

## Environment and Sustainability Committee

Thursday, 08 December 2016 at 10:30

County Hall, County Hall, West Bridgford, Nottingham, NG2 7QP

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### AGENDA

- |   |  |         |
|---|--|---------|
| 1 | Minutes of the last meeting held on 3 November 2016  | 3 - 4   |
| 2 | Apologies for Absence  |         |
| 3 | Declarations of Interests by Members and Officers:- (see note below)<br>(a) Disclosable Pecuniary Interests<br>(b) Private Interests (pecuniary and non-pecuniary) |         |
| 4 | Response to Consultation on NSDC Community Infrastructure Levy (CIL) Preliminary Draft Charging Schedule   | 5 - 30  |
| 5 | Response on Planning Consultations and Strategic Planning Observations   | 31 - 36 |
| 6 | Work Programme   | 37 - 40 |

### Notes

- (1) Councillors are advised to contact their Research Officer for details of any Group Meetings which are planned for this meeting.
- (2) Members of the public wishing to inspect "Background Papers" referred to in the reports on the agenda or Schedule 12A of the Local Government Act should contact:-

Customer Services Centre 0300 500 80 80

- (3) Persons making a declaration of interest should have regard to the Code of Conduct and the Council's Procedure Rules. Those declaring must indicate the nature of their interest and the reasons for the declaration.

Councillors or Officers requiring clarification on whether to make a declaration of interest are invited to contact Martin Gately (Tel. 0115 977 2826) or a colleague in Democratic Services prior to the meeting.

- (4) Councillors are reminded that Committee and Sub-Committee papers, with the exception of those which contain Exempt or Confidential Information, may be recycled.
- (5) This agenda and its associated reports are available to view online via an online calendar - <http://www.nottinghamshire.gov.uk/dms/Meetings.aspx>

Meeting	Environment and Sustainability Committee
Date	Thursday 3 November 2016 (commencing at 10:30 am)

**Membership**

Persons absent are marked with an 'A'

**COUNCILLORS**

Jim Creamer (Chairman)  
Pamela Skelding (Vice-Chairman)

Richard Butler  
Steve Calvert  
Stan Heptinstall  
Roger Jackson  
Bruce Laughton

Keith Longdon  
Parry Tsimbirdis  
John Wilkinson

**OFFICERS IN ATTENDANCE**

Jas Hundal	-	Place Department
Mick Allen	-	Place Department
Phil Keynes	-	Place Department
Sally Gill	-	Place Department

**MINUTES OF THE LAST MEETING**

The minutes of the meeting held on 22<sup>nd</sup> September 2016, having been circulated to all Members, were agreed to be a correct record and signed by the Chairman.

**APOLOGIES FOR ABSENCE**

None.

**CHANGE OF MEMBERSHIP**

Councillor Longdon replaced Councillor Heptinstall, for this meeting only.

**DECLARATIONS OF INTEREST**

None.

**PERFORMANCE REPORT – ENERGY AND CARBON MANAGEMENT**

**RESOLVED 2016/026**

That the report be noted.

## **PERFORMANCE REPORT – WASTE MANAGEMENT – 2015/16 OUTTURN**

### **RESOLVED 2016/027**

That the report be noted.

## **RESPONSES ON PLANNING CONSULTATIONS AND STRATEGIC PLANNING OBSERVATIONS**

### **RESOLVED 2016/028**

That the report be noted.

## **WORK PROGRAMME**

### **RESOLVED 2016/029**

That the work programme be noted.

The meeting concluded at 15:34 pm.

**Chairman**



8<sup>th</sup> December 2016

Agenda Item: 4

**REPORT OF THE CORPORATE DIRECTOR FOR POLICY, PLANNING AND  
CORPORATE SERVICES**

**RESPONSE TO CONSULTATION ON NEWARK & SHERWOOD DC  
COMMUNITY INFRASTRUCTURE LEVY (CIL) PRELIMINARY DRAFT  
CHARGING SCHEDULE**

**Purpose of the Report**

1. To set out, and seek approval of the County Council's response to the current consultation which is being undertaken by Newark & Sherwood District Council on its Community Infrastructure Levy (CIL) Preliminary Draft Charging Schedule (PDCS).

**Information and Advice**

Introduction

2. Newark and Sherwood District Council adopted a Community Infrastructure Levy (CIL) Charging Schedule in September 2011, which came into force in December 2011. The existing Charging Schedule and Infrastructure requirements are currently being reviewed and a timetable has been set to adopt a revised Charging Schedule by spring 2017. In a similar manner to the preparation of local plans, the CIL has to go through an examination before an independent inspector prior to its adoption by the District Council.
3. CIL will continue to be the primary means by which the District Council secures developer contributions towards specific highway improvements and secondary education provision to mitigate the impact of strategic growth on the district's infrastructure. The existing Charging Schedule will remain in operation until a revised one is adopted by Newark and Sherwood District Council.
4. The Preliminary Draft Charging Schedule (PDCS) identifies the current thinking on the level at which Newark and Sherwood District's CIL might be revised and set. Alongside the PDCS, the District Council have published the following evidence which has led them to identify the proposed amendments to the existing Charging Schedule:
  - Whole Plan & CIL Viability Assessment (and Viability Appraisal Results) – June 2016
  - Valuation Report (Appendix 1)
  - Construction Cost Study (Appendix 2)
  - Draft Infrastructure Delivery Plan (IDP) – October 2016

5. These documents can be viewed at: <http://www.newark-sherwooddc.gov.uk/cil/>. This consultation, which is taking place from 28th October – 9th December, is the opportunity for stakeholders, including the County Council to inform the debate and influence how the Charging Schedule is amended.
6. This consultation will be followed by the production of a Draft Charging Schedule and the County Council will have the opportunity to make representations on this prior to it being submitted for independent examination. It should be noted that representations on the Draft Charging Schedule will be restricted to commenting on the following (and which the inspector will be looking to establish as part of the examination):
  - Whether the Charging Authority (the District Council) has complied with the legislative requirements set out in the Planning Act 2008 and the Community Infrastructure Levy Regulations as amended;
  - Whether the Draft Charging Schedule is supported by background documents containing appropriate available evidence;
  - Whether the proposed rate or rates are informed by and consistent with the evidence on economic viability across the charging authority's area; and
  - Whether evidence has been provided that shows the proposed rate or rates would not threaten delivery of the relevant Plan as a whole as set out in paragraph 173 of the National Planning Policy Framework.

