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BEST ACHIEVING
COUNCIL OF THE YEAR



Barry Keel
Chief Executive

Plymouth City Council
Civic Centre
Plymouth PL1 2AA

www.plymouth.gov.uk/democracy

Date: 4 July 2011

Please ask for: Nicola Kirby, Senior Democratic Support Officer (Cabinet)
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CABINET

Date: Tuesday 12 July 2011
Time: 2.00 pm
Venue: COUNCIL HOUSE, PLYMOUTH

Members:

Councillor Mrs Pengelly, Chair
Councillor Fry, Vice Chair
Councillors Ball, Bowyer, Jordan, Michael Leaves, Sam Leaves, Monahan, Ricketts and Wiggins.

Members are invited to attend the above meeting to consider the items of business overleaf.

Members and officers are requested to sign the attendance list at the meeting.

Please note that unless the chair of the meeting agrees, mobile phones should be switched off and speech, video and photographic equipment should not be used in meetings.

Barry Keel
Chief Executive

CABINET

AGENDA

PART I – PUBLIC MEETING

1. APOLOGIES

To receive apologies for non-attendance submitted by Cabinet Members.

2. DECLARATIONS OF INTEREST

Cabinet Members will be asked to make any declarations of interest in respect of items on this agenda.

3. MINUTES (Pages 1 - 6)

To sign and confirm as a correct record the minutes of the meeting held on 7 June 2011.

4. QUESTIONS FROM THE PUBLIC

To receive questions from the public in accordance with the Constitution.

Questions, of no longer than 50 words, can be submitted to the Democratic Support Unit, Corporate Support Department, Plymouth City Council, Civic Centre, Plymouth, PL1 2AA, or email to democraticsupport@plymouth.gov.uk. Any questions must be received at least five clear working days before the date of the meeting.

5. CHAIR'S URGENT BUSINESS

To receive reports on business which, in the opinion of the Chair, should be brought forward for urgent consideration.

CABINET MEMBER: THE DEPUTY LEADER

6. REVISED PRIVATE SECTOR HOUSING ASSISTANCE POLICY: (Pages 7 - 160)

7. COMMUNITY INFRASTRUCTURE LEVY AND PLYMOUTH INFRASTRUCTURE NEEDS ASSESSMENT: (Pages 161 - 334)

8. REVIEW OF LOCAL DEVELOPMENT SCHEME: (Pages 335 - 380)

CABINET MEMBER: COUNCILLOR BOWYER

- 9. CAPITAL INVESTMENT PAYROLL ENTERPRISE PLATFORM: (Pages 381 - 384)**

CABINET MEMBERS: COUNCILLOR BOWYER AND SAM LEAVES

- 10. CORPORATE, EDUCATION, SOCIAL CARE AND WHEELCHAIR ACCESSIBLE TAXIS TENDER AWARD: (Pages 385 - 386)**
- 11. EDUCATION, SOCIAL CARE AND WHEELCHAIR ACCESSIBLE MINIBUSES AND COACHES TENDER AWARD: (Pages 387 - 388)**

CABINET MEMBER: COUNCILLOR WIGENS

- 12. MODERNISATION AND REFURBISHMENT OF WESTERN APPROACH CAR PARK: (Pages 389 - 392)**
- 13. EXEMPT BUSINESS**

To consider passing a resolution under Section 100A(4) of the Local Government Act 1972 to exclude the press and public from the meeting for the following item(s) of business on the grounds that it (they) involve the likely disclosure of exempt information as defined in paragraph 3 of Part I of Schedule 12A of the Act, as amended by the Freedom of Information Act 2000.

PART II (PRIVATE MEETING)

AGENDA

MEMBERS OF THE PUBLIC TO NOTE

that under the law, the Panel is entitled to consider certain items in private. Members of the public will be asked to leave the meeting when such items are discussed.

CABINET MEMBERS: COUNCILLORS BOWYER AND SAM LEAVES

- 14. CORPORATE, EDUCATION, SOCIAL CARE AND WHEELCHAIR ACCESSIBLE TAXIS TENDER AWARD (E3): (Pages 393 - 410)**
- 15. EDUCATION, SOCIAL CARE AND WHEELCHAIR ACCESSIBLE MINIBUSES AND COACHES TENDER AWARD (E3): (Pages 411 - 430)**

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Cabinet**Tuesday 7 June 2011****PRESENT:**

Councillor Mrs Pengelly, in the Chair.

Councillor Fry, Vice Chair.

Councillors Bowyer, Jordan, Michael Leaves, Sam Leaves, Monahan and Ricketts.

Also in attendance: Barry Keel (Chief Executive), Adam Broome (Director for Corporate Support), Ian Gallin (Assistant Chief Executive), Carole Burgoyne (Director for Community Services), Mark Grimley (Assistant Director for HR and Organisational Development) and David James (Head of Strategic Projects).

Apologies for absence: Councillors Ball and Wiggins.

The meeting started at 2.00 pm and finished at 2.50 pm.

Note: At a future meeting, the Cabinet will consider the accuracy of these draft minutes, so they may be subject to change. Please check the minutes of that meeting to confirm whether these minutes have been amended.

1. DECLARATIONS OF INTEREST

There were no declarations of interest in accordance with the code of conduct from councillors in relation to the items under consideration at this meeting.

2. MINUTES

Agreed that the minutes of the meeting held on 29 March 2011 are confirmed as a correct record.

3. QUESTIONS FROM THE PUBLIC

There were no questions from the public, for this meeting.

4. CHAIR'S URGENT BUSINESS

There was no Chair's urgent business.

5. CABINET APPOINTMENTS

Agreed that the following appointments are approved –

	Organisation	Members	Appointments 2010/11	Appointments 2011/12
I	Care and Repair Management Committee	Cabinet Member for adult services	Cllr Monahan	Cllr Monahan

2	Destination Plymouth Board	Leader or one Cabinet Member	Cllr Pengelly	Cllr Pengelly
3	Plymouth 2020 Healthy Theme Group	one Cabinet Member	Cllr Monahan	Cllr Monahan
4	Plymouth Growth Board	one Cabinet Member	Cllr Fry	Cllr Fry
5	Plymouth 2020 Safe and Strong Theme Group	one Cabinet Member	Cllr Brookshaw	Cllr Jordan
6	Plymouth 2020 Wise Theme Group	one Cabinet Member	Cllr Mrs Watkins	Cllr Sam Leaves
7	Plymouth Urban Fringes Development Plan Document Joint Member Panel	two councillors – posts of Leader and Deputy Leader	Cllrs Mrs Pengelly and Fry	Cllrs Mrs Pengelly and Fry
8	Plymouth Waterfront Partnership Board	Cabinet Member for Planning, Strategic Housing and Economic Development	Cllr Fry	Cllr Fry
9	Schools Catering Group	Cabinet Member for schools	Cllr Mrs Watkins	Cllr Sam Leaves
10	Tamar Science Park Ltd. – Board of Directors	one Cabinet Member + one officer	Cllr Fry with authority to vote on behalf of the Council at the AGM David Draffan	Cllr Fry with authority to vote on behalf of the Council at the AGM David Draffan

6. **TRANSFER OF REGIONAL DEVELOPMENT AGENCY (RDA) ASSETS**

Councillor Fry (Cabinet Member for Planning, Strategic Housing and Economic Development) introduced the report and stated that the transfer of RDA assets or the “Asset Package” will form part of the Growth Strategy to create new jobs for the city.

Agreed that –

- I. that Cabinet recommend that Council amend the Capital Programme as required.

(i) Transfer of Regional Development Agency (RDA) Assets

Agreed that –

2. Cabinet agree the acquisition of the proposed Plymouth Asset Package from the South West RDA on the terms outlined in this report and subject to:
 - (a) proper and effective due diligence on the existing and proposed legal agreements, and;
 - (b) conditions that protect the Council's interest and;
 - (c) appropriate amendment to the Capital Programme.

7. ACQUISITION OF DERRIFORD BUSINESS PARK

Councillor Fry (Cabinet Member for Planning, Strategic Housing and Economic Development) introduced the report and stated that Derriford is a growth area for the city and is good for investment purposes.

Agreed that –

1. the Cabinet recommend to Council the necessary amendment to the Capital Programme.

(i) Acquisition of Derriford Business Park

Agreed that –

2. the Cabinet agree to acquire the freehold interest of Derriford Business Park with each side to bear their own fees and costs, subject to the inclusion of the scheme in the capital programme.

8. JOINT FINANCE AND PERFORMANCE REPORT

The Corporate Management Team submitted a written report outlining the performance and monitoring position of the City Council as at the end of the fourth quarter.

Councillor Bowyer (Cabinet Member for Finance, Property and People) presented the report in so far as finance was concerned and reported on the current position.

Councillor Ricketts (Cabinet Member for Transformation, Performance and Governance) presented the report in so far as performance monitoring was concerned and reported on the current position within each department.

The Chair thanked all the finance officers, budget holders and Directors for their work on keeping the budget on track. She also thanked all the Cabinet Members for their work.

Agreed that –

1. Cabinet approve variations, virements and reprofiling between years of the MTFF, and seek approval from Council for the 5 year capital programme amended for new approvals, shown below:

	2011/12	2012/13	2013/14	2014/15	Total
	£000	£000	£000	£000	£000
Capital Budget Approved at Full Council Feb 2011	85,201	18,488	5,660	5,829	115,178
Additional Schemes Approved at Full Council April 2011	4,174	1,114	677	337	6,302
Capital Budget Approved at Full Council April 2011	89,375	19,602	6,337	6,166	121,480
	0	0	0	0	
Impact of Closedown 2010/11 – Year End Reprofiling	8,841	0	0	0	8,841
Changes to Variations, Virements and Reprofiling (see appendix G)	(2502)	2,345	448	0	291
New Approvals (see below)	1,597	0	1,021	0	2,618
	0	0	0	0	
Revised Capital MTFF to be Approved	97,311	21,947	7,806	6,166	133,230

(i) Joint Performance and Finance Report

Agreed that –

2. the Section 151 Officer recommended adjustments to reserves and provisions be approved as follows:
 - reallocation of grants provision (£0.327m)
 - reallocation HRA Working Balance (£1.592m)
 - transfer to Waste Reserve £0.900m
 - transfer to Redundancy Reserve £1.000m)
 - transfer to Pensions Reserve £0.850m
3. Cabinet approve the following budget carry forwards:
 - Schools Demolition Costs £0.300m
 - Procurement Contingency £0.400m
 - Americas Cup £0.100m
4. the financing requirement of £69.718m be noted and Cabinet approve the borrowing requirement of £16.823m for 2010/11;

(ii) Joint Performance and Finance Report

Agreed that –

5. the Cabinet note the provisional outturn position for the year;
6. Cabinet note the additional transfers to provisions reflected in the outturn figures as required in accordance with statutory provisions:
 - bad debt provisions £0.300m
 - insurance provisions £0.300m
7. no departmental budget overspends be carried in 2010/11;
8. Cabinet note the adjusted deficit for the year of £0.105m and approve that this be met by a transfer from the General Fund Working Balance;
9. Cabinet note the draft capital outturn for the year of £69,718m, after allowing for the transfer of expenditure totaling £0.318m to revenue;
10. Cabinet note the residual costs on the HRA for the year;
11. Cabinet note that the HRA was formally closed on 31 March 2011 and that the HRA Working Balance has transferred to the General Fund;
12. Cabinet note the position on the Treasury Management activities for the year and that a full report on the Council's performance against its borrowing and investment strategies, including the statutory performance indicators will be presented to Audit Committee on 27 June 2011 and Council on 25 July 2011;
13. Cabinet note the position regarding the Icelandic banks.

Councillor Bowyer submitted a further recommendation which was seconded by Councillor Michael Leaves. It was agreed that the following recommendation is added –

14. that Directors report back to the August Cabinet on what the Council is doing to address sickness across the organisation. Directors will continue to be held to account for performance on reducing sickness via the quarterly budget and performance report.

9. **MEDIUM TERM FINANCIAL STRATEGY 2011 - 2015**

Councillor Bowyer (Cabinet Member for Finance, Property and People) introduced the report and highlighted that the document sets out how progress is measured and forecasts the resources required for the next 3 – 4 years.

Agreed that the updated Medium Term Financial Strategy (MTFS) for the period 2011 – 15 be recommended to Council for adoption.

10. **PLYMOUTH CITY COUNCIL'S RESPONSIBILITIES UNDER FLOOD AND WATER MANAGEMENT ACT LEGISLATION**

Councillor Fry (Cabinet Member for Planning, Strategic Housing and Economic Development) reported that the document is a summary of Plymouth City Council becoming a Lead Local Flood Authority.

Agreed –

1. to note the new requirements and duties under the identified Statutory Acts;
2. to note the estimated cost to undertake these duties and subsequently confirm the allocation of additional funding received through the Local Services Support Grant (LSSG);
3. to note the strategic importance of having a strategy to deal with flooding and the implementation of the Flood and Water Act as failure to do so may block growth in the city.

11. **EXEMPT BUSINESS**

Agreed that under Section 100(A)(4) of the Local Government Act, 1972, the press and public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in paragraph 3 and 7a of Part I of Schedule 12A of the Act, as amended by the Freedom of Information Act 2000.

12. **TRANSFER OF REGIONAL DEVELOPMENT AGENCY (RDA) ASSETS (E3)**

The Director of Development and Regeneration submitted a report.

(See minute 6 above).

13. **ACQUISITION OF DERRIFORD BUSINESS PARK (E3)**

The Director of Development and Regeneration submitted a report.

(See minute 7 above).

14. **PLYMOUTH CITY COUNCIL'S RESPONSIBILITIES UNDER FLOOD AND WATER MANAGEMENT ACT LEGISLATION (E7a)**

The Director of Development and Regeneration submitted a report.

(See minute 10 above).

PLYMOUTH CITY COUNCIL

Subject: Revised Private Sector Housing Assistance Policy

Committee: Cabinet

Date: 12 July 2011

Cabinet Member: Councillor Fry

CMT Member: Director for Development and Regeneration

Author: Stuart Palmer, Assistant Director for Development and Regeneration (Housing Service)

Contact: Tel: 01752 30 7090
e-mail: phil.mitchell@plymouth.gov.uk

Ref: Private Sector Housing Assistance Policy 2011

Key Decision: Yes

Part: I

Executive Summary:

This report proposes amendments to Plymouth City Council's policy on assistance to people living in poor standard housing.

The Council is required to operate a Private Sector Housing Assistance Policy (the Assistance Policy) so that we can carry out improvements to private sector homes. Under the Regulatory Reform Order (Housing Assistance) (England and Wales) 2002, the Council as Local Housing Authority is required to have adopted a policy for the provision of assistance before we can use the powers to improve housing conditions in Plymouth. The current Assistance Policy was approved by Cabinet in April 2009.

We have less capital funding available to use within the policy as the Government's Spending Review saw the removal of Private Sector Renewal Grant (PSR) from April 2011. PSR funding was worth over £1.3 million in 2010/11. This has placed major pressures on the Housing Capital Programme and the levels of financial assistance that the Council is able to offer, requiring changes to the Assistance Policy.

We have also made changes to align with the new City and Council priorities and outcomes, in particular, 'offering a good range of housing in safe, inclusive and sustainable communities'; 'a reduction in per capita CO2 emissions in the local authority areas'; and, 'improving housing decency through the removal of Category 1 Hazards'. The revised Assistance Policy will particularly help towards the 'Inequalities' priority in seeking to help to reduce the health inequality gap between neighbourhoods.

The main changes to the current Assistance Policy are:

- Removal of various forms of assistance - Home Improvement Loan; Emergency Repairs and Maintenance loans; Warmfront Top Up Loan; Landlord Heating and Energy Efficiency Loan; Empty Property Grant; Living over the Shop Grant (Devonport); Empty Homes - Houselet Loan.
- Introduction of Home Improvement Assistance; Empty Property Renovation (Loans to Let / Loans to Sell / Loans to Occupy)

- Inclusion of Cosy Devon Grants; Healthy Homes Grants
- Retention of the Houseproud Loan; Disabled Facilities Grants; Discretionary Relocation Grant

Each form of assistance has its own eligibility criteria, e.g. age of applicant, vulnerability, eligibility for qualifying benefits, disability, medical condition, empty property for 6 months or longer, etc.

Corporate Plan 2011-2014:

The Assistance Policy reflects the new City and Council priorities. These include the aims to deliver growth, reduce inequalities and provide value for communities. These include the following key outcomes:

- Offering a good range of housing in safe, inclusive and sustainable communities, a Level 1 'Growth' outcome.
- A reduction in per capita CO2 emissions in the local authority areas, a level 1 'Value for Communities' outcome.
- Improving housing decency through the removal of Category 1 Hazards, a Level 2 'Inequalities' outcome. The Inequalities priority especially relates to reducing the inequality gap, particularly in health, between neighbourhoods.

Implications for Medium Term Financial Plan and Resource Implications: Including finance, human, IT and land

A Private Sector Housing Capital Programme has been approved for the period 2011-14, albeit significantly reduced (£4.6m over 3 years compared to £2.8m in 2010/11 only). This will enable the offer of assistance as set out in the revised policy.

Other Implications: e.g. Section 17 Community Safety, Health and Safety, Risk Management, Equalities Impact Assessment, etc.

An equalities impact assessment has been completed.

Recommendations & Reasons for recommended action:

It is recommended that:

- I. The revised Private Sector Housing Assistance Policy is approved.

The Plymouth private Sector Stock Conditions report 2010 identifies the need for improvements to private housing across all tenures and city neighbourhoods. With increasing need and less available capital to fund the existing housing assistance policy, the change to the Private Sector Housing Assistance Policy allows for some selective targeting to help address the needs of the most vulnerable households in the poorest quality housing.

Alternative options considered and reasons for recommended action:

The main alternative option is not to offer any financial assistance. This would mean that many vulnerable people would continue to live in poor housing conditions and the overall quality of the

city's private sector housing stock would not be improved. We would have no means within housing policy to tackle health related inequalities across the city. The removal of financial assistance would impact unfavourably on the council's ability to meet the Level 2 priority to remove Category 1 Hazards. Offering loans instead of grants enables the recycling of funds.

