



AGENDA

For a meeting of the
ECONOMIC DEVELOPMENT AND SCRUTINY PANEL
to be held on
TUESDAY, 20 MARCH 2007
at
2.30 PM
in the
WITHAM ROOM, COUNCIL OFFICES, ST. PETER'S HILL, GRANTHAM WITHAM ROOM, COUNCIL OFFICES, ST PETER'S HILL, GRANTHAM
Duncan Kerr, Chief Executive

Panel Members:	Councillor Dorrien Dexter, Councillor Mike Exton, Councillor Kenneth Joynson, Councillor Mrs Rosemary Kaberry-Brown, Councillor John Nicholson (Chairman), Councillor Mrs Judy Smith, Councillor Ian Stokes, Councillor Mike Williams (Vice-Chairman) and Councillor Mrs Azar Woods
Scrutiny Officer:	Paul Morrison 01476 406512 p.morrison@southkesteven.gov.uk
Scrutiny Support Officer:	David Lambley 01476 406297 d.lambley@southkesteven.gov.uk

Members of the Panel are invited to attend the above meeting to consider the items of business listed below.

- 1. COMMENTS FROM MEMBERS OF THE PUBLIC**
To receive comments or views from members of the public at the Panel's discretion.
- 2. MEMBERSHIP**
The Panel to be notified of any substitute members.
- 3. APOLOGIES**
- 4. DECLARATIONS OF INTEREST**
Members are asked to declare interests in matters for consideration at the meeting.
- 5. ACTION NOTES**
The notes of the meeting held on 30th January 2007 are attached for information.
(Attached)

6. FEEDBACK FROM THE EXECUTIVE

7. UPDATES FROM PREVIOUS MEETING

Updates on markets recommendation of 30th January 2007.

(Attached)

8. TALLINGTON RAIL CROSSING

The Panel will receive a presentation about Tallington rail crossing from local residents and scrutinise the issues they raise.

(Attached)

9. BARKER REVIEW

The Panel will scrutinise recommendations made within the Barker Review of the planning system.

EXCLUSION OF THE PUBLIC

It is anticipated that, in accordance with Section 100A(4) of the Local Government Act 1972 (as amended) the public may be excluded from the meeting during consideration of the following item of business because of the likelihood that otherwise exempt information, as described in paragraph 3 of the Act (as amended) would be disclosed to the public.

10. BOURNE CORE AREA

The panel will scrutinise a report on the Bourne core area project.

(To follow)

11. GRANTHAM CANAL BASIN

(Attached)

12. GRANTHAM RAIL LINK

The panel will discuss the future of the rail link working group.

13. REPORTS FROM WORKING GROUPS

14. BEST VALUE PERFORMANCE INDICATORS

(Attached)

15. WORK PROGRAMME

(Attached)

16. REPRESENTATIVES ON OUTSIDE BODIES

Representatives on outside bodies to give update reports.

17. FINANCIAL UPDATE

(Attached)

18. ANY OTHER BUSINESS, WHICH THE CHAIRMAN, BY REASONS OF SPECIAL CIRCUMSTANCES DECIDES IS URGENT.

WORKING STYLE OF SCRUTINY

The Role Of Scrutiny

- To provide a “critical friend” challenge to the Executive as well as external authorities and agencies
- To reflect the voice and concerns of the public and its communities
- Scrutiny Members should take the lead and own the Scrutiny Process on behalf of the public
- Scrutiny should make an impact on the delivery of public services

Remember...

- Scrutiny should be member led
- Any conclusions must be backed up by evidence
- Meetings should adopt an inquisitorial rather than adversarial style of traditional local government committees



MEETING OF THE ECONOMIC DEVELOPMENT AND SCRUTINY PANEL

TUESDAY, 30 JANUARY 2007 2.30 PM

PANEL MEMBERS PRESENT

Councillor Dorrien Dexter
Councillor Mike Exton
Councillor Ken Joynson

Councillor John Nicholson (Chairman)
Councillor Mrs Judy Smith
Councillor Mike Williams (Vice-Chairman)

OFFICERS

Scrutiny Officer
Corporate Head, Sustainable Communities
Business Manager, Development and
Building Control
Service Manager, Assets and Facilities
Scrutiny Support Officer
Economic Development Officer
Markets Supervisor

OTHER MEMBERS PRESENT

Councillor John Smith (Economic
Development Portfolio Holder)

34. MEMBERSHIP

The Panel were notified that Councillor Exton would be substituting for Councillor Pease until the next annual meeting of the Council.

35. APOLOGIES

Apologies for absence were received from Councillors Mrs Kaberry-Brown and Mrs Woods.

36. DECLARATIONS OF INTEREST

No declarations were made.

37. BEST VALUE PERFORMANCE INDICATORS

BVPI 109a, b and c

- A report explaining poor performance on indicators relating to the determination of planning applications was circulated with an action plan and month-by-month figures demonstrating improvements.
- The action plan addressed BVPI performance improvement, Member/officer liaison, customer care, communications, staffing structures, processes and training.

- Additional resources were not available to the department so smarter ways of working were being introduced.
- Applications only counted against performance indicators after they had been determined.
- The Barker report reviewed the way planning applications were dealt with. A briefing paper on this was to be prepared.
- Work was being done on outstanding applications, which were listed in reports to the Development Control Committee. These needed to be determined on a managed basis.

ACTION POINT

A briefing paper on the contents of the Barker report should be prepared for the next meeting of the DSP on 20th March 2007.

TT to prepare briefing note on the Barker report

RECOMMENDATIONS

1. ***The Panel were concerned about staffing problems within Development Control Services and hope that the situation will be kept under close review by the Cabinet.***
2. ***The staff from Development Control Services should be congratulated on their work to turn the service around.***

JT to complete DSP rec. form

SK33

- The indicator for the number of residents satisfied with the choice of shopping within the District was red.
- Figures for this indicator were collated on an annual basis so there would be no change until a new survey had been carried out.

38. ACTION NOTES

Noted.

39. FEEDBACK FROM THE EXECUTIVE

- Construction of Welham Street car park, Grantham was on schedule.
- The Resources DSP had requested that the Capital Asset Management Group review the charging structure for car parking.
- Wharf Road car park, Stamford would be closed from April for decontamination. Additional spaces had been provided on the Cattlemarket site.
- A strategic review of car parking was underway as part of the Local Development Framework.
- The Strategic Car Parking Working Group would be called together to produce a parking action plan for Stamford based on evidence that had been gathered. The group had been inactive for a year because of staff changes, consultation and work on the LDF.

40. UPDATES FROM PREVIOUS MEETING

The Scrutiny Officer prepared a briefing note on a public convenience audit, which was circulated at the Parish Council Conference on 7th December 2006. Little interest had been shown in this at the conference.

41. DECRIMINALISATION OF PARKING

- SKDC and all other councils in Lincolnshire had invested in a study on taking responsibility for parking from the police authority. The survey also covered off-street parking.
- Following the issue of the final report, a meeting would be held between Lincolnshire councils. The transfer would only go ahead if all local councils were in agreement.
- If parking was decriminalised, 12 parking attendants would be needed to cover the whole district.
- A decriminalised scheme could be led by the local authority or centralised through shared service mechanisms.
- It was hoped that target dates for decriminalisation would be available in two months. Implementation could take 18 months because parking orders would need to be put in place.
- It was suggested that decriminalisation should begin in the town centres, then hotspots and move to residents' parking schemes.

