via our seven Neighbourhood Committees, so that local communities can decide what the priorities are for spending resources. This principle also applies to CIL, in two ways. Firstly, we want Neighbourhood Committees and other community organisations to tell us what infrastructure should be included on our infrastructure delivery schedule (see later for more details on this). Secondly, we intend to give 5% of all the CIL money we receive directly to Neighbourhood Committees and let those committees decide how it should be spent. This is on top of any other grants that Neighbourhood Councils have control over.

So are you saying that I can influence how CIL money is spent?

Very much so. But it is essential you attend your local Neighbourhood Committee meetings because that is where it will be agreed what projects will be prioritised. Everyone who attends a committee meeting is able to have their say.

What happens to the other 95%?

The city council intends to split the remaining 95% CIL money into the following areas. The percentage splits are approximately the same as are currently used under our local 'POIS' system.

Proposed funding split by infrastructure theme

Skills & Education	38%	Health & Wellbeing	5%
Transport	28%	Emergency Services	5%
Community Infrastructure	9%	Utilities & Services	5%
Environmental Sustainability	5%		

Can you be more specific – what exact projects are you able to spend it on?

An Infrastructure Delivery Schedule (IDS) is available on the council's website which lists around 300 items of infrastructure which the city needs if it is to grow sustainably. **But a word of caution:** this list is subject to change (at least once a year), to match our latest growth programme and latest funding situation. Not all projects will, or must, be delivered. Some are more aspirational projects which we would like to see happen, but only if we can secure all the funding we need. However, only projects considered critical to accommodate our growth needs will be eligible for CIL funding. These are listed separately on the CIL Infrastructure Funding Gap List also available on our website.

Will CIL pay for everything?

No. We will need to secure funding from a wide range of other sources, including the private sector, government grants and from our own resources. Developers will only be asked to pay a fair share at a level they can afford.

What if one of the 'themes' above doesn't need its % share?

We are looking into this issue. One option could be that a particular theme can 'bank' a maximum of one or two years CIL contributions (which may be sensible in some instances, so it can pay for a particularly large piece of new infrastructure, such as a new road), but any more than that will be distributed to one of the other themes which needs the money most. If you have any suggestions on this, please let us know. We hope to come to a firm decision before we publish our final CIL proposals.

Does all of this mean that the CIL process is finalised then?

Not at all. We are having a first round of consultation starting in October or November this year and a second round of consultation next year. It will then be subject to 'independent examination' by an inspector. There is, therefore, plenty of time for you to comment on the proposals or suggest ideas for what we spend the money on.

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SUSTAINABLE GROWTH AND ENVIRONMENT CAPITAL SCRUTINY COMMITTEE	Agenda Item No. 8
6 SEPTEMBER 2012	Public Report

Report of the Solicitor to the Council

Report Author – Paulina Ford, Senior Governance Officer, Scrutiny

Contact Details – 01733 452508 or email paulina.ford@peterborough.gov.uk

FORWARD PLAN OF KEY DECISIONS

1. PURPOSE

- 1.1 This is a regular report to the Sustainable Growth and Environment Capital Scrutiny Committee outlining the content of the Council's Forward Plan.

2. RECOMMENDATIONS

- 2.1 That the Committee identifies any relevant items for inclusion within their work programme.

3. BACKGROUND

- 3.1 The latest version of the Forward Plan is attached at Appendix 1. The Plan contains those key decisions, which the Leader of the Council believes that the Cabinet or individual Cabinet Member(s) will be making over the next four months.
- 3.2 The information in the Forward Plan provides the Committee with the opportunity of considering whether it wishes to seek to influence any of these key decisions, or to request further information.
- 3.3 If the Committee wished to examine any of the key decisions, consideration would need to be given as to how this could be accommodated within the work programme.

4. CONSULTATION

- 4.1 Details of any consultation on individual decisions are contained within the Forward Plan.

