



# AGENDA

## SPECIAL MEETING OF THE CABINET

MONDAY, 11 APRIL 2005

10.30 AM

COUNCIL CHAMBER, COUNCIL OFFICES, ST PETERS HILL,  
GRANTHAM

Duncan Kerr, Chief Executive

CABINET MEMBERS:	Councillor Mrs. Linda Neal (Leader), Councillor Peter Martin-Mayhew (Deputy Leader/Portfolio: Housing), Councillor Teri Bryant (Portfolio: Community Affairs), Councillor Ray Auger (Portfolio: Environmental), Councillor Paul Carpenter (Portfolio: Technology), Councillor Mrs Frances Cartwright (Portfolio: Cultural) and Councillor John Smith (Portfolio: Economic)
Cabinet Support Officer:	Lena Shuttlewood tel: 01476 406119 e-mail: l.shuttlewood@southkesteven.gov.uk

Members of the public are entitled to attend the meeting of the Cabinet at which key decisions will be taken on the issues listed on the following page. Key decisions are marked \*.

1. **Apologies**
2. **Declarations of Interest (if any)**

**CATEGORY A PRIORITY ISSUES:**

3. **\*Grantham Town Centre: Watergate/East Street Car Parks**  
Report number DCS14 by the Director of Community Services. **(attached)**

**CHANGE MANAGEMENT ACTION PLAN ISSUES:**

4. **\*Review of Council Priorities**  
Report number CEX287 by the Chief Executive. **(attached)**
5. **Planning Delivery Grant Allocation 2005/06**  
Report number PLA491 by the Development Control Services Manager.  
**(attached)**
6. **Matters Referred to Cabinet by the Council or the Development & Scrutiny Panels**
7. **Items raised by Cabinet Members including reports on Key and Non Key Decisions taken under Delegated Powers.**
8. **Representations Received from Members of the Public on Matters within the Forward Plan (if any)**
9. **Representations received from Non Cabinet Members**
10. **Any other business which the Chairman, by reason of special circumstances, decides is urgent**

## REPORT TO CABINET

REPORT OF: CORPORATE DIRECTOR (COMMUNITY SERVICES)

REPORT NO: DCS14

DATE: 11<sup>th</sup> April 2005

<b>TITLE:</b>	GRANTHAM TOWN CENTRE – WATERGATE EAST STREET CAR PARKS
<b>FORWARD PLAN ITEM:</b>	Yes
<b>DATE WHEN FIRST APPEARED IN FORWARD PLAN:</b>	1st December 2004
<b>KEY DECISION OR POLICY FRAMEWORK PROPOSAL:</b>	P.F.P

<b>COUNCIL AIMS/PORTFOLIO HOLDER NAME AND DESIGNATION:</b>	Councillor R Auger Environment Portfolio Councillor J Smith Economic Portfolio
<b>CORPORATE PRIORITY:</b>	Priority A: Town Centre Development and Grantham As A Sub-Regional Centre
<b>CRIME AND DISORDER IMPLICATIONS:</b>	Design to include A.C.P.O. Secure Car Park Design Standards
<b>FREEDOM OF INFORMATION ACT IMPLICATIONS:</b>	This report is publically available via the Council's website <a href="http://www.southkesteven.gov.uk">www.southkesteven.gov.uk</a> under "Council Meetings"

## 1.0 INTRODUCTION AND SUMMARY

- 1.1 The Council approved the acquisition of the Kwik-Save Supermarket on Castle gate/East Street, Grantham, at an Extraordinary Meeting of the Council held on 27<sup>th</sup> June 2002. Contracts were exchanged on 01/08/02 in the sum of £1,050,000.
- 1.2 The reasons for purchasing this building was set out in reports CEX 186 considered and approved by Cabinet on 20<sup>th</sup> June 2002 and CEX185 considered and approved by Cabinet on 10<sup>th</sup> June 2002. Funding for the purchase of the property was approved in report Fin. 125 approved at the Extraordinary Meeting of Council on 27<sup>th</sup> June 2002.
- 1.3 In summary the rationale for the purchase was to rearrange car parking provision in the Town. The concept promoted two larger locations on the western and eastern flanks of the town centre to replace three smaller centrally located sites identified as development locations. It was thought that this concept would deliver a more balanced town, with reduced vehicular traffic within the core where the pedestrian would gain priority.
- 1.4 At that time redevelopment proposals recommended that the basement of the Kwik Save premises would become a two storey car park comprising 350 spaces and the remaining sales floor would be converted into retail units.
- 1.5 Since acquisition, the car park has operated as a temporary public facility providing 180 spaces. It has also been used for car parking by Council Staff. Current usage demonstrates that fifty percent (50%) of available spaces are used by the public, however, this is understandable since the layout of the car park is poor. Many of the spaces are dysfunctional with poor provision for security. The Car Park, provided on a temporary basis, is not considered to be part of the car parking infrastructure of the Town.
- 1.6 Financial Summary Of Existing Facility

Table 1

<u>Expenditure/ (Income)</u>	<u>02/03 (£)</u>	<u>03/04 (£)</u>	<u>04/05 (£)</u>	<u>Total (£) Cost Since Acquisition</u>
Acquisition	1,050,000			1,050,000
Property Related*	87,000	132,700	120,000	339,700
Wages	7,244	19,000	19,750	45,994
Income	(10,000)	(30,950)	(32,000)	(72,950)

- 1.7 The revenue budget for 2004-2005 includes annual expenditure of £139,750 and estimated annual income of £32,000 indicating a net estimated cost to the Council of £107,750 in the financial year 2004/2005.

*\*Includes maintenance of facilities, electricity and business rates.*

1.8 In relation to the other sites, identified in the Grantham Town Centre Masterplan for re-development, it had been anticipated that wider proposals for car parking would be pursued as follows-

- (i) Guildhall Street – to dispose of the existing lease in association with Wm Morrisons Plc in order to facilitate the delivery of a significant development in the Town Centre.
- (ii) Conduit Lane – freehold disposal of the car park.
- (iii) Watergate Car Park- freehold disposal of the site.
- (iv) Cattle Market- Obtain lease on the site for operation as a car park
- (v) Kwik Save - to acquire leasehold or freehold of the site for car park and retail development.

1.9 The current position with the above sites is as follows-

#### Guildhall Street

It has not been possible at this time to dispose of the Council's leasehold interest in this site.

#### Conduit Lane Car Park

A recent feasibility study has concluded that it will not be possible to secure a viable financial package for a Science Discovery Centre on this site in conjunction with another development. This site retains significant value for an alternative use with the potential to contribute to developing Grantham as a sub-regional centre.

#### Watergate Car park

Feasibility work undertaken in partnership with Henry Boot Developments identifies this site as suitable for residential development. Further details are set out in this report. The site was subject to a Planning Application in December 2002. The current position is that the Development Control and Licensing Committee (10<sup>th</sup> December 2002) approved the application subject to the completion of a Section 278 agreement with Lincolnshire County Council in respect of the provision of on-street parking bays on the east and west sides of Watergate near the site, subject to the completion of a satisfactory pre-determination archaeological evaluation and subject to a noise assessment required by Environmental Health Services. The application was delegated to the Head of Land Use Planning in consultation with the Chairman and Vice Chairman.

## Cattle Market

The owner is developing this site for retail use with some associated car parking provision. The Council was unable to secure a leasehold interest for car parking. A total of 115 spaces will be provided by the developer for customer parking.

## Kwik Save (East Street).

- 1.10 The property has been purchased and detailed proposals are outline in this report. Planning Permission has been granted (10 March 2003) for the conversion of the former Kwik Save Site East Street to a car park.
- 1.11 In December 2003 expressions of interest were sought via advertisement from development companies willing to work jointly with the Council on the development of the East Street and Watergate sites. Cabinet accepted preliminary scheme proposals submitted by Henry Boot Development Ltd as the basis for working with the company as Preferred Partner for the proposed redevelopment of the East Street and Watergate sites in Grantham.
- 1.12 This report sets out options relating to Watergate, East Street (Kwik Save) and brings into consideration opportunities that may exist at Welham Street to address the future car parking needs of the Town.

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## **2.0 RECOMMENDATIONS**

**Cabinet are requested to consider the following recommendations that relate specifically to each option and to decide the direction they wish to take.**

### **Option One**

- 2.1 **To authorise the officers to negotiate with Henry Boot Development Ltd to enter into a Development Agreement for the development of Watergate and East Street sites.**
- 2.2 **The decision to enter into a Development Agreement with Henry Boot Development Ltd, subject to appropriate terms being agreed, be delegated to the appropriate Portfolio Holder as a Non-Key Decision.**

## **Option Two**

- 2.3 To authorise the officers to undertake further work to establish the feasibility of constructing a multi-storey car park on the Welham Street site. This work will include commissioning a Traffic Impact Assessment site examination and if favourable submitting a planning application for the scheme.
- 2.4 To note that a further report would be submitted to a future meeting of Cabinet to consider the results of the feasibility study.
- 2.5 To note that if Option Two cannot be delivered Cabinet would need to reconsider Option One or an alternative project that may not deliver additional car parking for Grantham.