ACTION POINT

The Service Manager, Assets and Facilities to contact the Scrutiny Officer when there is anything further to report.

PS to advise PM
when updated
information is
available

42. EQUALITIES IMPACT ASSESSMENT FOR ECONOMIC DEVELOPMENT AND TOWN CENTRE MANAGEMENT

- The initial equality impact assessment for the Economic and Community Development Strategy 2005-2008 had been circulated. A full equalities impact assessment was not required.
- The Strategy was the overarching document and needed to be inclusive. Delivery from action plans could be targeted.
- Some complaint monitoring mechanism should be in place. Complaints were not monitored by race, gender, disability, age, sexual orientation or religious belief.

CONCLUSION:

A sentence should be included in the strategy stating: "Complaints should be dealt with through the Council's corporate complaints system."

N Cuttell to
incorporate into
strategy document

43. MARKETS - CHARGING STRUCTURE

- The new charging structure for markets had been circulated. Charges had increased by 2.9%
- An invoice system had been introduced. Charges were payable

on a monthly basis.

- During the introduction of the Cedar System, it was made more difficult to monitor and pursue payments.
- In Stamford the charge for a stall was one pound higher than Grantham. Market forces would decide if the charge was excessive.
- There was concern over the Deepings market. This was privately run. The Town Centre Manager for the Deepings could look into concerns.
- The spread of retail in Grantham had had an impact on the market. Alternative arrangements for some stalls in Stamford had to be made because of the Stamford Gateway project.

RECOMMENDATIONS:

1. ***That the Deepings Town Centre Manager should be asked to look into concerns about the market in the Deepings;***
2. ***The Markets Team should be thanked for their effort, which was reflected in the viability of the markets.***

JT to forward rec to Portfolio Holder and Service Manager

JT to complete DSP rec. form

44. WORK PROGRAMME

On 18th January 2007, the Resources DSP recommended that:

- A working group comprising members of the Resources and Economic DSPs should be set up to look at the District Council's car parking policy, which should report back by September 2007.
- A joint meeting of the Resources, Economic and Healthy Environment DSPs should be held to scrutinise the draft Grantham Masterplan.

ACTION POINT:

The Scrutiny Officer to arrange a joint meeting of the Resources, Economic and Healthy Environment DSPs to scrutinise the draft Grantham Masterplan.

PM to organise a joint meeting.

45. FINANCIAL UPDATE

- This was circulated at the meeting.
- Figures were difficult to understand without profiling.
- Financial updates should be circulated before the meeting.
- Updates should be presented in a format that is easy to understand.
- Anomalies in figures should be highlighted.

ACTION POINT:

Feedback from the DSP on the format of financial updates should be sent to Financial Services and addressed.

JT to forward recs to RW
RW to implement

46. CLOSE OF MEETING

The meeting was closed at 16:42

Report to Economic DSP – 20th March 2007

Information Regarding Deeping Weekly Market

A market currently operates in the Rainbow Car Park behind the High Street/Market Place in Market Deeping every Wednesday morning.

The market is privately run by a local trader.

Initial research suggests that there are mixed feelings towards the market in its current form.

Comments from traders:

- Some traders are concerned that local residents are unaware of the existence of the weekly market.
- A small number of traders have expressed frustrations at the confusion over the responsibilities of SKDC and Rainbow stores with regard to maintenance of the trading area, street lights etc. Some clarification as to the responsibilities of each may be beneficial.
- Traders have advised that the space allocated to the market is usually well utilised by a regular group of traders. Observations of the TCM indicate that the market usually offers an average of 16 stall's, therefore operating slightly under capacity (*NB TCM has been unable to confirm exact space available at this stage*)
- A proportion of traders have commented that they would like to have the opportunity to trade regularly in the Market Place as opposed to their current location.
 - Traders believe that the Market would be far more obvious and accessible to passing trade if it were visible from a public highway.
 - One trader has suggested that the Market Place is the most appropriate place for traders to operate as it is in-keeping with the history of the town.
- A small number of traders appear to be of the opinion that SKDC are unsupportive of a regular market in the Deepings, suggesting that SKDC did not take significant action to support the operation when it ran into difficulties approximately 20 years ago, at which time it was run by the District Council. Whilst such opinions do not seem to cause any difficulties at present, there does appear to be some residual resentment towards SKDC for these reasons.

Comments from residents:

- A small number of local residents spoken to are unaware that a market runs in the Rainbow car park on a weekly basis. Residents appear to be more aware of the themed markets (Farmer's market/Christmas market) that run in the Market Place on an annual basis, perhaps because of the publicity they receive.
- Residents have commented that traders have usually ceased operation at the time they wish to visit the market, namely upon bringing children home from school. Observations suggest that traders leave at staggered times during the day depending on numerous circumstances such as weather.
- Local residents have commented that whilst the regular stalls offer sought after and quality products, the market does not offer a significant variety of wares to encourage regular visitors. Residents have compared the offer to that of Stamford market, suggesting that the offer in Market Deeping is not of a similar standard.

Welland Market Towns Benchmarking evidence:

- 2006 survey data indicates that the Wednesday market creates a 4.5% increase in footfall when compared to a non-market day.

Recommendation

That Economic DSP note the information contained within the report.

Authors

Sarah Walker, Deepings Town Centre Manager,
sarahwalker.deepings@googlemail.com

Neil Cuttall, Service Manager (Economic Development & Town Centre Management, n.cuttall@southkesteven.gov.uk)

Agenda Item 8

The Level Crossings in South Lincolnshire and North Cambridgeshire.

1. Introduction

I represent a group of people who live in South Lincolnshire who are increasingly concerned with the situation of the level crossings in this part of the county. You may have seen or heard a news item on BBC radio 4 and TV news where I gave an all too brief summary of the situation specifically regarding the level crossing at Tallington on the main A16 road from Stamford to the Deepings.

We believe that this is a community matter where economic, social, environmental and road transport issues have to be evaluated together rather than a pure safety issue which has been the attitude so far of both Network Rail and the Department for Transport.

The local communities of the Deepings to the East and Stamford to the West combined with all the villages to the north and south of the A16 are seriously affected by the level crossings; part of the East Coast Mainline that runs through the community. There are 5 level crossings in a row on the main line bisecting the community and making road communication difficult, both east-west and north-south towards Peterborough. The South Kesteven area is one of the fastest growing rural communities in the country. However, very many of the people who live here work elsewhere and therefore good communications to south, south west and west by road are essential to the social and economic wellbeing of the people who live and work here.

The problems have been recognised for some years and our group has made measurement of rail and road traffic growth and delays at the level crossings in 1991, 2000, 2004, 2006 . and have made predictions through to 2012 from what we know about future rail traffic growth. See charts below.

We have also tried to quantify the economic costs of the level crossing closures to the vehicle users that are held up and this is considerable. See table below

	2000	2004	2006	2010
Ave. closure %	40.1%	48.4%	57.11%	75.0%
Total closure (hrs)	4.9	5.8	6.85	9.0
Crossing closed per vehicle (mins)	3.1	4.01	5.14	7.5
Cost per annum (£millions)	0.852	1.615	2.934	4.9

Train and closure measurements

The chart below shows the growth in number of trains per 12 hour working day (lower graph) and the resulting closure percentages per hour (upper graph). Green is 2000, yellow 2004, red 2006 and blue the very latest schedule Jan 2007

??