#### Preliminary Draft Charging Schedule

7. The Preliminary Draft Charging Schedule contains the following information:
  - Purpose of the Preliminary Draft Charging Schedule and an outline of the Community Infrastructure Levy Process to adopt the amended Charging Schedule;
  - Newark and Sherwood's Community Infrastructure Levy evidence findings;
  - Preliminary Draft Charging Schedule – This sets out proposals for four geographical CIL Charging Zones for residential development, which are based on the supporting viability evidence. The residential CIL rates range from £0 (zero) to £100 per square metre whilst for retail development there is a district wide rate of £100 per square metre. It is not proposed to charge CIL on any other types of development; and
  - Further Matters – This sets out the approach to phased payments and instalments along with the District Council's approach to payment in kind i.e. where it may be more appropriate to receive land instead of a financial CIL contribution.

#### Responding to the consultation

8. The consultation seeks responses on eight questions which cover a range of matters including; the types of infrastructure that CIL will fund and the future of S106 contributions, the approach to CIL charging zones and rates, the CIL evidence base and the CIL collection instalment policy. These questions along with the proposed NCC response in full are appended to this report and can be summarised as follows:

9. In respect of the infrastructure that CIL will fund and the role of S106; the proposed response supports the continued use of CIL monies to fund highways and secondary education in the District. Alongside this it emphasises the importance of having mechanisms in place to ensure that monies are collected and transferred to the County Council in a timely manner so that infrastructure can be delivered both to a high standard and when it is required. In respect of S106 it recognises the continued importance of such agreements to deliver site specific infrastructure whilst there is also reference to the District Council's Developer Contributions Supplementary Planning Document and the County Council's Planning Obligations Strategy which is currently under review.
10. In terms of the proposed CIL charging zones and CIL rates, it is considered that these are based on the supporting evidence base and as such no objections are raised. However, the importance of reviewing the charging schedule (and the supporting evidence base) to ensure that they reflect market conditions and the change in local circumstances is emphasised and that NCC is involved in any review.
11. As part of the changes to the charging schedule it is proposed to exempt commercial development from the payment of CIL. Therefore in responding to the question on this matter the County Council says it would welcome further information about the amount of CIL which is forecast to be collected as a result of the proposed changes and how this compares to the total cost of all the supporting infrastructure which will be required. The purpose of this is to help understand the size of any funding shortfall and the likelihood of the supporting highway and education infrastructure not being constructed.
12. In respect of the CIL instalment policy; the response considers that the current approach, in which payments are phased in proportion to the scale of development proposed remains suitable.

### **Financial implications**

13. Monies collected from the Newark & Sherwood Community Infrastructure Levy will be used to help fund projects which will be delivered by the County Council. It is therefore important to ensure that mechanisms are put in place to allow the forwarding of CIL monies from the District Council to the County Council. This is to help ensure that infrastructure is provided in timely manner.

### **Other Options Considered**

14. The other option would be for the County Council not to submit a response to the CIL consultation.
15. The delivery of infrastructure is very important to the County Council. It is therefore considered appropriate to make representations at all stages of the CIL process to ensure that the County Council's views and aspirations for infrastructure delivery are made known and considered by the District Council. Therefore the alternative is considered inappropriate as it would not allow these issues to be disseminated to the District Council.

## **Reason for Recommendation**

16. The monies collected from the Community Infrastructure Levy will help fund highway and education schemes within the District and which are the responsibility of the County Council. These schemes will be set out on the District Council's CIL 'Regulation 123 List of infrastructure to be funded by CIL.' It is therefore important for the County Council to respond to this, and other formal consultation periods to ensure that its views on the various elements of the CIL Charging Schedule are received and considered both by the District Council and, where appropriate the independent inspector at the CIL examination

## **Statutory and Policy Implications**

17. This report has been compiled after consideration of implications in respect of finance, the public sector equality duty, human resources, crime and disorder, human rights, the safeguarding of children, sustainability and the environment and those using the service and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

## **RECOMMENDATION**

- 1) That the proposed response set out in Appendix A from the County Council to the Newark & Sherwood CIL Preliminary Draft Charging Schedule be approved and submitted to Newark & Sherwood District Council as part of the current public consultation referred to in paragraph 5 of this report.

**Tim Gregory**  
**Corporate Director, Place**

**For any enquiries about this report please contact: Andrew Norton, Developer Contributions Practitioner, Planning Policy Team, 0115 993 9309**

## **Background Papers**

County Council response to the Newark & Sherwood Community Infrastructure Levy Preliminary Draft Charging Schedule.

## **Constitutional Comments – SLB 14/11/2016**

Environment and Sustainability Committee is the appropriate body to consider the content of this report.

## **Financial Comments (SES 25/11/16)**

The financial implications are set out in the report.

## **Electoral Division(s) and Member(s) Affected**

Balderton – Councillor K Walker  
Blidworth – Councillor Y Woodhead  
Collingham – Councillor M Dobson  
Farndon & Muskham – Councillor S Saddington  
Farnsfield & Lowdham – Councillor R Jackson  
Newark East – Councillor S Wallace  
Newark West – Councillor T Roberts  
Ollerton – Councillor M Pringle  
Rufford – Councillor J Peck  
Southwell & Caunton – Councillor B Laughton





## Newark and Sherwood District Council

### Community Infrastructure Levy (CIL)

#### Preliminary Draft Charging Schedule Consultation Questionnaire

Newark and Sherwood District Council adopted a Community Infrastructure Levy (CIL) Charging Schedule in September 2011, which came into force in December 2011. The existing Charging Schedule and Infrastructure requirements are currently being reviewed a timetable has been set to adopt a revised Charging Schedule by spring 2017

The Preliminary Draft Charging Schedule (PDCS) is the District Council's first step in preparing a revised CIL Charging Schedule. This document identifies the current thinking on the level at which Newark and Sherwood District's CIL might be revised and set. Alongside this PDCS we have published evidence which has led us to identify the proposed amendments to the existing Charging Schedule documents can be viewed at: <http://www.newark-sherwooddc.gov.uk/cil/>

This is your opportunity to inform the debate and influence how the Charging Schedule is amended in Newark and Sherwood District.

There are two ways in which you can submit your completed representation on the Preliminary Draft Charging Schedule:

- Email response
- Postal response

Response forms are available from Kelham Hall reception and all District libraries or can be printed from the District Council's website <http://www.newark-sherwooddc.gov.uk/> and should be returned by email to [planningpolicy@nsdc.info](mailto:planningpolicy@nsdc.info) or by post to Infrastructure/S106 Officer Newark and Sherwood District Council, Development Management, Kelham Hall, Newark, NG23 5QX

Your comments should arrive no later than 4.45pm on Friday 9<sup>th</sup> December 2016. Please also note that your comments will be made available as public information.

**Contact Details:**

Your Contact Details:

Name: Andrew Norton

Organisation: Nottinghamshire County Council

Address: County Hall, West Bridgford, Nottingham

Postcode: NG2 7QP

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Email address: andrew.norton@nottsc.gov.uk Telephone: 0115 993 9309

If you have appointed someone to act on your behalf please enter their details here:

Name:

Organisation:

Address:

Postcode:

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Email address: Telephone:

**Question 1.**  
Do you agree that the infrastructure funding assessment shows that there is sufficient justification for the proposed revisions to be made to the existing Newark and Sherwood Charging Schedule?