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## **3.0 DETAILS OF REPORT**

- 3.1 A project team was established to negotiate with Henry Boot Development Ltd to produce detailed plans with the following outputs.
  - Minimum of 300 space multi-storey car park to ACPO Secured Car Park design standards;
  - Optimum use of the District Council's capital resources;
  - High quality pedestrian link between the proposed new car park and Castlegate (This has not been investigated in detail because of the type of proposals brought forward by Henry Boot Developments);
  - Options for the site use to make maximum contribution to criteria defined for Grantham to achieve sub-regional status.
  - To advertise the Watergate site and seek competitive bids for its potential sale on the open market.
- 3.2 The options for the sites are set out in following paragraphs of the report.

### **OPTION ONE - Redevelopment of Watergate and East Street Car Parks**

#### **Watergate**

- 3.3 The marketing exercise has indicated that the site has an open market value of approximately £1,500,000.

### East Street (Former Kwik Save)

3.4 Henry Boot Developments has considered a number of schemes for this site. These proposals have included providing a 300 space car park with alternative schemes being suggested for the remaining land. These included residential development, retail development office/commercial development including a cinema or a mix of the various elements.

3.5 Following further feasibility work and with evidence from the expressions of interest submitted by developers, the option that delivers the most new car parking spaces would be to construct a 300 space car park releasing the remaining land for residential development. On this basis the value of the land released for development has indicated that the land available for development has a value of £2,000,000. Based on Henry Boot's proposal ,which includes their developers profit the development costs to create the 300 space car park has been costed at £3,600,000. A capital financial contribution of £100,000 is required from the Council. The balance of £1,500,000 would be funded form the capital receipt obtained from the sale of Watergate Car Park. The capital receipt from the sale of Watergate Car Park would be used to fund the scheme leaving a contribution of £100,000 to be funded by the Council.

3.6 It can be seen that that original proposal to meet the costs of providing a new car park on East Street funded from the sale of land at Watergate and East Street is financially viable subject to the necessary planning approvals.

3.7 Henry Boot Developments has confirmed that they would be prepared to enter into a development agreement based on the above option if the necessary planning approvals are granted.

### 4.0 ALTERNATIVE DEVELOPMENT OPTION

#### OPTION TWO - Retain Watergate Car Park, Sale of East Street and Development of Welham Street Car Park

4.1 As a result of discussions with Henry Boot Developments a further option may be open to the Council. The whole of the East Street could be released for development with additional capacity being provided at Welham Street car park. This would be achieved by converting Welham Street into a multi storey car park. Plans showing how a multi-storey car park could be located on the Welham Street Car Park are attached as appendices to the report.

4.2 It is estimated that East Street site with planning permission for residential development would have a net value of £2,300,000 taking into account the cost of demolishing the existing car park. The cost of converting Welham Street into a multi-storey car park is estimated to be approximately £2,150,000. **This figure needs to be treated with caution and further work is required to establish more accurate estimates of cost.** A number of other factors need to be considered such as the results of a Traffic Impact Study , potential planning conditions and proximity to other buildings. It will also be necessary to undertake an analysis of the prevailing ground conditions

to establish if there are any particular difficulties building a multi-storey car park on the Welham Street site.

## 5.0 APPRAISAL OF THE OPTIONS

5.1 Table 2 below sets out the relationship between the options comparing the number of additional car parking spaces with capital and revenue costs.

Table 2

Car Park	Current Spaces	Current Revenue £	<u>OPTION ONE</u> Develop East Street Close Watergate (£)	Revenue Forecast £	<u>OPTION TWO</u> Develop Welham Street Car Park. Develop East Street (Residential). Retain Watergate. (£)	Revenue Forecast £
Watergate	102	(125,000)	6 (Section 278)	0	102	(125,000)
East Street	0	0	300	(150,000)	0	0
Welham Street	151	(85,000)	151	(85,000)	360	(150,000)
<b>Total</b>	<b>253</b>	<b>(210,000)</b>	<b>457</b>	<b>(235,000)</b>	<b>462</b>	<b>(275,000)</b>
New spaces created			204		209	
Gross Revenue Gain				(25,000)		(65,000)
<u>Capital implications</u> Development Costs. Receipt from sale of Watergate. Receipt from sale of East Street  Net Capital Outlay/			3,600,000 1,500,000 2,000,000  2,300,000 (This figure has not been formally market tested)  (150,000)		2,150,000	

(Receipt)		100,000			
<u>Summary</u>		204 additional spaces created  (£25,000) gross revenue gain per annum.  Capital requirement of £100,000		209 additional spaces created (£65,000) gross revenue gain per annum.  Capital receipt of (£150,000)	

5.2 The financial implications set out in Section 6 indicates that (Option One) Watergate/ East Street development will achieve a revenue gain for the Council of £25,000 per annum. The development of Watergate and East Street Car Parks will require a contribution of £100,000 towards capital build costs.

5.3 In relation to the early estimated costs of (Option Two) retaining Watergate Car Park, developing the whole of East Street as a residential development and building additional car parking spaces on Welham Street, it is anticipated that there will be a revenue gain of £65,000 per annum and a potential net capital receipt of £150,000.

**However there will be additional costs associated with the provision of new car park. These include business rates, utility costs and maintenance (whichever option is chosen). This additional cost is estimated at £50,000 per annum. This will be offset against savings in property related costs identified in paragraph 1.7**

### **Table 3 Income Projection**

The table below illustrates the differences in income per space that are currently being generated by our car parks. This information has been used to assist with the determination of future income streams for each of the options.

Car Park	Type	Annual Income	Number of spaces	Income per space (per annum)
Conduit Lane	Long Stay	£26,000	48	£542
Guildhall St	Short Stay	£130,000	93	£1400
Watergate	Short Stay	£125,000	102	£1225
Welham St	Long Stay	£85,000	151	£563
Wharf Road	Short Stay	£125,000	257	£490

The following assumptions have been made when assessing future income levels:-

**Option 1** - Watergate Car Park will cease operation as a car park when East Street is completed. The East Street Car Park will be short stay with the same tariffs/charges as the other short stay car parks in Grantham.

5.4 Based on this information an average income per space generated at the East St Car Park (Option One) has been calculated at £500 per space. This equates to an annual income of £150,000. This figure is based on an assumption of similar usage patterns as the Wharf Road multi-storey car park in Grantham.

**Option 2** - It has been assumed that there is a demand for additional spaces at Welham Street and that no conflict will be experienced between the demand for Watergate and Welham Street.

5.5 In the case of Welham Street (Option Two) the current income per space is £563. It is predicted that an additional 209 spaces will generate an average of £310 per space. Therefore the total income is  $(209 \times £310) + £85,000$  (Existing Income) = £150,000.

It is anticipated that charges will increase every two years and that income will rise as a consequence.

#### Contribution To The Development Of Grantham As A Sub-Regional Centre

5.6 Table 4 considers the potential contribution that each of the options could make to developing Grantham as a sub-regional centre.

Table 4

<b>OPTION ONE</b>		<b>OPTION TWO</b>
<u>Close Watergate (residential Development)</u> <u>Develop East Street Car Park and Residential Development</u>		<u>Develop East Street (Residential Development),</u> <u>Develop Welham Street (Mulit-storey Car Park),</u> <u>Retain Watergate Car park.</u>
1.	Closure of Watergate car park would Improve the public realm by developing a major gateway into the town from the north.	The frontage to the Watergate car park could be improved by investing part of the Capital receipt in hard and soft landscaping.
2.	The development of East Street would deliver the original objective of reducing vehicular traffic within the core by providing car parking on the eastern flank of the Town	The development of Welham Street may also deliver this objective but a Traffic Impact Study is needed to identify strengths and weaknesses. Has potential to reduce traffic in the core by providing car parking on the south eastern flank of the town.

3.	Development of a car park at East Street would provide more central pedestrian links to the High Street via Finkin Street. This could help to improve the retail offer along these linkages.	
4.		Development of the Welham Street Car Park as a multi-storey car park could help to encourage the development of businesses along St Catherine's Road. It may have the added benefit of opening up opportunities to support the development of a midi-plex cinema on or close to the existing Cinema. May open up development opportunity on land owned by the District Council in this area.

## 6.0 TIMESCALE

6.1 If it is decided to pursue the development of the Watergate Car Park and East Street sites (Option One) it may be preferable to undertake this in conjunction with Henry Boot Developments. This approach would have the benefit of providing a clear separation between the planning application process and the decision. It would only be possible if agreement can be reached over a contract structure that meets the requirements of the Council and that a planning permission on East Street can be obtained.

**If it decided to pursue this option it is anticipated that it would take 40 weeks from the time of approval to work starting on site.**

6.2 In terms of project implementation the original objective of developing East Street first followed by the closure and subsequent development of Watergate Car Park is achievable. This would have the benefit of minimising the inconvenience to users of the current car parks.

6.3 The development proposals for East Street and Welham Street (Option Two) would also need to be synchronised. The estimated time scale from approval to work commencing on Welham Street is approximately 46 weeks. This timescale includes the demolition and layout of East Street as a temporary Car Park but this element will need further evaluation as an level car park on this site would only provide an additional 60 spaces over and above the temporary provision at East Street.

6.4 It is essential that a further investigation is undertaken into (Option Two) Welham Street. **If a business case can be made for demolishing East Street and levelling it for use as a temporary open car park, a contract could be let for the work whilst the Option Two is being investigated. This work would not be necessary if Option 1 is chosen.** The feasibility study on Welham Street would enable detailed design work to be undertaken,

the planning and traffic implications to be examined in full and detailed costs to be prepared.