Tallington; trains and closure trends.

This chart above shows our projections for traffic growth and closure up to 2012 based on published figures for increased passenger and freight services. Complete gridlock will be achieved around 2010!!

Conclusions from our studies

- ☒ There will be an untenable closure situation by 2010 for the people of South Lincs/South Kesteven.
- ☒ There is the same closure situation for all ECML level crossings as for Tallington.(Lolham, Belmesthorpe, Helpston). Lolham and Helpston action therefore also must be considered, thus involving Peterborough.
- ☒ Already very high and rising economic costs to the community as both closures and traffic levels rise on A16.
- ☒ The environmental situation in Tallington is serious
- ☒ The social situation for the whole SKDC community being cut in half is unacceptable
- ☒ Increased traffic on ECML reduces communications and economic efficiencies for this rural community. (see EMDA strategy and objectives)
- ☒ We and the authorities must start now on some action because 5 year lead time minimum would be required to construct a solution.
- ☒ Multi agency involvement in the solution is necessary and will involve, Lincs County

??

Council, Network Rail, The Department for Transport and Peterborough City Council

A further issue of interest is that the long queues of traffic, when released from the level crossings, go on to cause traffic chaos in other towns and villages such as Stamford, Market Deeping.

We are presenting our case to all the Parish and Town Councils in the area and asking them to support us by writing to some or all of the organisations involved, giving the view from their perspective. We have already raised this issue at the local Deepings Forum and action has been taken to write to Network Rail and the Department for Transport.

In the meantime the Senior Transport Councillor for Lincs CC, William Webb has agreed to give this matter the highest priority within his organisation. He has also agreed to join us in a combined approach to Network Rail and the D for T to negotiate a multi-agency solution.

Contacts for the action group members (for info only).

- ☒ David Allen, West Deeping. Tel: 01778 343235. Email davidallen3@homecall.co.uk
- ☒ Robin Douglas, Maxey. Tel: 01778 342124. Email robinsdouglas@hotmail.com
- ☒ George Waterhouse, Tallington. Tel: 01780 740963. Email geowcltd@aol.com

Contacts written to:
Lincolnshire County Council

Portfolio Holder for Transport
Councillor William Webb
Lincolnshire County Council
County Offices
Newland
Lincoln LN1 1YL

Brian Thompson
Highways and Planning Directorate
Lincolnshire County Council
County Offices, Sleaford
Annex C, Eastgate,
Sleaford NG34 7EB

Network Rail

Mr John Armitt
Chief Executive
Network Rail
40 Melton Street
London NW1 2EE

MP for South Holland and the Deepings

John Hayes MP
The House of Commons
London SW1A 0AA

MP for Stamford

Quentin Davies MP
Address as for John Hayes.

Minister of Transport

Rt Hon Douglas Alexander
Transport Secretary
Department for Transport
Great Minster House
76 Marsham Street
London SW1P 4DR

ECONOMIC DSP BRIEFING NOTE

Subject: "Kate Barker Review of the Planning System – Summary of Recommendations"

Date of Meeting: 20th March 2007

Report by: Stuart Vickers – Business Manager, Development and Building Control Services

RECOMMENDATION 1

DCLG should revise the policy framework for decision-making, in the context of the plan-led system, to make clear that where plans are out-of-date or indeterminate, applications should be approved unless there is good reason to believe the costs outweigh the benefits.

One way of implementing this would be to make clear that where an application for development is in accordance with the relevant up-to-date provisions of the development plan, it should be approved unless material considerations indicate otherwise. Where development plan provisions are indeterminate or where they are not up-to-date, the application should be approved unless there is a significant probability that the likely environmental, social and economic costs of the development will outweigh the respective benefits.

RECOMMENDATION 2

The Statement of General Principles should be revised to make clear that in determining planning applications, due regard should be paid to the economic, social and environmental benefits of development, such as the benefits new development can bring through low average energy consumption, alongside other material considerations.

RECOMMENDATION 3

DCLG should update its national planning policy on economic development by the end of 2007. This should include:

- Emphasising the critical role economic development often plays in support of wider social and environmental goals, such as regeneration;
- Strengthening the consideration given to economic factors in planning policy, so that the range of direct and indirect benefits of development are fully factored into plan making and decision-making alongside consideration of any potential costs;

- Emphasising the role that market signals, including price signals, can play in ensuring an efficient use of land, both in plan-making and in development management;
- Requiring a positive approach to applications for changes to use class where there is no likelihood of demonstrable harm, to provide greater flexibility of use in the context of rapid changes in market conditions;
- Making clear that where a Core Strategy is in place, decisions on commercial development should not be delayed simply on the basis of prematurity;
- Ensuring that development in rural communities is not unduly restrained and allows for a wide range of economic activity; and
- Ensuring that in general a more positive approach is taken to applications for tall buildings where they are of very high design quality and appropriately located, and where there is the transport infrastructure to support them.

RECOMMENDATION 4

Wider planning policy should be made more responsive to economic factors. This should include:

- Building on the more flexible approach to car-parking spaces for housing, by applying this less prescriptive approach to commercial development in place of the current national maximum standards per square metre of floor space;
- Ensuring that any review of heritage policy builds on the recent reforms of the Heritage Review, by emphasising the critical importance of viability and proportionality, and by facilitating modernisation that does not damage the historic or architectural significance of buildings;
- Supporting the 'town centre first' policy and the impact and sequential tests that help to deliver it, but removing the requirement to demonstrate need (the 'needs test') as part of the planning application process; and
- If the Competition Commission concludes that there is a problem relating to the exercise of local monopoly power as part of its current grocery inquiry, to establish how best to address these issues, either through planning or through other means.

In general, there is the need to establish a more robust evidence base for national policy, so that the costs and benefits of the policy can be better assessed. Furthermore, the Government should ensure that planning is used as a tool for delivering policy only when it is an appropriate lever and provides an efficient and effective means of delivering objectives.

RECOMMENDATION 5

The Government should engage more proactively at the policy development stage of European legislation with a potential planning impact. DCLG should resource and maintain close links with DEFRA, FCO and UKREP in particular, and other departments as necessary, in anticipating the domestic planning implications of emerging EU legislation. All departments should ensure that their negotiators take fully into account the implications of proposals for planning legislation, policy and the resulting outcomes for future development. Additions to existing domestic regulation should be avoided except where needed to address remaining areas of market failure. Where possible, transposition should use existing regulatory mechanisms.