Background papers:

- Private Sector Housing Assistance Policy (approved April 2009)
- Private Sector Housing Strategy 2010-2016
(Available from the Housing Strategy and Renewal Division of Community Service Directorate)
- Plymouth City Council Private Stock Condition Survey 2010
(Available from the Housing Strategy and Renewal Division of Community Service Directorate)
- Housing Act 2004
- The Government's Regulatory Reform (Housing Assistance) (England and Wales) Order 2002

Sign off:

Fin	Dev F11 120 016	Leg	1195 3/NJ	HR		Corp Prop		IT		Strat Proc	
Originating SMT Member: Stuart Palmer											

1. Introduction

- 1.1 The Private Sector Housing Assistance Policy (the Assistance Policy) sets out how the Council implements its Policy on grants, loans, advice, signposting and other services, which help private sector property owners and tenants improve the quality and condition of their housing in Plymouth. Following the approval of the last Assistance Policy in April 2009, the revised Assistance Policy contains a number of amendments to the services offered to Plymouth residents in line with the new City Priorities, the Plymouth Housing Strategy 2008-11 and the emerging Housing Plan 2011-16. It defines target groups and outlines the conditions and circumstances under which the Council is able to assist householders in the improvement of their homes.

2. Background – the need for assistance

Relevant Legislation

- 2.1 Under the Government's Regulatory Reform (Housing Assistance) (England and Wales) Order 2002 (RRO), a Council has the discretion to decide whether it provides grants, loans, advice etc for the purpose of repairing, improving, extending, converting or adapting housing accommodation. The exception to this is the mandatory Disabled Facilities Grant (DFG) under the Housing Grants, Construction and Regeneration Act 1996.
- 2.2 Formerly, under Part XI of the Housing Act 1985, local authorities had a statutory duty to take 'the most satisfactory course of action' with regard to unfit dwellings and the Act was supported by relevant statutory guidance. A range of enforcement measures were available including service of statutory notices to make properties fit. Closure or demolition was only appropriate in the most extreme cases. With owner occupied dwellings in particular, many local authorities looked to offer financial assistance, especially where owners were on low incomes. In the private rented sector enforcement action was much more likely in respect of unfit homes.
- 2.3 From April 2006 Part XI of the Housing Act 1985 was replaced by Part 1 of the Housing Act 2004, which repealed the former housing fitness standard and through statutory instruments and statutory guidance replaced it with the Housing Health and Safety Rating System (HHSRS).
- 2.4 The HHSRS is used to identify Category 1 Hazards and the Act differentiates between Category 1 and Category 2 hazards. Local authorities have a duty to take 'the most appropriate course of action' in respect of any hazard scored under the HHSRS as Category 1. Authorities have discretionary power to take action with Category 2 hazards (those which do not score past the threshold for Category 1).
- 2.5 The 'Decent Homes Standard' stipulates that a property should be free from Category 1 Hazards, that it should be in a reasonable state of repair, have reasonably modern facilities and services, and should provide a reasonable degree of thermal comfort.

Stock condition, empty property and fuel poverty

- 2.6 Latest findings for 2010 indicate that 33.3% (29,930 dwellings) of all private stock (owner occupied and privately rented) in the city is non-decent, compared with a national average of 34.4% for England in 2008. There is a link between poor housing conditions and property age, with Plymouth having a higher proportion of pre 1919 dwellings (27%) than England as a whole (25%). Geographically, the poorest condition private sector stock is found in the inner

central parts of the city, where the highest concentrations of pre 1919 stock are to be found. While social housing in Plymouth has or will achieve a decent standard by 2014, the private sector has the majority of poor housing.

- 2.7 In Plymouth, there are in excess of an estimated 25,500 private sector dwellings that are occupied by residents in receipt of qualifying benefits. Of these, an estimated 9,500 plus are classified non decent, which represents 37.6% of dwellings occupied by a vulnerable resident. This means that 62.4% are decent, falling short of the Government target of 70% by 2010/11. For comparison, the English Housing Survey (EHS) 2008 found that 39.4% of vulnerable households were living in non decent homes.
- 2.8 The presence of Category I Hazards is the biggest contributor to non-decency in the private sector. The overall proportion of dwellings with a Category I Hazard is estimated at 20.9% compared with 23.6% found in the EHS 2008. This represents just fewer than 18,800 dwellings across Plymouth.
- 2.9 Current estimates are that approximately 640 private sector dwellings have stood empty for over 6 months. Empty homes are a magnet for antisocial and criminal activity. They blight the built environment and are a wasted housing resource. To turn them around is notoriously difficult and resource intensive work and we now have fewer resources with which to tackle this important area of work
- 2.10 Approximately 11,000 households are in fuel poverty, many of whom live in older 'hard to treat' homes. It is those that live in pre-1930 homes that face long term fuel poverty, with no hope of a warm and healthy home. Whilst the cost of providing insulation to a home with cavity walls (post 1930) is about £900 the cost of insulating a solid wall home is about £12,000. Government CERT funding is available for both but is the same amount as it is based on the price of carbon. The 39,000 hard to treat homes will not therefore be treated for the foreseeable future, depending on the outcome of the Green Deal in 2012.

3. Strategic Context

Housing Strategy

- 3.1 The Private Sector Housing Assistance Policy has direct links with the Council's Housing Strategy 2008-11 and the emerging Housing Plan for 2011 - 2016, namely:
- Improving standards in private sector housing
 - Improving energy efficiency through grants and advice
 - Bringing empty homes back into use
 - Contributing to the regeneration of Plymouth

Corporate Priorities

- 3.2 The Private Sector Housing Assistance Policy directly supports the City Priorities and the Council's Corporate Plan through:
- Offering a good range of housing in safe, inclusive and sustainable communities, a Level 1 'Growth' outcome.
 - A reduction in per capita CO2 emissions in the local authority areas, a level 1 'Value for Communities' outcome.

- Improving housing decency through the removal of Category I Hazards, a Level 2 'Inequalities' outcome. The Inequalities priority especially relates to reducing the inequality gap, particularly in health, between neighbourhoods.

Funding Constraints

- 3.3 The Government's Spending Review saw the removal of Private Sector Renewal Grant (PSR) funding from April 2011. PSR funding was worth over £1.3 million in 2010/11. This has placed major pressures on the Housing Capital Programme and the levels of financial assistance that the Council is able to offer, requiring changes to the Assistance Policy.

4. Public Consultation

- 4.1 A programme of public consultation with key stakeholders was undertaken between 13th May and 13th June. These stakeholders included Age UK, Citizens Advice Bureau, Plymouth Disability Advice Services Centre, Fata He, Plymouth Area Disability Action Network, Plymouth Guild of Volunteers, Race Equalities Council and others.

- 4.2 The key findings of the consultations were:

- Technical corrections, including operational detail
- General support for the inclusion and provision of Disabled Facilities Grants
- Value for Money in relation to the Cosy Devon Scheme

Previous consultation resulted in the loans included in the policy carrying a no-repossession guarantee, where applicable and the products being affordable.

- 4.3 In response to these findings, technical amendments have been made and procurement methods for Cosy Devon have been confirmed.

5. Assistance Principles

Roles and responsibilities

- 5.1 Whilst acknowledging that it is primarily the responsibility of homeowners to maintain their own properties, the Council recognises that vulnerable people may not have the financial resources to keep their homes maintained.

Targeting of Assistance

- 5.2 Whilst most assistance is offered on a citywide basis, it is proposed that there should be some targeted assistance. 'Home Improvement Assistance' (see 6.2 below) is to be targeted at neighbourhoods in the SW and SE localities only, where the oldest housing is predominantly located and where the poorest housing conditions and worst instances of multiple deprivation are to be found. This supports the city priority to reduce inequalities and to help narrow the gap between communities.

- 5.5 Assistance will also be targeted at reducing the number of empty properties in the City and alleviating fuel poverty. Energy Efficiency interventions include measures to reduce Plymouth's Carbon footprint, to improve energy efficiency and to alleviate fuel poverty by installing adequate, efficient and affordable heating systems. The Houseproud Loan enables access to private funding via the Dudley Building Society and is operated by the Home Improvement

Trust. The council facilitates access to this funding for certain client groups. The loan can be used to undertake a range of home improvements. Non financial assistance, in the form of a maintenance booklet and advice, is available to all. .

6. Specific Amendments to this Policy

6.1 The current Assistance Policy was approved by Cabinet in April 2009. The revised Policy includes the following changes:

- Removal of various forms of assistance - Home Improvement Loan; Emergency Repairs and Maintenance loans; Warmfront Top Up Loan; Landlord Heating and Energy Efficiency Loan; Empty Property Grant; Living over the Shop Grant (Devonport); Empty Homes - Houselet Loan.
- Introduction of Home Improvement Assistance; Empty Property Renovation (Loans to Let / Loans to Sell / Loans to Occupy)
- Inclusion of Cosy Devon Grants; Healthy Homes Grants
- Retention of the Houseproud Loan; Disabled Facilities Grants; Discretionary Relocation Grant

This results in the following offers of assistance as part of the revised Assistance Policy:

- Home Improvement Assistance
- Empty Property Renovation Loans to Let
- Empty Property Renovation Loans to Sell
- Empty Property Renovation Loans to Occupy
- Cosy Devon Grants
- Healthy Homes Grants
- Houseproud Loan
- Disabled Facilities Grant (DFG)
- Discretionary Relocation Loan

6.2 Some specific details and challenges are set out below:

- a. Home Improvement Assistance is being offered to vulnerable people (on qualifying benefits) living in housing with one or more Category I Hazard. It is proposed that this should be targeted at the SW and SE localities only, where the poorest housing conditions and worst instances of multiple deprivation are to be found. Maximum loans of up to £5,000 will be targeted at the improvement of the home to decency standards through the removal of health and safety hazards, in particular addressing excess cold, trips and falls, electrical and gas safety. The assistance will take the form of a loan with a 15 year condition period.
- b. The new Empty Property loan products are aimed at bringing empty property into residential use for direct occupation, letting purposes or sale. Maximum assistance can range from £25,000 per unit up to £75,000 for a building.
- c. Cosy Devon grants are aimed at reducing the carbon footprint of Plymouth through the provision of roof and cavity wall insulation. Energy Action Devon administer the delivery of the work which is largely funded by energy providers' contributions, with council funding helping to subsidise the cost of the work.
- d. The Healthy Homes Grant is aimed at people with a medical condition which is exacerbated by living in cold and/or damp conditions. It offers insulation and ventilation measures and includes the provision of efficient heating systems.

- a. The Houseproud Loan enables access to private funding via the Dudley Building Society and is operated by the Home Improvement Trust. We facilitate access to this funding for certain client groups. The loan can be used to undertake a range of home improvements.
- f. Disabled Facilities Grants (DFG's) are mandatory grants for adaptations work. Whilst there are no changes proposed as part of the revised Assistance Policy, consideration is being given to the scope for the introduction of loans for part of the available funding. The Government allocation for DFG's in 2011/12 increased by approx. 15% compared with 2010/11. However, with the loss of PSR funding, which was used to substantially increase the DFG budget, this has resulted in close to a 40% reduction (approx. £600,000) in the total available budget in 2011/12. Allocating part of the budget as loans could enable some funds to be recycled whilst still retaining an allocation for mandatory grants, however this has not been approved and is still the subject of financial review. This might be seen as a two-tier system and there are risks of challenge, especially regarding timescales for completion of adaptations work. Further work on an 'invest to save (contain)' proposal is also in hand. Any changes to the offer of assistance for adaptations will be reported back to Cabinet for its approval.
- g. Discretionary relocation Grants are linked to DFG's. These might be offered under certain circumstances where the existing priority is unsuitable for adaptation or the work is more costly.

- 6.3 The removal of Private Sector Renewal Grant has precluded the use of Plymouth City Council finance to fund Home Improvement Loans and Emergency Top Up Loans and these loan schemes are to be removed. The proposed removal of the Government's Warm Front Scheme means that the Warm Front Top up Loan has been removed from the Assistance Policy. It is envisaged that the Government's 'Green Deal' scheme, which will come in to place in 2013, will help to replace the Warm Front delivery.
- 6.4 In line with Government thresholds on vulnerability, the income limit for recipients of Tax Credit has been increased from £15,460 to £16,190. This change has been made to ensure that the Council's definition of "vulnerable" and associated thresholds continue to reflect Government definitions.
- 6.5 The basis of procurement of building services (for Disabled Facilities Grants only) via a Schedule of Rates system has been included as standard practice. This increases efficiency and reduces lead-times, thus benefiting both the Council and homeowners. Traditional forms of procurement will follow Plymouth City Council standing orders.
- 6.6 There is an existing condition, as part of the current Assistance Policy, to recover any grant expenses from Disabled Facilities Grant applicants, should they receive any compensation for injuries sustained in relation to their disability. This has been removed in the revised Assistance Policy due to its unenforceability.

7. Partners

- 7.1 Under the existing Assistance Policy, the Home Improvement Trust (HIT) was chosen to assist the Council in delivering Private financed Homeowner loans to vulnerable householders. This arrangement will continue. HIT were chosen on the basis of providing overall best value for money in terms of annual membership cost and the cost of subsidy for every individual loan. The Home Improvement Trust is regulated by the financial Services Authority (FSA).
- 7.2 Plymouth City Council will continue to work with our partners Care and Repair to provide a value for money service. Care and Repair, the local home improvement agency, will support

vulnerable householders through the application process, assist with obtaining quotations for work and other liaison work. They are able to facilitate other funding that may benefit clients (e.g. through relevant charities). Wherever practicable, Care and Repair will act as the clients' agents.

- 7.3 Resources will be maximised where it is possible and practical to do so and external funding will continue to be sought for initiatives that underpin this policy, e.g. funding for energy efficiency measures will be utilised where possible.

8. Conclusion

- 8.1 The Council is required to have an approved policy under the provisions of the Regulatory Reform Order (Housing Assistance) (England and Wales) 2002 in order to offer housing assistance. Clarity in how assistance is to be developed, granted and implemented further aids decision-making and makes Council processes more transparent for our customers. The changes proposed in the revised Private Sector Housing Assistance Policy are designed to facilitate the improvement of the Housing Assistance service, making it more efficient, more equitable and better value for money. It is therefore recommended that the revised Assistance Policy be approved and published.

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Private Sector Housing Assistance

2011

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I Introduction

- 1.1 The Private Sector Housing Assistance Policy (Assistance Policy) outlines the conditions and circumstances under which Plymouth City Council is able to assist householders in the improvement of properties.
- 1.2 This Assistance Policy re-asserts the need to apply repayable forms of assistance; this was previously established in the 2009 Assistance Policy. These forms of assistance have the advantages that:
 - they re-affirms the owners' responsibility for the conditions of their housing and
 - on repayment, the monies can be re-used to assist another client
- 1.3 The 2009 Assistance Policy was derived from the Private Sector Housing Strategy 2009-2011. A Housing Plan 2011-16 is currently being prepared. The new Assistance Policy reflects the initial proposals of the Housing Plan and the current Private Sector Housing Strategy.
- 1.4 Some of the forms of assistance set out in the 2009 policy are no longer tenable within the current budgets available. New policies have to be implemented now in order to utilise the limited funding to best effect. This is despite the fact that the new Housing Strategy has yet to be finalised.

2 Implementation

- 2.1 This Assistance Policy will become operational on 1st August 2011. The Policy will not affect grant and loan approvals made prior to that date. This policy will be announced by both placing an advertisement in the Plymouth Evening Herald and by publishing it on the Council's website.

3 Relevant Legislation

- 3.1 The Government's Regulatory Reform (Housing Assistance) (England and Wales) Order 2002 (RRO) provided opportunities for Local Authorities to make significant changes to the way they tackle sub standard housing. The adoption and publication of a Policy for housing assistance is a requirement of the RRO before any assistance can be offered. Under the RRO, a Council has the discretion to decide whether it provides grants, loans, advice etc. for the purpose of repairing, improving, extending, converting or adapting housing accommodation.

- 3.2 The Council can decide the extent to which it offers assistance and what conditions are applied to these services. The exception to this is the mandatory Disabled Facilities Grant (DFG), the terms and conditions of which remain substantially as set out in the Housing Grants, Construction and Regeneration Act 1996. However, the Government has issued three consents which enable the Council to apply conditions to DFGs in addition to those specified in the 1996 Act, namely:
- The Housing Renewal Main Grants (Recovery of Compensation) General Consent 1996 (This relates to the repayment of grant where the beneficiaries have received compensation relevant to the works carried out)
 - The Housing Renewals Grants (Additional Conditions)(England) General Consent 1996 (This relates to the recovery of grant aided equipment where it is no longer required by the disabled person)
 - The Housing Grants, Construction and Regeneration Act 1996: Disabled Facilities Grant (Conditions relating to approval for payment of Grant) General Consent 2008 (This relates to the repayment of a portion of the grant monies should the property be sold)
- 3.3 All three of these consents have been incorporated into this policy. Full details are provided in appendix D to this policy.
- 3.4 Section 2 of the Local Government Act 2000 enables local authorities to do anything which achieves the promotion of economic, social, and environmental well being in the area, or the residents within that area. This power is used to provide subsidies for insulation within the CosyDevon scheme.
- 3.5 The Housing Act 2004 sets out the minimum statutory standard for housing. This is the Housing Health and Safety Rating System or HHSRS. The HHSRS process assesses the various deficiencies which are found in housing. The most common hazards include those of “Excess Cold”, “Falls on Stairs” and “Falls on the Level”. Where the health and safety risks of a problem are considered to be severe this is described as a category I hazard. The Council has a duty to address category I hazards by either requiring improvement, advising the owner or in extreme cases, restricting the occupancy or demolition.
- 3.6 The Decent Homes Standard is a national baseline for the minimum standard that every home should attain. However, unlike the Housing Act 2004 standard, it has no statutory basis.

- 3.7 A Decent Home¹ should:
- Have a reasonable standard of repair
 - Have a reasonable degree of thermal comfort
 - Have reasonably modern facilities
 - Comply with the requirement that no HHSRS Category I hazards are present
- 3.8 There is some overlap between the individual strands of the Decent Homes Standard. The removal of HHSRS category I hazards may address Decent Homes issues of thermal comfort, disrepair and modern facilities.
- 3.9 Attaining Decency is significantly more costly than simply achieving the minimum statutory (HHSRS) standard. In the present economic climate, this additional cost is not justified by the improved health and safety in the home which the higher standard provides.
- 3.10 HHSRS is used as a part of the assessment to determine whether the Council can provide assistance for improvements to housing (Home Improvement Assistance).
- 3.11 The Decent Homes Standard is used as a part of the assessment to determine whether the Council can provide Empty Property Renovation Loans. The increased standard is necessary to ensure that the property remains suitable for letting (through the Houselet/Easylet schemes) over the period of the loan (in the case of the Loan to Let), or that the increase in value of the property will justify the sale or remortgage necessary to repay the loan (Loan to Sell/Loan to Occupy).