5. BACKGROUND DOCUMENTS

Used to prepare this report, in accordance with the Local Government (Access to Information) Act 1985

None

6. APPENDICES

Appendix 1 – Forward Plan of Executive Decisions

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**PETERBOROUGH CITY
COUNCIL'S FORWARD PLAN
1 SEPTEMBER 2012 TO 31 DECEMBER
2012**



FORWARD PLAN OF KEY DECISIONS - 1 SEPTEMBER 2012 TO 31 DECEMBER 2012

During the period from 1 September 2012 To 31 December 2012 Peterborough City Council's Executive intends to take 'key decisions' on the issues set out below. Key decisions relate to those executive decisions which are likely to result in the Council spending or saving money in excess of £500,000 and/or have a significant impact on two or more wards in Peterborough.

This Forward Plan should be seen as an outline of the proposed decisions and it will be updated on a monthly basis. The dates detailed within the Plan are subject to change and those items amended or identified for decision more than one month in advance will be carried over to forthcoming plans. Each new plan supersedes the previous plan. Any questions on specific issues included on the Plan should be included on the form which appears at the back of the Plan and submitted to Alex Daynes, Senior Governance Officer, Chief Executive's Department, Town Hall, Bridge Street, PE1 1HG (fax 01733 452483). Alternatively, you can submit your views via e-mail to alexander.daynes@peterborough.gov.uk or by telephone on 01733 452447.

The Council invites members of the public to attend any of the meetings at which these decisions will be discussed and the papers listed on the Plan can be viewed free of charge although there will be a postage and photocopying charge for any copies made. All decisions will be posted on the Council's website: www.peterborough.gov.uk. If you wish to make comments or representations regarding the 'key decisions' outlined in this Plan, please submit them to the Governance Support Officer using the form attached. For your information, the contact details for the Council's various service departments are incorporated within this plan.

NEW ITEMS THIS MONTH:

Jack Hunt and Ken Stimpson Schools Boiler Refurbishment - KEY/02SEP/12

SEPTEMBER

KEY DECISION REQUIRED	DATE OF DECISION	DECISION MAKER	RELEVANT SCRUTINY COMMITTEE	CONSULTATION	CONTACT DETAILS / REPORT AUTHORS	REPORTS
<p>Sale of surplus former residential care home - Eye - KEY/01OCT/11 To authorise the Chief Executive, in consultation with the Solicitor to the Council, Executive Director – Strategic Resources, the Corporate Property Officer and the Cabinet Member for Resources, to negotiate and conclude the sale of a former care home now surplus to requirement - The Croft, Eye.</p>	<p>September 2012</p>	<p>Cabinet Member for Resources</p>	<p>Sustainable Growth and Environment Capital</p>	<p>Consultation will take place with the Cabinet Member, & Ward councillors, as appropriate</p>	<p>Simon Webber Capital Receipts Officer Tel: 01733 384545 simon.webber@peterborough.gov.uk</p>	<p>A public report will be available from the Governance team one week before the decision is taken.</p>
<p>Award of Contract - Bus Shelter Provision and Maintenance - KEY/01APR/12 Award of contract for the provision, installation, cleaning and maintenance of Bus Shelters.</p>	<p>September 2012</p>	<p>Cabinet Member for Housing, Neighbourhoods and Planning</p>	<p>Sustainable Growth and Environment Capital</p>	<p>Internal and external stakeholders as appropriate.</p>	<p>Darren Deadman Travel Information and Monitoring Officer Tel: 01733 317464 darren.deadman@peterborough.gov.uk</p>	<p>A public report will be available from the Governance Team one week before the decision is taken.</p>