#### **7.0 COMMENTS OF DIRECTOR OF FINANCE AND STRATEGIC RESOURCES**

The report has been discussed with the Director of Community services and the financial implications have been addressed. It has been noted that there are no significant capital finance implications for the District Council however it is recognised that further evaluation is needed in relation to Option 2.

#### **8.0 COMMENTS OF CORPORATE MANAGER DEMOCRATIC AND LEGAL SERVICES (MONITORING OFFICER)**

The report has been discussed with the Director of Community Services and the legal implications have been addressed.

#### **9.0 CONCLUSIONS**

- 9.1 The proposals identified in this report are consistent with the original objectives of the council. The current revenue cost of providing a car park at Kwik-Save East Street is currently £107,750 per annum therefore a decision about the future of the site is needed as soon as possible.
- 9.2 The land at East Street, if released for residential development coupled with a proposed new car park, has a value of £2,000,000 (Jan.05) subject to planning permission and contract. This compares favourably with the purchase price paid by the Council of £1,050,000 (August 02).
- 9.3 If Watergate car Park were re-developed in conjunction with Kwik-save East Street the land has a value of approximately £1,500,000 (Jan.05) **subject to contract**. The combined sale of land at Watergate and Kwik-Save East Street (Option One) would enable the construction of a 300 space car park to be achieved on the East Street site. The need for a small investment of £100,000 is anticipated to meet an estimated funding shortfall.
- 9.4 This proposal could be taken forward in partnership with Henry Boot Developments subject to the necessary Development Agreement being negotiated and accepted by both parties. Planning permission would be needed to develop the East Street site and there are clear benefits for the associated planning applications to be submitted by Henry Boot Development rather than the Council to provide a clear separation between the application and decision making processes.
- 9.5 An alternative proposal (Option Two) has been highlighted in the report. It identifies a solution that retains Watergate Car Park. This option acknowledges that Watergate Car Park has the highest income per space of all the car parks operated by the Council in Grantham (See Table Three). The proposals also achieve the highest number of additional spaces for the Town (209) (See Table Two). In addition the phasing of work may permit a temporary level car park to be retained on the East Street site following

demolition of the buildings but this needs further evaluation. The car park could remain operational until a new multi-storey car park is completed on Welham Street.

9.6 **It has only been possible to undertake preliminary design work and to prepare initial cost estimates. In addition it needs to be recognised that Option Two is only possible if Traffic Impact Assessments are positive and that planning permission is granted for a multi-storey car park on Welham Street**

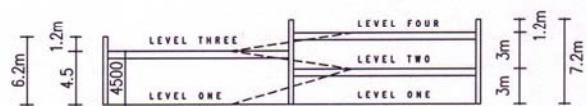
9.7 Option Two has the potential to deliver more outcomes that support Grantham as a sub-regional centre. This includes an opportunity to improve the public realm by using appropriate hard and soft landscaping treatment to Watergate Car Park.

9.8 If it is decided to pursue Option Two then a considerable amount of further investigation will be needed to work up the details of the proposal. It would not be necessary to develop these proposals in association with Henry Boot developments.

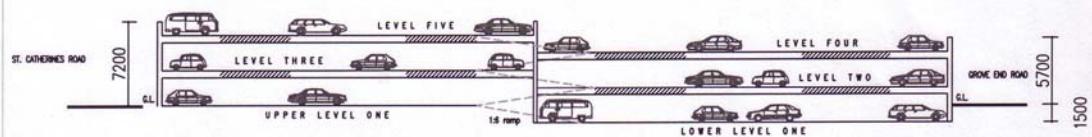
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10.0 **CONTACT OFFICER**

John Pell  
Corporate Director (Community Services)  
01476 406510 email: [j.pell@southkesteven.gov.uk](mailto:j.pell@southkesteven.gov.uk)