4 Background

4.1 Strategic Context

- 4.1.1 There are direct links with the themes of the Council's emerging Housing Plan 2011 – 2016, namely:

- **Growing the City**

The contribution that new housing can make to the economic and physical regeneration and growth of the city, creating places that people find attractive and enjoyable to live and work in, increasing both homes and jobs and attracting more people to the city

¹ A full definition is available in the document "A Decent Home: Definition and guidance for implementation". Further information is available in Appendix k

- **Housing Choices, Smarter Solutions**
Reducing the incidence of homelessness and rough sleeping, while increasing access to good quality, supported and independent housing choices for all Plymouth residents needing them, with advice and support for the most vulnerable
- **Better Homes, Healthy Lives**
Improving health, reducing health inequalities and supporting independent living, by tackling poor quality, energy inefficient and poorly managed homes in the existing housing stock across the city
- **Successful Communities**
Support and build capacity within our neighbourhoods to achieve community cohesion, strong engagement and increased satisfaction. We will tackle anti-social behaviour and support families with complex needs in order to create successful communities.

4.2 Corporate Priorities

- 4.2.1 The Assistance Policy directly supports the City's priorities and the Council's Corporate Plan 2011-2014 of Improving our City through :
- Offering a good range of housing in safe, inclusive and sustainable communities
 - A reduction in per capita CO2 emissions in local authority areas
 - Improving housing decency through the removal of HHSRS Category 1 hazards
 - Reducing inequality: Narrowing the inequality gap, particularly in health, between communities

4.3 National Context

- 4.3.1 Nationally the provision of good quality, affordable housing is a key priority for Government. Aims for private sector housing are reflected in the Community and Local Government's Departmental Strategic Objective 2 (DSO2). This contributes to the Government's PSA20, which aims to "increase long-term housing supply and affordability". The government has published indicators for DSO2 that include a measure of the percentage of vulnerable households in decent housing in the private sector. This policy will help fulfil these aims.
- 4.3.2 Central government has encouraged the operation of loan schemes throughout the country (West Midlands Kickstart, Home Improvement Trust, Wessex Reinvestment Trust, Humberside Housing Partnership, and South Yorkshire Appreciation Loan Scheme). Such schemes lever in private sector funding for the improvement of housing conditions.

- 4.3.3 There is an increased recognition that poor housing causes disease and injury. These result in significant financial and other costs to both the NHS and society as a whole.

4.4 City Context

- 4.4.1 The document Plymouth Private Sector Stock Condition 2010 demonstrated that 37.6% of vulnerable householder occupied properties fell below the Decent Homes Standard. The same report also identifies the links between poor housing and other indicators of deprivation and inequality; it infers that there are significant costs arising from the presence of HHSRS category 1 hazards in Plymouth's homes.
- 4.4.2 Plymouth City Council has seen a significant reduction in the financial resources available for the improvement of substandard housing. The remaining funds need to be more finely targeted to achieve the maximum benefits.

5 Assistance Priorities

- 5.1 The quality and condition of private housing affects many aspects of residents' life. The following priorities have been identified:
 - 5.2 Health and Safety in the home.
 - 5.2.1 The Health and Safety Hazard Rating System (HHSRS) defines the range and assesses the severity of hazards within the home. It is a priority to remove the most serious hazards (classified as Category One), which will also contribute to increasing the numbers of properties meeting the Decent Homes Standard.
 - 5.2.2 This priority is to be achieved through Home Improvement Assistance, Empty Property Renovation Loans, Houseproud loans, advice, assistance and enforcement where appropriate. Information will be provided to all owners and occupiers advising them of the steps they can take to prevent and/or minimise housing problems.
- 5.3 Reducing inequality
 - 5.3.1 Home Improvement Assistance is to be targeted at owner occupiers living in the South East and South West Localities. These contain the neighbourhoods with the highest levels of deprivation, morbidity and mortality. A list of post codes will be prepared to define these areas.
 - 5.3.2 HHSRS identifies those housing defects which have the greatest impact on health and safety. Remedying Category one hazards will have a significant effect on improving health in these areas.

5.4 Alleviate Fuel Poverty and Excess Cold

- 5.4.1 We will work in partnership with occupiers, landlords, Energy Action Devon and the CosyDevon partnership to maximise available funding sources to improve energy efficiency and install adequate, efficient and affordable heating systems. This is to be achieved through Warm Front grants, Healthy Homes grants, Home Improvement Assistance and the CosyDevon scheme.

5.5 Support independent living

- 5.5.1 Ensuring that householders can live independently in their property for as long as possible is a key government objective and echoed in regional and local strategies. This is achieved by the mandatory Disabled Facilities Grant, the Discretionary Relocation Grant and funds provided for Care and Repair's Handyperson Scheme.

5.6 Housing Choice and Empty Properties

- 5.6.1 We will work in partnership with owners of empty property, housing associations, landlords and the public to ensure that empty properties are returned to use. This will be achieved using Empty Property Renovation Loans.
- 5.7 In order to support all the above priorities, the Council will aim to prevent disrepair by advising owners how to maintain and repair their properties. The Council has published manuals and leaflets providing the relevant information and will continue to distribute them.

6 Financial Assistance (Excluding Disabled Adaptation)

- 6.1 Before 2009, Plymouth householders had been offered a number of home improvement grants, targeted according to property condition, location and owners' vulnerability status. Householders have seen significant increases in equity even allowing for the recent downturn in the market and consultation (prior to the 2009 Assistance Policy) had shown that they acknowledge their responsibility for home maintenance and improvement.
- 6.2 The 2009 Assistance Policy evaluated available loan providers. The options proposed by the Home Improvement Trust (HIT) were chosen on the basis of (a) providing overall best value for money, both for Plymouth City Council and Plymouth householders and (b) their capacity to lever in private finance to support many potential applicants through the equity release process. HIT remains the best option for Plymouth.

- 6.3 The availability of affordable equity release loans gives Councils the opportunity of assisting more homeowners in improving their housing conditions. This also addresses the dependency on publicly funded grants, which can result in delaying private investment.
- 6.4 The 2011 Stock Condition Survey also shows that housing in the private rented sector exhibits the highest rates of non-decency and category one (HHSRS) hazards. Landlords have a legal duty to keep their property in a good state of repair. Experience has shown that an informal approach is more effective in raising the standard of private rented housing than the taking of formal enforcement action. Landlords remain responsible for the financial costs of improvement, repair and maintenance of their property; this would be expected of any other commercial enterprise.
- 6.5 Any assistance which could be provided for landlords would be at the expense of the funding available for owner occupiers. Monies are limited, and schemes can not be supported to assist owner occupiers outside specified areas. In this context it is not possible to justify landlords' financial assistance.
- 6.6 Owners of empty property are supported through the use of three loans. Monies for these schemes are not dependant upon the same funding arrangements which support owner occupiers. The three loans are:
- Empty Property Renovation Loans to Let (for letting the property through the HouseLet and EasyLet schemes)
 - Empty Property Renovation Loans to Sell (to enable owners to refurbish and sell for occupation)
 - Empty Property Renovation Loans to Occupy (to enable owners to refurbish for their own occupation)

The Loan to Let is repayable by "equal" instalments over a maximum period of five years. The Loan to Sell and Loan to Occupy are repayable within 12 months and three months respectively. These three loans represent good value despite their maxima being higher than those for other forms of assistance. Each loan will be repaid and reissued many times, bringing a number of empty dwellings back into use.

6.7 Table I - Loans and grant schemes to assist householders and landlords and meet assistance priorities.

Housing Assistance Policy	Assistance Priority	Aimed at	Further Information
Home Improvement Assistance	Improve health and safety in the home and increase the number of decent homes By addressing the hazard of Excess Cold, alleviate fuel poverty and reducing carbon emission. Address health inequality.	Owner Occupiers	Appendix B,C
Mandatory Disabled Facilities Grant	Support Independent Living	Owner Occupiers / Tenants	Appendix B,D
Discretionary Relocation Grant	Support Independent Living	Owner Occupiers	Appendix E
Empty Property Renovation Loans to Let	Remove category I hazards Increase the number of decent homes Provide a wider housing choice	Owners of empty property intending to let	Appendix F, I, K, L
Empty Property Renovation Loans to Sell	Remove category I hazards Increase the number of decent homes Provide a wider housing choice	Owners of empty property intending to sell	Appendix G, I, K
Empty Property Renovation Loans to Occupy	Remove category I hazards Increase the number of decent homes Provide a wider housing choice	Owners of empty property intending to owner occupy	Appendix H, I, K
Healthy Homes Grant	Alleviation of existing cold-related medical conditions; alleviating fuel poverty, reducing the hazard of Excess Cold; reducing carbon emissions; increasing disposable income.	Owner Occupiers	Appendix B,J
Cosy Devon Subsidy	Reducing the hazard of Excess Cold, alleviating fuel poverty, reducing carbon emissions, increasing disposable income.	Owner Occupiers and private tenants	
Houseproud Loan	Improve health and safety in the home, increase the number of decent homes By addressing the hazard of Excess Cold, alleviating fuel poverty and reducing carbon emission. Supporting independent living	Owner Occupiers	Appendix A Directly from Houseproud 0800 873 7569

7 Housing Assistance Principles for Improvement

7.1 Income Targeting

- 7.1.1 As the Council's funding can only address a small minority of cases it is targeted in accordance with Council priority areas, priority outcomes and target groups.
- 7.1.2 Generally assistance (Home Improvement Assistance) is targeted at financially vulnerable householders living in the South East and South West Localities.
- 7.1.3 Assistance is available for energy efficiency improvements through CosyDevon. This assistance includes a 'vulnerable' offer of a subsidised price for (i) people aged 60-69 and (ii) people with a household income less than £18,000pa. 'Vulnerable' households are a sub-set of the 'able to pay' sector (as defined by Ofgem in relation to Government policy), with a definition agreed by the eleven councils in the CosyDevon partnership.
- 7.1.4 Assistance is available for energy efficiency and ventilation improvements through the Healthy Homes grant. The grant is aimed at people who do not qualify for Warm Front grant but who are suffering a long term cold-related illness.
- 7.1.5 Healthy Homes grant is also available to assist with provision of suitable heating systems, however clients must have limited capital in order to benefit from this.
- 7.1.6 The options for all other householders are either to self-fund the works or take out a commercial loan. Householders over 60 (or those registered disabled and/or living with registered disabled person) have the added option of a Houseproud Loan (facilitated by the Home Improvement Trust).
- 7.1.7 To protect vulnerable householders, loan schemes in this policy generally carry a guarantee of no-repossession. The exceptions to this are the three Empty Property Renovation Loans.
- 7.1.8 Loan assistance is also strategically targeted to assist the owners of empty property bring them back into use. The strategic demands to increase housing supply (by bringing vacant housing into use), and to address problems associated with void property, necessitate the approval of short term loans for this purpose.

7.1.9 Table 2 – Loan and Grant Options for Improvement

Works and Householder Status	Assistance Options	Financial Support available?
General Improvements		
Owner Occupiers both financially vulnerable (see 7.1.10) and living in specified areas	<ul style="list-style-type: none"> • Home Improvement Assistance (HIA) • Advice through leaflets and signposting • Self funding • Commercial loan 	Yes (for HIA)
Owner Occupiers over 60 or with disabled person in household	<ul style="list-style-type: none"> • Houseproud Loan • Advice through leaflets and signposting • Self funding • Commercial loan 	Yes (through Houseproud Loan)
All clients	<ul style="list-style-type: none"> • Advice through leaflets and signposting • Self funding • Commercial loan 	No
Specific Works to Improve Heating, Insulation and Ventilation		
Owner Occupiers over 50, with cold related illness, with less than £8000 savings and not WarmFront eligible	<ul style="list-style-type: none"> • Healthy Homes Grant for heating provision 	Yes PCC Grant
Owner occupiers with cold-related illness who are not Warm Front eligible	<ul style="list-style-type: none"> • Healthy Homes Grant for insulation and ventilation improvements 	Yes PCC Grant
All owner occupiers and private sector tenants	<ul style="list-style-type: none"> • CosyDevon – energy efficiency improvements 	Yes PCC Subsidy (Energy Action Devon)
Empty Properties		
Owners of Empty Properties	<ul style="list-style-type: none"> • Empty Property Renovation Loan to Let • Empty Property Renovation Loan to Sell • Empty Property Renovation Loan to Occupy • Advice • Self funding • Commercial loan 	Yes PCC Loan (in respect of first three bullets)

7.1.10 To be considered vulnerable householders must be in receipt of at least one of the principal means tested or disability related benefits that constitute Plymouth City Council's definition of "vulnerable". These are:

• Income Support,
• Council Tax Benefit,
• Income Based Job Seekers Allowance,
• War Disablement Pension,
• Pension Credit ,
• Working Tax Credit (WTC) providing the recipient has a relevant household income of less than £ 15,460* plus either a disability element of WTC, Disability Living Allowance or , Attendance Allowance
• Child tax credit providing the recipient has a relevant household income of less than £ 15,460*
• <i>*Subject to change by Government</i>

7.2 Prioritisation

7.2.1 Should demand for Home Improvement Assistance outstrip supply, applications will be prioritised according to the following criteria:

- **Priority One** - Properties with Category One Hazards and relevant 'vulnerable group', disabled, chronically ill or infirm person present.
- **Priority Two** – Properties with Category One hazards and relevant 'vulnerable group', disabled, chronically ill or infirm person not present.
- **Date order of receipt of enquiry/application**

In this context the term relevant "vulnerable group" means the age group most at risk from the hazard as defined in the HHSRS Operating Guidance.

7.2.2 Empty Property Renovation Loans will be prioritised by examination of the potential risk of loan/scheme failure, the strategic benefits to be gained, and the order of enquiry/application.

7.2.3 Other forms of loan and grant assistance (for improvement) will be prioritised in order of enquiry/application.

7.3 Narrowing the Gap

- 7.3.1 Home Improvement Assistance will be offered in the South West and South East Localities of the City. These are considered to be the most deprived. They generally have high levels of owner occupied, older housing with more HHSRS category I hazards. These have been identified from the Private Sector Housing Stock Conditions report 2010. Some of these areas are already major regeneration areas. Appendix K describes these areas in detail.

7.4 Value for Money

- 7.4.1 Although good quality private sector housing is recognised as a public asset it is neither desirable nor possible for local authorities to offer assistance for all private sector housing problems. Homeowners and landlords are primarily responsible for the maintenance and repair of their properties. Where there is insufficient income, equity in the property should be released to fund repairs and maintenance. In general, public finance will only be approved where it is reasonable and appropriate to do so.
- 7.4.2 Council assistance is aimed at improving health and safety within the home. This will help achieve the Government's Decent Homes standard.
- 7.4.3 Experience has shown that in general repayable schemes of assistance do not operate successfully where the Council offers an alternative of grant assistance. The grants that remain are of limited scope and value, and their presence does not compromise the loan schemes.
- 7.4.4 Plymouth City Council will work with our partners Care and Repair and the Home Improvement Trust to provide a value for money service.
- 7.4.5 Care and Repair, the local home improvement agency for the city, will support vulnerable householders through the application process.
- 7.4.6 The 2009 Assistance Policy approved the use of The Home Improvement Trust (HIT) as the Council's partner for the provision of loan services. HIT is a not for profit organisation supporting the over 60s and disabled people in obtaining private finance for home improvements and adaptations. HIT works in partnership with over 100 local authorities in the UK and arranges loans provided by the Dudley Building Society that carry a guarantee of no-repossession. It has access to low cost legal and valuation services and liaises with the Department of Works and Pensions to take maximum advantage of any interest relief that may be available. It remains the best partner for providing this service.

- 7.4.7 Resources will be maximised where it is possible and practical to do so, external funding will continue to be sought for initiatives that underpin this policy, e.g. funding for energy efficiency measures will be utilised where possible.

8 Housing Assistance Principles for Adaptation

- 8.1 Grants and loans are available to assist in the adaptation of housing to meet the needs of disabled clients. Funding is limited and best use of resources is required to achieve the maximum effect.

8.2 Disabled Facilities Grants

- 8.2.1 Disabled Facility Grants are largely subject to the requirements of legislation. DFGs are mandatory grants; approval is required where an applicant meets specific disability and financial criteria.
- 8.2.2 The Government has issued three consents which will enable the Council to improve the use of its resources. These have all been incorporated into this policy as they improve the financial efficiency of the DFG scheme. These consents refer to the repayment of portions of the grant where a client moves, the recycling of specialist equipment where this is no longer needed and the reclaiming of compensation where a successful claim is made.

8.3 Discretionary Relocation Grant

- 8.3.1 This grant has been introduced to help disabled clients whose homes are not suitable for adaptation to meet the needs of the client. The works may be impossible or simply impracticable. Their cost may be excessive. Even if the works were carried out, the property may still be unsuitable for occupation.
- 8.3.2 The Relocation Grant offers the alternative of finding another home which is suitable with minimal adaptation; the assistance helps fund the financial shortfall arising from the purchase of the new property.

8.4 Houseproud Loans

- 8.4.1 Houseproud Loans can be used to finance adaptations where the needs, or financial circumstances, of the client fall outside the other schemes.

8.5 Prioritisation

- 8.5.1 Disabled Facility Grants will be prioritised by the Occupation Therapist in their assessment of the needs of the client.

9 Application and Decision Making

9.1 Application Process

9.1.1 Home Improvement Assistance

- Following an initial enquiry received in person, by telephone, letter, email, or referral from Council Officers, the Council will send an information sheet and enquiry form to the applicant.
- After returning the completed enquiry form, the applicant will be advised whether they are eligible for assistance.
- Applicants will be asked to complete an application form (help may be available from Care and Repair) and a Council Technical Officer assesses the eligible works and estimates the likely costs of the works.
- If the client wishes to proceed with the application, the Technical Officer produces a schedule of works.
- Following receipt of quotations, the Technical Officer advises the applicant on the best quotation and a formal approval document is issued.

9.1.2 Minor Healthy Homes Grants (for insulation improvements) will be carried out by the Council's appointed contractor. Otherwise a similar process will be followed.

9.1.3 CosyDevon subsidy is administered on behalf of local authorities by Energy Action Devon (EAD) according to rules agreed by the eleven councils in the partnership. All or most of the cost of measures is met by our energy company partner, with contributions in some cases from the householder and from the council subsidy.

9.1.4 Empty Property Renovation Loans will follow a similar process (to Home Improvement Assistance) for approval. However, the applicant will be required to produce and submit a schedule of works².

9.1.5 Houseproud Loans

9.1.5.1 Applicants who are ineligible for other forms of assistance, or for whom only part of the works that they require can be assisted, may be eligible for a Houseproud Loan.

² Help with the preparation of a schedule of works can be provided upon request.

9.1.5.2 Houseproud Loans are available for those over 60, or living with disabled people. They will be referred to the Home Improvement Trust who will contact them with an information pack and the relevant documentation. Help with the process and technical assistance is available through the Council.