RECOMMENDATION 6

Regional and local planning authorities should make planning for economic development a higher priority. To achieve this there should be:

- Better integration of the Regional Economic Strategies (RES) and Regional Spatial Strategies (RSS), including enhanced alignment of timescales and compatibility of evidence bases, so that the RES can fulfil its role of informing the RSS. The Secretary of State should have regard to RES policies as part of her adoption procedures for the RSS;
- Policies that set out how the drivers of productivity (competition, investment, skills, innovation and enterprise) will be supported. Care should be taken to ensure that plans represent the interests of small firms and potential new entrants to the market (who may not be in a position to engage with the plan);
- Policies that focus, wherever possible, on desired outcomes rather than imposing the means of delivering those outcomes – for example in terms of climate change – the outcome should be to reduce the carbon footprint with the best means being flexible;
- A stronger link between plans and infrastructure provision, so that there is greater confidence that the infrastructure necessary to deliver large development will be in place;
- A marked reduction in the extent to which sites are designated for single or restricted use classes – the need to ensure provision for live-work units is relevant in this context;
- Where employment land needs to be separately designated, ensuring that employment land reviews are conducted regularly, making full use of market signals, so that there is a suitable range of quality sites which provide for all sectors and sizes of firm; and
- Delivery of the Government's objective of avoiding rigid local landscape designations in the context of a robust network established at national level.

RECOMMENDATION 7

Local authorities should be encouraged to work together in drawing up joint development plan documents and determining planning applications where there are significant spillovers which are likely to spread beyond the boundary of one authority. In the medium term, consideration should be given to how the London model, where strategic planning application powers are being granted to the Mayor, could be applied elsewhere.

RECOMMENDATION 8

The Government should make better use of fiscal interventions to encourage an efficient use of urban land. In particular, it should reform business rate relief for empty property and consider introducing a charge on vacant and derelict brownfield land. This reform could be considered in the context of the broader set of issues in relation to local government finance being examined by the Lyons Inquiry. In parallel with the introduction of the proposed Planning-gain Supplement, the Government should consult on reforms to Land Remediation Relief to help developers bring forward hard-to-remediate brownfield sites.

RECOMMENDATION 9

In the light of growing demand for land and the need to ensure that areas of high public value (such as sites with important or endangered wildlife) or areas at higher risk from flooding due to climate change are adequately protected:

- Regional planning bodies and local planning authorities should review green belt boundaries as part of their Regional Spatial Strategy/Local Development Framework processes to ensure that they remain relevant and appropriate, given the need to ensure that any planned development takes place in the most sustainable location;
- Local planning authorities should ensure that the quality of the green belts is enhanced through adopting a more positive approach towards applications that can be shown to enhance the surrounding areas through, for example, the creation of open access woodland or public parks in place of low-grade agricultural land; and
- The Government should consider how best to protect and enhance valued green space in towns and cities. In this context, the Government should review the merits of different models of protecting valued open space, including the green wedge approach.

RECOMMENDATION 10

To improve the framework for decision-making for major infrastructure to support a range of objectives, including the timely delivery of renewable energy:

- Statements of Strategic Objectives for energy, transport, waste proposals (including energy from waste) and strategic water proposals (such as new reservoirs) should be drawn up where they are not in place presently. These should, where possible, be spatially specific to give greater certainty and reduce the time taken at inquiry discussing alternative sites. Regional

Spatial Strategies and local plans should reflect these national Statements and indicate, in particular, where regional facilities are needed;

- A new independent Planning Commission should be established which would take decisions on major infrastructure applications in the above areas. Decisions would be based on the national Statements of Strategic Objectives and policies set in the Regional Spatial Strategy, Local Development Documents and other relevant considerations, including local economic, environmental and social impacts;
- The Planning Commission would be comprised of leading experts in their respective fields. Proceedings would be based on a streamlined public inquiry model, using timetabling to ensure timely decision-making. Full community consultation would be carried out and decisions would be taken in a fair, transparent and even-handed manner; and
- Decisions which are of local importance only, including housing and commercial applications made under Town and Country Planning legislation, should continue to be made by the local planning authority. Where appropriate, and in order to ensure successful delivery of major commercial and housing development with national or regional spillovers, Government should consider the scope for greater use of delivery bodies such as Urban Development Corporations.

RECOMMENDATION 11

In order to ensure that this new decision-making model is effective the Government should:

- Rationalise consent regimes to ensure that infrastructure projects of major significance can be treated holistically and that the independent Planning Commission can take all the necessary planning decisions (if more than one is still required) on a particular scheme. Environmental consents would, however, remain separate from planning consents and be the responsibility of the Environment Agency;
- Critically examine whether there are smaller infrastructure decisions currently made at the national level that should instead be determined by the local planning authority, or by the Planning Inspectorate on appeal;
- End joint and linked decision-making so that large infrastructure applications, or applications made by statutory undertakers, which would previously have been decided by two or more Secretaries of State will be transferred to the independent Planning Commission for decision. Non-strategic applications will be determined by local planning authorities or by the Planning Inspectorate on appeal; and
- As an interim measure, all Government departments with responsibilities for planning decisions should draw up timetables based on the DCLG model, for major applications decided by Ministers before the introduction of the independent Planning Commission and to ensure that decision-making is expedited in the short term.

RECOMMENDATION 12

Measures should be taken to limit Ministerial decision-making to only those cases where there are national or wider than local spillover effects and to reduce the time taken to decide planning applications made under the Town and Country Planning legislation. The Government should:

- Review the Town and Country Planning call-in directions. This should involve:
 - Revising the Departures Directions so that it more clearly indicates that only those proposals that are at significant odds with the core strategy of a new Local Development Framework, or similarly significant provisions of the Regional Spatial Strategy, could be considered a departure. The departures thresholds should also be tightened so that only those schemes of national and strategic significance, which are at odds with the development plan, could lead to notification to the Secretary of State; and
 - Reviewing other directions, in particular the Density, Greenfield and Shopping Directions and withdrawing them if no longer necessary. The overall aim should be to reduce significantly the number of cases referred to the Secretary of State for possible call-in;
- Review the Town and Country Planning call-in policy by the end of 2007-08 and implement tighter criteria to the cases that are subsequently called-in following referral. Call-in should be used only in exceptional circumstances for those cases where significant national or wider than local issues are raised (particularly where there is no clear framework at the regional and local level to enable appropriate decision-making to be made). The aim should be to reduce the numbers called-in by 50 per cent by 2008-09;
- Review the recovered appeals policy by the end of 2007-08 and so govern more strictly the appeals that are recovered, with the result that only those cases where significant national or wider than local issues are raised, are recovered for Ministerial decision;
- Reduce the amount of time it takes to decide whether or not to call-in an application. In particular, the Government Office's secondary target of seven weeks should be reduced to no more than five weeks; and
- Amend secondary legislation to remove the remaining categories of transfer excepted appeals: Listed Buildings in receipt of Grant Aid, Enforcement appeals accompanied by Environmental Statements, Tree Preservation Order appeals and Hazardous Substances appeals.

This Review does not recommend that there should be a change to Ministerial decision-making under the Town and Country Planning legislation. In the future,

it may be appropriate for the Government to look again at the need for Ministerial involvement in decision-making on planning applications made under the Town and Country Planning legislation.

RECOMMENDATION 13

The Government should consolidate the secondary legislation related to planning. A priority is to consolidate the General Development Procedure Order and its subsequent amendments – this should be undertaken in 2007.

RECOMMENDATION 14

There should be a substantial streamlining of national policy, delivering previous commitments. The Government should publish proposals by summer 2007. This should include consideration of the potential to remove some of the current range of Planning Policy Guidance and where necessary replace through an expanded PPS1. Any new policy should be consistent with the green paper principles of being strategic, concise and not mixing policy with guidance. Any new guidance should be published ideally alongside or otherwise within four months of publishing national policy. A desirable goal would be to reduce over 800 pages of policy to fewer than 200 pages.