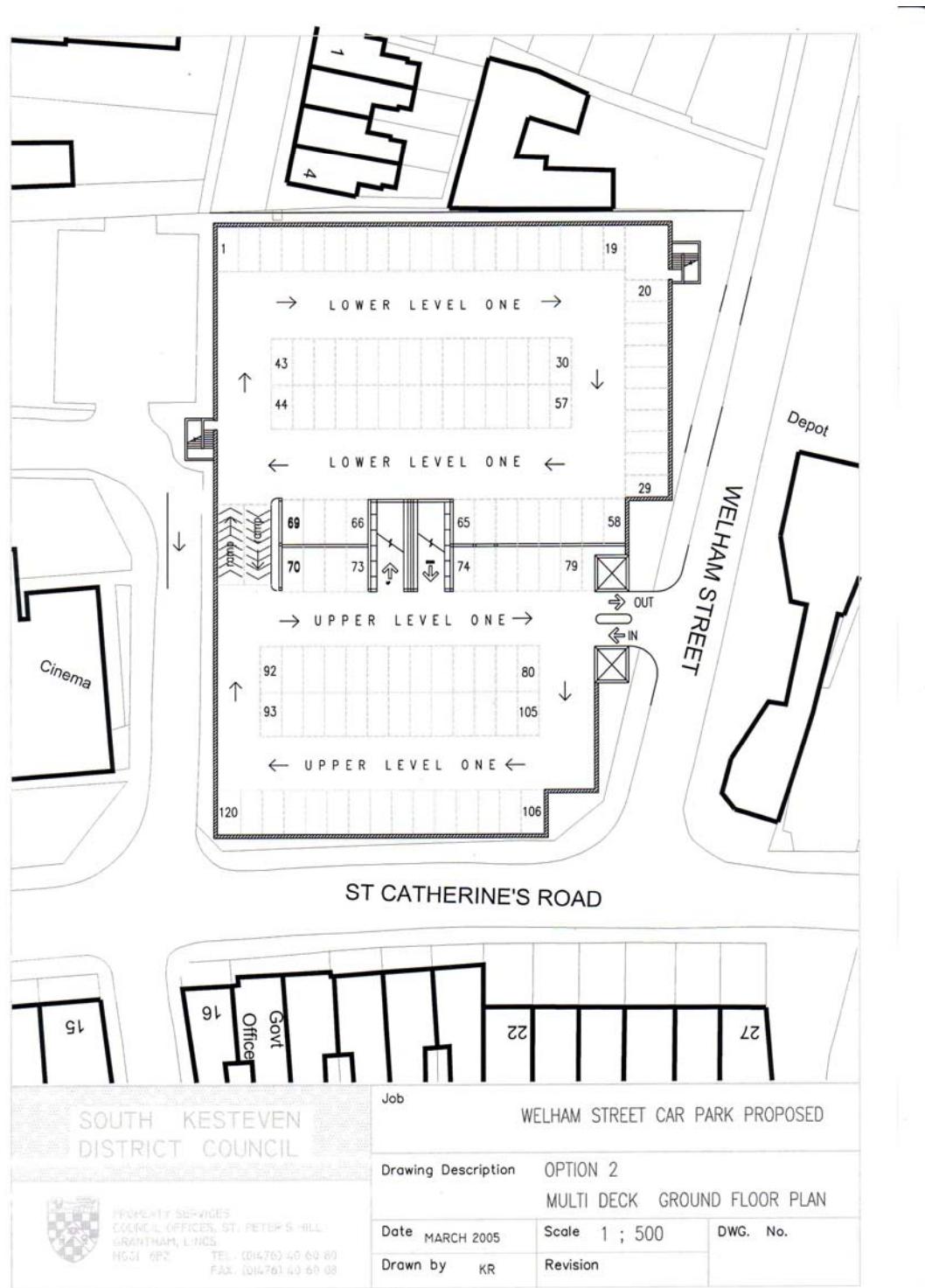


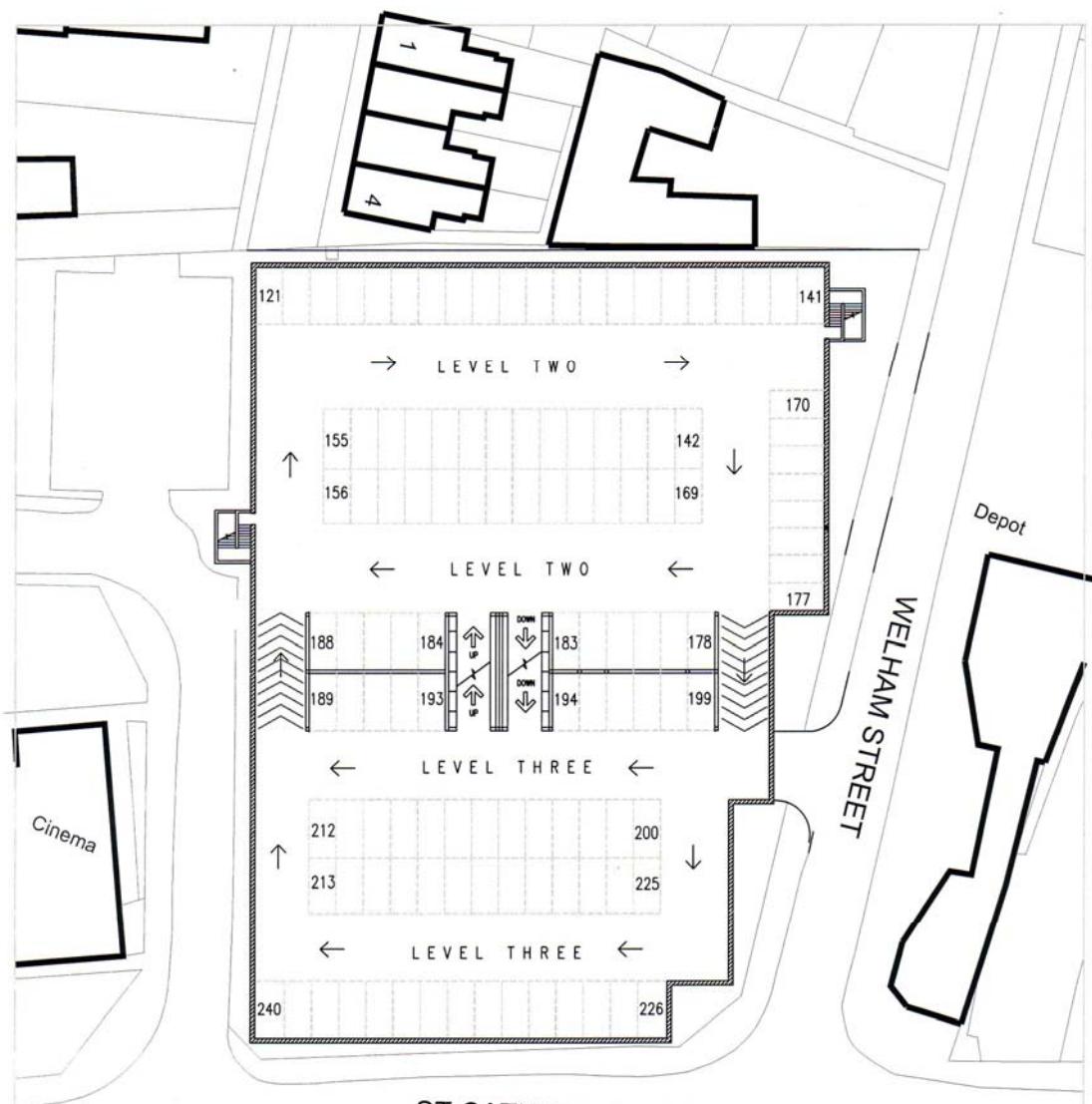
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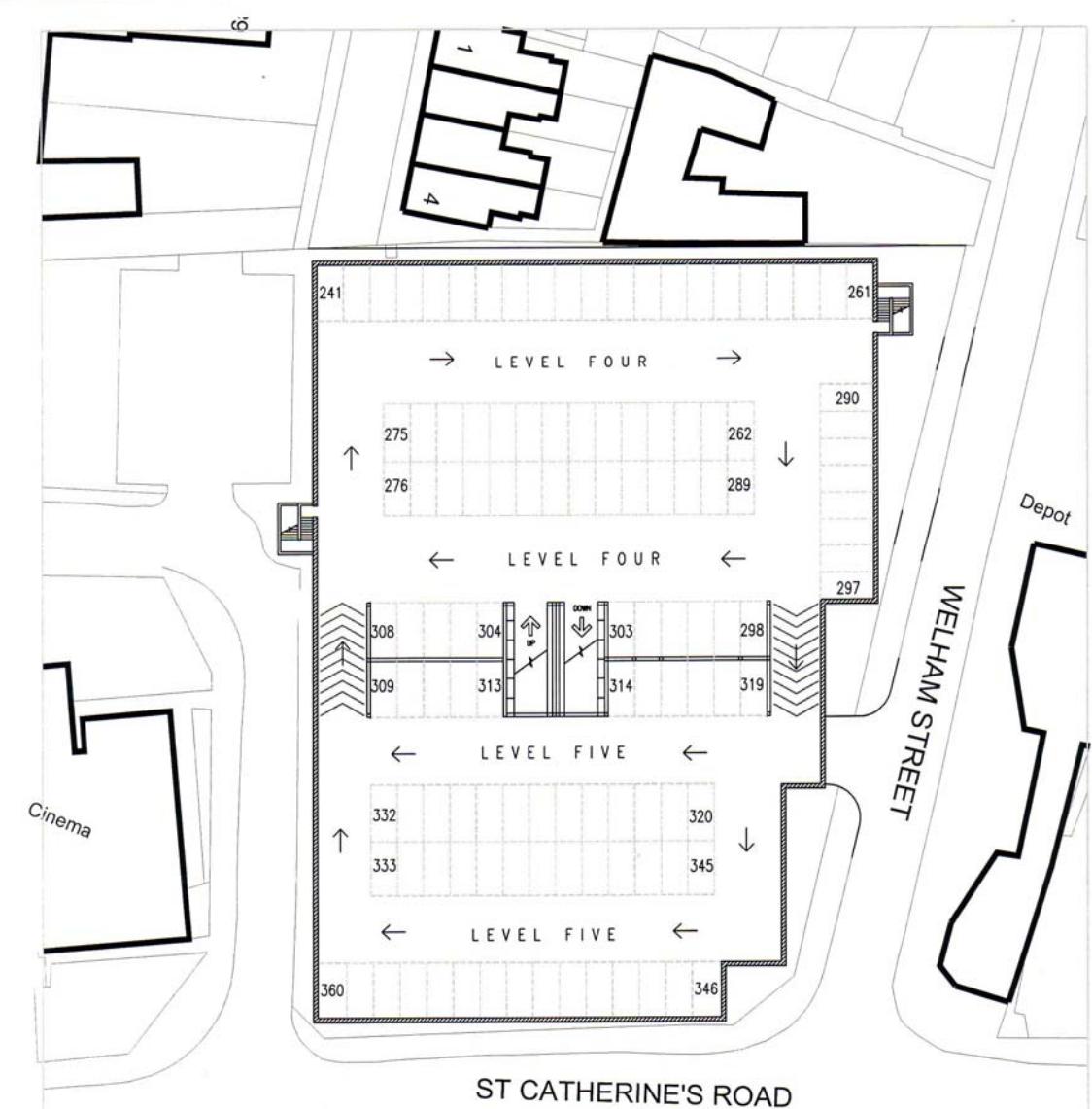
## S E C T I O N

 <b>SOUTH KESTEVEN DISTRICT COUNCIL</b>	Job	WELHAM STREET CAR PARK PROPOSED		
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	Date	MARCH 2005	Scale	1 : 500
	Drawn by	KR	Revision	DWG. No.

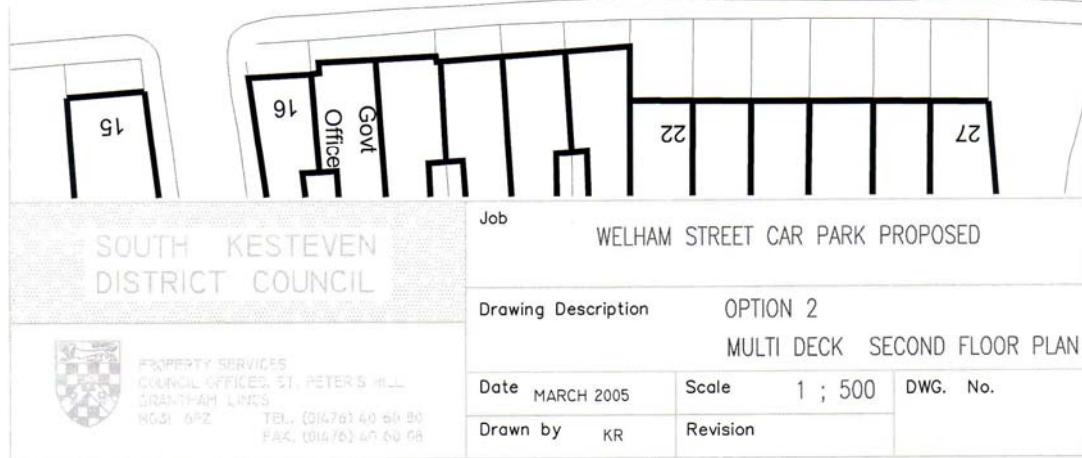




SOUTH KESTEVEN DISTRICT COUNCIL		Job	WELHAM STREET CAR PARK PROPOSED		
		Drawing Description	OPTION 2		
		MULTI DECK FIRST FLOOR PLAN			
15	16	Date	MARCH 2005	Scale	1 : 500
Govt	Office	Drawn by	KR	Revision	DWG. No.
 PROPERTY SERVICES COUNCIL OFFICES, ST. PETER'S HILL GRANTHAM, LINCS. NG31 8PZ TEL. (01476) 46 60 80 FAX (01476) 46 60 98					



ST CATHERINE'S ROAD



## **REPORT TO CABINET**

**REPORT OF:** Chief Executive

**REPORT NO.** CEX287

**DATE:** 11th April 2005

<b>TITLE:</b>	Review of Council Priorities
<b>FORWARD PLAN ITEM:</b>	Yes
<b>DATE WHEN FIRST APPEARED IN FORWARD PLAN:</b>	May 2004
<b>KEY DECISION OR POLICY FRAMEWORK PROPOSAL:</b>	Yes
<b>COUNCIL AIMS/PORTFOLIO HOLDER NAME AND DESIGNATION:</b>	All
<b>CORPORATE PRIORITY:</b>	All
<b>CRIME AND DISORDER IMPLICATIONS:</b>	Detailed in the Report
<b>FREEDOM OF INFORMATION ACT IMPLICATIONS:</b>	This report is publically available via the Council's website <a href="http://www.southkesteven.gov.uk">www.southkesteven.gov.uk</a> under "Council Meetings"
<b>BACKGROUND PAPERS:</b>	Previous Reports to Council Minutes from meeting of the Local Area Assemblies and Development and Scrutiny Panels (DSPs)

### **Background**

Attached as Appendix A is my previous report to Cabinet CEX283, which has now been considered by all DSPs.