9.1.6 Mandatory Disabled Facilities Grants

9.1.6.1 Clients are referred for disabled facilities grants following an assessment carried out by an Occupational Therapist (Social Service, Health, Private) or self referral from the disabled person. A referral form and schematic from the Occupational therapist forms the basis for referral. Clients are supported by the Council and Care and Repair throughout the application and building processes.

9.1.7 Discretionary Relocation Grant

9.1.7.1 The need for this grant will normally be identified as a result of a Disabled Facilities Grant enquiry. Clients' needs are assessed at the Case Review Meeting for this assistance and if appropriate an offer will be made to clients.

9.2 Approvals

9.2.1 Assistance³ is approved by the officers as set out in the report Delegated Authorities for Officers with Statutory Duties 2010 (and its successors).

9.3 Assistance Panel

9.3.1 The Assistance Panel consists of at least two of the following: Private Sector Team Leaders, Strategy and Development Manager, the Private Sector Housing and Regeneration Manager or the Assistant Director (Strategy and Renewal). Representations to the panel can be made by clients or by client advocates on behalf of their clients. Decisions will be reported back to the Assistant Director (Strategy and Renewal).

³ Other than Houseproud loans and CosyDevon which are administered by the Home Improvement Trust and Energy Action Devon respectively

9.3.2 The Assistance Panel may generally review the circumstances relating to the conditions, rejection, approval, payment or claim for repayment in respect of any application for Assistance. Exceptions to this are where (1) the matter refers to a Houseproud Loan⁴ or CosyDevon⁵ and (2) the matter is subject to a legislative requirement. In particular, it may:

- Consider applications where there are concerns as to whether assistance is the most appropriate course of action, including where there is insufficient equity to secure repayment of the assistance
- Consider applications from vulnerable people where there is no other source of funding available
- Increase the amount of assistance available in a particular case
- Consider increasing the amount of assistance where, in the course of the work, a defect is uncovered which must be remedied as part of making the dwelling decent
- In the case of Home Improvement Assistance, Discretionary Relocation Grant and Empty Property Renovation Loans - waive, or make a lesser demand for, the requirement to repay monies where the owner of the property has no (or limited) available equity when the property is sold or title transferred
- In the case of mandatory Disabled Facilities Grants – waive, or make a lesser demand for the requirement to repay monies where a portion of the grant is repayable
- Consider applications for carrying out the works on a “DIY” basis or where the applicant is the owner of a limited company
- Consider applications in respect of those residential premises which fall outside the definition of “dwelling”; this can include house boats and “mobile homes”
- Make decisions as to the best course of action where there are disputes relating to the payment of contractors.
- Consider situations where applicants die prior to the completion of works

⁴ Houseproud is funded and approved through the Home Improvement Trust (an external agency); the Council has no authority to intervene in these matters

⁵ CosyDevon is a partnership with an Energy Provider, again an external agency. The partnership agreement will have been agreed prior to the consideration of any particular case, and it may not be possible to alter the terms of this in respect of a particular client.

10 Consultation

10.1 Pre-policy consultation has been carried out with relevant stakeholders and organisations which included:

Age UK
Citizens Advice Bureau, Plymouth
Disability Advice Services Centre
Fata He
Plymouth Area Disability Action Network
Plymouth Guild of Volunteers
Race Equalities Council

10.2 The main issues raised as a result of these consultations are:

- Technical corrections
- Value for Money

10.3 In response to these concerns, we have:

- Made appropriate technical alterations
- Confirmed procurement methods

11 Equal Opportunities

11.1 The Council's policy is to treat all those that apply for assistance fairly and on an equitable basis founded on case by case needs assessment, regardless of gender, sexual orientation, marital status, race, nationality (including citizenship)⁶, disabilities or religious or political affiliation. The Council regularly monitors its applications for assistance to ensure that policies and procedures comply with current equal opportunities legislation.

11.2 An Equal Impact Assessment has been carried out and is available to the public via the Social Inclusion Unit.

⁶ (subject to Appendix B – General Conditions of Assistance, item 12 – Persons from abroad)

12 Complaints and Comments

- 12.1 Comments, complaints or suggestions about the Policy or any aspect of our work are welcomed. The Council's standard comments, complaints and appeals procedure will be followed. If you would like a copy of this, please contact us on Tel 01752 307075 or go to the website www.plymouth.gov.uk .
- 12.2 If a complaint is about a Freedom of Information request, you can complain to the Information Commissioner. www.informationcommissioner.gov.uk

13 Access to information and Data Protection

- 13.1 The information collected on the questionnaire, application form and supporting evidence from Plymouth City Council will be used to process applications for assistance. The information may be passed on to the Department of Work and Pensions and Inland Revenue as permitted by law.
- 13.2 The Council may also check the information provided by the applicant or information provided by a third party, with other information held by the Council.
- 13.3 The Council may also obtain information from certain third parties, or give information to them to check the accuracy of the information, to prevent or detect crime, or to protect public funds in other ways, as permitted by law. These third parties include Government Departments and other Local Authorities.
- 13.4 Personal information will not be disclosed about applicants to anyone outside Plymouth City Council nor will we use information about you for other purposes unless the law permits this.
- 13.5 Information may be used for statistical purpose. Such information will be displayed so that it can not be attributed to any person.
- 13.6 Plymouth City Council is the data controller for the purposes of the Data Protection Act 1998.

14 Review and Revision of this policy

- 14.1 This policy will be reviewed and revised when required.

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Appendix A – Types of assistance available

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Assistance Policy	1. Home Improvement Assistance
Purpose	<p>Home Improvement Assistance is used by Plymouth City Council to assist vulnerable homeowners in improving their housing conditions by removal of Category I hazards.</p> <p>Home Improvement Assistance is to reduce health inequalities in the most deprived neighbourhood areas.</p>
Eligibility	<p>The applicant must have an owner's interest (Annex I of Appendix C) in the dwelling.</p> <p>Home Improvement Assistance is only available in the neighbourhood areas and postcodes designated in Appendix K</p> <p>Property must fail the Decent Homes Standard due to having one or more hazards assessed as Category I within the Housing Health and Safety Rating System.</p> <p>The Council will only support Home Improvement Assistance where it considers this is reasonable.</p> <p>The applicant must also be in receipt of one or more of the principal income related or disability benefits which are recognised as part of Plymouth City Council's definition of 'vulnerable'. Where the owners are separately assessed for benefits, then all the applicants and owners must be in receipt of one or more of the relevant benefits.</p> <p>Assistance is limited to one application in any period of five years.</p>
Eligible Works	<p>Works to remove one, or more, of the Category I hazards present. Works are to be carried out to reduce the risk to health and safety as far as reasonably possible having regard to the circumstances.</p> <p>Assistance is available towards works to a house, flat or the relevant proportion of the common parts of the building for which the applicants are responsible.</p>

Financial Arrangements	<p>Home Improvement Assistance is a repayable grant. Repayment is due where the applicant(s):</p> <ul style="list-style-type: none"> ▪ transfer their property, within 15 years or ▪ move out of their property within 15 years. <p>Assistance is limited to £5000. This covers all self-contained flats and houses.</p> <p>Plymouth City Council's repayable grants are secured on the householders' house or flat by either a local land charge or legal charge. They are financed by Plymouth City Council.</p> <p>Interest may be charged if there is a breach of the conditions of the Assistance.</p>
Application	To Plymouth City Council.
Approvals	Plymouth City Council will issue a formal approval.
Clients' Agent	Care and Repair (recommended)
Payment	Payment is made on (a) client approval of works and (b) Council approval of contractors' invoices and (c) Council satisfaction of the completion of works. Payment is made to the contractors.
Main Conditions	<p>The property is to be both owned and occupied by the applicants for the period of 15 years.</p> <p>Assistance is secured with either a local land charge or legal charge against the property. This charge is only removed after 15 years, or when the repayable grant has been repaid, whichever is the soonest. The document "General Conditions for All Assistance Appendix B and Conditions Assistance Appendix C" apply to this assistance.</p>

Assistance Policy	2 Disabled Facilities Grant
Purpose	To provide adaptations to help disabled persons continue to occupy their homes
Eligibility(all criteria must be satisfied)	<p>The application must be supported by an Occupational Therapist's statement confirming that the works are necessary and appropriate.</p> <p>The works must refer to those items specified in the Housing Grants Construction and Regeneration Act 1996 (the 1996 Act) Section 23(1) as amended.</p> <p>The works must be reasonable and practicable as determined by the Technical Officer.</p>
Eligible Works	Works to relate to the 1996 Act Section 23(1) as set out in the statement of need.
Financial Arrangements	Subject to a test of resources that is used to calculate the applicants' contribution towards the cost to the work. There is a limit of £30,000 for the works (this includes any contribution which has to be paid by the applicant)
Application	Referral route may be via Adult Social Care, Children's Services, Private Occupational Therapist, NHS Occupational Therapist or any other Occupational Therapy Practitioner. Self referral will be accepted, however, the Council may require consultation with an Occupational Therapist.
Approvals	Plymouth City Council will issue a formal approval
Clients Agent	Care and Repair (recommended)
Payment	Payment is made on (a) client approval of works and (b) Council approval of contractors' invoices and (c) Council satisfaction of the completion of works. Payment is made to the contractor(s).

Main Conditions	<p>The Council will specify that specialist items of equipment may be removed from the property when these are no longer required by the disabled person.</p> <p>Where the property is sold, the Council may demand repayment of that portion of the grant that exceeds £5000 subject to a maximum repayment of £10,000. This amount is registered as a local land charge.</p> <p>The Council may demand repayment of (part of) the grant where the works relate to a claim for compensation and this claim is successful.</p> <p>Conditions of grant apply for 5 or 10 years (depending upon the value of works completed). These are secured by a local land charge.</p> <p>The document “General Conditions for All Assistance Appendix B” and “Conditions Assistance Appendix D” apply to this assistance</p>
General Note	<p>Most of the requirements of Mandatory Disabled Facilities Grants are controlled by the provisions of the Housing Grants, Construction and Regeneration Act 1996.</p>

Assistance Policy	3. Discretionary Relocation Grant
Purpose	To assist disabled people and families with disabled children to move to a home that better suits their needs.
Eligibility (all criteria must be satisfied)	<p>A discretionary relocation grant is available where the home of a disabled person, or family with a disabled child cannot be adapted either because the expense is prohibitive or the required changes are not feasible.</p> <p>The applicants propose to move to a home, within the area of Plymouth City Council, which:</p> <ul style="list-style-type: none"> ▪ is in a habitable condition and ▪ relocation is a more cost effective option (in terms of public funding) to meet the assessed need.
Eligible Expenditure	The grant is available for funding any gap in value between selling one property and purchasing a more suitable one. It can also be used to cover fees and legal expenses.
Financial Arrangements	The grant is for a maximum of £ 30,000.
Application	<p>An application will need to consist of:</p> <ul style="list-style-type: none"> • Application form • Confirmation of sale price • Confirmation of purchase price • Details of mortgage redemption cost (if any) • Details of new mortgage (if any) • Details of costs of fees etc. • All details to be confirmed by solicitor acting for sale/purchase
Approvals	By Plymouth City Council on recommendations from a case review meeting
Payment	Funds will be paid to a solicitor on exchange of contract so that they are available for completion

Main Conditions

The grant will be secured as a Legal Charge on the property for 15 years.

Specific conditions may be incorporated requiring the completion of works to make the property suitable for occupation by the disabled client. These works will:

- be identified by an Occupational Therapist's statement confirming that the works are necessary and appropriate **and**
- refer to those items specified in the Housing Grants Construction and Regeneration Act 1996 (the 1996 Act) Section 23(1) as amended.

Conditions of Assistance Appendix E applies

Assistance Policy	4 Empty Property Renovation Loans to Let
Purpose	<p>To assist owners of empty property to bring it up to at least decent homes standard suitable for inclusion on the Council's HouseLet or EasyLet schemes.</p> <p>To maximise the use of the City's existing housing stock.</p> <p>To improve the built environment and contribute to the regeneration of Plymouth.</p>
Eligibility(all criteria must be satisfied)	<p>The property must be empty⁷ and unsuitable for letting in its current condition.</p> <p>Preference is given to property that is;</p> <ol style="list-style-type: none"> 1 derelict or in serious disrepair 2 a nuisance and detrimental to nearby properties 3 an eyesore within the neighbourhood 4 a larger property that can be converted into numerous self-contained dwellings. <p>On completion of work all the dwellings must be suitable for immediate occupation</p> <p>The applicant must be the registered owner of the property at the time of approval. In the case of leasehold property, an unexpired term of at least 5 years must remain on the date when works are certified as complete.</p> <p>The application will be risk assessed to ensure the project likelihood of success and minimise the risk of non repayment of loan monies.</p> <p>The applicant must not own a portfolio of empty property for which he has no advanced plans to bring back into use⁸.</p>

⁷ Priority is given to those properties empty for over six months

⁸ The Empty Homes Manager must be satisfied that the plans stated will come to fruition.

Eligible Works	<p>On completion, the work must comply with the decent homes standard⁹ and any other criteria that may be required for inclusion on the HouseLet/EasyLet schemes.</p> <p>Works are limited to those within the property curtilage (unless they relate to essential services)</p>
Financial Arrangements	<p>Maximum assistance is £25,000 for each self contained unit of accommodation, or £75,000 for the building, whichever is of the lesser value. These maxima include VAT and fees.</p> <p>90% of the sum of the loan is paid to the applicant on approval, and the remaining 10% on completion of works.</p> <p>Repayment is by equal monthly payments over a term not exceeding 5 years. The loan is interest free unless there is a breach of conditions.</p> <p>Moneys are to be secured through a first or second legal charge on the property.</p>
Application	<p>Loans will be advertised within the PCC Empty Homes Delivery Plan and on the website and housing expos and via press releases.</p> <p>Loan Application forms are provided by the empty homes team and will form part of the application pack that will consist of;</p> <ol style="list-style-type: none"> 1. An application form 2. Confirmation of ownership of the property¹⁰ 3. A specification of planned works 4. A schedule of planned works with a clearly defined timeline¹¹

⁹ A outline of the Decent Homes Standard and HouseLet/EasyLet standards can be found in Appendix K. To find out more about the Decent Homes Standard go to the [Communities and Local Government](#) website.

¹⁰ Land registration certificate or solicitors confirmation of purchase

¹¹ PCC can provide assistance with this if required

	<ol style="list-style-type: none"> 5. Two itemised estimates of the cost of all the required works together with the cost of any associated fees e.g. structural engineer's fees. 6. Specialist reports, building consents, and plans where required 7. Signed authority to credit check the applicant 8. Bank details form (for bacs payment) 9. A cheque for the loan application fee (£250 each building plus £40 for any additional registered title) 10. Any other details or relevant consents the council has asked the applicant to provide at the enquiry stage.
Approvals	By Plymouth City Council Officers
Applicant's Agent	None
Payment	<p>The applicant must notify the Council of the intention to accept the loan within 6 weeks of formal approval.</p> <p>90% of the loan is paid to the applicant upon their acceptance of the formal offer of the loan.</p> <p>Final payment (10%) is made on (a) applicant's approval of works (b) Council approval of contractors' invoices and (c) Council satisfaction of the completion of works. Payment is made to the applicant</p>
Main Conditions	<p>The applicant must enter a HouseLet/ EasyLet Agreement equal to the repayment period of the loan.</p> <p>The applicant must not sell the property within the agreed letting period. In exceptional circumstances the Empty Homes Manager may approve the return of the property to the owner. The full amount of outstanding loan becomes repayable immediately upon cessation of the agreement.</p> <p>The loan and its conditions are registered as a Legal Charge with the Land Registry (or Companies House).</p>

Works must commence within six weeks of the release of loan monies and be completed within the date specified in the approval letter.

The dwelling/all dwellings in the property are to be let in accordance with the Council's HouseLet or EasyLet scheme. The specific scheme, and duration of the scheme, will be specified. In all cases the repayment period will be a maximum of five years.

Works are to be carried out in accordance with the scheme as approved

Breach of loan conditions will result in a demand for immediate payment. Interest will be charged at a rate of 8% compounded annually from the date of the demand.

Appendix F Applies.

Assistance Policy	5 Empty Property Renovation Loans to Sell
Purpose	<p>To remove Category I hazards to bring empty property up to a minimum of the decent homes standard¹² to sell in order to bring them back into use.</p> <p>To maximise the use of the City's existing housing stock.</p> <p>To improve the built environment and contribute to the regeneration of Plymouth.</p>
Eligibility(all criteria must be satisfied)	<p>The property must be empty¹³ and unsuitable for occupation in its current condition.</p> <p>Preference is given to property that is;</p> <ol style="list-style-type: none"> 1. derelict or in serious disrepair 2. a nuisance and detrimental to nearby properties 3. an eyesore within the neighbourhood 4. larger properties that can be converted into numerous self-contained dwellings. <p>On completion of work all the dwellings must be suitable for immediate occupation once sold.</p> <p>The applicant must be the registered owner of the property at the time of approval.</p> <p>The application will be risk assessed to ensure the project likelihood of success and minimise the risk of non repayment of loan monies.</p> <p>The applicant must not own a portfolio of empty property for which he has no advanced plans to bring back into use¹⁴.</p>

¹² A outline of the Decent Homes Standard can be found in Appendix K. To find out more about the Decent Homes Standard go to the [Communities and Local Government](#) website.

¹³ Priority will be given for property that has been empty for over six months

¹⁴ The Empty Homes Manager must be satisfied that the plans stated will come to fruition.

Eligible Works	<p>Work to remove Category I Hazards and prepare the property to a minimum of the decent homes standard in readiness for sale on the open market.</p> <p>Works are limited to those within the property curtilage (unless they relate to essential services)</p>
Financial Arrangements	<p>Maximum assistance is £25,000 for each self contained unit of accommodation, or £75,000 for the building, whichever is of the lesser value. These maxima include VAT and fees.</p> <p>90% of the sum of the loan is paid to the applicant on approval, and the remaining 10% on completion of works</p> <p>The loan will be repayable immediately upon completion of the sale. Should a completion of sale of the property not take place within 12 months of the date of practical completion interest will be charged on the outstanding balance of the loan at a rate of 8% compounded annually.¹⁵</p> <p>Moneys are to be secured through a first or second legal charge on the property.</p>
Application	<p>Loans will be advertised within the PCC Empty Homes Delivery Plan and on the website and housing expos and via press releases</p> <p>Loan Application forms are provided by the empty homes team and will form part of the application pack that will consist of;</p> <ol style="list-style-type: none"> 1. An application form 2. Confirmation of ownership of the property¹⁶ 3. A specification of planned works 4. A schedule of planned works with a clearly defined timeline¹⁷ 5. Two itemised estimates of the cost of all the required works together with the cost of any associated fees e.g. structural engineer's fees.