On the whole the County Council do agree that the infrastructure funding assessment shows that there is justification for the proposed revisions to the existing CIL Charging Shedule. For additional, comments on the highways and education element of the Infrastructure Delivery Plan please refer to the response set out in the 'Additional Comments' section of this questionnaire .

**Question 2.**

Bearing in mind that CIL cannot be negotiated do you have any views on whether CIL receipts should continue to only be collected for specific highway improvements and secondary education and whether you consider funding for any additional infrastructure types should be collected from CIL receipts. Should Section 106 planning obligations be scaled back further?

In May 2016 the County Council made representations on the consultation which was undertaken by the District Council regarding proposed changes to the CIL Regulation 123 list. These changes did not include the addition of other types of infrastructure, they were purely to reflect the addition of a new highway scheme and the deletion of others which had been completed. It is considered that the use of CIL for specific highway schemes and secondary education remains appropriate and as such the County Council would support the continued use of CIL for these types of infrastructure.

Should these types of infrastructure remain on the Regulation 123 List it is recommended that an adequate mechanism be introduced between Newark and Sherwood District Council and Nottinghamshire County Council to ensure that the monies requested by Nottinghamshire County Council towards infrastructure provided by the County Council and received by Newark and Sherwood District Council are forwarded on in sufficient amounts and in appropriate time scales to the County Council. This is to enable the necessary infrastructure requiring the funding to be carried out satisfactorily and in a timely manner.

In terms of S106 contributions, it is considered that these will continue to play an important role in delivering site specific infrastructure which is needed to mitigate the impact of development. The District Council currently has an adopted Developer Contributions & Planning Obligations Supplementary Planning Document. The County Council would wish to be involved with any review of this document which may take place as a result of the CIL and wider Local Plan review process. In addition the County Council has an adopted Planning Obligations Strategy which sets out the contributions that they may seek to mitigate the impact of development. This document is currently under review and will be consulted on in due course

**Question 3.**

Do you consider that the key assumptions that underlie the viability evidence are appropriate? If not what alternative assumptions would you suggest and why?

The assumptions which have been used to assess viability are set out clearly in section 4 of the 'Newark & Sherwood Whole Plan and CIL Viability Assessment - June 2016. The County Council has not undertaken an independent review of the Viability Assessment, the Property Value Study or Construction Costs Study produced in support of the Draft Charging Schedule. However it is agreed that the areas which have been assessed are appropriate. The data contained within the viability report is taken from a point in time therefore it will be important to ensure that this, along with the CIL Charging Schedule is kept under review to ensure they reflect market conditions and changing circumstances within the District. It is requested that NCC be involved in any future review process.

In addition the County Council can confirm that it does not have any additional information to submit which would either support or disprove any of the the figures / assumptions which have been made with the viability report.

**Question 4.**

Do you agree that differential residential rates across the District are beneficial? If you disagree please give reasons?

CIL Regulation 13 (as ammended) allows for Charging Authorities to set differential rates:

- (a) for different zones in which development would be situated;
- (b) by reference to different intended uses of development,
- (c) by reference to the intended gross internal area of development;
- (d) by reference to the intended number of dwellings or units to be constructed or provided under a planning permission.

The approach proposed by the District Council would be in accordance with Regulation 13 and the County Council agrees that, to reflect the varying land values and viability of development across the District, it is both appropriate and beneficial to have variable CIL rates for residential development. In addition the reduction in the number of charging zones based on the findings of the Viability Study is welcomed and supported.

**Question 5.**

Do you agree with the removal of a CIL charge for commercial development with the exception of retail (A1 to A5 use) and a single Districtwide rate for retail, if you disagree please give reasons?

Section 3.2 of the PDCS refers to viability evidence and whether there is a viable margin of return to developers beyond a reasonable level of profit (which is usually a minimum of 20%) to fund CIL. This assessment results in the proposed removal of Commercial development from CIL and certain geographical areas for residential development would also be zero rated.

Other exemptions (such as affordable housing) are also explained later onin the PDCS. Whilst this may be a necessary outcome if development viability is not to be compromised it would be helpful if the District Council could clarify how much CIL receipts in total are forecast from the proposed revised policies together with a likely total cost of all supporting infrastructure. In this way it would be possible to understand the size of any funding shortfall and the likelihood of the supporting highway and education infrastructure not being constructed.

**Question 6.**

Do you support the proposed rates in the PDCS Tables? Please explain your reasoning

The proposed rates are based on the findings of the supporting evidence, in particular the Viability Appraisal, Building Cost Study and Land Valuation Report. They have also taken account of the various pieces of guidance regarding developer contributions in the NPPF and CIL Regulations. Therefore the County Council has no objections to the proposed rates although it would re-emphasise the point made in response to question 3 about the need to keep the rates and supporting evidence base under review to ensure that they remain update to date with market conditons and changing circumstances within the District.

The current definition of residential zone 1 is 'Low Zone' which implies that there would be some form of CIL charge levied. As this is not the case it is considered that for clarity for developers and agents it would be beneficial to amend the definition. If this was done Zones 2 - 4 could subsequently be amended to Low Zone, Medium Zone and High Zone respectively.

**Question 7.**

Do you agree that the existing Phased Payments Policy is suitable and if not what amendments would you suggest?

The current CIL payment instalment policy was last reviewed in 2013. The County Council consider that the current approach, in which payments are phased inproportion to the scale of development that is proposed remains suitable.

**Additional Comments**

Do you have any additional comments to make about the contents of the Preliminary Draft Charging Schedule (PDCS) please complete in the box below

Section 3.1.1 of the PDCS identifies the framework for identifying infrastructure requirements and refers to a draft Infrastructure Delivery Plan produced by WYG in support of the District Council's Local Plan Review 2016. The draft IDP which contains recommended highway infrastructure to support growth has not been agreed by Nottinghamshire County Council as local highway authority, this is contrary to the position inferred in section 3.1.1. Discussions between NCC and NSDC on the findings and recommendations in the IDP are on-going.

Section 3.1.5 advises that the findings of the IDP are for information purposes only and any subsequent amendments to the highway improvement projects on the CIL Regulation 123 List will be separately consulted on by NSDC. This is welcomed. In this case it is not necessary for the local highway authority to comment further on the draft IDP at this time.

In terms of education, paragraph 3.1.4 of the PDCS discusses secondary education provision. The County Council are concerned that the district is treating the whole area as one planning area – aggregating the number of places and setting this against the demand and coming up with an excess of 694 secondary places and therefore an ultimate demand for 1,469 secondary places. This needs to be agreed on a site by site basis not as a complete area.