The views and recommendations of these DSPs are set out below:

The Communication and Engagement DSP met on the 10<sup>th</sup> March and passed the following recommendation:

***That a decision be deferred pending the outcome of Stock Option Appraisal and the Housing Services Inspections also taking account of tenant views.***

The Environment DSP met on the 15<sup>th</sup> March and passed the following recommendation:

- 1. The new affordable housing targets should be accepted.***
- 2. The new recycling targets should be accepted with the proviso that increased capital is used to address inequities in recycling between urban and rural areas.***

The Capacity and Resources DSP met on the 17<sup>th</sup> March and passed the following recommendation:

***To endorse the amended targets as detailed in report CEX283.***

The Economic and Cultural DSP met on the 22<sup>nd</sup> March and passed the following recommendation:

***To endorse the recommendations made in Section 6 of report CEX283 to Cabinet.***

A joint meeting of The Community and Capacity and Resources Development DSP met on the 8<sup>th</sup> April so the recommendation of this meeting will be reported verbally to the Cabinet.

### **Recommendation**

That the Cabinet consider the views of all the DSPs on the proposed revision to the Council's priorities and makes recommendations to the Council.

**Duncan Kerr**  
**Chief Executive**

# **REPORT TO CABINET**

**REPORT OF: Chief Executive**

**REPORT NO. CEX283**

**DATE: 7th March 2005**

<b>TITLE:</b>	<b>Review of Council Priorities</b>
<b>FORWARD PLAN ITEM:</b>	<b>Yes</b>
<b>DATE WHEN FIRST APPEARED IN FORWARD PLAN:</b>	<b>May 2004</b>
<b>KEY DECISION OR POLICY FRAMEWORK PROPOSAL:</b>	<b>Yes</b>
<b>COUNCIL AIMS/PORTFOLIO HOLDER NAME AND DESIGNATION:</b>	<b>All</b>
<b>CORPORATE PRIORITY:</b>	<b>All</b>
<b>CRIME AND DISORDER IMPLICATIONS:</b>	<b>Detailed in the Report</b>
<b>FREEDOM OF INFORMATION ACT IMPLICATIONS:</b>	<b>None</b>
<b>BACKGROUND PAPERS:</b>	<b>Previous Reports to Council Minutes from meeting of the Local Area Assemblies and Development and Scrutiny Panels (DSPs)</b>

## **1. Introduction and Purpose of the Report**

- 1.1 In accordance with the Corporate Planning Framework approved by Council the authority has set a vision, core values, priorities and non-priorities for a four year time period. The purpose of this report is to formally review just one element of this framework namely the Council's priorities which are divided between Category A (where targets for step-change are set) and Category B (where targets for incremental change are set). It was determined by Council that this review should be undertaken annually (Minute 28 (7)).

1.2 When formulating its priorities the Council followed a robust and objective procedure, which applied the following three sequential tests:

1. What is the justification for considering it to be a priority at all?

The evidence accepted under this test was either local priority based upon a statistical survey of local people, national priorities based upon targets issued by Central Government, or future issues which whilst not currently priorities need action now to prevent them from developing into major problems in the future.

2. Taking all the consultation mechanism into account, is the weight of expressed opinion sufficient to justify it becoming a corporate priority of the whole Council?
3. Is there sufficient objective data to enable the Council to be confident that it can achieve sustainable improvements in outcomes for a cost effective investment?

1.3 This process led to the adoption by the Council of the following priorities:

**Category A: Priorities for Step-Change**

Anti-social Behaviour  
Access to Council services  
Street scene  
Recycling  
Development of the town-centres and Grantham as a Sub-regional centre.

**Category B : Priorities for Incremental Change**

Affordable Housing  
Business Development  
Vulnerable Persons  
Communications and Consultation  
Diversity  
Planning and Conservation  
LSP and Community Strategy  
Council tax collection  
Housing Management  
Car Parks  
Public Toilets

1.4 In October the Council completed this process by determining the Category Y and Category Z services.

## **2. Framework for this review**

- 2.1 As Council only approved the determination of services coming within categories Y and Z in October 2004, and furthermore as many of the actions necessary to give effect to this decision have yet to be implemented it is not proposed to formally review the services in these categories.
- 2.2 It is intended to review the services in categories A and B by considering any new data available to the Council, in particular the results of the 2005 customer survey, reports from inspectors, any new government priorities and the performance of the Council against the targets set.

## **3. Results of the 2005 Customer Survey**

- 3.1 This survey was undertaken on a statistically valid sample basis and completed by over 1,000 households. It therefore represents a robust and objective assessment of the priorities of local residents.
- 3.2 The full un-weighted results of this survey are enclosed as Appendix A. Weighting is currently being applied to ensure that the results reflect the demography of the district and these weighted results will replace this unweighted data when it is available.
- 3.3 The results which are particularly relevant to this review are as follows:
  - There is strong support for the priorities the Council has adopted with nearly 9 out of ten people (88.3%) agreeing with them.
  - 965 respondents (91.7%) supported the Council's vision "To ensure that the residents of South Kesteven are proud of their district and their Council"
  - Over three-quarters (77.0%) of respondents were proud of their local community. Nearly half (48.3%) were proud of their Council.

## **4. National Government Priorities**

- 4.1 The major change here is that during the last year representatives of the ODPM and Local Government have agreed the following shared priorities:

Sustainable Communities and Transport  
Safe and Strong Communities  
Healthier Communities  
Older People  
Children and Young Persons
- 4.2 Unfortunately these priorities do not differentiate between the responsibilities of District and County Councils.
- 4.3 The linkage between the current priorities and these shared themes has been clarified in my report proposing amendment to the Corporate Planning Framework. From this assessment it is evident that there is already a high

degree of correlation between our current priorities and those shared nationally.

4.4 During the course of the year the Council has received a number of documents stating or proposing developments of Government policies. These include:

- Vibrant Local Leadership
- Citizen Engagement and Public Services: Why Neighbourhoods Matter
- Delivering Sustainable Communities
- Our Healthier Nation : A Contract for Health

4.5 The development of ambitions, approved by the Council at its last meeting, is intended to provide a means for examining in detail these proposals and considering the extent to which they should be reflected in future District Council priorities. Currently this work has not concluded.

## 5. **Progress to-date**

5.1 In October 2004 targets were set for all category A and B priorities on a three to four year time horizon. It is therefore rather premature to review performance, particularly as some of the investment being provided from non-priority areas is not yet available. However in the light of developments in 2004/5 it is appropriate to review the status of the following services:

- a. Recycling

5.2 Although performance in 2004/5 has not increased significantly from 2003/4, the success of the Council in securing nearly £1 million in grant aid from DEFRA means that we are able to predict that we will reach our four-year target of 18% recycling by the end on 2005/6.

5.3 Of course this is currently only a prediction and still depends upon actual take-up of the green bin-composting scheme. Whilst the initial response to this scheme was good, requests for containers has slowed-down recently.

5.4 Given the severe financial limitations being imposed on the ability of the Council to raise additional revenue from Council tax income, our ability to meet future recycling targets is becoming increasingly dependent upon our success in securing DEFRA grants. In this regard our previous approach, which has not placed us at the forefront, will prejudice our application. If additional Council tax income cannot be secured, delivery of higher recycling targets will require a significant increase in the number of services included within category Z (non-priorities).

5.5 Recently DEFRA have made it clear that priority for future grant applications will be given to those Councils who, of their own volition, have elected to exceed the minimum targets and "get ahead of the game" by setting higher targets. Increased targets for this priority would also resolve the dissatisfaction being experienced by our residents as a consequence of the inequity caused by current variations in the patterns of recycling services across the District. Furthermore, it would also enable the Council to formally

consider future refuse collection options and invest to make efficiency savings.

5.6 As a result of this it is recommended that the Priority A status for recycling be maintained with the following new targets set:

Year	Current Target	Proposed new target
2005/6	18%	18%
2006/7	18%	21%
2007/8	18%	24%

b. Affordable Housing

5.7 When the priorities were set by the Council in May 2004, there was an amendment made seeking to make the provision of more affordable housing a Priority A (step-change) rather than a Priority B. As members will recall, the reason why incremental improvement was the only improvement considered to be sustainable was because of the housing figures being imposed on the District in the Lincolnshire Plan imposing severe limitations on the quantum of affordable housing that could be delivered through the planning system.

5.8 As a category B priority Council approved the following targets in October for the provision of affordable housing:

YEAR	NEW AFFORDABLE HOMES
2004/5	60
2005/6	70
2006/7	80
2007/8	90

5.9 For historical comparison, performance in 2003/4 was 35 and in 2002/3 just 4 homes.

5.10 Since last year the Council has received a Strategic Housing Services Inspection, which has challenged several aspects of the Council's performance in this area and suggested ways of improving. An action plan has been prepared to reflect the findings of this inspection.

5.11 Improvement in our ability to deliver affordable housing would need to be reflected in the targets set for this activity as a category B priority. In informal session, the inspectors expressed the perception that the targets already set represented, in their view, a step-change.