¹⁵ The amount of interest payable will be calculated and added to the capital value of the loan and will be payable in full once the sale is completed.

¹⁶ Land registration certificate or solicitors confirmation of purchase

¹⁷ PCC can provide assistance with this if required

	<ol style="list-style-type: none"> 6. Specialist reports, building consents, and plans where required 7. Signed authority to credit check the applicant 8. Bank details form (for bacs payment) 9. A cheque for the loan application fee (£250 each building plus £40 for any additional registered title) 10. Any other relevant consents/ details the council has asked the applicant to provide at the enquiry stage.
Approvals	By Plymouth City Council Officers
Applicant's Agent	None
Payment	<p>The applicant must notify the Council of the intention to accept loan within 6 weeks of formal approval.</p> <p>90% of the loan is paid to the applicant upon their acceptance of the formal offer of the loan.</p> <p>Final payment (10%) is made on (a) applicant's approval of works (b) Council approval of contractors' invoices and (c) Council satisfaction of the completion of works. Payment is made to the applicant</p>
Main Conditions	<p>The loan and its conditions are registered as a Legal Charge with the Land Registry (or Companies House).</p> <p>Works must commence within six weeks of the release of loan monies and be completed within the date specified.</p> <p>The dwelling/all dwellings in the property are to be sold within 12 months of completion and repayment made of the loan in full at that time.</p> <p>Works are to be carried out in accordance with the scheme as approved.</p> <p>Breach of loan conditions will result in a demand for immediate payment. Interest will be charged at a rate of 8% compounded annually from the date of the demand.</p> <p>Appendix G applies.</p>

Assistance Policy	6 Empty Property Renovation Loans to Occupy.
<p>Purpose</p>	<p>To remove Category I Hazards to bring empty property to a decent homes standard¹⁸ suitable for occupation by the applicant.</p> <p>The loan will increase the equity in the property to allow the owner occupy¹⁹ and mortgage it to repay the loan within three months of completion of the works.</p> <p>To maximise the use of the City's existing housing stock.</p> <p>To improve the local environment and contribute to the regeneration of Plymouth.</p>
<p>Eligibility(all criteria must be satisfied)</p>	<p>The property must be empty²⁰ and unsuitable for occupation in its current condition.</p> <p>Preference is given to property that is;</p> <ol style="list-style-type: none"> 1. derelict or in serious disrepair 2. a nuisance and detrimental to nearby properties 3. an eyesore within the neighbourhood <p>On completion of the work all the dwellings must be suitable for immediate occupation</p> <p>The applicant must be the registered owner of the property at the time of approval.</p> <p>The application will be risk assessed to ensure the project's likelihood of success and minimise the risk of non repayment of loan monies.</p>

¹⁸ An outline of the Decent Homes Standard can be found in Appendix K To find out more about the Decent Homes Standard go to the [Communities and Local Government](#) website.

¹⁹ N.B. This loan is not available to owners wanting to subdivide a property in order to let out part of it

²⁰ Priority will be given to property that has been empty for prolonged period periods of time

Eligible Works	<p>Works to remove Category I Hazards and make it suitable for the immediate sole occupation of the owner/s and their immediate family.</p> <p>Works are limited to those within the property curtilage (unless they relate to essential services)</p>
Financial Arrangements	<p>Maximum assistance is £25,000 for the building. This includes VAT and fees.</p> <p>90% of the sum of the loan is to paid to the applicant on approval and the remaining 10% on completion of works</p> <p>Repayment is to be within 3 months of completion of work. The loan is interest free unless there is a breach of conditions.</p> <p>Moneys are to be secured through a first or second legal charge on the property.</p>
Application	<p>When available loans will be advertised in the PCC Empty Homes Delivery Plan, on the website, at housing expos and via press releases.</p> <p>Loan Application forms are provided by the empty homes team and will form part of the application pack that will consist of;</p> <ol style="list-style-type: none"> 1. An application form 2. Confirmation of ownership of the property²¹ 3. A specification of planned works 4. A schedule of planned works with a clearly defined timeline²² 5. Two itemised estimates of the cost of all the required works together with the cost of any associated fees e.g. structural engineer's fees. 6. Specialist reports, building consents, and plans where required 7. Signed authority to credit check the applicant 8. Bank details form (for bacs payment) 9. A cheque for the loan application fee (£250 the property) <p>Any other relevant consents/details the council has asked the applicant to provide at the enquiry stage.</p>

²¹ Land registration certificate or solicitors confirmation of purchase

²² PCC can provide assistance with this if required

Approvals	By Plymouth City Council Officers
Applicant's Agent	None
Payment	<p>The applicant must notify the Council of the intention to accept loan within 6 weeks of formal approval.</p> <p>90% of the loan is paid to the applicant upon their acceptance of the formal offer of the loan.</p> <p>Final payment (10%) is made on (a) applicant's approval of works (b) Council approval of contractors' invoices and (c) Council satisfaction of the completion of works. Payment is made to the applicant</p>
Main Conditions	<p>The loan and its conditions are registered as a Legal Charge with the Land Registry (or Companies House).</p> <p>Works must commence within six weeks of the release of loan monies and be completed within the date specified.</p> <p>Works are to be carried out in accordance with the scheme as approved.</p> <p>The property must be occupied by the owner within one month of completion of works</p> <p>The loan must be repaid within 3 months of completion of works.</p> <p>Breach of loan conditions will result in a demand for immediate payment. Interest will be charged at a rate of 8% compounded annually from the date of the demand.</p> <p>Appendix H applies.</p>

Assistance Policy	7. Healthy Homes Grant
Purpose	To assist those residents having a medical condition exacerbated by living in cold and/or damp conditions.
Eligibility	<ol style="list-style-type: none"> 1. Must be an owner occupier and 2. Must NOT qualify for a government Warm Front Grant and 3. Must have a cold related illness as assessed by use of a Health and Housing Questionnaire (Appendix J) which is assessed as over 22 points. <p>Additional criteria for heating element:</p> <ol style="list-style-type: none"> 4. In respect of a cold related illness the minimum score is over 30 points and 5. Minimum age of health affected client is 50 years and 6. Owners must have savings of less than £8000 (collectively)
Eligible Works	<p>Loft insulation (and associated access and lagging works) where 100mm or less.</p> <p>Cavity wall insulation</p> <p>Mechanical ventilation</p> <p>Efficient heating system appropriate to property</p>
Financial Arrangements	<p>Insulation</p> <p>Grants are available up to a maximum of £250 for loft insulation, and £250 for cavity wall insulation. The referral is passed by PCC to an insulation contractor (Miller Pattison) who liaise directly with client and directly invoice PCC on completion.</p> <p>Ventilation works</p> <p>Grants of up to £300 (each) are available towards the cost of purchasing and fitting an extractor fan in either the bathroom and/or kitchen. The client is provided with a schedule of works prepared by PCC.</p> <p>Heating</p> <p>Grants are available up to a maximum of £3,200 for a new gas central heating system (with a maximum of five radiators) or a replacement boiler . Connection to the gas mains can be considered. Care and Repair obtain quotes from their approved list of heating contractors.</p>
Application	Directly to Plymouth City Council (Home Energy Team) or indirectly through call centre (provided by Energy Saving Trust) or Care and Repair.
Approvals	Plymouth City Council

Client's Agent	Care and Repair for heating works. Care and Repair may act as client's agent in other cases.
Payment	<p>In respect of major works: Payment is made on (a) client approval of works and (b) council approval of satisfactory invoices and (c) council satisfaction of the completion of works. Payment is made to the contractor(s).</p> <p>For works of ventilation and insulation, payment is made to the contractor on receipt of invoice.</p>
Main Conditions	<p>Contractors specified for heating and insulation works. Payment made direct to contractor(s) Conditions set out in Appendix B apply</p>

Assistance Policy	8. Cosy Devon
Purpose	To maximise the uptake of energy efficiency measures in Plymouth leading to reduced energy consumption, reduced carbon emissions, increased comfort and increased disposable income.
Eligibility	Dwelling must be occupied by the owner or a private tenant.
Eligible Works	Loft and cavity wall insulation together with associated works such as provision of core vents, loft-hatch enlargement and scaffolding. Provision of other energy efficiency and renewable energy measures as determined by the local authorities in the partnership and agreed with the energy company funding partner.
Financial Arrangements	Plymouth City Council provides a subsidy to CosyDevon which represents about 16% of the actual cost of operating the scheme in the city. This subsidy makes a contribution to operational costs, marketing and customer price. The PCC subsidy is paid in tranches to Energy Action Devon on the basis of commitments, which is determined largely by customers applying to the scheme but also by the target number of measures we expect to achieve in any given period. For each customer the contractor (appointed by EAD) will invoice the energy company funding partner, the customer and EAD as appropriate.
Application	To Energy Action Devon via the call centre (0800 512012); by post (completion of a paper form with prepaid postage) or by internet (online application form).
Approvals	Approvals are not required as everyone qualifies under rules established by Ofgem for the Department of Energy and Climate Change. EAD and contractors determine eligibility under the various headings, such as 'Super Priority Group' and 'Able to Pay'.
Payment	<p>Payment is made to Energy Action Devon in tranches (see above). EAD provide monthly schedules of households benefiting from measures subsidised by the council.</p> <p>The subsidies are granted under part 1- section 2 of the Local Government Act 2000. This gives the local authority the power to do anything which achieves promotion of economic, social, and environmental well being in the area, or to residents within the area.</p>

Conditions	Applicants must reside in Plymouth and have any necessary consents for the works to be carried out. These may include consents from a landlord, freeholder, mortgagee or holder of a restrictive covenant.
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Assistance Policy	9. Houseproud Loan
Purpose	This is a privately financed loan available to assist people over 60 years old and/or those living with a disabled person to improve their homes.
Eligibility	Available to clients aged over 60 and those with registered disabled persons living in their households
Eligible Works	Generally works of home improvement, repair and adaptation to suit needs of disabled and elderly clients and to make the property decent and free from category I hazards.
Financial Arrangements	<p>Funding source is Dudley Building Society.</p> <p>This is an equity release loan; the maximum sum is determined by the level of equity and actuarial life expectancy of the owners.</p> <p>Repayment may be by monthly payment of loan and capital, or monthly repayment of interest only, or roll up of capital and accumulated interest on disposal of property.</p> <p>Interest is at commercial rates but may be subject to Department of Works and Pensions interest relief. This will depend upon (a) whether client receives appropriate benefits (b) whether works are eligible and (c) whether interest is payable in the course of the loan (DWP relief is not available for roll up loans)</p> <p>The loan is subject to valuation and arrangement fees of (currently) £620²³ (£ 685²⁴ including chancel check) payable by the borrower. It may be possible to include this fee within the loan. This fee is subject to change and may be different to that specified above at time of approval.</p>
Application	To Home Improvement Trust

²³ These are fees set by the Home Improvement Trust and revised by them on a regular basis.

²⁴ These are fees set by the Home Improvement Trust and revised by them on a regular basis.

Clients' agent	Normally Care and Repair
Approvals	Dudley Building Society issues a formal mortgage offer
Payment	<p>Payment is made on (a) client approval of works and (b) presentation of contractors' invoices</p> <p>Payment is made (with the applicants agreement) to the builder through a solicitor's account</p>
Main Conditions	<p>Conditions as per loan agreement issued by the Dudley Building Society. These include:</p> <ul style="list-style-type: none"> ▪ The loan is to be registered as a Legal Charge (and first charge) ▪ There is a penalty if the loan is repaid in the first year ▪ Loan is repayable on sale of the property regardless of any repayment schedule agreed.
General Note	Further information is available on request from Plymouth City Council or the Home Improvement Trust

APPENDIX B

General Requirements of Assistance

In accordance with the Regulatory Reform (Housing Assistance) (England and Wales) Order 2002

The following paragraphs give details on the way the Council will approve public funding for the improvement of property through:

- *Home Improvement Assistance*
- *Disabled Facilities Grant (excluding paragraph 9)*
- *Healthy Homes Grant (excluding paragraphs 16-24 in respect of insulation works)*

They set out general requirements which must be met before moneys can be approved. These paragraphs also provide advice to applicants on their contractual relationship with their chosen builder(s).

Loans approved by the Home Improvement Trust are not publicly funded; however clients may find the contents of paragraphs 16 -24 helpful.

*Expressions that have specific legal definitions are displayed in **bold** text, and their meaning is given in detail in Annexes that follow.*

INTRODUCTION

1. Works must not be started before you receive a formal notification of the approval of financial assistance. If you do commence work, then those works will be excluded from any financial assistance. The Council may also reject your application.
2. Nothing in this document is to be interpreted as committing the Council to the approval, or payment, of assistance towards works to your property.
3. Nothing in this policy is to require the consideration of an application for financial assistance where:
 - There is an excessive risk to the health and safety of Council staff, agents, contractors or other persons or
 - There are any indications that there is a fraudulent element to the application or
 - There are outstanding monies owed to the Council (other than by way of an agreed mortgage where the repayment schedule has been maintained) or
 - The applicants fail to co-operate with the Council (or other persons) in their reasonable requirements to enable this application to be considered (or to be considered in the context of delivering the assistance programme to other clients) or

- There are other difficulties whereby the approval of an application for financial assistance is unlikely to result in the completion of the works or their completion to the appropriate standard.

Decisions regarding these matters are to be referred to the Assistance Panel.

4. Financial assistance will only be available within the budgets approved by the Council for this purpose.
5. The Council will only approve financial assistance where it considers this is reasonable. The technique of “the most appropriate course of action” may be used as a part of the assessment of whether the improvement of the property is reasonable in the circumstances. This technique combines:
 - a financial examination of the costs and benefits of carrying out the works
 - an analysis of how the options for the property will best meet the needs and wishes of the **owners** and occupiers and
 - an assessment of how the options will meet the needs of the area as a whole.

In some cases improvement may not be appropriate; this can occur where:

- the cost of works is excessive,
- the property will remain unsuitable for the client’s occupation, or
- it is unlikely that financial assistance would be repaid in the event of a breach of the conditions.

(this list is not exhaustive)

6. In some cases the cost of carrying out works in accordance with the Council’s schedules may exceed the amount of financial assistance available. In such cases the applicants will be expected to provide the extra finance to meet this standard.

GENERAL REQUIREMENTS

7. Application for assistance must be made on the form approved by the Council for the purpose. It must include all other information that the Council may require. This information must be complete and accurate in all respects. In circumstances where a person is unable to complete the standard application form, appropriate assistance will be made available.
8. The applicants are to have obtained the necessary consents to carry out the works. These include those that may be required by a restrictive covenant, mortgagee or other **owner** (e.g. freeholder) of the property.
9. The applicants must be **owners** holding title to the **dwelling** (or in the case of an application relating to the **common parts** of the building, the dwelling within that building). In the case of a dwelling/property held on a long lease the unexpired term must be sufficient to comply with the specific conditions of assistance applicable.

10. The Council will not approve assistance for works that should be the subject of either an insurance claim under a policy valid at the time of the occurrence of the insurable incident nor that which forms part of a relevant claim for compensation. The existence of such a relevant pending or current claim, of which the Council was unaware at the time assistance was granted, will result in a breach of conditions and any payment made may be required to be repaid.
11. Assistance is also not normally available for:
- Cosmetic repairs e.g. redecoration, minor plasterwork etc.
 - Repair or replacement of domestic appliances, e.g. cookers, gas fires, light fittings etc
 - Repairs to garden buildings and structures, detached garages, outbuildings and sheds, etc.
 - Deliberate damage by the owner or occupier
 - Works already completed
 - Do it yourself works.
12. The Council will not pay assistance to someone who is a “person from abroad” within the meaning of regulation 7A of the Housing Benefit (General) Regulations 1987 (S.I. 1987/1971 as amended). This applies to applicants who have limited leave to remain in the United Kingdom under Home Office immigration procedures.
13. The applicant(s) must be over the age of 18.
14. The applicants will not do or allow anything to be done that might adversely affect the health and safety of the contractor, his employees, Council officers or other persons engaged in the processing of the application and improvement of the property.

FRAUD AND INCORRECT APPLICATION DETAILS

15. If the Council discovers that the details of the application are incorrect, misleading, or that the quotations have been subject to collusion, or that any other attempt has been made to defraud the Council, then the approval may be cancelled, any payments made may become repayable (together with interest) and, in appropriate cases, the matter may be referred to the police for prosecution.

QUOTATIONS AND CONTRACTORS

16. The contractors must have public liability insurance for a minimum of £2,000,000.

17. Quotations must be supplied by bona fide contractors with the application.
 - a. Total cost of eligible work less than £5,000 – 1 quote required
 - b. Total cost of eligible work between £5001 to £75,000 – 3 quotes required
 - c. Total cost of eligible work in excess of £75,001 – formal tender required.
 - d. No quotations are required where work is carried out through schedule of rates (Managed by Care & Repair)

The above rules are regardless of number of applications for each property.

18. The above documents must be dated by the contractor, and must show the contractor's name, business address, VAT reference (where applicable) and telephone number. The document is to be an original, not a photocopy or other reproduction. Electronic receipt of the documents is acceptable.
19. Each contractor quoting for the works must be unaware of the details of his competitor(s) or their quotes.
20. The works are to be carried out by one or more of the Contractors whose quotations were submitted to the Council for approval.
21. None of the assisted works may be carried out by the applicants or a member of the applicants' **family**. Accordingly, none of the contractors quoting for the works may be related to the applicants (or be the applicants themselves).
22. In accepting a quotation from a contractor, the applicants become party to a legal contract to pay for the works carried out. The applicants must ensure that they have adequate funds to pay for the costs of any works that are not fully covered by the assistance offered by the Council. In addition, the applicants should ensure that they have sufficient funds available to meet any unforeseen works. If for any reason the Council withdraws its offer of financial assistance, the applicants remain bound by their contract with the contractor, and are liable to any costs incurred by the contractor.
23. The applicants are advised to enter into a written contract setting out the details of the works to be carried out, their start and completion date, payments and other conditions.
24. If the applicants have difficulty in assessing whether the works have been completed properly, they are advised to employ an agent to ensure that all the works have been carried out to a satisfactory standard. The Council or its agents will carry out some checks, but these will be limited to the need to (a) take reasonable steps to ensure that public funds have not been improperly spent and (b) gather statistical information.