RECOMMENDATION 15

Local planning authorities and regional planning bodies should continue to develop their development plans as expeditiously as possible to provide a clear planning framework for decisions. DCLG should urgently review the regulations and guidance behind the new plan-making system to enable the next generation of Development Plan Documents to be delivered in 18-24 months in place of the current 36-42 months, while ensuring appropriate levels of community involvement. Draft guidelines should be published by summer 2007, drawing on the views of other stakeholders including the Better Regulation Executive. This will involve:

- Streamlining of Sustainability Assessment (SA) processes including removing or reducing requirements where a related higher tier policy has already been subject to SA and exploring how SA requirements can be streamlined for Supplementary Planning Documents;
- Streamlining of Local Development Scheme processes to a short programme of intended development documentation by local planning authorities;
- Refashioning the Statement of Community Involvement into a corporate 'comprehensive engagement strategy' along with removal of the need for independent examination, as proposed in the Local Government White Paper 2006;
- Increasing the speed with which Supplementary Planning Documents can be delivered;

- Regional and local planning authorities and Inspectors should ensure that regional and local plans deliver against the original objective of being short documents that do not duplicate national policy;
- The removal of a formal requirement for an issues and options phase of plan-making, leaving the Preferred Options and Submitted stage. Preferred Options should be generated via effective and focused engagement with stakeholders, especially those vital to the delivery of the plan;
- A reform of the challenge provision so that if a plan or part of a plan is quashed in the Courts the plan can be amended without the plan-making process having to begin from the start; and
- Ensuring that the new Examination in Public process enables an effective scrutiny and a testing of the evidence base of policy.

Local authorities should explore the potential for efficiency gains (which could be in excess of £100 million over a three-year period) to be reinvested in enhancing the quality of their planning service provision.

RECOMMENDATION 16

The Government should formally commit to the gradual unification of the various consent regimes related to planning following the proposed unification of scheduled monuments and listed building consents, and should set out proposals in 2007. One option would be to bring together the heritage and planning consents.

RECOMMENDATION 17

The Government should, as a matter of priority, work with local planning authorities and other bodies such as the Better Regulation Executive to reduce substantially the information requirements required to support planning applications. The principle should be to move towards a risk-based and proportionate approach to information requests. Action should include:

- A review of the guidance on validating planning applications including the introduction of proportionality thresholds and the phasing of information required at different stages of the application process;
- The introduction of strict criteria to be fulfilled by Government, regional planning bodies and local planning authorities before any additional information requirements on applicants are introduced;
- An examination of the potential to raise the thresholds for EIA applications and limit the paperwork associated with Environmental Statements;
- A tighter enforcement of processes aimed at ensuring that resource transfers and training provision occur before other government departments implement policy via planning; and

- Formal monitoring of progress based on representative samples of volumes of information, and associated costs, for like-with-like cases for both major and minor developments across a range of sectors. The first assessment should be published in 2009, benchmarking against 2006 volumes and costs.

RECOMMENDATION 18

There should be a rebalancing of the focus of planning on the cases that matter most, in line with the principles of risk-based regulation by:

- A widening of permitted development rights for minor consents by extending the 'impact' principle of the Householder Development Consent Review, so that in future only those cases where there will be non-marginal third-party impact will require planning permission, with the objective of an appreciable reduction in volumes of applications. This should be completed within the next two years; and
- The development of a voluntary new system of negotiated side-agreements between affected parties; so that where agreement can be reached a full planning application will not be required. This is likely to be most practical with smaller scale applications.

The permitted development rights should also be widened to help combat climate change. In particular, proposals to extend rights to domestic micro generation should be extended to commercial settings.

RECOMMENDATION 19

The planning application system should be made more efficient so that high quality outcomes are delivered through a value-for-money process. This should include:

- More widespread use of pre-application discussions, which are often of great value to both planning departments and applicants. Where appropriate these should be used as an opportunity for early community involvement. Local authorities should charge for these only when this is unlikely significantly to reduce demand for the service;
- The roll-out of Planning Delivery Agreements (PDA) to ensure all applications are dealt with in a reasonable time frame. There should be a requirement for local authorities to offer these for large applications – revising the current thresholds for 'majors' by separating them from medium-sized applications would help here. Where a PDA has been agreed the application would be removed from the current national targets;
- A review of the statutory consultee arrangements to improve efficiency, to include consideration of the thresholds at which these bodies become involved with applications and better incentives to ensure a quicker response to enquiries;

- Early engagement from statutory consultees such as Natural England, the Environment Agency and English Heritage. In particular, the Highways Agency should ensure that it adopts this approach rather than relying on late use of Article 14 holding powers; and
- Speeding up the final stages of the application process, in particular by earlier negotiation of Section 106 agreements or use of tariffs, and discharging planning conditions.

Businesses should engage with pre-application discussions to enable issues to be identified at an early stage and ensure that they submit complete applications.

RECOMMENDATION 20

The Government should review current resource arrangements for local planning authorities, related authority services (such as conservation) and key agencies. This should take account of the efficiency gains to be derived from other recommendations. In particular it should explore:

- Raising the £50,000 threshold for fee payments on a tapered basis;
- Making it easier for applicants to pay for a premium service or to pay for additional resource/consultants to help process their application expeditiously, if this can be done in a manner that avoids anti-competitive effects; and
- Maintaining a form of Planning Delivery Grant beyond 2007-08, ensuring some form of benefit for commercial speed and delivery outcomes alongside other goals.

Any fee increase should only be allowed on the basis of a clear mechanism for indicating the higher quality of service that will be delivered as a result.

RECOMMENDATION 21

The skills of decision-makers and others involved with the planning system should be enhanced and more effectively utilised. To achieve this:

- The Government should ensure continued funding for the Planning Advisory Service to promote continuous improvement, raise underperformance and facilitate joint working;
- The Government should work with the RTPI, TCPA and other bodies to ensure a continued focus on getting new entrants into the profession. Postgraduate bursaries funded by DCLG should be tied to a number of years of public sector service, so that a return is provided for the public purse;
- The Government should raise the status of the Chief Planner within local authorities, potentially on a statutory basis, to reinforce the status of the profession for all parties, including members;

- Wider use of business process reviews and best practice guidance to ensure that the time of more qualified planners is freed up to focus on the most complex cases;
- Compulsory training for planning committee members, focusing resources in the first instance on new members, with increased training for officers; and
- The LGA and POS should establish a change management strategy/programme to help deliver culture change in local authorities.

RECOMMENDATION 22

Local planning authorities should enhance the quality of service provided by their planning department through more effective interaction with external organisations, via:

- The introduction of more 'shared services' by local authority planning departments (or contracting to more efficient LPAs) to enable economies of scale and scope;
- Increased use of outsourcing and tendering for development control services, so that private sector expertise is more effectively leveraged; and
- Exploring the potential for greater use of accredited consultants to carry out technical assessments for selected tasks.

The Government should also expand the role of ATLAS both in scope, to remove bottlenecks in the delivery of large commercial development as well as housing developments, and in geographic range, so that the benefits of this model can be felt beyond southern regions.