5.12 In addition to the Housing inspection we also have the very earliest outcomes from the Stock Options Appraisal Commission, which has indicated that stock transfer may emerge as the recommendation that will come to Council. This has been coupled with a valuation of the housing stock, which has intimated that transfer could deliver a considerable capital receipt to the authority, which could be used to fund the delivery of affordable housing. Neither the size of this capital receipt, nor the willingness of tenants to consider transfer, were known to the authority when it set its priorities last year

5.13 Taking all these factors into account there would appear to be a clear justification in moving this service from a Category B to a Category A priority with consequential adjustments to the targets:

YEAR	NEW AFFORDABLE HOMES
2004/5	60
2005/6	80
2006/7	100
2007/8	150

c. Planning and Conservation

5.14 The Council has made substantial progress in improving the speed of planning applications and has indeed exceeded most of the targets set. As a result of this, new targets have been set and will be included in future Best Value Performance Plans. In view of the importance of the service to our residents and the present large incentive grants from the ODPM, it is not recommended that the Priority B status of this service be changed.

## 6. Recommendation

6.1 Taking all the factors into account it is recommended that the cabinet endorse and consult the Development and Scrutiny Panels on the following proposals:

- A) Affordable Housing is moved from a Priority B to a Priority A
- B) New targets for both Affordable Housing and Recycling as set-out in this report are adopted

**Duncan Kerr**  
**Chief Executive**

**Report Title: General Satisfaction Survey 2005 – Preliminary findings**

**Prepared by: Deborah Wyles, Business Management Services**

**Date: 28<sup>th</sup> February 2005**

## **Introduction**

1. The purpose of this report is to update the Chief Executive with the results from the 2005 general satisfaction survey and in particular to inform the corporate planning framework procedure that is taking place over the next few weeks.
2. The results outlined below have not yet been weighted to ensure that they are representative of the population as a whole. Early indications are that weighting may be required for age but not for gender or ethnic group. As such any conclusions drawn from these results should have this health warning attached to them.
3. A copy of the raw results has been attached at appendix 1.

## **Background**

4. 3980 surveys were sent out on the 20<sup>th</sup> January 2005. 1123 were returned, resulting in a response rate of 28.2%. Potential respondents were drawn from the Council Tax register on a random basis. No reminder runs were undertaken; instead the survey had an incentive attached to it to encourage people to respond.
5. The survey was structured around the Council's vision and priorities and was designed to provide baselines for some of these, so that progress towards improving service provision in these areas could be measured.

## **Results**

### **The Council's vision and priorities**

6. There is strong support for the priorities the Council has adopted. 808 respondents (88.3%) agreed with them.
7. 965 respondents (91.7%) supported the Council's vision "To ensure that the residents of South Kesteven are proud of their district and their Council"

8. 770 respondents (77.0%) were proud of their local community. A lower number – 442 (48.3%) were proud of their Council.

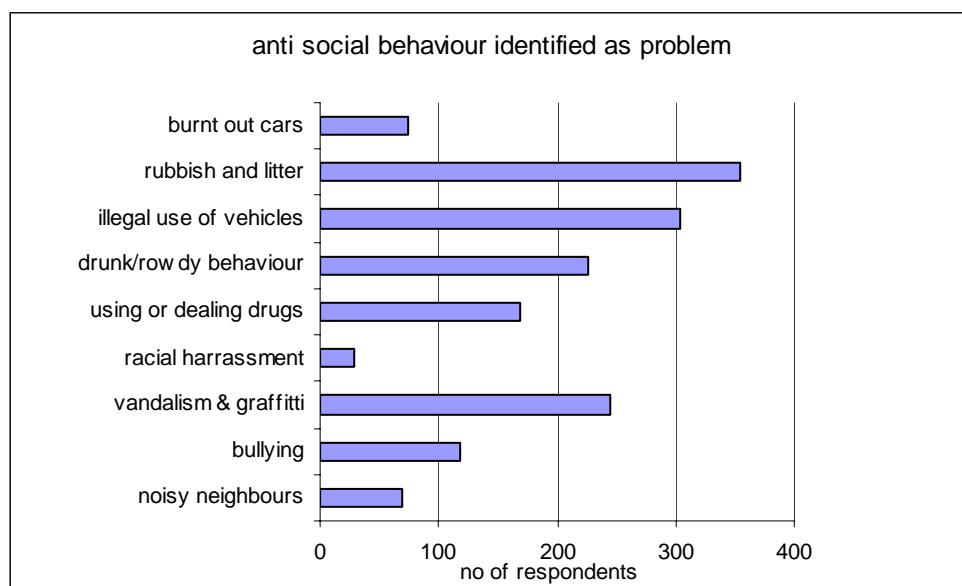
### Anti-social behaviour

9. 313 respondents thought that anti-social behaviour was a significant problem in their neighbourhood. It will be interesting to cross tabulate these responses against postcode area to see if there are any particular “hot spots” and this will be done when weighting has been applied.

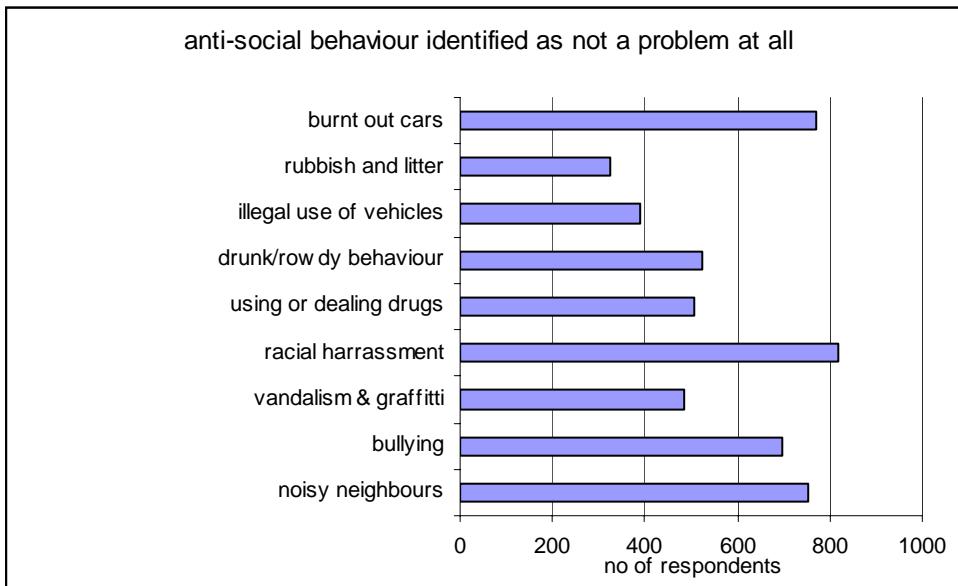
10. Respondents were then asked to state how much of a problem various different types of anti social behaviour were, in their neighbourhood. Those classifying:

- Noisy neighbours
- Bullying
- Vandalism and graffiti
- Racial harassment
- Dealing or using drugs
- Drunk or rowdy behaviour
- Illegal use of vehicles
- Rubbish and litter
- Abandoned or burnt out cars

as a very big or fairly significant problem are illustrated below.



11. Those who thought they were not a problem at all are also illustrated in graphical form overleaf.



12. This is interesting as it shows in graphical format, the ratios between the types of antisocial behaviour identified as “a problem” and “not a problem”.

13. Interestingly, 451 respondents (41.7%) stated that they had had direct experience of some kind of anti-social behaviour in the last year.

14. The vast majority of respondents (91.1%) thought anti-social behaviour was more of a problem in the town centre and at night rather than during the day.

15. When asked to state whether they thought anti-social behaviour had got better or worse or stayed the same in the last 3 years, nearly half thought it had got worse. A quarter of respondents thought that it had stayed the same, with the remainder answering “don’t know”.

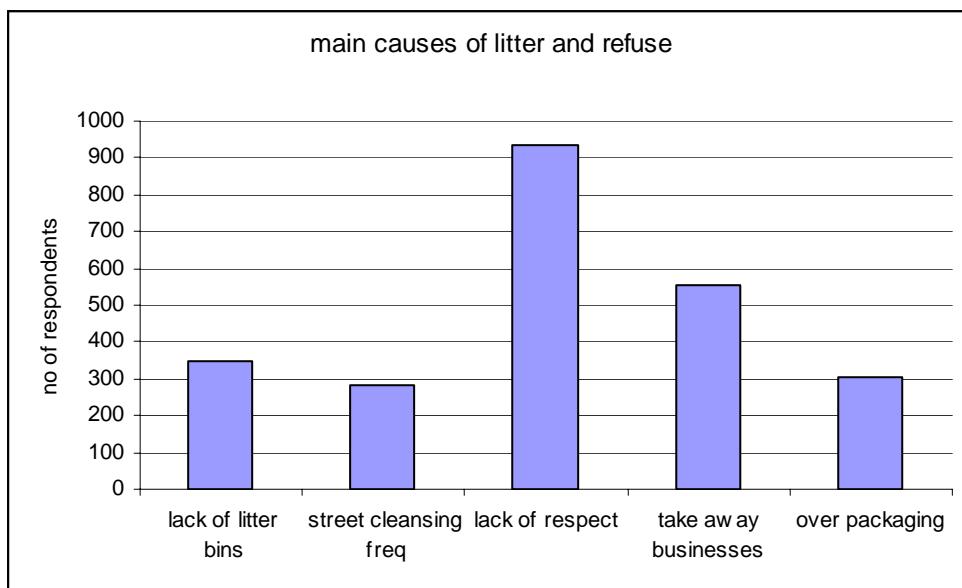
### Street Cleansing

16. Just over half of those responding -577 – were fairly or very satisfied that the Council had kept areas like parks, town centres and streets clear of litter and refuse. (This compares to 51.2% 18 months ago).