<p>Moy's End Stand Demolition and Reconstruction - KEY/03APR/12 Award of Contract for the Demolition of the Moy's End Stand and Reconstruction</p>	<p>September 2012</p>	<p>Cabinet Member for Education, Skills and University, Cabinet Member for Resources</p>	<p>Sustainable Growth and Environment Capital</p>	<p>Internal and External Stakeholders as appropriate.</p>	<p>Richard Hodgson Head of Strategic Projects Tel: 01733 384535 richard.hodgson@peterborou.gh.gov.uk</p>	<p>A public report will be available from the Governance Team one week before the decision is taken.</p>
<p>Organic and Food Waste Treatment Services Contract - KEY/01MAY/12 To Award a contract for Organic and Food Waste Treatment Services.</p>	<p>September 2012</p>	<p>Deputy Leader and Cabinet Member for Culture, Recreation and Strategic Commissioning</p>	<p>Sustainable Growth and Environment Capital</p>	<p>Internal and external stakeholders as appropriate.</p>	<p>Amy Nebel Recycling Contracts Officer Tel: 01733 864727 amy.nebel@peterborough.gov.uk</p>	<p>A public report will be available from the Governance Team on week before the decision is taken.</p>
<p>Roundabout Junction 5 and Boongate West Widening Scheme - Contract Award - KEY/04JUN/12 To approve the award of a contract for construction of the Roundabout Junction 5 and Boongate West Widening Scheme to the successful Midlands Highways Alliance (MHA) contractor (tbc).</p>	<p>September 2012</p>	<p>Cabinet Member for Housing, Neighbourhoods and Planning</p>	<p>Sustainable Growth and Environment Capital</p>	<p>Consultation on scheme was carried out in 2010 /11 Financial Year and budget allocated in the Medium Term Financial Strategy for implementation in the 2012/13 Financial Year.</p>	<p>Stuart Mounfield Senior Engineer Tel: 01733 453598 stuart.mounfield@peterborou.gh.gov.uk</p>	<p>A public report will be available from the Governance Team one week before the decision is taken.</p>

<p>Delivery of the Council's Capital Receipt Programme through the Sale of Dickens Street Car Park - KEY/03JUL/11 To authorise the Chief Executive, in consultation with the Solicitor to the Council, Executive Director – Strategic Resources, the Corporate Property Officer and the Cabinet Member Resources, to negotiate and conclude the sale of Dickens Street Car Park.</p>	<p>September 2012</p>	<p>Cabinet Member for Resources</p>	<p>Sustainable Growth and Environment Capital</p>	<p>Consultation will take place with the Cabinet Member, Ward councillors, relevant internal departments & external stakeholders as appropriate.</p>	<p>Richard Hodgson Head of Strategic Projects Tel: 01733 384535 richard.hodgson@peterborough.gov.uk</p>	<p>A public report will be available from the Governance Team one week before the decision is made.</p>
<p>Management and Operation of Dogsthorpe Household Recycling Centre - KEY/01AUG/12 To award the contact for Management and Operation of Dogsthorpe Household Recycling Centre (HRC) (including the supply of containers and transportation of waste from the HRC).</p>	<p>September 2012</p>	<p>Deputy Leader and Cabinet Member for Culture, Recreation and Strategic Commissioning</p>	<p>Sustainable Growth and Environment Capital</p>	<p>Internal and external stakeholders as appropriate.</p>	<p>Paul Robertson Waste Project Officer Tel: 01733 864740 paul.robertson@peterborough.gov.uk</p>	<p>A public report will be available from the Governance Team one week before the decision is taken.</p>

Community Infrastructure Levy (CIL) – Preliminary Draft Charging Schedule (PDCS) - KEY/01SEP/12 To approve the draft CIL for public consultation.	September 2012	Cabinet	Sustainable Growth and Environment Capital	Six week public consultation including Planning and Environmental Protection Committee.	Richard Kay Policy and Strategy Manager richard.kay@peterborough.gov.uk	A public report will be available from the Governance Team one week before the decision is taken.
Jack Hunt and Ken Stimpson Schools Boiler Refurbishment - KEY/02SEP/12 Award of a contract to refurbish the boilers at Jack Hunt and Ken Stimpson schools under the PFI Conditions Fund works.	September 2012	Cabinet Member for Education, Skills and University	Creating Opportunities and Tackling Inequalities	Internal and external stakeholders as appropriate.	Sarah Walker Principal Assets Officer (Non Schools/PFI) Tel: 01733 864006 sarah.walker@peterborough.gov.uk	A public report will be available from the Governance team one week before the decision is taken.