RECOMMENDATION 23

A robust system of performance management should be put in place to address continued poor performance, in line with proposals in the Local Government White Paper. DCLG should:

- Conduct a review of measures to judge effectiveness of planning departments in the context of local government reform. A review should consider how best to measure the quality of service by the planning system, including consideration of development outcome measures and labour productivity figures, alongside a greater emphasis on customer satisfaction survey evidence. In addition, the end-to-end time taken to process the larger applications that fall outside current targets should be included in the DCLG annual publication of development management statistics;
- Encourage the development of stronger sector-led support and intervention models;

- Use the new performance framework to set improvement targets in the worst performing authorities; and
- Encourage and, where necessary, direct local authorities that continue to underperform to tender their planning function, along the lines of the successful Urban Vision model or to contract with other more successful authorities to provide or share services.

For 2007-08, DCLG should require the chief executives of persistent poor performers to discuss improvement programmes with senior officials and, where appropriate, Ministers.

RECOMMENDATION 24

Decision-makers should give higher priority to ensuring that new development has high design standards – both for function and appearance:

- Design coding may be used strategically and carefully in the context of master planning to assist good design. Care is needed to ensure that design codes do not become formulaic or exclude contemporary architecture so that innovation and originality are restricted;
- Pre-application discussions should be acknowledged as one tool in ensuring good design;
- Design champions with high-level skills and expertise should be encouraged at all levels;
- Design review panels should be facilitated at the local level and integrated within the pre-application discussion process; and
- Local planning authorities and Inspectors should be encouraged to turn down poorly designed proposals, particularly where the costs of bad design will be high.

RECOMMENDATION 25

DCLG should establish a planning mediation service to act as an alternative dispute resolution mechanism within the planning system. PINS should also explore further means of reducing the demand for the appeals system. This should include greater use of powers to charge for unreasonable behavior leading to unnecessary expenses.

RECOMMENDATION 26

The Department of Communities and Local Government should reduce the non-appeal demands made on the Planning Inspectorate. This should include working with local planning authorities to reduce both the number and the length and complexity of their Development Plan Documents, so that there is a reduction in the proportion of resources devoted to testing their soundness.

RECOMMENDATION 27

There should be a series of reforms to improve the efficiency of the appeals system. These should include:

- PINS setting out further proposals for how to increase the productivity of Inspectors, including ensuring appropriate use of support staff to free up Inspector resource;
- PINS being granted the right to determine the appeal route with a requirement to publish clear criteria for how this new power will be exercised; and
- DCLG revising regulations on appeal processes to reduce the potential for 'case creep'.

This would limit the issues and material considered to those that were before the local authority when it made its decision, subject to the Inspector retaining the power to ask for additional information as he or she sees fit in order to make a proper decision.

RECOMMENDATION 28

Issues relating to the resorting of PINS should be explored by:

- Considering the case for an additional £2 million of public funding for appeals, conditional on the overall proportion of PINS funding on appeal work not being scaled back and on the delivery of stricter performance targets;
- Introducing new powers to allow PINS to recover wasted administrative costs; and
- The introduction of cost-recovery for foregone expenses as a result of withdrawn appeals, which could result in savings of up to £1.5 million per year, to be used for appeals.

RECOMMENDATION 29

As a result of the efficiency and resource measures outlined, the targets for appeals processing should be tightened to bring about a step-change in performance:

- The targets for 2007-08 should include a new requirement that 80 per cent of all written representations will be dealt within 16 weeks;
- The targets for 2008-09 should state that 80 per cent of written representations should be conducted within eight weeks and 80 per cent of all hearings within 16 weeks. Inquiries should be subject to bespoke timetabling, with 80 per cent conducted within 22 weeks; and

- From 2008-09 all appeals should be processed within six months. Where it proves necessary to extend this period, the Planning Inspectorate should make a public statement setting out the reasons for the delay (which may include appellants or other parties not being ready to meet timescales).

RECOMMENDATION 30

That Government considers, in the context of the Lyons Inquiry into Local Government, further fiscal options to ensure that local authorities have the right fiscal incentives to promote local economic growth.

RECOMMENDATION 31

Business should make use of the potential to offer direct community goodwill payments on a voluntary basis, when this may help to facilitate development.

RECOMMENDATION 32

That DCLG publish a progress report on delivery against these recommendations by the end of 2009, drawing on the views of key stakeholders and users of the planning system.

**Report of Economic DSP
20th March 2007
Subject – Grantham Canal Basin**

Report

The Grantham Canal Basin Study has completed the socio-economic baseline phase of the study. This has provided detailed information on the economic makeup of the area, including population, economy, housing, floor space values, deprivation, crime, lifestyle classifications and skills and education. The information also contains property market appraisal for the site, the planning policy and regeneration context of the site, development constraints, site appraisal, transport and access appraisal, and next steps. This phase then leads into the second phase of a site specific masterplan.

However due to the opportunity the Growth Point Bid has created with an increase in housing and the impact that this will have on Grantham and other facilities such as employment land, leisure space, and the growth of the town centre. The Canal Basin steering group have decided to ensure alignment between the Growth Point project, the Grantham Masterplan, the Grantham Transport study and the Grantham Canal Basin Study.

A meeting of the wider steering group including the leaders & portfolio holders of South Kesteven District Council and Lincolnshire County Council, as well as representatives from Lincolnshire Development, Lincolnshire Enterprise and British Waterways is scheduled for the end of March 2007. This meeting will present the issues and the possible options for driving forward the project.

The Grantham Canal Partnership has also supported this project with a contribution of £5,000. The Canal Partnership has recently been very successfully in getting a grant from the East Midlands Development Agency for the Grantham Canal Festival and some refurbishment works to the canal banks. The festival is due to commence in May 2007.

Recommendation

That Economic DSP note the information contained within the report.

Author

Neil Cuttall, Service Manager Economic Development & Town Centre Management, n.cuttall@southkesteven.gov.uk

Economic DSP - Performance Monitoring 2006/07

Those indicators with a number in the PI column are from the Government's Best Value Performance Indicators suite used by many Councils. The remaining indicators are local to SKDC and may be relatively simple measures/indicators only. The reader is asked therefore to exercise an element of caution when interpreting any data attached to them.

IND Type = C - Cumulative/% - Percentage/ CA - Cumulative Average/N - Number/A - Average
Reporting = blank - Monthly/Q - Quarterly/Y - Yearly/H - Half yearly (Sept)