WORKS

25. Financial assistance is given only in respect of items in the list of eligible works that appear in the Schedule of Works prepared and approved by the Council's Technical Officers.
26. The schedule may include items that are not fully assisted. Where it does, these works must be carried out, at the applicants' (partial) expense, prior to the final payment.
27. Unforeseen works may be identified whilst the scheduled works are being carried out. Where these works are necessary to reach the standards set out in the Assistance Policy, then these works must be carried out, regardless of whether or not they can be aided. Such additional works will be considered to be a part of the schedule described in paragraphs 25 and 26 above. In some situations, the Council may determine that the schedule of works should be reduced. In such cases the schedule described in paragraphs 25 and 26 above will be modified accordingly.
28. Where the applicants authorise the contractor to carry out additional works, they are liable for the cost incurred by the contractor. The Council must give written consent prior to carrying out such works if these are to be assisted.

APPROVAL OF ASSISTANCE

29. Approval of assistance will be based on the reasonable cost of carrying out the eligible works specified. This may be less than the value of the lowest quotation.
30. The approval may include legal costs (for example, the placing of a formal legal charge on the property) and the costs of specialist surveys required to identify the extent of works. Where this is the case, these will be identified in the approval document.

APPENDIX C

Conditions of Assistance

In accordance with the Regulatory Reform (Housing Assistance) (England and Wales) Order 2002

Home Improvement Assistance

*The following paragraphs are explanatory notes of the general requirements of assistance. Expressions that have specific legal definitions are displayed in **bold** text, and their meaning is given in detail in Annex 1. Annexes 2 and 3 set out, in legal language, the specific conditions that apply once any payment has been made.*

CARRYING OUT WORKS

1. All the works must be carried out by the contractors whose quotations were submitted to the Council prior to approval.
2. The timescales for start and completion of the works referred to in the assistance approval letter must be adhered to. If the works are not completed within the stated period, approval will be cancelled and any payments made must be repaid by the applicants at this time.
3. All works must be completed, whether or not financially aided, to a standard acceptable to the Council and in accordance with the specification. Where works have not been so completed, final payment cannot be made, the approval will be cancelled and any payment made recovered.
4. The technical officer must have access to inspect all works as he/she may require (as far as reasonably possible) (a) to ensure that public funds have not been improperly spent and (b) to gather statistical information. This relates to all works whether assisted or otherwise.
5. Where the contractor, in carrying out the works, identifies the existence of other defects (or unforeseen factors that affect the works) at the property, he/she is to notify the client and technical officer of their presence.
6. All works are to be carried out in accordance with the requirements of the Health and Safety at Work Act 1974, Building Regulations, Planning and Listed Building requirements, highways consents and all other legislation appropriate to the nature of the work.

PAYMENT OF ASSISTANCE

7. Where unforeseen works are identified, financial assistance may be available towards the cost of the additional works as set out in the provisional sums and contingency sums included in the approval. The extent of any additional financial assistance will be determined in accordance with the Assistance Policy. Where the Council has determined that the schedule of works should be reduced, then the financial assistance may be reduced accordingly.
8. Payment will not be made until the applicants have paid their portion (if any) of the cost of the works completed.
9. The grant will be paid to the contractor on completion of the works.
10. Payment is to be made on presentation of a satisfactory invoice. The invoice must be dated by the contractor, and must show the contractor's name, business address, VAT reference (where applicable) and telephone number. The document is to be an original, not a photocopy or other reproduction. Electronic receipt of the documents is acceptable.
11. Payment will only be made upon receipt of the applicant's confirmation of the satisfactory completion of works.
12. Generally, interim payments will not be made. However, where a number of contractors are carrying out works at the property, individual contractors may be fully paid on completion of their portion of the works.

APPLICANTS BECOMING INELIGIBLE FOR ASSISTANCE

13. Where, prior to the completion of the works, the applicants become (or are found to be) ineligible for assistance through the change of **ownership** or occupation of the property, or for any other reason, any approval may be cancelled and any payments made may become repayable.

LAND CHARGES

14. The assistance conditions made through this scheme are registered as either a local land charge or legal charges from the first date of payment of grant until the end of the condition period.

OWNERSHIP AND OCCUPANCY CONDITIONS

15. The following conditions commence from the date of payment of the grant to the end of the **period of conditions** as set out in the **Occupation Certificate**. The period of conditions ends either when:
- there is a **relevant disposal** of the property or
 - the applicants no longer reside in the dwelling or
 - 15 years have elapsed from the **certified date**
- whichever is the soonest.
16. The full sum of the grant is repayable if the period of conditions ends within 15 years of the **certified date**.
17. The applicants are to provide information as to the ownership and occupation of the property as and when required by the Council. This information is to be provided within 21 days of the date of the request being made.
18. The applicants shall notify the Council of their intention to dispose of the property prior to the completion of the sale, and shall provide any such information of the proposed disposal as the Council may reasonably require in connection with the proposed disposal.
19. The applicants are to ensure that suitable buildings insurance cover is provided.
20. The **dwelling** (to which the application relates) is to be occupied by the applicants in accordance with the **Occupation Certificate** given in the application form.
21. Where an insurance payment or other form of compensation is made in respect of the works that have been carried out under the assistance scheme, the applicants are to notify the Council of this payment. The Council will require repayment of the sum approved for the completion of the works subject to the compensation/insurance payment. The Council will require the applicants to provide any information it may reasonably require in connection with such a claim.

Repayment on breach of conditions

22. Following a breach of conditions (paragraphs 1 to 21) the responsibility for repayment of the grant, together with interest, rests with the **owners** of the property for the time being.

23. Where interest is demanded, as a result of failure to repay the grant or on breach of any condition, the rate to be used is 8% compounded annually. This will be calculated from the date of demand for payment until all moneys have been repaid.

Repayment of grant for other reasons

24. The applicants may repay the grant prior to disposal of the property. The sum repayable will be calculated as in paragraphs 22 and 23 above, and on payment, all conditions cease to have effect.

ANNEX I

Definitions

“Certified Date” means the date certified by the Council as the date on which the execution of the eligible works is completed to its satisfaction.

“Common Parts” (in connection with a house converted into, or a building constructed as, flats) includes the structure and exterior of the buildings and common facilities provided, whether in the building or elsewhere, for persons who include the occupiers of one or more flats in the building.

“Dwelling” means a building or part of a building occupied or intended to be occupied as a separate dwelling, together with any yard, garden or outhouses belonging to it.

It includes that portion of the **“Common Parts”** (if any) for which the applicants are responsible in relation to the dwelling.

“Family” (members of their family) means a blood relative, partner or relative by marriage, adoption or civil partnership.

“Occupation Certificate” means the part of the application form that sets out the conditions for the ownership and occupation of the dwelling, or where the application refers to the common parts of the property, the dwelling within the building as well as the building.

“Owner” or “Owner’s Interest” means anyone who has in relation to any premises,

- an estate in fee simple absolute in possession or
- a term of years absolute of which not less than 15 years remains unexpired at the date of application.

For a long lease the unexpired term must be sufficient to comply with the specific conditions of assistance applicable.

“Period of Conditions” or “Conditions Period” means the period of conditions as set out in the Occupation Certificate of the application form. This time period varies with the specific assistance being approved.

“Relevant Disposal” is defined in this context as a conveyance of a housing contract e.g. freehold conveyance. This is defined in greater detail in Annex 2.

Annex 2

“Assistance Conditions”

I Conditions of Ownership

(1) It is a condition of assistance that if the applicant makes a relevant disposal -

- (a) of the whole or part of the building to which the application relates
- (b) after any instalment of assistance has been paid, and
- (c) before the certified date,

he shall repay to the Council on demand the amount of assistance that has been paid.

(2) It is a condition of assistance that if the applicant makes a relevant disposal -

- (a) of the whole or part of the building to which the application relates
- (b) on or after the certified date, and
- (c) before the end of the condition period,

he shall repay to the Council on demand the amount of assistance that has been paid.

(3) A condition under this section is either a local land charge or legal charge. It is binding on any person who is for the time being a successor in title to the interest in the building by virtue of which the applicant made his application.

(4) In the event of a breach of a condition under this section, the owner for the time being of the dwelling shall on demand repay to the Council the amount of the assistance.

(5) In the event of a breach of (4) above, the owner for the time being of the dwelling shall repay to the Council the sum of the assistance, together with compound interest at 8% per annum, calculated from the date of the demand until full payment has been made.

2 Conditions of Occupation

(1) Where an application for assistance was accompanied by an occupation certificate in respect of any dwelling, it is a condition of the assistance that throughout the condition period the dwelling(s) is (are) occupied in accordance with the intention stated in the certificate.

(2) It is also a condition of assistance that if at any time when that condition is in force the authority serve notice on the owner of the dwelling requiring him to do so, he will within the period of 21 days beginning with the date on which the notice was served furnish to the authority a statement showing how that condition is being fulfilled.

(3) A condition under this section is either a local land charge or legal charge. It is binding on any person who is for the time being an owner of the dwelling.

(4) In the event of a breach of a condition under this section, the owner for the time being of the dwelling shall on demand repay to the Council the amount of the assistance.

(5) In the event of a breach of (4) above, the owner for the time being of the dwelling shall repay to the Council the sum of the assistance, together with compound interest at 8% per annum, calculated from the date of the demand until full payment has been made.

3 Relevant Disposal

(1) A disposal is a relevant disposal for these purposes if it is-

- (a) a conveyance of the freehold or an assignment of the lease, or
- (b) the grant of a lease (other than a mortgage term) for a term of more than 21 years otherwise than at a rack rent.

(2) For the purposes of subsection (1) (b) it shall be assumed-

- (a) that any option to renew or extend a lease or sub-lease, whether or not forming part of a series of options, is exercised, and
- (b) that any option to terminate a lease or sub-lease is not exercised.

(3) The grant of an option enabling a person to call for a relevant disposal shall be treated as such a disposal made to him.

4 Termination of Conditions by Repayment of Assistance Prior to Any Breach of Conditions

If at any time while a condition remains in force with respect to a dwelling, house or building any person pays the amount of the assistance to Plymouth City Council, that condition and any other conditions shall cease to be in force with respect to that dwelling, house or building.

Annex 3

Conditions as to repayment in case of compensation.

(1) Where Plymouth City Council approve an application for a grant they impose a condition requiring the applicant to take reasonable steps to pursue any relevant claim to which this section applies and to repay the grant, so far as appropriate, out of the proceeds of such a claim.

(2) The claims to which this section applies are—

- (a) an insurance claim, or a legal claim against another person, in respect of damage to the premises to which the grant relates, or
- (b) a legal claim for damages in which the cost of the works to premises to which the grant relates is part of the claim;

and a claim is a relevant claim to the extent that works to make good the damage mentioned in paragraph (a) , or the cost of which is claimed as mentioned in paragraph (b) , are works to which the grant relates.

(3) In the event of a breach of a condition under this section, the applicant shall on demand pay to Plymouth City Council the amount of the grant so far as relating to any such works, together with compound interest as from such date as may be prescribed by or determined calculated at such reasonable rate as the authority may determine and with yearly rests. This is currently 8%.

APPENDIX D

Conditions of Assistance

The Housing Grants, Construction and Regeneration Act 1996
The Housing Renewal Main Grants (Recovery of Compensation)
General Consent 1996
The Housing Renewals Grants (Additional Conditions)(England)
General Consent 1996
The Housing Grants, Construction and Regeneration Act 1996:
Disabled Facilities Grant (Conditions relating to approval for
payment of Grant) General Consent 2008

Disabled Facilities Grants

*The following paragraphs are explanatory notes of the general requirements of assistance. Expressions that have specific legal definitions are displayed in **bold** text, and their meaning is given in greater detail in Annex 1. Annexes 2, 3, 4 and 5 set out, in legal language, the specific conditions which apply after approval.*

CARRYING OUT WORKS

- 1 All the works must be carried out by the contractors whose quotations were submitted to the Council prior to approval.
- 2 The timescales for start and completion of the works referred to in the assistance approval letter must be adhered to. If the works are not completed within the stated period, approval will be cancelled and any payments made must be repaid by the applicant.
- 3 All works must be completed, whether or not financially aided, to a standard acceptable to the Council and in accordance with the specification. Where works have not been so completed, final payment cannot be made, the approval will be cancelled and any payment made recovered.
- 4 The technical officer must have access to inspect all works as he/she may require (as far as reasonably possible) (a) to ensure that public funds have not been improperly spent and (b) to gather statistical information. This relates to all works whether assisted or otherwise.
- 5 Where the contractor, in carrying out the works, identifies the existence of other defects (or unforeseen factors that affect the works) at the property, he/she is to notify the client and technical officer of their presence.

- 6 All works are to be carried out in accordance with the requirements of the Health and Safety at Work Act 1974, Building Regulations, Planning and Listed Building requirements, highways consents and all other legislation appropriate to the nature of the work.

PAYMENT OF ASSISTANCE

- 7 Where unforeseen works are identified financial assistance may be available towards the cost of the additional works. The extent of any additional financial assistance will be determined in accordance with the Assistance Policy. Where the Council has determined that the schedule of works should be reduced, then the financial assistance may be reduced accordingly.
- 8 Payment will not be made until the applicants have paid their portion (if any) of the cost of the works completed.
- 9 Grant payments will be paid direct to the contractors carrying out the works.
- 10 Payment is to be made on presentation of a satisfactory invoice. The invoice must be dated by the contractor, and must show the contractor's name, business address, VAT reference (where applicable) and telephone number. The document is to be an original, not a photocopy or other reproduction. Electronic receipt of the documents is acceptable.
- 11 Payment will be made upon receipt of the applicant's confirmation of the satisfactory completion of works.
- 12 Generally interim payments will not be made unless they are of a value of more than £5000.
- 13 The total value of interim payments payable must not exceed 75% of the value of the works carried out.
- 14 However, where a number of contractors are carrying out works at the property, individual contractors may be fully paid on completion of their portion of the works.

APPLICANTS BECOMING INELIGIBLE FOR ASSISTANCE

- 15 Where, prior to the completion of the works, the applicants becomes (or are found to be) ineligible for assistance through the change of **ownership** or occupation of the property, or the circumstances of the disabled person, or for any other reason, any approval may be cancelled and any payments made may become repayable.

LAND CHARGES

- 16 Where the applicants have an owner's interest, the assistance conditions made through this scheme will be registered as a Local Land Charge from the first date of payment of grant to the end of the condition period

OWNERSHIP AND OCCUPANCY CONDITIONS

- 17 The following conditions last for the **period of conditions** as set out in the **Occupation Certificate** of the application form, commencing with the **certified date**. This period is 5 years (where the grant is £5000 or less) or 10 years (in other cases).
- 18 Where the applicants have an owner's interest in the property specified in the application (i.e. the house or the **dwelling** within the building) are to be owned in accordance with the **Occupation Certificate** given in the application form. Where there is a **relevant disposal** of part or all of the property within 10 years of the date of completion the Council may demand repayment of that portion of the grant which exceeds £5000 subject to a maximum repayment of £10,000. Full details of this condition are set out in Annex 4
- 19 Where part of the grant aided works includes the installation of equipment conditions 20 and 21 apply.
- 20 The grant approval document may specify items of equipment that, should the disabled occupier(s) no longer require, may be removed by the Council. The applicants must provide access to the Council for inspection and removal should it wish to do so. Full details of this condition are set out in Annex 5.
- 21 The applicants must inform the Council if and as soon as the specified equipment is no longer needed. Full details of this condition are set out in Annex 5.
- 22 Where an insurance payment or other form of compensation is made in respect of the works that have been carried out under the assistance scheme, the applicants are to notify the Council of this payment. The Council will require repayment of the sum approved for the completion of the works subject to the compensation/insurance payment. The Council will require you to provide any information it may reasonably require in connection with such a claim. Full details of this condition are set out in Annex 3.

BREACH OF CONDITIONS

- 23 Where the applicants have an owner's interest, following a breach of conditions (paragraphs 1 to 22) the responsibility for repayment of the assistance given, together with any interest, rests with the **owner** of the property for the time being.
- 24 Where the applicants have a tenant's interest, following a breach of conditions (paragraphs 1 to 22) the responsibility for repayment of the assistance given, together with any interest, remains with them.
- 25 Where interest is demanded following a breach of any condition, the rate to be used is 8% compounded annually. This will be calculated from the date of demand for payment until all moneys have been repaid.

Repayment of grant for other reasons

- 26 The applicants may repay the grant before the end of the **period of conditions**. The sum repayable will be calculated as in 25 above, and on payment all conditions cease to have effect.

ANNEX I

Definitions

“Certified Date” means the date certified by the Council as the date on which the execution of the eligible works is completed to its satisfaction.

“Common Parts” (in connection with a house converted into, or a building constructed as, flats) includes the structure and exterior of the buildings and common facilities provided, whether in the building or elsewhere, for persons who include the occupiers of one or more flats in the building.

“Dwelling” means a building or part of a building occupied or intended to be occupied as a separate dwelling, together with any yard, garden or outhouses belonging to it.

It includes that portion of the **“Common Parts”** (if any) for which the applicants are responsible in relation to the dwelling.

“Family” (members of their family) means a blood relative, partner or relative by marriage, adoption or civil partnership.

“Occupation Certificate” means the part of the application form that sets out the conditions for the ownership and occupation of the dwelling, or where the application refers to the common parts of the property, the dwelling(s) within the building as well as the building.

“Owner” or “Owner’s Interest” means anyone who has in relation to any premises, an estate in fee simple absolute in possession, or (in the case of long leaseholders) a term of years absolute of which not less than five years*/10years** remain unexpired at the date of the application, whether this interest is held alone or jointly with others.

* 5 years where the grant is £5000 or less

** 10 years where the grant is greater than £5000

“Period of Conditions” or “Conditions Period” means the period of conditions as set out in the Occupation Certificate of the application form. This time period varies with the specific assistance being approved.

Annex 2

The Housing Grants, Construction and Regeneration Act 1996

“Assistance Conditions”

s.40. Applicant ceasing to be entitled before payment of grant

(1) This section applies where an application for a grant is approved but before the certified date the applicant ceases to be a person entitled to a grant [...].

In the case of a joint application this section does not apply unless all the applicants cease to be so entitled.

(2) Where this section applies—

In the case of a joint application this section does not apply unless all the applicants cease to be so entitled.

(2) Where this section applies—

[(a) no grant shall be paid or, as the case may be, no further instalments shall be paid, and

(b)] the authority may demand that any instalment of the grant which has been paid be repaid forthwith, together with interest from the date on which it was paid until repayment, at such reasonable rate as the authority may determine.

(3) [...]

(4) For the purposes of this section an applicant ceases to be a person entitled to a [...] grant—

(a) in the case of an owner's application—

(i) if he ceases to have a qualifying owner's interest, or

(ii) if he ceases to have the intention specified in the owner's certificate which accompanied the application;

(b) in the case of a tenant's application—

(i) if he ceases to be a qualifying tenant of the dwelling, or

(ii) if the application was accompanied by an owner's certificate and the landlord ceases to have the intention specified in the certificate.