In addition CIL is currently used to fund secondary education. As part of the Draft IDP which forms part of the evidence base for CIL, it is noted that within the infrastructure schedule (appendix A) the funding mechanism for secondary education will be S106 / Developer. Therefore the County Council would seek further clarification about which mechanism will be used in future; will it retain the current approach of using CIL or will it revert back to S106.

Please note that the County Council has also sent a separate, more detailed response on the content of the Draft Infrastructure Delivery Plan to consultants WYG who are reviewing the document on behalf of the District Council.



**NEWARK &  
SHERWOOD**  
*DISTRICT COUNCIL*

**Newark and Sherwood  
District Council**

**Community Infrastructure Levy  
Preliminary Draft Charging  
Schedule**

**October 2016**

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## 1 Introduction

### 1.1 Overview and Links to Evidence Base Documents

Newark and Sherwood District Council adopted a Community Infrastructure Levy (CIL) Charging Schedule in September 2011, which came into force in December 2011. The existing Charging Schedule and Infrastructure requirements are currently being reviewed a timetable has been set to adopt a revised Charging Schedule by spring 2017.

CIL will continue to be the primary means by which the District Council secures developer contributions towards specific highway improvements and secondary education provision to mitigate the impact of strategic growth on the District Councils infrastructure. The existing Newark and Sherwood Charging Schedule will remain in operation until a revised one is adopted by Council.

This document is the Preliminary Draft Charging Schedule (PDCS). It identifies the current thinking on the level at which Newark and Sherwood District's CIL might be revised and set. Alongside this PDCS we have published evidence (that can be viewed at <http://www.newark-sherwooddc.gov.uk/cil/>) which has led us to identify the proposed amendments to the existing Charging Schedule as set out in this document. This is your opportunity to inform the debate and influence how the Charging Schedule is amended in Newark and Sherwood District.

#### **Newark and Sherwood CIL: Supporting evidence base documents**

Whole Plan & CIL Viability Assessment (and Viability Appraisal Results) –June 2016  
Valuation Report (Appendix 1)  
Construction Cost Study (Appendix 2)  
Draft Infrastructure Delivery Plan –October 2016

The information contained in the PDCS and supporting documentation should be read alongside the associated regulations and advice contained in the Government Legislation and Departments of Communities Websites:

[Community Infrastructure Levy Planning Practice Guidance](#)

[Community Infrastructure Levy Regulations 2010](#)

[Community Infrastructure Levy \(Amendment\) Regulations 2011](#)

[Community Infrastructure Levy \(Amendment\) Regulations 2012](#)

[Community Infrastructure Levy \(Amendment\) Regulations 2013](#)

[Community Infrastructure Levy \(Amendment\) Regulations 2014](#)

[Community Infrastructure Levy \(Amendment\) Regulations 2015](#)

[Policy Paper 2010 to 2015 Government Policy: Planning Reform](#)

## **1.2 Local Context and Overarching Objectives**

The District Council has a fully adopted Local Plan, the Core Strategy was adopted in March 2011 and the Allocations and Development Management DPD was adopted in July 2013. Through the development of planning policy and the decision making on individual planning applications the aim is to promote sustainable development. To ensure that this continues planning policy is regularly reviewed.

Spatial Policy 6 of the Core Strategy (Adopted March 2011) sought to introduce a CIL to ensure the delivery of strategic infrastructure in the District. As required by Policy DM3 of the Allocations and Development Management DPD the Council has produced a Developer Contributions and Planning Obligations SPD (Adopted December 2013) that provides the methodology for the delivery of appropriate infrastructure and sets out the method by which financial contributions are calculated. This document will be updated once the revised CIL Charging Schedule and Local Plan documents are adopted.

A review of the Local Plan is in progress, the main aim is to ensure that the allocation policies contained within the two DPDs continue to be up to date and effective. The first stage of consultation in the Plan Review process the Issues Paper was carried out in autumn 2015. Through comments received and the necessary evidence base consultation on the second stage of the process through the Councils Preferred Approach to Strategy was undertaken for an 8 week period that ended on 23 September 2016.

The Preferred Approach Strategy sets out new development targets, based on the latest evidence, a refined spatial strategy (i.e. where future development should be located), new affordable housing policies and a range of other minor change to current planning policy. Preferred Approach Strategy document and its supporting documents can be viewed by clicking on the [link](#)

It was initially intended that CIL would be reviewed as far as practical alongside Plan Review however due to some delays with Plan Review and suggestion in the initial viability work that industrial development can no longer bear a charge the Council does not want to create a situation where development is delayed further than necessary while the Charging Schedule is amended. As such it has been decided to progress the review of the CIL Charging Schedule ahead of Plan Review.

## **1.3 What is the Community Infrastructure Levy (CIL)?**

The CIL is a planning charge introduced on 6 April 2010 through the CIL Regulations 2010, several amendments have been made to the Regulations the most recent in 2015. Further reforms are expected following Government consultation that concluded earlier this year.

CIL allows local authorities to raise funds from developers undertaking new building projects in their area, which can be used to fund a wide range of infrastructure that is needed as a result of development. This may include schools, road schemes, health facilities, flood defences, parks and open spaces and leisure centres. The existing Newark and Sherwood CIL collects funds for secondary education provision and specific highway improvements as detailed on the [Regulation 123 List](#) of projects to be funded by CIL (July 2016).

#### **1.4 Who will pay Community Infrastructure Levy?**

The charge will be levied on development of more than 100 square metres of new floorspace and those creating 1 or more dwellings even where the floor space is less than 100 square metres. In some circumstances CIL is also charged on the conversion and change of use of existing buildings.

In principle, this affects all types of development that involve buildings 'into which people normally go.' The existing Newark and Sherwood CIL charges for residential, 'B' use commercial and 'A' use retail development, (some parts of the district are zero rated for residential and 'B' use commercial)

#### **1.5 Relationship between Section 106 Agreements and Community Infrastructure Levy**

CIL provides a more consistent, certain and transparent mechanism to raise financial contributions currently sought under Section 106 of the Town and Country Planning Act 1990. Since adoption of the Newark and Sherwood CIL in September 2011, in compliance with Regulation 122 Section 106 obligations are no longer sought for secondary education provision and specific highway improvements.

Under CIL developers are still required to directly provide 'on-site' infrastructure through Section 106 contributions to mitigate the direct impact of the development proposed. In addition a standard fee calculated on floorspace created is then charged through CIL to enable the delivery of the infrastructure requirements detailed on the Regulation 123 list.

#### **1.6 Community Infrastructure Levy Exemptions and Relief**

CIL will generally not be charged on developments that do not involve a net increase in floor space, for existing buildings that are to be demolished or converted to residential use there is a requirement to provide evidence that the building has been in lawful use for a continuous period of 6 months within the past 3 years to enable the floor space to be discounted or off-set from the CIL.