17. When asked to specify where they thought there was a particular problem,

- 230 said on the street where they live
- 322 said in the town centre
- 362 said in the surrounding area

18. Respondents were then asked to identify what they thought were the main causes of litter and refuse on our streets. They could choose as many or as few categories as they liked and their answers are shown in graphical form below.



19. There was overwhelming support for prosecuting those who do not dispose of their litter in an appropriate way with 95.8% (1022 respondents) in favour. This may however be an area where weighting for age may have an impact.

## Recycling

20. Respondents were asked a number of questions about both recycling facilities and kerbside collection schemes. Satisfaction rates for recycling facilities were good with those answering very or fairly satisfied ranging from 66.0% for provision overall to 75.0% for the range of materials that can be recycled.

21. The difference in the schemes provided across the area becomes apparent when looking at the satisfaction rates for kerbside collection. Significant elements answered “don’t know/ it does not apply” to each of the questions asked. Whether this is due to personal choice or because there is no scheme available to participate in requires further investigation and may be revealed to some extent by a cross tabulation of these responses against postcode area.

22. 55.4 % (564 respondents) were satisfied with the kerbside collection of items for recycling. If those answering, “don’t know/ it does not apply” are excluded, this percentage increases to 71.9%.

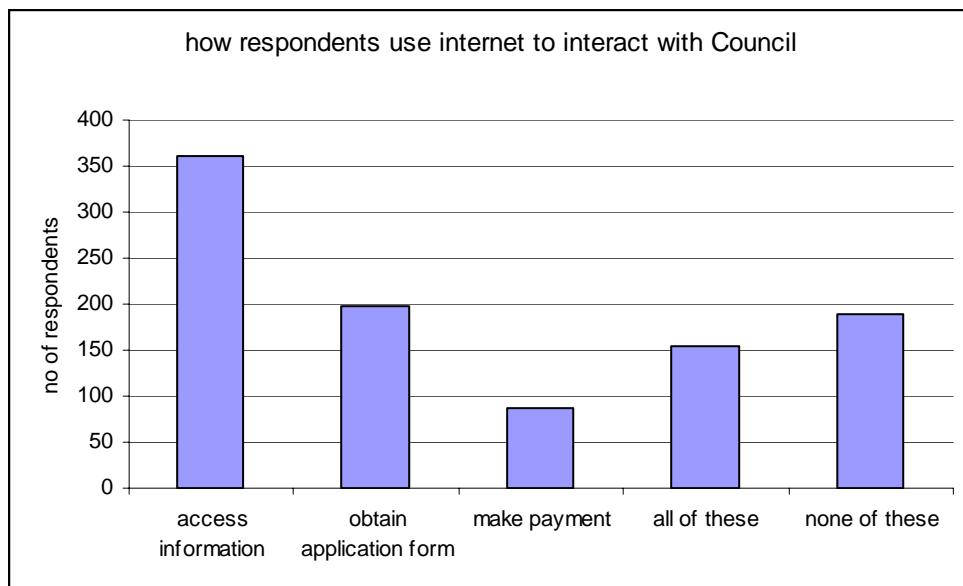
## Access to council services

23. Nearly half of respondents (49%) had contacted the Council in the last year. The majority (88.9%) said it was easy.

24. When asked to state whether the response to their enquiry was polite, helpful, easy to understand, most were positive. Some respondents thought that we weren't very helpful (82) or efficient (83).

25. Just over half of respondents use the Internet.

26. When asked to state how they would use the Internet to interact with the Council, respondents answered as follows:



This however may be an area where weighting for age has an impact.

27. Some respondents (139) would like to be able to contact the Council on weekday evenings and on a Saturday during the day (284). 244 respondents would like to be able to contact us 24 hours a day, 7 days a week.

28. Nearly two thirds of respondents (664) are very or fairly satisfied with the ways in which they are able to access the Council's services. 142 stated that they would use text messaging as a way of contacting the Council. This may be another area where weighting for age may have an impact.

## **Town Centre Development**

29. Satisfaction with various facilities in the town centres as listed below:

- car parks
- choice of shops
- CCTV
- Entertainment and eating out
- Markets
- Pedestrian areas
- Toilets

ranged from 65.4% for markets down to 14.5% for toilet facilities.

30. The majority of respondents (904 or 82.3%) do most of their shopping within the district. Peterborough, Lincoln, Nottingham and Newark were also popular destinations.

31. Nearly two thirds of respondents (63.6%) go outside the district to shop at least once a month.

## **Affordable Housing**

32. Respondents were asked to state how much of a problem they thought the lack of affordable housing was in their neighbourhood. Just under half thought it was a fairly significant or very big problem. This may alter when weighting for age has been applied, and it will also be an interesting area to look at in respect of postcode, as there may well be some differences.

## **Communication**

33. Nearly two thirds of respondents (688 or 62.6%) think that the Council keeps them fairly or very well informed. Only a third of respondents had heard of the Council publication “Districtline” – most of these read it.

## **Diversity and Cohesion**

34. When asked if they thought the Council was doing enough to provide services in ways that reach all residents, including those from minority groups, 648 or 59.4% answered, “don’t know”. Nearly a third thought that the Council was doing enough, with 8.5% answering “no”. It would be interesting to cross tabulate these replies against ethnic group, to see if the Council needs to rethink its approach in this area.

## Vulnerable Persons

35. Just over half of respondents (608) were aware of the Helpline and Sheltered Housing services provided by the Council. Approximately 263 stated that they knew someone who may benefit from these services. Both sets of responses show significant marketing opportunities, both in terms of awareness and also need.

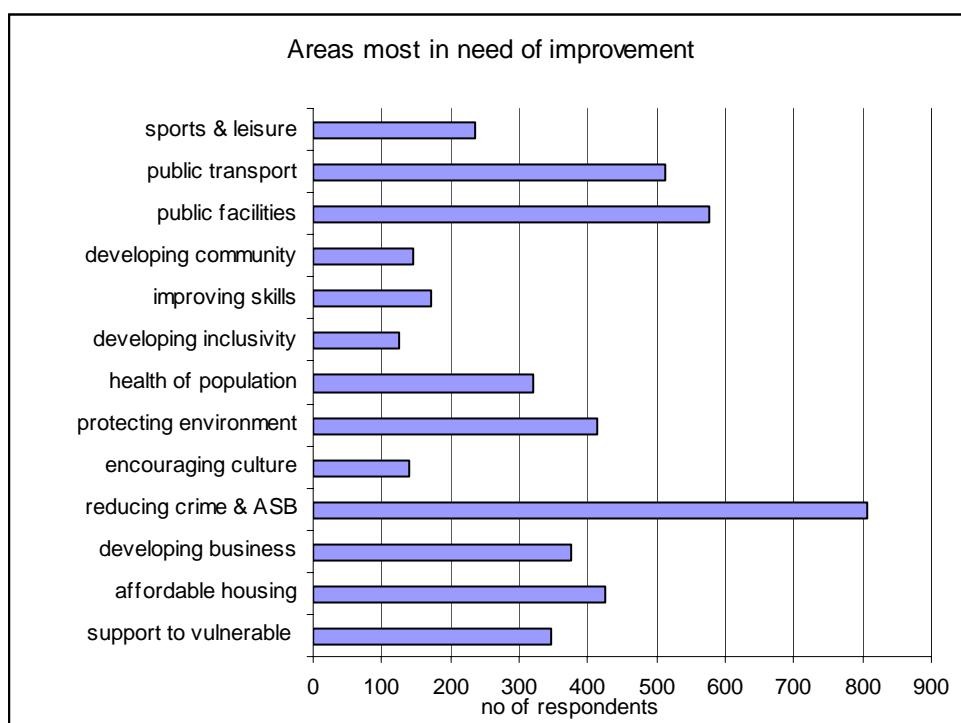
## How the Council runs things

36. Just over half of respondents were fairly or very satisfied with the way the Council runs things. This compares to 48.4% 18 months ago.

## The Local Strategic Partnership

37. Respondents were asked to comment on the LSP's vision and also what areas they thought were most in need of improvement. Support for the vision was strong, with over 90% (998 respondents) agreeing with "To ensure that by 2020 our residents live in one of the 10 most desirable locations in the country and are proud that they have the skills necessary to participate in sustainable communities that are safe, healthy and economically vibrant".

38. When asked to state which areas they thought most needed improvement, they answered as follows:



39. These responses are interesting because they support the priorities (and non priorities) identified by the Council. Reducing crime and anti-social behaviour, improving public facilities, public transport (not in the Councils remit), and affordable housing all emerge as priorities. Encouraging culture is not quite as important.

### Sample demographics

40. If the demographic make up of this sample is compared to the latest population figures supplied by the Office of National Statistics, the importance of applying weighting becomes clear. Government guidance states that weighting is not required if the ratio between the two figures falls between 0.8 and 1.2 (i.e. that they are almost one to one). If respective figures are compared on gender then it becomes clear that no weighting is required with respect to gender, as illustrated below.