But if the case falls within section 41 (change of circumstances affecting disabled occupant), the authority shall act under that section.

(7) This section has effect subject to section 56 (provisions relating to death of applicant).

s.41. Change of circumstances affecting disabled occupant

(1) This section applies where an application for a [...] grant has been approved and before the the certified date—

- (a) the works cease to be necessary or appropriate to meet the needs of the disabled occupant, or
- (b) the disabled occupant ceases to occupy the dwelling [qualifying houseboat, [[caravan]]] or flat concerned or it ceases to be the intention that he should occupy it, or
- (c) the disabled occupant dies.

Where the application related to more than one disabled occupant, this section applies if any of paragraphs (a) to (c) applies in relation to any of them.

(2) This section applies whether or not the disabled occupant (or any of them) is the applicant (or one of them).

3) Where this section applies the local housing authority may take such action as appears to them appropriate and may decide—

- (a) that no grant shall be paid or, as the case may be, no further instalments shall be paid,
- (b) that the relevant works or some of them should be completed and the grant or an appropriate proportion of it paid, or
- (c) that the application should be redetermined in the light of the new circumstances.

(4) In making their decision the authority shall have regard to all the circumstances of the case.

(5) If the authority decide that no grant shall be paid or that no further instalments shall be paid, they may demand that any instalment of the grant which has been paid be repaid forthwith, together with interest from the date on which it was paid until repayment, at such reasonable rate as the authority may determine.

s.42. Cases in which grants may be re-calculated, withheld or repaid

(1) This section applies where an application for a grant has been approved by the local housing authority and—

- (a) the authority ascertain that the amount was determined under section 30 or 31 on the basis of inaccurate or incomplete information and exceeds that to which the applicant was entitled;
- (b) the authority ascertain that without their knowledge the eligible works were started before the application was approved;
- (c) the eligible works are not completed to the satisfaction of the authority within the period specified under section 37(1), or such extended period as they may allow under that provision;
- (d) the authority ascertain that the aggregate of the cost of completing the eligible works and the costs incurred with respect to preliminary or ancillary services and charges, is or is likely to be lower than the estimated expense; or

(e) the authority ascertain that without their knowledge the eligible works were carried out otherwise than as required by section 38 (conditions as to contractors employed).

(2) Where this section applies, the authority may—

- (a) refuse to pay the grant or any further instalment of grant which remains to be paid, or
- (b) make a reduction in the grant which, in a case falling within subsection (1)(d), is to be a reduction proportionate to the reduction in the estimated expense; and they may demand repayment by the applicant forthwith, in whole or part, of the grant or any instalment of the grant paid, together with interest at such reasonable rate as the authority may determine from the date of payment until repayment.

s.43. Repayment where applicant not entitled to grant

(1) This section applies where an application for a grant is approved but it subsequently appears to the local housing authority that the applicant (or, in the case of a joint application, any of the applicants) was not, at the time the application was approved, entitled to a grant [...].

(2) Where this section applies—

- [(a) no grant shall be paid or, as the case may be, no further instalments shall be paid, and
- (b)] the authority may demand that any grant which has been paid be repaid forthwith, together with interest from the date on which it was paid until repayment, at such reasonable rate as the authority may determine.

(3) [...]

(4) For the purposes of this section an applicant is not entitled to a [...] grant—

- (a) in the case of an owner's application—
 - (i) if he does not have a qualifying owner's interest, or
 - (ii) if he does not have the intention specified in the owner's certificate which accompanied the application; or
- (b) in the case of a tenant's application—
 - (i) if he is not a qualifying tenant of the dwelling, or
 - (ii) if the application was accompanied by an owner's certificate and the landlord does not have the intention specified in the certificate[; or
- (c) in the case of an occupier's application, if he does not have the intention specified in the occupier's certificate which accompanied the application.]

(5) [...]

s.44. Grant conditions: introductory

(1) [Sections 51 and 52] have effect with respect to the conditions to be observed where an application for a grant has been approved by a local housing authority. In this Chapter a “grant condition” means a condition having effect in accordance with [either] of those sections.

(2) Except as otherwise provided—

(a) [...]

(b) [...]

(c) a grant condition imposed under section 52 (power to impose other conditions with consent of Secretary of State) has effect for such period as may be specified in, or in accordance with, the Secretary of State’s consent.

(3) In this Chapter—

(a) the “grant condition period” means the period of five years, or such other period as the Secretary of State may by order specify or as may be imposed by the local housing authority with the consent of the Secretary of State, beginning with the certified date; and

(b) the “certified date” means the date certified by the local housing authority as the date on which the execution of the eligible works is completed to their satisfaction.

(4) A local housing authority may not impose any condition requiring a grant to be repaid except in accordance with [sections 51 and 52].

This applies whether the condition purports to operate as a condition of the grant, as a personal covenant or otherwise.

s.51. Conditions as to repayment in case of other compensation, &c

(1) Where a local housing authority approve an application for a grant they may, with the consent of the Secretary of State, impose a condition requiring the applicant to take reasonable steps to pursue any relevant claim to which this section applies and to repay the grant, so far as appropriate, out of the proceeds of such a claim.

(2) The claims to which this section applies are—

(a) an insurance claim, or a legal claim against another person, in respect of damage to the premises to which the grant relates, or

(b) a legal claim for damages in which the cost of the works to premises to which the grant relates is part of the claim;

and a claim is a relevant claim to the extent that works to make good the damage mentioned in paragraph (a), or the cost of which is claimed as mentioned in paragraph (b), are works to which the grant relates.

(3) In the event of a breach of a condition under this section, the applicant shall on demand pay to the local housing authority the amount of the grant so far as relating to any such works, together with compound interest as from such date as may be prescribed by or determined in accordance with the regulations, calculated at such reasonable rate as the authority may determine and with yearly rests.

(4) The local housing authority may determine not to make such a demand or to demand a lesser amount.

s.52. Power to impose other conditions with consent of Secretary of State

(1) Where a local housing authority approve an application for a grant they may, with the consent of the Secretary of State, impose such conditions as they think fit—

(a) relating to things done or omitted before the certified date and requiring the repayment to the local housing authority on demand of any instalments of grant paid, or

(b) relating to things done or omitted on or after that date and requiring the payment to the local housing authority on demand of a sum equal to the amount of the grant paid;

and, in either case, that amount may be required to be paid together with compound interest on that amount as from the date of payment, calculated at such reasonable rate as the authority may determine and with yearly rests.

(2) A condition under this section is a local land charge and is binding on—

(a) any person who is for the time being an owner of the dwelling, [...] or building, and

(b) such other persons (if any) as the authority may, with the consent of the Secretary of State, specify.

(3) [...]

(4) Where the authority have the right to demand repayment of an amount as mentioned in subsection (1), they may determine not to demand payment or to demand a lesser amount.

(5) Any conditions imposed under this section are in addition to the conditions provided for by [section 51].

s.55. Cessation of conditions on repayment of grant, &c

(1) If at any time while a grant condition remains in force with respect to a dwelling, [...] or building—

(a) the owner of the dwelling, [...] or building to which the condition relates pays the amount of the grant to the local housing authority by whom the grant was made,

(b) a mortgagee of the interest of the owner in that dwelling, [...] or building being a mortgagee entitled to exercise a power of sale, makes such a payment,

(c) the local housing authority determine not to demand repayment on the breach of a grant condition, or

(d) the authority demand repayment in whole or in part on the breach of a grant condition and that demand is satisfied,

that grant condition and any other grant conditions shall cease to be in force with respect to that dwelling, [...] or building.

(2) [...]

- (3) An amount paid by a mortgagee under subsection (1)(b) above shall be treated as part of the sums secured by the mortgage and may be discharged accordingly.
- (4) The purposes authorised for the application of capital money by—
 - (a) section 73 of the Settled Land Act 1925,
 - (b) that section as applied by section 28 of the Law of Property Act 1925 in relation to trusts for sale, and
 - (c) section 26 of the Universities and College Estates Act 1925,include the making of payments under this section.

s.56. Provisions relating to death of applicant

- (1) References in this Chapter to the applicant, in relation to a grant or an application for a grant, shall be construed in relation to any time after his death as a reference to his personal representatives.
- (2) Where the applicant dies after liability has been incurred for any preliminary or ancillary services or charges, the local housing authority may, if they think fit, pay grant in respect of some or all of those matters.
- (3) Where the applicant dies after the relevant works have been begun and before the certified date, the local housing authority may, if they think fit, pay grant in respect of some or all of the works already carried out and other relevant works covered by the application.
- (4) Nothing in this section shall be construed as preventing the provisions as to grant conditions applying in relation to any payment of grant under subsection (2) or (3).

Annex 3

**The Housing Renewal Main Grants (Recovery of Compensation)
General Consent 1996**

Conditions as to repayment in case of compensation.

(1) Where Plymouth City Council approve an application for a grant they impose a condition requiring the applicant to take reasonable steps to pursue any relevant claim to which this section applies and to repay the grant, so far as appropriate, out of the proceeds of such a claim.

(2) The claims to which this section applies are—

(a) an insurance claim, or a legal claim against another person, in respect of damage to the premises to which the grant relates, or

(b) a legal claim for damages in which the cost of the works to premises to which the grant relates is part of the claim;

and a claim is a relevant claim to the extent that works to make good the damage mentioned in paragraph (a) , or the cost of which is claimed as mentioned in paragraph (b) , are works to which the grant relates.

(3) In the event of a breach of a condition under this section, the applicant shall on demand pay to Plymouth City Council the amount of the grant so far as relating to any such works, together with compound interest as from such date as may be prescribed by or determined calculated at such reasonable rate as the authority may determine and with yearly rests²⁵.

²⁵ This refers to the payment of compound interest, currently at 8%.

Annex 4

**The Housing Grants, Construction and Regeneration Act 1996:
Disabled Facilities Grant (Conditions relating to approval for
payment of Grant) General Consent 2008**

Repayment of Part of Disabled Facilities Grant

(1) Where —

- (a) a local housing authority approves an application for a grant under Part I of the Act;
- (b) the grant is for a sum exceeding £5,000; and
- (c) the applicant (“the recipient”) has a qualifying owner’s interest in the premises on which the relevant works are to be carried out,

the local housing authority imposes the condition contained in paragraph (2).

(2) The local housing authority may demand the repayment by the recipient of such part of the grant that exceeds £5000 (but may not demand an amount in excess of £10,000) if—

- (a) the recipient disposes (whether by sale, assignment, transfer or otherwise) of the premises in respect of which the grant was given within 10 years of the certified date; and
- (b) the local housing authority, having considered—
 - (i) the extent to which the recipient of the grant would suffer financial hardship were he to be required to repay all or any of the grant;
 - (ii) whether the disposal of the premises is to enable the recipient of the grant to take up employment, or to change the location of his employment;
 - (iii) whether the disposal is made for reasons connected with the physical or mental health or well being of the recipient of the grant or of a disabled occupant of the premises; and
 - (iv) whether the disposal is made to enable the recipient of the grant to live with, or near, any person who is disabled or infirm and in need of care, which the recipient of the grant is intending to provide, or who is intending to provide care of which the recipient of the grant is in need by reason of disability or infirmity,is satisfied that it is reasonable in all the circumstances to require the repayment.

(3).The conditions in paragraph 2 are local land charges and are binding on any person who is for the time being an owner of the dwelling or building.

Annex 5

**The Housing Renewals Grants (Additional Conditions)(England)
General Consent 1996**

Recovery of Specialised Equipment

1 Where an application for disabled facilities grant has been approved under section 23(1) and the eligible works consist of or include the installation in the property of specialised equipment for the disabled occupant(s), the applicant shall notify the authority if and as soon as the equipment is no longer needed.

2 For the purposes of this condition;

- (a) the authority shall, on approving the application, specify in writing the equipment to which this condition is to apply and the period (being a reasonable condition period for the equipment in question) during which it is to apply, and shall serve on the applicant a copy of such written specification; and
- (b) the authority, or the social services authority on their behalf, shall be entitled, upon reasonable prior notice given to the applicant either following the giving of notification under sub-paragraph (1) or at any time during the condition period specified under paragraph (a), to inspect the equipment and, subject to complying with sub- paragraph 3, to remove it.

3 The authority agrees, within a reasonable time following and inspection of the equipment,

- (a) to notify the applicant in writing whether the equipment is to be removed; and
- (b) if the equipment is to be removed, to remove it or arrange for it to be removed and forthwith to make good any damage caused to the property by its removal.

4 The authority further agrees, where the applicant has contributed to the cost of carrying out the eligible works, to pay to him, within a reasonable time of the removal of the equipment, the reasonable current value of its original cost which represents the proportion of his contribution to the cost of carrying out the eligible works.

5 For the purposes of sub-paragraph 4 the reasonable current value of the equipment shall be its value at the time of removal from the property.

6 Subject to the authority giving prior written notice in accordance with sub-paragraph (2)(b) or, as the case may be, (3)(a), the applicant agrees to afford, or use his best endeavours to arrange for the affording or, reasonable access to the property to the authority for the purposes of inspection and removal of the equipment.

7 In the event of a breach of any of the conditions set out above, the authority may demand repayment from the applicant of a sum equal to the amount of the grant paid and the same shall become repayable to the authority in accordance with Section 52 of the Act.²⁶

²⁶ This includes reference to compound interest (currently at 8%)

APPENDIX E

Conditions of Assistance

In accordance with the Regulatory Reform (Housing Assistance) (England and Wales) Order 2002

Discretionary Relocation Grant

The following paragraphs give details on the way the Council will approve public funding for Discretionary Relocation Grants; they set out general conditions which must be met prior before and after moneys are approved.

*Expressions that have specific legal definitions are displayed in **bold** text, and their meaning is given in detail in Annex 1.*

INTRODUCTION

- 1 Nothing in this document is to be interpreted as committing the Council to the approval, or payment, of assistance towards works to your property.
- 2 Nothing in this policy is to require the consideration of an application for financial assistance where:
 - There is an excessive risk to the health and safety of Council staff, agents, or other persons or
 - There are any indications that there is a fraudulent element to the application or
 - There are outstanding monies owed to the Council (other than by way of an agreed mortgage where the repayment schedule has been maintained) or
 - The applicants fail to co-operate with the Council (or other persons) in their reasonable requirements to enable this application to be considered (or to be considered in the context of delivering the assistance programme to other clients) or
 - There are other difficulties whereby the approval of an application for financial assistance is unlikely to result in the relocation to an appropriate property.

Decisions regarding these matters are to be referred to the Assistance Panel.

- 3 Financial assistance will only be available within the budgets approved by the Council for this purpose.
- 4 The Council will only approve Discretionary Relocation Grant where it considers this is reasonable. The criteria are:

- That the applicant(s) would qualify for Mandatory Disabled Facilities Grant would it have been reasonable and practicable to carry out the works at their current home
- That moving to another property is a more practical and cost effective method of meeting the disabled client's needs
- The grant is only available for relocation within Plymouth.

GENERAL REQUIREMENTS

- 5 Application for assistance must be made on the form approved by the Council for the purpose. It must include all other information that the Council may require. This information must be complete and accurate in all respects. In circumstances where a person is unable to complete the standard application form, appropriate assistance will be made available.
- 6 The applicants are to have obtained the necessary consents to carry out any works which may be necessary to adapt the new property to meet the disabled client's needs. These include those that may be required by a restrictive covenant, mortgagee or other **owner** (e.g. freeholder) of the property.
- 7 The applicants will be **owners** holding title to of the new property (or in the case of an application relating to the **common parts** of the building, the dwelling within that building). In the case of a dwelling/property held on a long lease the unexpired term must be at least 15 years from the date of completion of purchase.
- 8 The Council will not pay assistance if the incident that gave rise to the disability leads to a successful claim for compensation.
- 9 The Council will not pay assistance to someone who is a "person from abroad" within the meaning of regulation 7A of the Housing Benefit (General) Regulations 1987 (S.I. 1987/1971 as amended). This applies to applicants who have limited leave to remain in the United Kingdom under Home Office immigration procedures.
- 10 The applicants must be over the age of 18.
- 11 The applicants will not do or allow anything to be done that might adversely affect the health and safety Council officers or other persons engaged in the processing of the application.

FRAUD

- 12 If the Council discovers that the details of the application are misleading, or that any other attempt has been made to defraud the Council, then the approval will be cancelled, any payments made will become repayable (together with interest) and the matter referred to the police for prosecution.

APPROVAL OF ASSISTANCE

- 13 Approval of assistance will be based upon the difference in value between the applicants' current home and the proposed property, together with legal fees, valuation fees, estate agent's fees and stamp duty, subject to the grant maximum.
- 14 The approval will be specific to the purchase of the property to which it relates.

*The following paragraphs are explanatory notes of the general requirements of assistance. Expressions that have specific legal definitions are displayed in **bold** text, and their meaning is given in greater detail in Annex 1. Annexes 2 and 3, set out, in legal language, the specific conditions which apply once the relevant works have been completed.*

PAYMENT OF ASSISTANCE

- 15 The timescales for the completion of the purchase (as referred to in the assistance approval letter) must be adhered to. If the purchase is not completed within the stated period, the approval will be cancelled.
- 16 Payment will be made to the applicant's solicitor on exchange of contracts and prior to the completion of the purchase.
- 17 Payment is conditional on the grant moneys being utilised for the purchase and associated costs as set out in the approval notice.
- 18 The applicant's solicitor will provide the Council with a statement of account on completion of purchase.

APPLICANTS BECOMING INELIGIBLE FOR ASSISTANCE

- 19 Where, prior to the completion of the sale, the applicants becomes ineligible for assistance any approval may be cancelled.

LEGAL CHARGE

- 20 The grant will be registered as a Legal Charge from the date of completion of purchase to the end of the condition period.

OWNERSHIP AND OCCUPANCY CONDITIONS

- 21 The following conditions last for the **period of conditions** as set out in the **Occupation Certificate** of the application form, commencing with the date of completion of purchase. This period is 15 years.

- 22 The house or the **dwelling** within the building are to be owned in accordance with the **Occupation Certificate** given in the application form. Where there is a **relevant disposal** of part or all of the property within 15 years of the date of completion of purchase the Council may demand repayment of the grant in full.
- 23 The disabled client is to reside in the dwelling in accordance with the Occupation Certificate. Where the client leaves the dwelling within 15 years of the date of completion of purchase the Council may demand repayment of the grant in full.
- 24 This following paragraph applies where the incident that gave rise to the disability leads to a successful claim for compensation.
- 25 The applicant(s) are to notify the Council of this payment. The Council will require repayment of the sum paid under the Discretionary Relocation Grant. The Council will require you to provide any information it may reasonably require in connection with such a claim. Full details of this condition are set out in Annex 3.
- 26 The applicant(s) must carry out any works specified in the approval document (being works required to meet the needs of the disabled client) within the timescale stated.