In accordance with CIL Regulations structures which are not buildings, or which people do not regularly go into to use will not be liable. Affordable housing, development for charitable purposes and self-build will be exempt from CIL where criteria is met. Exemption/relief is not automatic it must be applied for and approved by the Council prior to commencement of works.

Some areas of the District are currently zero rated for residential and commercial development (within the 'B' use class used by the Planning System). This was based on the findings of the viability work completed for the original CIL in 2011.

## **2 Purpose of the Preliminary Draft Charging Schedule and Outlining the Community Infrastructure Levy Adoption Process**

### **2.1 Key Principles of Community infrastructure Levy Rate Setting**

Section 173 of the National Planning Policy Framework requires that plans should be deliverable ensuring that obligations and policy burdens do not threaten the viability of the developments identified in the plan. An assessment of the costs and values of each category of development is therefore required to consider whether they will yield competitive returns to a willing land owner and willing developer thus enabling the identified development to proceed.

Regulation 14 of the CIL Regulations requires that in setting the Levy rates as part of the Charging Schedule, a charging authority must strike an appropriate balance between the desirability of CIL funding the total costs of infrastructure, and the potential effects of a CIL on the economic viability of a development.

As part of the review of the CIL Charging Schedule consultants National CIL Service (NCS) have completed an assessment of the ability of different categories of development within the Local Plan area to make infrastructure contributions via a CIL (having taken account of the cost impacts of Affordable Housing delivery and other relevant policies). The assessment identifies additional return beyond reasonable allowances this is then the margin available to make CIL contributions.

This information has enabled the Council to make informed decisions to review its existing CIL Charging Schedule and produce the Preliminary Draft Charging Schedule that will ensure the continued provision of strategic infrastructure requirements in accordance with projects on the Regulation 123 List.

### **2.2 Stages of Consultation and the Examination Process**

This document is the first formal step required to adopt a revised CIL Charging Schedule. We have already employed consultants to provide preliminary viability and infrastructure advice to help inform our assumptions and now we wish to seek wider views. We are keen to ensure that any revisions to the existing CIL is set at an appropriate rate having regard to evidence of development viability and the funding gap we have for delivering the infrastructure needed to accommodate growth in the District.

Once we have considered all of the representations received we will produce a Draft Charging Schedule which will be subject to a further consultation period. This will be

followed by an independent examination to ensure our approach is sound and that any unresolved representations receive a fair hearing.

### **2.3 Spending of Community Infrastructure Levy Receipts**

The CIL Regulations provide local authorities with flexibility when it comes to determine the expenditure of CIL receipts, the District Council currently collect CIL receipts to be spent on specific highway improvements and secondary education as itemised on the Regulation 123 List.

On 23 April 2013 the Government introduced legislation that enables a meaningful proportion of CIL receipts to be transferred to the Parish, Town Council or Neighbourhood Plan area where the development has taken place. The proportion is set at 15% and capped at £100 per dwelling unless there is a Neighbourhood Plan in place in this instance the meaningful proportion increases to 25% and is uncapped. There is more flexibility with the spending of the meaningful proportion and it is up to Parishes, Town Council and Neighbourhood Plan Areas to decide which infrastructure requirements the funds should be spent on.

A revised Regulation 123 List will be produced utilising the evidence prepared by WYG who are the infrastructure consultants employed by the District Council, and will be consulted on as part of the consultation process at Draft Charging Schedule stage.

## **3 Newark and Sherwood Districts Community Infrastructure Levy Evidence Findings**

### **3.1 Infrastructure Funding Gaps**

#### **3.1.1 The Framework for Identifying Infrastructure Requirements**

Local authorities are required by Government to spend CIL funds on the infrastructure needed to support the development of their area and to decide what infrastructure is needed. CIL is intended to focus on the provision of new infrastructure and should not be used to remedy pre-existing deficiencies in infrastructure delivery unless those deficiencies will be made more severe by new development. CIL can be used to increase the capacity of existing infrastructure or to repair failing existing infrastructure, if that is necessary to support development.

WYG have produced a draft Infrastructure Delivery Plan (IDP) in support of the District Council's Local Plan Review 2016. The purpose of the draft IDP is to identify the new/improved infrastructure required to facilitate planned growth within the District to the end of the plan period (2033).

The draft IDP has been prepared in consultation with the relevant infrastructure providers and adjacent local authorities. It will update the Council's 2010 IDP and identifies:

- Existing provision and its capacity
- The additional demands that planned growth will place on existing infrastructure
- The new/improved infrastructure that will be required to facilitate planned growth
- Infrastructure delivery costs, responsibilities and priorities
- Potential funding opportunities

### **3.1.2 Current Funding Gaps**

The District Council currently collects CIL receipts for specific highway junction improvements and secondary education provision. The draft IDP has assessed whether there remains a requirement for the existing highway improvement projects to remain on the Regulation 123 List and suggested additional key junctions to be considered for inclusion on a revised list of projects to be funded by CIL. The proposed amendments will be consulted on at Draft Charging Schedule stage, at this time the findings are for information purpose only.

The IDP has also provided an assessment of other types of infrastructure that will be required to support the growth of the District for the remainder of the plan period to 2033. It is however it is currently proposed that the Newark and Sherwood District Council CIL will continue to be collected specifically for highway improvements and secondary education as itemised on the Regulation 123 list of projects to be funded by CIL.

It should be noted that whilst projects on the Regulation 123 list cannot be funded by Section 106 monies, they can be built in partnership with other public sector funding including that available from the Local Enterprise Partnership and . It should also be noted that some projects on the Regulation 123 list can also be delivered directly by government including from Highways England on the strategic road network and the Education Funding Agency in the case of Free Schools.

### **3.1.4 Secondary Education Provision**

Nottinghamshire County Council Education Department allows for secondary school places on the basis of 16 places per 100 dwellings ratio. Using this assumption it is estimated that an additional 2,163 school places would be required to 2033. Newark and Sherwood District currently demonstrates an excess capacity of 694 secondary school places (based upon the present number of students, as recorded in January 2016 and excluding the planned Newark Toot Hill Free School) This leaves a residual figure of 1,469 secondary school places to be found across the District. Table 1 indicates the current estimate of additional secondary education demand for the remainder of the plan period. However it should be noted that this figure is regularly reviewed as school roles change regularly and are also influenced by wider demographic change.

**Table 1: Current Estimate of Additional Secondary Education Demand**

Sub-Regional Centre / Service Centre / Principal Villages	Secondary School Places Required
Newark, Balderton & Fernwood	1,499
Ollerton & Boughton	150
Clipstone	128
Rainworth	59
Southwell	54
Bilthorpe	48
Blidworth	32
Collingham	30
Edwinstowe	118
Farnsfield	33
Lowdham	2
Sutton-on-Trent	9
<b>Total</b>	<b>2,163</b>

### 3.1.5 Highways

Included in the update and review of the Infrastructure Delivery Plan highways modelling work has been used to assess the traffic effects of the revised Local Plan growth on the urban and rural highways network. At this stage WYG have suggested additions and deletions to the list of highways projects to be funded by CIL. The Draft Infrastructure Delivery Plan can be viewed at <http://www.newark-sherwooddc.gov.uk/cil/> where further explanation can be found.