PI	SKDC Priority Area and PI Description	Lead Officer	IND Type	Reporting	2005/06 SKDC Outturn	2004/05 Upper Quartile	2006/ 2007 SKDC Target	April	May	June	July	August	September	October	November	December	January	Actual Month figures	Are We Improv-ing Yr on Yr?	2007/ 2008 SKDC Targets	2008/ 2009 SKDC Targets
	TOWN CENTRE DEVELOPMENT Priority A																				
SK30	Score against checklist to make Grantham a performing SRC	Neil Cuttell	%	Q	65%	N/A	67.5%			69%			69%			69%			Y	70%	72.5%
SK31	No. of new retail units in town centres	Neil Cuttell	N	Q	34	N/A	12			3			11			19			Y	15	20
SK32	No. of vacant retail units as a % on NDR list	Neil Cuttell	%	Q	8%	N/A	9.2%			7.8%			7.8%			8.2%			Y	9.2%	9.2%
SK33	No. of residents satisfied with choice of shopping within the district	Neil Cuttell	A	Y	55%	N/A	60%						55%			55%			n/a	65%	70%
	BUSINESS DEVELOPMENT Priority B																				
SK50	No. of VAT registered businesses in district	Neil Cuttell	N	Q	4490	N/A	4500			4490			4490			4610			Y	4510	4520
SK51	Number of Businesses Assisted/Supported (this includes businesses started up)	Neil Cuttell	CA	Y	360	N/A	370						299			476			n/a	380	390
SK52	Number of Business Enquiries	Neil Cuttell	CA	Q	204	N/A	220			60			193			275			n/a	250	270
SK53	Net stock of non retails Business premises	Neil Cuttell	CA	Y	1443	N/A	1448						1594			1591			n/a	1455	1475
	PLANNING & CONSERVATION Priority M																				
BVPI 106	% of new homes built on previously developed land	Stuart Vickers	CA		52.69%	94.0%	60%	65.79%	51.52%	51.52%	53.23%	50.33%	57.22%	56.99%	56.09%	54.68%			Y	65%	65%
BVPI 109a	Planning major applications determined within 13 weeks	Stuart Vickers	CA		69.23%	69.0%	65%	50%	60%	60.00%	54.55%	56.25%	57.89%	50%	46.67%	45.45%	39.47%	0%	N	67%	70%
BVPI 109b	Planning minor applications determined within 8 weeks	Stuart Vickers	CA		77.99%	75.4%	80%	82.14%	70.83%	63.97%	61.33%	61.17%	60.50%	60.70%	61.73%	62.88%	66.26%	96.77%	N	80%	80%
BVPI 109c	Planning other applications determined within 8 weeks	Stuart Vickers	CA		86.78%	88.0%	90%	75.42%	75.73%	74.10%	74.22%	73.41%	73.46%	73.03%	74.28%	75.67%	77.11%	93.48%	N	90%	90%

DEVELOPMENT AND SCRUTINY PANELS (DSPs) WORK PROGRAMME 2006/7

INTRODUCTION

This Work Programme is partly derived from the Cabinet's Forward Plan, but also contains items that have been brought forward by the DSPs themselves.

Where the item has appeared on the Forward Plan, the anticipated date of the key decision is listed in the second column. The third column shows the last available date that the full DSP can consider this item before the key decision is due to be taken (unless a special meeting is called). This does NOT necessarily mean that the item will appear on the DSP agenda, this will only happen if this is requested by the Chairman or members of the DSP. There will also be instances where there is no DSP meeting before a decision is due to be taken; in these cases the next meeting date after the decision date is shown.

As Cabinet meets monthly and the DSPs meet bi-monthly it is not possible within the current timetable of meetings for the DSPs to consider every single Cabinet or Cabinet Member decision. Scrutiny members are therefore encouraged to read this Work Programme and bring forward items for consideration where they think that an item should be considered by the DSP.

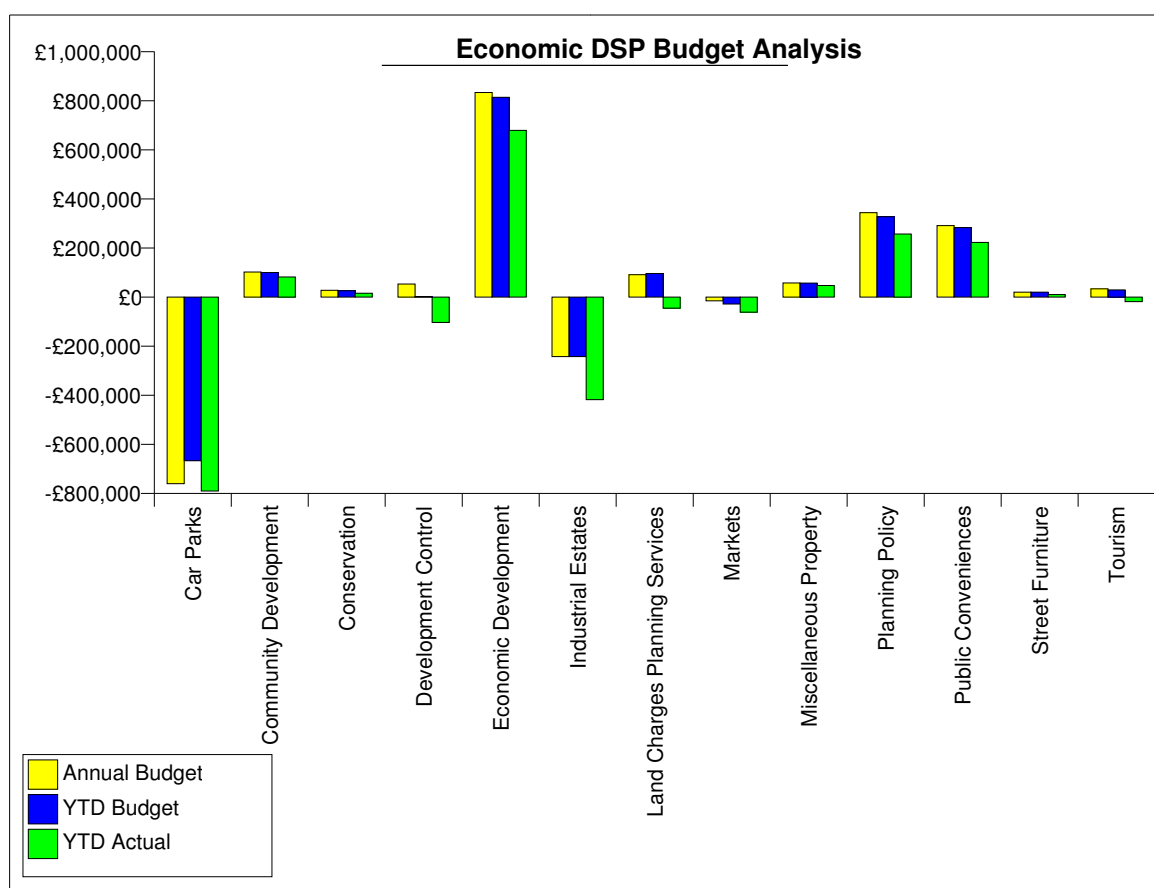
**DEVELOPMENT AND SCRUTINY PANELS (DSPs)
WORK PROGRAMME 2006/7**

ECONOMIC DSP			
<u>ISSUES FOR CONSIDERATION</u>	<u>Date item appeared on Forward Plan</u>	<u>DATE OF KEY DECISION (IF APPROPRIATE)</u>	<u>DSP MEETING</u>
Grantham Canal Basin		N/a	Working Group appointed – meetings suspended for the time being
Grantham Rail Link		N/a	Working Group appointed – meetings suspended for the time being
Markets		N/a	Working Group reconvened 18.04.06
Future Parking Provision for Stamford		Not before July 2006	Working Group appointed Currently suspended
Toilet facilities within the District		N/a	Reference from Resources DSP June 2006
Grantham Masterplan	14.07.06	Not before June 2007	Special meeting held on 24.08.06 Joint meeting of Econ, Resources and HE DSP tba May 2007
Local Development Framework – to consider responses to core strategy consultation	16.06.06	Not before March 2007	20.03.07