OCTOBER

There are currently no Key Decisions scheduled for October.

NOVEMBER						
KEY DECISION REQUIRED	DATE OF DECISION	DECISION MAKER	RELEVANT SCRUTINY COMMITTEE	CONSULTATION	CONTACT DETAILS / REPORT AUTHORS	REPORTS

<p>Rolling Select List - Independent Fostering Agencies - KEY/01 JUL/12 To approve the list for independent fostering agencies.</p>	<p>November 2012</p>	<p>Cabinet Member for Children's Services</p>	<p>Creating Opportunities and Tackling Inequalities</p>	<p>Internal and external stakeholders as appropriate.</p>	<p>Wendi Ogle-Welbourn Assistant Director for Strategy, Commissioning and Prevention wendi.ogle-welbourn@peterborough.gov.uk</p>	<p>A public report will be available from the Governance Team one week before the decision is taken.</p>
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DECEMBER

There are currently no Key Decisions scheduled for December.

CHIEF EXECUTIVE'S DEPARTMENT Town Hall, Bridge Street, Peterborough, PE1 1HG

Communications
Strategic Growth and Development Services
Legal and Governance Services
Policy and Research
Economic and Community Regeneration
HR Business Relations, Training & Development, Occupational Health & Reward & Policy

STRATEGIC RESOURCES DEPARTMENT Director's Office at Town Hall, Bridge Street, Peterborough, PE1 1HG

Finance
Internal Audit
Information Communications Technology (ICT)
Business Transformation
Strategic Improvement
Strategic Property
Waste
Customer Services
Business Support
Shared Transactional Services
Cultural Trust Client

CHILDRENS' SERVICES DEPARTMENT Bayard Place, Broadway, PE1 1FB

Safeguarding, Family & Communities
Education & Resources
Strategic Commissioning & Prevention

OPERATIONS DEPARTMENT Director's Office at Town Hall, Bridge Street, Peterborough, PE1 1HG

Planning Transport & Engineering (Development Management, Construction & Compliance, Infrastructure Planning & Delivery, Network Management, Passenger Transport)
Commercial Operations (Strategic Parking and Commercial CCTV, City Centre, Markets & Commercial Trading, Tourism)
Neighbourhoods (Strategic Regulatory Services, Safer Peterborough, Strategic Housing, Cohesion, Social Inclusion, Neighbourhood Management)
Operations Business Support (Finance)

ADULT SOCIAL CARE DEPARTMENT Town Hall, Bridge Street, Peterborough, PE1 1FA

Care Services Delivery

Strategic Commissioning

Performance, Quality and Information

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**SUSTAINABLE GROWTH AND ENVIRONMENT CAPITAL SCRUTINY COMMITTEE
WORK PROGRAMME 2012/13**

Meeting Date	Item	Progress
13 June 2012 <i>Draft Report 24 May</i> <i>Final Report 31 May</i>	<p>Energy from Waste and Associated Works and Services</p> <p>To note the actions taken, and to be taken, in connection with the procurement, of the Energy from Waste Facility.</p> <p>Contact Officer: Margaret Welton</p>	
	<p>Overview of Environment Capital Programmes/Projects</p> <p>To receive an update on the Environment Capital Programmes and Projects currently in place.</p> <p>Contact Officer: Teresa Wood</p>	Items from this report to be programmed into the work programme.
	<p>Sustainable Growth: Introduction, Overview and Work Programme</p> <p>To receive and comment on a report on the operational overview of the growth and planning service areas.</p>	Items from this report to be programmed into the work programme.
	<p>Contact Officer: Andrew Edwards/Simon Machen/Neil Darwin</p> <p>Review of 2011/12 and Future Work Programme</p> <p>To review the work undertaken during 2011/12 and to consider the future work programme of the Committee.</p>	Items from this report to be programmed into the work programme.
	Contact Officer: Paulina Ford	
12 July 2012 <i>Draft Report 26 June</i> <i>Final Report 3 July</i>	<p>Peterborough – Serco Strategic Partnership Quarterly Performance Report</p> <p>To scrutinise the Serco Strategic Partnership Quarterly Performance and make any recommendations.</p> <p>Contact Officer: John Harrison/Margaret Welton</p>	Further report requested on an Annual basis