The Regulation 123 List of projects to be funded by CIL will be consulted on at Draft Charging Schedule Stage. At this point in the consultation findings set out in the Draft IDP are for information purpose only and indicate that planned growth will result in 29 highway junctions being close to or at capacity and therefore in need of improvement. CIL will be considered as a funding mechanism along with other potential resources as explained at 3.1.2.

### 3.2 Viability Evidence Summary

To inform the viability evidence whole plan and generic CIL tests have been completed, the purpose of the tests is two-fold firstly to assess cumulative impact of the policies proposed by the Local Plan to determine whether the overall development strategy is deliverable. Secondly the viability model identifies the level of additional margin, beyond a reasonable return for the landowner and developer which may be available to inform the revision of the existing CIL.

The Consultants (NCS) viability assessment model is based on standard development appraisal methodology, comparing development value to development cost. The model factors in a reasonable return for the landowner with the established threshold value, a

reasonable profit return to the developer and the assessed cost impacts of proposed planning policies to determine if there is a positive or negative residual output.

The sales value of the development category is determined by the market at any particular time and is influenced by a variety of locational, supply and demand factors as well as the availability of finance. The consultant's (NCS) study used up to date comparable evidence to give an accurate representation of market circumstances.

In order to ensure that the study was sufficiently comprehensive to inform a Differential Rate CIL system, all categories of development in the Use Class Order were considered, including a relevant sample of Sui Generis uses to reflect typical developments in the Newark and Sherwood District Local Plan Area. This evidence has been used to revise the existing Charging Zones for residential and commercial development and to assess whether other forms of development could be CIL viable. The proposed revised Charging Zone areas can be seen at Section 3.3

#### *Residential*

Based on varying residential development scenarios and factoring in the affordable housing requirements of the District, land values assessed were based on house type plots, sales values were assessed on per Sqm rates.

#### *Commercial*

The CIL appraisal tested all forms of commercial development broken down into use class order categories. For completeness a sample of sui generis uses were included. A typical form of development that might emerge during the plan period was tested within each use class. The viability model made allowance for net: gross floorspace, this is due to some areas of some types of commercial development not being lettable. The net: gross floorspace ratio enables this adjustment to be taken into account.

### **3.3 Evaluation of Key Issues: Affordable Housing Geographical Differentiation**

#### *Provision for Affordable Housing Contributions*

Under the existing CIL Regulations contributions to affordable housing provision are specifically excluded from being delivered through CIL receipts and Section 106 planning obligations remain the method of securing affordable housing through the planning process.

Social housing relief is however not automatically exempt from CIL once permission is granted it must be applied for and approved by the Collecting Authority prior to any commencement of works.

Core Policy 1 of the Core Strategy (Adopted March 2011) sets a 30% target for new housing development to be affordable. The District Council is currently reviewing affordable housing policy as part of the Local Plan Review given the variable viability of development in the

District the Preferred Approach (that was out for consultation until 23 September 2016) is to have variable targets for affordable housing based on the results of the Whole Plan Viability Assessment (WPVA) that would result in targets as shown in Table 2. The affordable assumptions were applied to all residential scenario testing and relate to the overall proportion of subsidised housing including affordable housing and starter homes.

**Table 2 Affordable Housing Policy Preferred Approach**

Area	Overall %	Starter Homes %	Other Tenure Types
Area 1 – Sherwood and Mansfield Fringe	30%	20%	6% Affordable Rent 4% Intermediate
Area 2 – Central Newark and Sherwood	40%		12% Affordable Rent 8% Intermediate
Area 3 – Newark and South District	30%		6% Affordable Rent 4% Intermediate

The Preferred Approach Strategy including a Map of the Affordable Housing areas can be viewed by clicking on the [link](#)

#### *Geographical Differentiation*

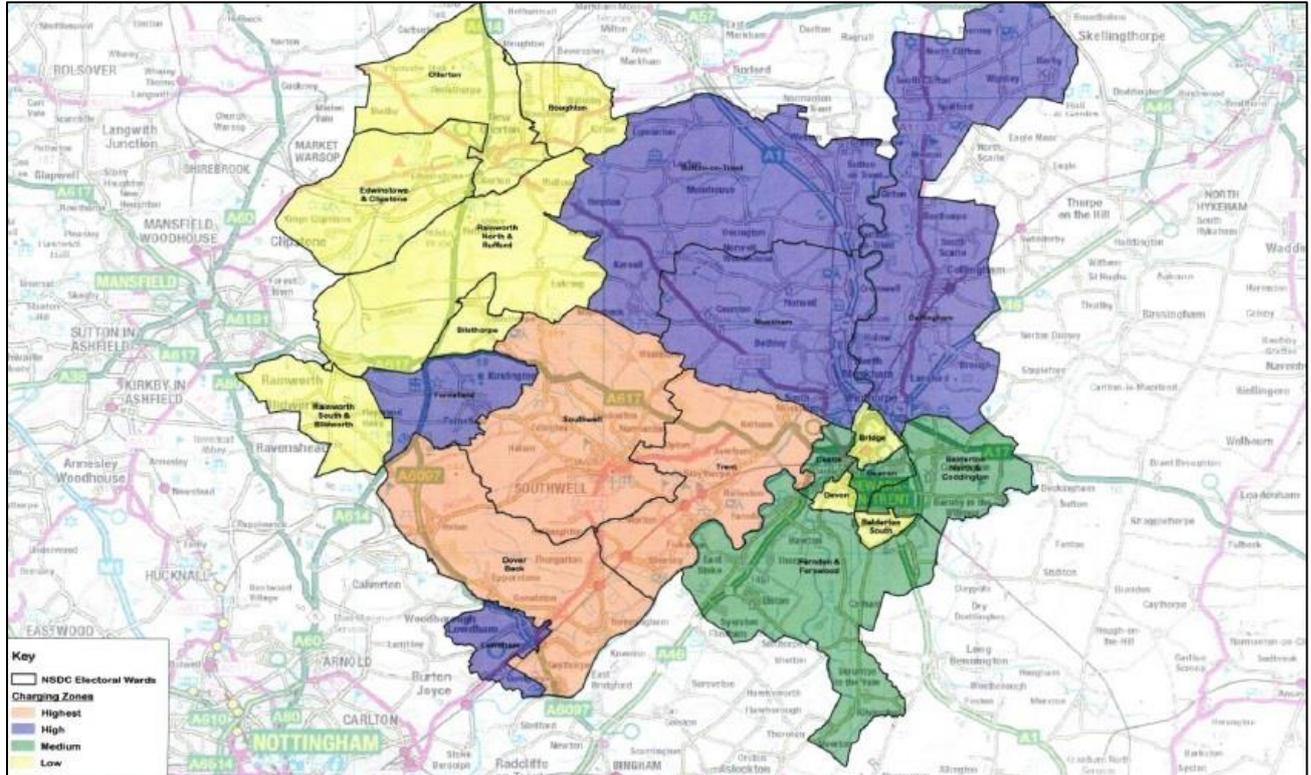
Regulation 13 of the CIL Regulations 2010 allows the Council to set differential rates of CIL for different geographical zones as well as for ‘different intended use of development’. Government Guidance advises that differential rates, for both geographical zones and/or the intended uses of development, must be justified by reference to economic viability evidence. If different geographical zones are set, they must be clearly identified on a map within the charging schedule. Differential rates should not be related to the costs of infrastructure in different areas nor used to encourage or discourage development in particular locations.