**DEVELOPMENT AND SCRUTINY PANELS (DSPs)
WORK PROGRAMME 2006/7**

Barker Review of Planning Services	N/a	N/a	20.03.07
Tallington Rail Crossing	N/a	N/a	20.03.07
Grantham Growth Area Strategy	16.01.07	May 07	17.04.07
Car Park Charges	N/a	N/a	Working party to be formed
Town Centre Action Plan for Stamford Bourne The Deepings	13.02.07	June 2007	17.04.07

SERVICE AREA	ANNUAL BUDGET £'000	YTD ACTUALS £'000	VARIANCE £'000	VARIANCE OF SPEND %	VARIANCE OF UNDERSPEND %
Car Parks	-760	-790	-30	104%	4%
Community Development	102	82	-20	80%	-20%
Conservation	28	16	-12	58%	-42%
Development Control	53	-104	-157	-194%	-294%
Economic Development	834	679	-154	81%	-19%
Industrial Estates	-242	-418	-176	173%	73%
Land Charges Planning Services	92	-45	-137	-49%	-149%
Markets	-16	-62	-46	393%	293%
Miscellaneous Property	58	48	-10	82%	-18%
Planning Policy	344	257	-87	75%	-25%
Public Conveniences	291	223	-68	77%	-23%
Street Furniture	21	11	-10	52%	-48%
Tourism	34	-19	-53	-55%	-155%
Total for Economic DSP	839	-121	-960		



Budget Report for Economic Dsp 2007 Period 11

Car Parks

DETAIL	ANNUAL BUDGET	YTD ACTUALS	VARIANCE
Capital Charges	207,720	72,769	-134,951
Employee Expenses	69,110	73,875	4,765
Income	-1,303,200	-1,114,581	188,619
Premise Expenses	154,460	159,591	5,131
Supplies And Services	63,650	16,774	-46,876
Third Party Payments	44,981	0	-44,981
Transport Expenses	3,110	1,552	-1,558
Total for Car Parks	-760,169	-790,020	-29,851

Community Development

DETAIL	ANNUAL BUDGET	YTD ACTUALS	VARIANCE
Employee Expenses	49,830	27,909	-21,921
Premise Expenses	700	179	-521
Supplies And Services	51,310	54,158	2,848
Transport Expenses	630	190	-440
Total for Community Development	102,470	82,435	-20,035

Conservation

DETAIL	ANNUAL BUDGET	YTD ACTUALS	VARIANCE
Employee Expenses	20,390	15,758	-4,632
Income	0	-400	-400
Premise Expenses	4,330	0	-4,330
Supplies And Services	2,440	6	-2,434
Transport Expenses	650	698	48
Total for Conservation	27,810	16,063	-11,747

Budget Report for Economic Dsp 2007 Period 11

Development Control

DETAIL	ANNUAL BUDGET	YTD ACTUALS	VARIANCE
Employee Expenses	632,920	597,096	-35,824
Income	-962,450	-979,028	-16,578
Premise Expenses	35,520	410	-35,110
Supplies And Services	335,320	265,305	-70,015
Transport Expenses	12,150	12,453	303
Total for Development Control	53,460	-103,763	-157,223

Economic Development

DETAIL	ANNUAL BUDGET	YTD ACTUALS	VARIANCE
Employee Expenses	245,730	212,714	-33,016
Income	-61,660	-78,051	-16,391
Premise Expenses	14,160	2,856	-11,304
Supplies And Services	632,140	533,203	-98,937
Transport Expenses	3,410	8,582	5,172
Total for Economic Development	833,780	679,304	-154,476

Industrial Estates

DETAIL	ANNUAL BUDGET	YTD ACTUALS	VARIANCE
Capital Charges	263,490	66,176	-197,314
Income	-527,421	-517,363	10,058
Premise Expenses	20,250	25,085	4,835
Supplies And Services	1,250	7,775	6,525
Total for Industrial Estates	-242,431	-418,328	-175,897

Budget Report for Economic Dsp 2007 Period 11

Land Charges Planning Services

DETAIL	ANNUAL BUDGET	YTD ACTUALS	VARIANCE
Employee Expenses	186,790	145,668	-41,122
Income	-240,000	-250,788	-10,788
Premise Expenses	27,900	0	-27,900
Supplies And Services	114,830	58,749	-56,082
Transport Expenses	2,050	1,207	-843
Total for Land Charges Planning Services	91,570	-45,165	-136,735

Markets

DETAIL	ANNUAL BUDGET	YTD ACTUALS	VARIANCE
Capital Charges	23,540	3,591	-19,949
Employee Expenses	152,910	134,738	-18,172
Income	-315,355	-284,504	30,851
Premise Expenses	51,900	62,619	10,719
Supplies And Services	29,180	14,980	-14,200
Third Party Payments	28,210	0	-28,210
Transport Expenses	13,930	7,008	-6,922
Total for Markets	-15,685	-61,568	-45,883

Miscellaneous Property

DETAIL	ANNUAL BUDGET	YTD ACTUALS	VARIANCE
Capital Charges	53,290	15,892	-37,398
Employee Expenses	0	1,177	1,177
Income	-69,530	-54,520	15,010
Premise Expenses	62,175	54,503	-7,672
Supplies And Services	11,930	30,493	18,563
Total for Miscellaneous Property	57,865	47,545	-10,320

Budget Report for Economic Dsp 2007 Period 11

Planning Policy

DETAIL	ANNUAL BUDGET	YTD ACTUALS	VARIANCE
Employee Expenses	212,330	171,333	-40,997
Income	-1,000	-481	519
Premise Expenses	7,330	373	-6,957
Supplies And Services	122,890	82,848	-40,042
Transport Expenses	2,820	3,100	280
Total for Planning Policy	344,370	257,173	-87,197

Public Conveniences

DETAIL	ANNUAL BUDGET	YTD ACTUALS	VARIANCE
Capital Charges	40,880	27,641	-13,239
Employee Expenses	83,750	49,352	-34,398
Income	-10,850	-16,993	-6,143
Premise Expenses	156,930	154,344	-2,586
Supplies And Services	20,630	8,685	-11,945
Third Party Payments	0	58	58
Total for Public Conveniences	291,340	223,086	-68,254

Street Furniture

DETAIL	ANNUAL BUDGET	YTD ACTUALS	VARIANCE
Income	-1,630	-2,430	-800
Premise Expenses	0	981	981
Supplies And Services	22,200	12,237	-9,963
Total for Street Furniture	20,570	10,788	-9,782

Tourism

DETAIL	ANNUAL BUDGET	YTD ACTUALS	VARIANCE
Employee Expenses	49,660	0	-49,660
Income	-29,850	-33,915	-4,065
Supplies And Services	14,010	15,233	1,223
Total for Tourism	33,820	-18,682	-52,502

Budget Report for Economic Dsp 2007 Period 11
--

	ANNUAL BUDGET	YTD ACTUALS	VARIANCE
Total for Economic DSP	838,770	-121,133	-959,903

**Comments from Financial Services to
accompany this report**

1. The majority of items relating to year end adjustments such as support services have been taken out of this report in order to provide more meaningful data for scrutiny.
2. There is no budget profiling in place for this financial year.
3. Due to a change in Accounting Practice there is a reduction in the amount charged against an asset. This means there will be a underspend during the year on Capital Charges.