Meeting Date	Item	Progress
	<p>Enterprise Peterborough Partnership Quarterly Performance Report To scrutinise the Enterprise Partnership Contract Quarterly Performance and make any recommendations. Contact Officer: John Harrison/Margaret Welton</p> <p>Environment Capital Progress Report To scrutinise the progress of the Environment Capital and make any recommendations. Contact Officer: Richard Kay</p> <p>Delivery Strategy For South Bank And Surrounding Areas To scrutinise the Strategy for South Bank and Surrounding Areas and make any recommendations. Contact Officer: Andrew Edwards</p>	<p>Further report requested in 6 months time.</p> <p>Report noted.</p> <p>Report noted.</p>
<p>6 September 2012 <i>Draft Report 21 Aug</i> <i>Final Report 28 Aug</i></p>	<p>Progress Report from the Cabinet Member for Growth, Strategic Planning, Economic Development, Business Engagement and Environment Capital</p> <p>Progress Report on the Carbon Reduction Commitment Energy Efficiency Scheme and Carbon Management Action Plan To receive an annual report on our progress under the Carbon Reduction Commitment Energy Efficiency Scheme and Carbon Management Action Plan. Contact Officer: Charlotte Palmer</p>	

Meeting Date	Item	Progress
	<p>Community Infrastructure Levy (CIL): Preliminary Draft Charging Schedule (PDCS)</p> <p>To scrutinise the Community Infrastructure Levy and how the council proposes to implement it and make recommendations.</p> <p>Contact Officer: Simon Pickstone</p>	
<p>8 November 2012</p> <p><i>Draft Report 23 Oct</i></p> <p><i>Final Report 30 Oct</i></p>	<p>Opportunity Peterborough – Update Report</p> <p>To scrutinise and comment on an update report on the work of Opportunity Peterborough and make any recommendations</p> <p>Contact Officer: Neil Darwin</p> <p>Biodiversity Strategy Progress Report</p> <p>Contact Officer: James Fisher</p> <p>Corporate Complaints Annual Monitoring Report 2011/12</p> <p>To scrutinise the complaints monitoring report 2011/12 and identify any areas of concern.</p> <p>Contact Officer: Mark Sandhu/Belinda Evans</p> <p>City Centre Development Plan Document</p> <p>To Scrutinise the City Centre Development Plan Document and make any recommendations.</p> <p>Contact Officer: Richard Kay</p>	
<p>28 January 2013</p> <p><i>Draft Report 10 Jan</i></p> <p><i>Final Report 17 Jan</i></p>	<p>Annual Human Resources Monitoring Report</p> <p>To scrutinise the Annual HR Monitoring Report.</p> <p>Contact Officer: Mike Kealey</p>	

Meeting Date	Item	Progress
	<p>One Planet Living (OPL) framework</p> <p>Contact Officer: Rachel Huxley, PECT/Charlotte Palmer</p> <p>Station Quarter</p> <p>Contact Officer: Andrew Edwards</p> <p>Enterprise Peterborough Partnership Performance Report</p> <p>To scrutinize the Enterprise Partnership Contract and make any recommendations.</p> <p>Contact Officer: John Harrison</p>	
<p>9 or 21 January 2013</p> <p>(Joint Meeting of the Scrutiny Committees and Commissions)</p>	<p>Budget 2012/13 and Medium Term Financial Plan</p> <p>To scrutinise the Executive's proposals for the Budget 2012/13 and Medium Term Financial Plan.</p> <p>Contact Officer: John Harrison/Steven Pilsworth</p>	
<p>18 March 2013</p> <p><i>Draft Report 28 Feb</i></p> <p><i>Final Report 7 March</i></p>		
TO BE PROGRAMMED		
Item		Comments
Serco – Annual Report		As requested at July meeting. Anniversary of contract 28 November.
ESCO – Update & Progress Report - John Harrison		Possibly March