#### Gender

	Sample %	ONS %	Weighting factor
Male	46.8	48.2	1.0
Female	53.0	51.8	0.9
Total	100	100	

41. If this is carried out across age group, there are some noticeable differences.

#### Age

	Sample %	ONS %	Weighting factor
18-24	2.3	8.9	3.9
25-34	9.8	14.8	1.5
35-44	19.0	20.0	1.0
45-54	19.3	17.8	0.9
55-64	20.1	16.6	0.8
65-74	16.5	11.4	0.7
75 +	13.0	10.5	0.8
Total	100.0	100.0	

Those under 35 are under-represented. Those aged between 65 and 74 are over represented.

42. When this exercise is undertaken on ethnic group, it appears that the sample is broadly representative in terms of ethnic group.

#### Ethnic group

	Sample %	ONS %	Weighting factor
Non black minority ethnic group	98.7	98.4	1.0
Black minority ethnic group	1.3	1.6	1.2
<b>Total</b>	<b>100.0</b>	<b>100.0</b>	

#### Conclusion

43. Weighting for age may have an impact on the distribution of responses, and as such the results outlined in this report should be treated with caution. They do however provide an initial indication of what residents think and are valuable when considering priorities.

44. It is my intention to cross tabulate some sets of responses against age group and postcode area when weighting has been applied. An analysis of the free comment boxes will also be undertaken.

#### PLEASE NOTE:

- (I) Population figures on age and gender are from ONS population estimates 2003.
- (II) Ethnic group data from 2001 census
- (III) Comparative figures are from the 2003 triennial general survey (weighted results)

## REPORT TO CABINET

REPORT OF: Development Control Services Manager

REPORT NO. PLA491

DATE: 11 April 2005

<b>TITLE:</b>	Planning Delivery Grant Allocation 2005/06
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<b>COUNCIL AIMS/PORTFOLIO HOLDER NAME AND DESIGNATION:</b>	Cllr John Smith (Economic Portfolio Holder)
<b>CORPORATE PRIORITY:</b>	Access to services - A Planning - B
<b>CRIME AND DISORDER IMPLICATIONS:</b>	None
<b>FREEDOM OF INFORMATION ACT IMPLICATIONS:</b>	This report is publicly available on the Council's website <a href="http://www.southkesteven.gov.uk">www.southkesteven.gov.uk</a> under "Council Meetings"
<b>BACKGROUND PAPERS:</b>	Proposals for allocation of Planning Delivery Grant 2005/06 – ODPM The Planning Delivery Grant Determination 2005 – ODPM The Pendleton Report 2004

### 1. INTRODUCTION

1.1 This report follows the announcement from the Office of the Deputy Prime Minister regarding the annual award of Planning Delivery Grant (PDG) to Local Planning Authorities. Members will be aware that the government introduced Planning Delivery Grant in 2003/04 in recognition that Local Planning Authorities (LPA's) were under resourced in most areas of the country. In the first year every LPA received a grant of at least £75,000, with increased funding for the higher performing authorities (South Kesteven received £125,000). The following year PDG was awarded on the basis of development control performance, plan making, enterprise areas and high housing demand areas. Unfortunately SKDC only received £5190 in 2004/05 as development control performance fell below the required targets, did not have an up to date development plan and was not

located in a high housing demand area (essentially London and the wider South East). The £5190 received was in recognition of the only enterprise area in the district, being the Earlsfield area of Grantham.

1.2 The qualifying criterion for grant awards in 2005/06 has changed again. The government now also assesses Local Planning Authorities e-planning capability and rewards those Council's who have made substantial improvements in performance. This year has seen such a marked improvement in development control performance at SKDC and all three national targets have been exceeded. In total SKDC's Planning Delivery Grant award is £569,559.

## **2. RECOMMENDATIONS**

**Cabinet is asked to note the award of planning delivery grant of £569,559 for achieving Best Value Performance Indicator targets and for improvement in performance.**

**Cabinet is asked to request that officers develop a strategy for the investment of planning delivery grant into planning services and planning related projects.**

## **3. DETAILS OF REPORT**

3.1 In awarding PDG for 2005/06 the government monitors LPA's performance against Best Value Performance Indicators for the period October to September (in this case Oct 2003 to Sept 2004). Additionally other factors that are relevant to SKDC are taken into consideration and can be summarised as follows:

◆ Enterprise Areas

3.2 South Kesteven has one designated enterprise area and that is the Earlsfield district of Grantham. For this we receive £5,000.

◆ Development Control

3.3 Development Control Performance is assessed against BVPI 109a, b and c. The table below details the national targets for each of the 3 application types and SKDC's relative performance. You will note that additional grant has been secured through not only exceeding government targets but also as a result of improving our performance against previous years.

3.4 Members will be aware that development control has improved significantly over the past year. Structural changes have been made within the service and amendments to the committee structure, though the introduction of the Planning Panel, have had significant effects on performance. Allied to these changes is the commitment and motivation of the individual members of staff involved in the planning process. The last year has seen a cultural change in the service and a high performance culture is developing. Each member of staff's contribution has been critical to the success and this is an outstanding achievement that deserves appropriate recognition.

<b>BVPI</b>	<b>National Target</b>	<b>SKDC performance Oct 2003 – Sept 2004</b>	<b>% Improvement on previous year</b>
109a – major development	60% in 13 weeks	61%	19.6%
109b – minor development	65% in 8 weeks	72.2%	35.2%
109c – other development	80% in 8 weeks	85%	27.2%
<hr/>			
Grant for exceeding all 3 targets	Additional grant for improvement	Reallocation due to capping	<b>Total grant for DC performance</b>
£257,511	£276,110	£10,279	<b>£543,900</b>

◆ Plan-making

3.5 A separate grant is awarded to LPA's for keeping an up to date development plan. Currently South Kesteven has submitted the first stage of the Local Development Framework (known as the Local Development Scheme) to Government office and an announcement on the amount of grant awarded will be made later on this year.

◆ E-planning

3.6 The government has introduced a new BVPI (205) known as the Quality of Service Checklist. The criteria includes a mark for provision an electronic planning service, with points awarded against the Pendleton survey criteria. SKDC currently delivers an online planning service through the Welland Partnership. Members will be aware that this service was one of the first nationally and its existence has allowed us to access additional PDG funds. That said there are areas for improvement and enhancement and Officers are currently working towards improving the delivery of an electronic planning service. The criteria used for assessing e-planning are as follows:

<u>Pendleton criteria</u>	<u>SKDC</u>
1. Planning Page accessible on Council Home Page.	Yes
2. Online application register.	Yes
3. Can you view application drawings and attachments	Yes
4. Can you view appeals	No
5. Facility to comment online	Yes
6. Facility to monitor applications online	Yes
7. Online decision register	No
8. Period of time covered by register	No
9. Can the decision notice be viewed	No
10. Are conditions/reasons for refusal listed	No
11. Can officer reports be viewed	No
12. Can committee meeting schedule be viewed	Yes
13. Can records of committee meetings be viewed	No
14. Is there online planning help text	Yes
15. Online application submission	Yes
16. Can you pay the application fee online	No
17. Can drawings etc. be attached to an electronic application	Yes
18. Downloadable forms	Yes
19. Is the development plan text available	Yes
20. Is the proposals map available	Yes
21. Is the proposals map linked to policy	No
22. Is the proposals map comprehensive and easy to use	Yes

3.7 SKDC achieved 13 of the 21 scoring criteria (period of time covered by register was not scored) and has achieved an award of £20,659. We are currently working on providing additional online planning services in line with the Pendleton criteria and would expect to achieve a greater allocation in subsequent years.

#### **4. COMMENTS OF DIRECTOR OF FINANCE AND STRATEGIC RESOURCES**

4.1 None.

## 5. CONCLUSIONS

5.1 The total Planning Delivery Grant allocation received by SKDC for this financial year is £569,559. The majority of this has been achieved through marked improvement in development control performance and is an outstanding effort from all staff and Members involved. In order to quality check decision making the government assesses each Council's record on appeals. Development Control awards are abated where an authority has a higher than average number of negatively determined planning applications overturned by the Secretary of State on appeal. The abatement is 10% where appeal performance is at least 40% worse than the national average (33.81%) and 20% where appeal performance is at least 50% worse. Currently South Kesteven is currently having approximately 23% of refused planning applications overturned at appeal so no such abatement is applied.

5.2 The award is the second highest in the East Midlands (Only Nottingham City achieved more with £700K) and is the 35<sup>th</sup> highest award for development control performance nationally.

5.3 The grant is allocated on the basis of a 75/25% split between resource and capital. This split is based upon the level of PDG spent by Council's in previous years on IT and capital improvements. Whilst PDG is not specifically ring fenced the government has made it clear that future awards of PDG are dependent on authorities' performance across planning activities. On this basis it necessary for Officers to develop a strategy for investing the grant award into planning services and planning related projects. The following key issues have been identified in the Development Control service plan as areas for investment:

- ◆ back scanning archived planning files
- ◆ IT initiatives
- ◆ External consultancy of service (particularly administrative function)
- ◆ Replace existing furniture and improve accommodation
- ◆ input into LDF project to help ensure that an up to date plan is available
- ◆ Staffing issues (additional hours/use of short term consultants)
- ◆ Future projects

5.4 Additionally, the grant is likely to finance a comprehensive district wide housing needs survey which will provide vital information for the delivery of much needed affordable housing throughout the district.

## 6. CONTACT OFFICER

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Development Control Services Manager

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Email: [r.edwards@southkesteven.gov.uk](mailto:r.edwards@southkesteven.gov.uk)