The existing Newark and Sherwood Charging Schedule has 6 residential zones and 7 commercial zones as part of the review it is intended to reduce and simplify the zones for both residential and commercial use.

The Preliminary Draft Residential Charging Schedule Map is shown as Map 1 and identifies the location and boundaries of the proposed revised charging zones for new residential development for the purpose of CIL.

4 charging zones are proposed for residential development Zones 1, 2, 3 and 4 apartments are proposed to be £0 rated across all zones. Zone 1 represents the lowest value area and Zone 4 the highest value area in the District. For Commercial development it is proposed to remove the CIL charge for all Non-residential uses with the exception of retail uses classes A1 to A5 where a single districtwide zone is proposed.

**Map 1 Newark and Sherwood Proposed CIL Residential Charging Zones**



## 4 Preliminary Draft Charging Schedule

### 4.1 CIL Rates

Having examined the findings of the evidence base, Newark and Sherwood District Council considers that the most appropriate approach is to amend the existing CIL Charging Schedule taking account of the outcomes of the updated viability assessments. It is proposed to reduce the residential zones from 6 to 4, zero rate apartments across the District and remove the CIL charge for commercial development with the exception of retail use classes A1 to A5 where a single Districtwide zone is proposed. At this time it is not considered viable to introduce CIL for any additional development type. The proposed areas and charges per square metre are set out in Tables 3 and 4.

**Table 3 Proposed Residential CIL**

<b>Residential CIL</b>	
Apartments (All Zones)	£0sqm
Housing Low Zone 1	£0sqm
Housing Medium Zone 2	£45sqm
Housing High Zone 3	£70sqm
Housing Very High Zone 4	£100sqm

**Table 4 Proposed Non-Residential CIL Districtwide**

<b>Non-Residential CIL</b>	
<b>Districtwide</b>	
All Non-residential uses (excepting Retail)	£0sqm
<b>Districtwide</b>	
Retail A1-A5	£100sqm

## 5 Further Matters

### 5.1 Phased Payments and Instalments

The 2011 Amendments to the 2010 CIL Regulations provide for CIL Charging Authorities to determine their own instalments policy. The trigger for payment of the levy is commencement of works. In 2013 the District Council reviewed its instalment policy to provide greater flexibility and to give developers longer to pay CIL. The policy was amended by increasing each of the instalment periods and can be viewed by following the [link](#) at this time it is not intended to amend the instalment policy further.

### 5.2 Payment in Kind

There may be circumstances where it will be more desirable for a charging authority to receive land instead of monies. The Regulations provide for charging authorities to accept transfers of land as payment in kind for the whole or part of the levy, subject to the District Council's agreement.

## 6 Contact Details and Next Steps

### 6.1 Contact Details

This consultation is the District Council's first step in preparing a revised CIL Charging Schedule. All responses will be fully considered before a Draft Charging Schedule is prepared for independent examination. There are two ways in which you can submit your completed representation on the Preliminary Draft Charging Schedule:

- Email response
- Postal response

Response forms are available from Kelham Hall reception and all District libraries or can be printed from the District Council's website <http://www.newark-sherwooddc.gov.uk/> and should be returned by email to [planningpolicy@nsdc.info](mailto:planningpolicy@nsdc.info) or by post to Infrastructure/S106 Officer Newark and Sherwood District Council, Development Management, Kelham Hall, Newark, NG23 5QX

Your comments should arrive no later than 4.45pm on Friday 9<sup>th</sup> December 2016. Please also note that your comments will be made available as public information.

## 6.2 Next Steps

Once the District Council considers that the Draft Charging Schedule is ready for independent examination, it will be published together with available evidence on infrastructure, economic viability and the responses received during this consultation. The District Council will then call for representations to be made with a period of 6 weeks. Any person may make representations about a Draft Charging Schedule and that person must be heard before the examiner at the CIL examination if they have requested to do so. The six week examination on the Draft Charging Schedule is anticipated to take place in January/February 2017 prior to independent examination in Spring/Summer 2017

**Questions and Feedback** (Please complete the Preliminary Draft Charging Schedule Consultation Questionnaire)

1.	Do you agree that the infrastructure funding assessment shows that there is sufficient justification for the proposed revisions to be made to the existing Newark and Sherwood Charging Schedule?
2.	Bearing in mind that CIL cannot be negotiated do you have any views on whether CIL receipts should continue to only be collected for specific highway improvements and secondary education and whether you consider funding for any additional infrastructure types should be collected from CIL receipts. Should Section 106 planning obligations be scaled back further?
3.	Do you consider that the key assumptions that underlie the viability evidence are appropriate? If not what alternative assumptions would you suggest and why?
4.	Do you agree that differential residential rates across the District are beneficial? If you disagree please give reasons?
5.	Do you agree with the removal of a CIL charge for commercial development with the exception of retail (A1 to A5 use) and a single Districtwide rate for retail, if you disagree please give reasons?
6.	Do you support the proposed rates in the PDCS Tables? Please explain your reasoning
7.	Do you agree that the existing Phased Payments Policy is suitable and if not what amendments would you suggest?
8.	Additional Comments: Do you have any additional comments to make about the contents of the Preliminary Draft Charging Schedule (PDCS)

8<sup>th</sup> December 2016

Agenda Item: 5

**REPORT OF THE CORPORATE DIRECTOR FOR POLICY, PLANNING AND  
CORPORATE SERVICES**

**RESPONSES ON PLANNING CONSULTATIONS AND STRATEGIC  
PLANNING OBSERVATIONS**

**Purpose of the Report**

1. To provide a summary of the current status of planning consultations received, and being dealt with, by the County Council from Nottinghamshire District and Borough Councils, neighbouring authorities and central government.
2. To provide information to Committee on the formal responses which have been agreed by the Chairman of Environment and Sustainability Committee, in consultation with the Group Manager Planning, requests from Nottinghamshire Borough and District Councils, neighbouring authorities and central government

**Information and Advice**

*Planning Consultations Received*

3. The Planning Policy Team has received 13 planning consultations during the period 24<sup>th</sup> September 2016 until the 9<sup>th</sup> November 2016, this is set out in Appendix A.
4. It should be noted that all comments contained in the sent responses could be subject to change, as a result of on-going negotiations between Nottinghamshire County Council, the Local Authority and the applicants.

**Other Options Considered**

5. There are no alternative options to consider as the report is for information only.

**Reason for Recommendation**

6. This report is for information only.

### **Statutory and Policy Implications**

7. This report has been compiled after consideration of implications in respect of finance, the public sector equality duty, human resources, crime and disorder, human rights, the safeguarding of children, sustainability and the environment and those using the service and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

### **RECOMMENDATION**

1) Environment and Sustainability Committee note the report.

**Tim Gregory**  
**Corporate Director, Place**

**For any enquiries about this report please contact: Nina Wilson, Principal Planning Officer, Planning Policy Team, 0115 97 73793**

### **Background Papers**

Individual Consultations and their responses.

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

### **Constitutional Comments**

8. As this report is for noting only constitutional comments are not required.

### **Financial Comments**

9. There are no direct financial implications arising from the contents of this report.

### **Electoral Division(s) and Member(s) Affected**

All





Nottinghamshire County Council: Planning Consultations Received – September to November 2016

Date Received	ID	Address	Details	Officer Dealing	Response Type
<b>Ashfield DC</b>					
27.09.2016	V/2016/0246	186-190 Beardall Street, Hucknall	Erection of Care Home	NW	O
29.09.2016	V/2016/0619	Hucknall Town FC	Mixed Use development	NW	C
04.11.2016	Local Plan	Ashfield Local Plan	Local Plan	NW	C
<b>Bassetlaw DC</b>					
30.09.2016	16/00877/FUL	Land to the rear of 1-29 Vicarage Lane, Langold	165 dwellings	NW	C
28.10.16	16/01216/FUL	Land south of Portland Rd, Nether Langwith	Mixed use development	NW	C
<b>Gedling BC</b>					
09.11.2016	2016/0534	19 Kighill Lane, Ravenshead	Residential development	NW	C
<b>Newark and Sherwood DC</b>					
07.10.2016	16/01487/OUTM	Field Reference No. 0177 main Street, Blidworth, Nottsinghamshire	Outline planning application for up to 30 dwellings with access off main Street to include self-build and affordable homes	NW	C
12.10.2016	16/01618/OUTM	Land at Oldbridge Way, Bilsthorpe	Residential development of up to 113 dwellings with associated access, drainage infrastructure, landscaping, open spaces, car parking and all ancillary works. All matters reserved except for access	NW	C
18.10.16	16/01575/OUTM	Field Reference No. 8993 Mansfield Rd, Farnsfield, Nottinghamshire	Outline Planning application for up to 60 dwellings	NW	C
<b>Rushcliffe BC</b>					
28.10.2016	16/02589/FUL	British Gypsum, Gotham Road,	Proposed extension of existing Mill	NW	C

		East Leake	Building to enable production of natural gypsum in lieu of synthetic desulphurised gypsum with removal of redundant plant and small lean-to structure		
04.11.2016	Radcliffe on Trent neighbourhood Plan	Radcliffe on Trent	Radcliffe on Trent neighbourhood Plan	KH	C
<b>Other</b>					
28.10.2016	Leicester City Council	Draft Scoping Opinion on the Local Plan	Leicester City	NW	O
04.11.2016	Lincolnshire County Council	Local Plan	Lincolnshire	EMc	O

**8 December 2016****Agenda Item: 6****REPORT OF CORPORATE DIRECTOR, RESOURCES****WORK PROGRAMME****Purpose of the Report**

1. To consider the Committee's work programme for 2017

**Information and Advice**

2. The County Council requires each committee to maintain a work programme. The work programme will assist the management of the committee's agenda, the scheduling of the committee's business and forward planning. The work programme will be updated and reviewed at each pre-agenda meeting and committee meeting. Any member of the committee is able to suggest items for possible inclusion.
3. The attached work programme has been drafted in consultation with the Chairman and Vice-Chairman, and includes items which can be anticipated at the present time. Other items will be added to the programme as they are identified.
4. As part of the transparency introduced by the new committee arrangements, each committee is expected to review day to day operational decisions made by officers using their delegated powers. The Committee may wish to commission periodic reports on such decisions where relevant.

**Other Options Considered**

5. None.

**Reason/s for Recommendation/s**

6. To assist the committee in preparing its work programme.

**Statutory and Policy Implications**

7. This report has been compiled after consideration of implications in respect of finance, public sector equality duty, human resources, crime and disorder, human rights, the safeguarding of children, sustainability and the environment and those using the service and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

## **RECOMMENDATION/S**

- 1) That the Committee's work programme be noted, and consideration be given to any changes which the Committee wishes to make.

**Jayne Francis-Ward**  
**Corporate Director, Resources**

**For any enquiries about this report please contact: Martin Gately, Democratic Services Officer on 0115 977 2826**

### **Constitutional Comments (HD)**

8. The Committee has authority to consider the matters set out in this report by virtue of its terms of reference.

### **Financial Comments (PS)**

9. There are no financial implications arising directly from this report.

### **Background Papers**

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

- New Governance Arrangements report to County Council – 29 March 2012 and minutes of that meeting (published)

### **Electoral Division(s) and Member(s) Affected**

All

**ENVIRONMENT & SUSTAINABILITY COMMITTEE - WORK PROGRAMME**

<b><u>Report Title</u></b>	<b><u>Brief summary of agenda item</u></b>	<b><u>For Decision or Information ?</u></b>	<b><u>Lead Officer</u></b>	<b><u>Report Author</u></b>
<b>26 January 2017</b>				
<b>Strategic Planning Observations</b>	Consideration of the regular report on planning applications in the county.	Information		
<b>Energy Projects Update</b>	To note progress to date	Information	Phil Keynes	
			Sally Gill	Nina Wilson
<b>9 March 2017</b>				
<b>Strategic Planning Observations</b>	Consideration of the regular report on planning applications in the county.	Information	Sally Gill	Nina Wilson
<b>Review of Recycling Centre Registration Scheme</b>	TBC	Information	Paul Morris	
<b>20 April 2017</b>				
<b>Strategic Planning Observations</b>	Consideration of the regular report on planning applications in the county.	Information	Sally Gill	Nina Wilson
<b>8 June 2017</b>				
<b>Strategic Planning Observations</b>	Consideration of the regular report on planning applications in the county.	Information	Sally Gill	Nina Wilson
<b>6 July 2017</b>				
<b>Strategic Planning Observations</b>	Consideration of the regular report on planning applications in the county.	Information	Sally Gill	Nina Wilson

**To be Scheduled**

Contamination of green waste