BREACH OF CONDITIONS

- 27 Following a breach of conditions (paragraphs 19 and 21 to 26) the responsibility for repayment of the assistance given, together with any interest, rests with the applicant(s).
- 28 Where interest is demanded following a breach of any condition, the rate to be used is 8% compounded annually. This will be calculated from the date of demand for payment until all moneys have been repaid.

Repayment of grant for other reasons

- 29 The applicants may repay the grant before the end of the **period of conditions**. The sum repayable will be calculated as in 27 above, and on payment all conditions cease to have effect.

ANNEX I

Definitions

“Common Parts” (in connection with a house converted into, or a building constructed as, flats) includes the structure and exterior of the buildings and common facilities provided, whether in the building or elsewhere, for persons who include the occupiers of one or more flats in the building.

“Dwelling” means a building or part of a building occupied or intended to be occupied as a separate dwelling, together with any yard, garden or outhouses belonging to it.

It includes that portion of the **“Common Parts”** (if any) for which the applicants are responsible in relation to the dwelling.

“Occupation Certificate” means the part of the application form that sets out the conditions for the ownership and occupation of the dwelling, or where the application refers to the common parts of the property, the dwelling(s) within the building as well as the building.

“Owner” or “Owner’s Interest” means anyone who will have in relation to any premises, an estate in fee simple absolute in possession, or (in the case of long leaseholders) a term of years absolute of which not less than 15 years remain unexpired at the date of the application, whether this interest is held alone or jointly with others.

“Period of Conditions” or “Conditions Period” means the period of conditions as set out in the Occupation Certificate of the application form.

“Relevant Disposal” is defined in this context as a conveyance of a housing contract e.g. freehold conveyance. This is defined in greater detail in Annex 2.

Annex 2

“Assistance Conditions”

I Conditions of Ownership

(1) It is a condition of assistance that if the applicant makes a relevant disposal -

- (a) of the whole or part of the building to which the application relates
- (b) on or after the certified date, and
- (c) before the end of the condition period,

he shall repay to the Council on demand the amount of assistance that has been paid.

(2) A condition under this section is a legal charge.

(3) In the event of a breach of a condition under this section, the applicant(s) shall on demand repay to the Council the amount of the assistance, together with compound interest on that amount as from the date of disposal²⁷, calculated at such reasonable rate as the authority may determine and with yearly rests²⁷.

2 Conditions of Occupation

(1) Where an application for assistance was accompanied by an occupation certificate in respect of any dwelling, it is a condition of the assistance that throughout the condition period the dwelling is occupied in accordance with the intention stated in the certificate.

(2) It is also a condition of assistance that if at any time when that condition is in force the authority serve notice on the owner of the dwelling requiring him to do so, he will within the period of 21 days beginning with the date on which the notice was served furnish to the authority a statement showing how that condition is being fulfilled.

(3) A condition under this section is a legal charge.

(4) In the event of a breach of a condition under this section, the owner for the time being of the dwelling shall on demand repay to the Council the amount of the assistance, together with compound interest on that amount as from the date of breach of the condition, calculated at such reasonable rate as the authority may determine and with yearly rests.

²⁷ Currently 8% compound interest

3 Relevant Disposal

(1) A disposal is a relevant disposal for these purposes if it is-

- (a) a conveyance of the freehold or an assignment of the lease, or
- (b) the grant of a lease (other than a mortgage term) for a term of more than 21 years otherwise than at a rack rent.

(2) For the purposes of subsection (1) (b) it shall be assumed-

- (a) that any option to renew or extend a lease or sub-lease, whether or not forming part of a series of options, is exercised, and
- (b) that any option to terminate a lease or sub-lease is not exercised.

(3) The grant of an option enabling a person to call for a relevant disposal shall be treated as such a disposal made to him.

5 Termination of Conditions by Repayment of Assistance

If at any time while a condition remains in force with respect to a dwelling, house or building any person pays the amount of the assistance (together with any interest accrued) to Plymouth City Council, that condition and any other conditions shall cease to be in force with respect to that dwelling.

Annex 3

Conditions as to repayment in case of compensation.

(1) Where Plymouth City Council approve an application for a grant they impose a condition requiring the applicant to take reasonable steps to pursue any relevant claim to which this section applies and to repay the grant, so far as appropriate, out of the proceeds of such a claim.

(2) The claims to which this section applies are—

- (a) an insurance claim, or a legal claim against another person, in respect of damage to the premises to which the grant relates, or
- (b) a legal claim for damages in which the cost of the works to premises to which the grant relates is part of the claim;

and a claim is a relevant claim to the extent that works to make good the damage mentioned in paragraph (a) , or the cost of which is claimed as mentioned in paragraph (b) , are works to which the grant relates.

(3) In the event of a breach of a condition under this section, the applicant shall on demand pay to Plymouth City Council the amount of the grant so far as relating to any such works, together with compound interest as from such date as may be prescribed by or determined calculated at such reasonable rate as the authority may determine and with yearly rests²⁸.

²⁸ Currently 8% compound interest, which may be charged from the date of payment

APPENDIX F

Empty Property Renovation Loan to Let

In accordance with the Regulatory Reform (Housing Assistance) (England and Wales) Order 2002

1.0 INTRODUCTION

This appendix provides details of the Empty Property Renovation Loans Scheme that has been developed to provide interest free loans to owners and prospective owners of empty property.

The scheme is designed to provide financial assistance to enable owners to bring their empty property up to a standard so it can be returned to use to meet housing need.

It sets out how the loan scheme will operate, what is required of applicants and the conditions that will be attached to the loans (the conditions are set out in the loan partnership agreement, Appendix L

It is designed to reduce the number of non-decent housing lying empty due to owners' lack of funds to renovate them.

Any offer of a loan will not be guaranteed until the owner has been sent a formal approval from Plymouth City Council.

2.0 THE SCHEME

2.1 Purpose

To renovate an empty dwelling to the Decent Homes Standard (as a minimum) and remove Category I Hazards, so that it is suitable to let via the Council's EasyLet or HouseLet Schemes.

To convert an empty non domestic building into one or more residential units to meet the Decent Homes Standard, so that it is suitable to let via the Council's EasyLet or HouseLet Schemes.

2.2 Eligible works

To be eligible works, the works must on completion;

- Result in the completed dwellings being suitable for immediate occupation
- Comply with all relevant building consents, and
- Achieve the Decent Homes Standard and any additional standards required for inclusion on the EasyLet/HouseLet schemes, details of which are set out in Appendix K

A schedule of works will be agreed with the applicant prior to the offer of any loan.

Any costs, which would be eligible for assistance under an insurance claim or third party claim, will not attract loan assistance. In exceptional cases a loan may be given on condition it is repaid out of the proceeds of any future claim. Works outside the curtilage of the property are not eligible for assistance unless they relate to the provision of essential services such as water, gas or electricity.

2.3 Marketing the loans

The loans are limited and when available will be advertised in the Plymouth City Council Empty Homes Delivery Plan, on the council's website and via housing expos and press releases.

2.4 Buildings not eligible for empty homes loans

- houseboats and caravans.
- Sheds outhouses and extensions such as conservatories
- Buildings not suitable for conversion to habitable dwellings.

3.0 Application process

A loan application form is provided by the empty homes team and will form part of the application pack that will consist of;

1. An application form
2. Confirmation of ownership of the property²⁹
3. A specification of planned works
4. A schedule of planned works with a clearly defined timeline³⁰
5. Two itemised estimates of the cost of all the required works together with the cost of any associated fees e.g. structural engineer's fees.
6. Specialist reports, building consents, and plans where required
7. Signed authority to credit check the applicant
8. Bank details form (for bacs payment)
9. A cheque for the loan application fee (£250 each building plus £40 for any additional registered title)
10. Any other details or relevant consents the council has asked the applicant to provide at the enquiry stage.

²⁹ Land registration certificate or solicitors confirmation of purchase

³⁰ PCC can provide assistance with this if required

4.0 LOAN SECURITY

In order to secure a loan, all applicants will be required to agree to a legal charge being placed on the property that is subject to the loan application. Agreement may be made in exceptional circumstances to accept a charge on an alternative property.³¹

All legal charges must be either first or second charges³². Third or subsequent charges will not be accepted. Where it has been agreed to accept a legal charge on an alternative property, not the subject of the loan application, the alternative property must be located in the City of Plymouth council tax area.

A property offered as security for the loan will require a valuation survey prior to the advance of any loan. This valuation must be undertaken by an independent Council approved surveyor³³.

Where the property, which is to be offered as security for the loan, already has a charge registered against it, written confirmation from the existing charge holder, confirming their agreement to a further charge being placed on the property, will be required.

The Council will charge the applicant a fee of £250 for the administering the loan application and registering the legal charge. In the case of conversions into flats a further fee of £40 is charged for registering each additional title. All the above charges are payable at the application stage and the application will not be accepted without receipt of the fees.

³¹ This will generally only be available to those applying for an Empty Property Renovation Loan to Occupy to enable improvement works in order to meet mortgage offer conditions and requirements

³² Whereby Plymouth City Council receives confirmation from the first charge holder that it consents to a second charge

³³ The cost of this can be added to the loan

5.0 LOAN RISK ASSESSMENT

All applications for a loan will be subject to a risk assessment³⁴ that will form part of any decision to approve a loan. Details as to how this assessment will be undertaken are set out under point 16. An application deemed to be in the high-risk category will not be approved.

6.0 NOTIFICATION OF LOAN APPROVAL

The applicant will be notified in writing whether the application for assistance is approved or refused. The notification will be provided as soon as reasonably practicable and in any case within ten weeks from receipt of a completed application.

The approval will specify the amount of loan and the repayment period. The offer of a loan will remain open for 6 weeks from the date of the loan approval notification letter.

The amount of loan will be based on the lowest estimate received. However, if Plymouth City Council finds the cost of the estimates to be excessive the loan amount will be determined by the Council based on what it considers to be the reasonable costs for the schedule of works³⁵.

On confirmation that the owner has accepted the formal offer of a loan Plymouth City Council's legal department will draw up two sets of the Loan Facility Agreement and Legal Charge documents. The Empty Homes Manager at Plymouth City Council will issue these to the applicant. If the Applicant wants to proceed with the loan they must complete and return both sets of documents to PCC within six weeks.

³⁴ Details of the risk assessment can be found in Appendix I

³⁵ Based upon the Homes and Communities Agency build cost per square metre; current at the time of submission of the application.

On receipt of the documents Plymouth City Council's legal department will apply to the Plymouth Land Registry to register the legal charge against the property. Where the applicant is a Company, the Council will also apply to Companies House for registration of the charge.

On confirmation that the Legal Charge(s) have been registered, the Plymouth City Council Empty Homes Manager will instruct Plymouth City Council finance department to release the loan monies by BACS payment³⁶. This is expected to be no more than 14 days after the registration of the Legal Charge(s).

In the case where an applicant ceases to be the owner of the property for which they require a loan or it appears to Plymouth City Council that the applicant was not at the time of the approval of the loan, the registered owner the entitlement to a loan will be cancelled and no payment will be made.

Loans are not transferable either between applicants or properties.

7.0 AMOUNT OF ASSISTANCE

Up to £25,000 per unit of accommodation is available to a maximum of £75,000 per property.

For example a:

- 2-bedroom family home would be eligible for a loan of up to £25,000. (Classed as 1 unit)
- House converted into 2 self contained flats would be eligible for a loan of up to £50,000.

³⁶ Ten percent of the total amount of the agreed loan will be retained until all loan conditions have been met and original completion certificates in respect of the renovation have been received by Plymouth City Council. These will be photocopied for its files and the originals returned to the owner on release of the final payment.

- Large house converted into 3 self contained flats would be eligible for up to £75,000. £75,000 being the maximum loan available for any one property.

The above amounts are inclusive of all on costs including value-added tax and fees.

If Plymouth City Council is satisfied that owing to circumstances beyond the control of the applicant the work has increased in cost due to unforeseen works, the loan may be increased subject to the loan maximum and submission of estimates.

An appropriate estimate must support any request for any loan increase.

8.0 SUPERVISION OF WORKS

The renovation works must start on site within 6 weeks of the date of the release of the loan. If the work does not start on site by this date then in accordance with the loan conditions, a breach of conditions will have occurred and Plymouth City Council may demand immediate repayment of the loan and interest.

The building contract will be between the applicant and the chosen contractor and will not include Plymouth City Council. An officer from Plymouth City Council or an agent acting on its behalf will check the works to ensure they are carried out according to the specification of work and in accordance with the Decent Homes Standard and good building practice. However, Plymouth City Council or its officers or its agents acting on its behalf will not be liable for any poor workmanship nor will they provide any guarantee.

Where appropriate, applicants will be recommended to employ their own surveyor whose fees are eligible for loan assistance, subject to the loan maximums. Responsibility for supervision of the works will rest with the applicant. Any works that have not been completed to an acceptable standard will be the responsibility of the applicant.

On completion of the works the applicant will notify Plymouth City Council that the property is ready for inspection and prove that the repair and renovation of the property complies with the;

- Decent Homes Standard and any additional standards required for inclusion on the EasyLet/HouseLet schemes
- Conditions of the loan offer and estimates
- Agreed schedule of works and specification of works
- Current Building Regulations
- Current Gas and Electrical safety standards by providing to the council for inspection original copies of the safety certificates, guarantees and test certificates.

9.0 REFUSAL OF LOAN

Where an application for a loan is refused the applicant will be notified of the reasons for refusal in writing.

If an applicant disagrees with the reasons for refusal, an appeal may be made in writing to the Housing Strategy and Development Manager, stating the reasons why the applicant disagrees. This appeal should be made within 14 days of receipt of the refusal letter.

The Assistance Panel will consider the appeal and the applicant will be notified of its decision in writing.

10.0 REPAYMENT OF THE LOAN

All loans paid under this scheme will be repayable within the specified time as set out in the conditions of the individual Loan Agreement.

The loan is repayable over a maximum of five years³⁷, unless there is an earlier disposal of the property. To receive a loan the owner would be required to agree to the payments set out in the table (Table I).³⁸.

Table I

Loan Amount	Payment pcm over 12 Mths	Payment pcm over 24 Mths	Payment pcm over 36 Mths	Payment pcm over 48 Mths	Repayment pcm over 60 Mths
£5,000.00	£416.67	Not available	Not available	Not available	Not available
£10,000.00	£833.33	£416.67	Not available	Not available	Not available
£15,000.00	£1,250.00	£625.00	£416.67	£312.50	Not available
£20,000.00	£1,666.67	£833.33	£555.56	£416.67	£333.33
£25,000.00	£2,083.33	£1,041.67	£694.44	£520.83	£416.67
£50,000.00	£4166.67	£2083.33	£1388.89	£1041.67	£833.33
£75,000.00	£6250.00	£3125.00	£2083.33	£1562.50	£1250.00

Where the property is to be converted into units and there is a disposal of one or more units (prior to the fixed dates set out in the terms of the Loan Agreement), then on each such disposal of a unit, the applicant must repay the percentage of the loan outstanding on the unit sold.

Example;

Mr Smith borrows £75,000 to renovate a large house and convert it into three flats. Upon entering into the loan agreement with Plymouth City Council, Mr Smith intends to let the flats out to tenants once the works are completed. The works complete on 1 July 2011 and soon afterwards Mr Smith begins to let all the flats out to tenants. However, after a while, Mr Smith decides that he no longer wants to let out all of the flats. Therefore, he sells one of the flats on 1 February 2012 for £85,000. On that date Mr Smith must repay £22,500

³⁷ The term of the loan is dependent upon a HouseLet or EasyLet Agreement being in place subject to the same period as the loan.

³⁸ Payments made in respect of repayment of the loan is ring-fenced and used to offer further empty home loans as and when the receipt of funds has built up to a level to facilitate further offers.

This is calculated as follows:

Initial loan	£75,000.00	
Repayments made	£7,500.00	(6 payments of £1250.00)
Balance of Debt	£67,500.00	
Repayment due	£22,500.00	(one third of debt repayable as one third of Flats being disposed of)

11.0 LOAN INTEREST

The applicant will benefit from an interest free loan, providing there is no default or breach of conditions of the loan. If a default in conditions occurs interest will be charged on the outstanding balance of the whole loan from the date of the demand at a rate set at 8% compounded annually.

Where any sum is required to be paid, but is not repaid in accordance with the loan conditions, a breach of conditions will have occurred and Plymouth City Council may demand immediate repayment of the loan and interest.

12.0 REPAYMENT UPON BREACH OF CONDITIONS

In the case of a breach of loan conditions any outstanding loan becomes repayable immediately to Plymouth City Council. A demand for repayment will be made and interest will be charged on the outstanding balance of the whole loan from the date of the demand at a rate set at 8% compounded annually.

If the owner has not entered into an EasyLet/ HouseLet Agreement with Plymouth City Council within one week of practical completion of the works the final payment will not be released and a breach of loan conditions will be considered to have occurred.

13.0 SECOND LOANS

Where a person has received a loan, second or subsequent loans may be permitted in respect of another property subject to the condition that no applicant may hold loans awarded through the Plymouth City Council's Empty Homes Loan Scheme, to a value greater than £75,000 at any one time.

14.0 UNFORESEEN WORKS

Where unforeseen works arise during the course of the loan aided works, a decision (which may include a site visit) as to whether the cost of the additional works are to be included for consideration of additional loan, will be made within five working days.

15.0 FINAL PAYMENT

An Officer of Plymouth City Council will write to the recipient of the loan 12 weeks before the loan is due to be repaid to ensure that the necessary arrangements are in place to repay Plymouth City Council any outstanding amount of the loan in full.

16.0 RISK ASSESSMENT

Whenever monies are loaned there will be an element of both financial risk in that the loan is not repaid, and risk that should the delivery of the project not be completed it would fail to contribute towards the Empty Homes Delivery Plan objectives.

To ensure that these risks are minimised the following risk assessment procedure has been devised, against which each scheme will be evaluated to determine the level of risk. Any scheme where the risk is evaluated as being in the high-risk category will not be considered appropriate for a loan from Plymouth City Council.

The Empty Homes Team will welcome the opportunity to discuss any proposed application with empty property owners/developers, but no commitment to approve an application or commit funding will be given until a completed application has been received and subjected to the following risk assessment procedure.

All applications will initially be vetted by the Senior Development Officer (Empty Homes) to confirm;

- that the property is empty;
- that the works/conversion can be completed within a time scale to satisfy the empty home loan conditions; and
- if applicable, any necessary approvals and/or consents required to undertake the works/conversion are in place.
- The Applicant has no outstanding debts owed to the council

Delivery Risk

To minimise the delivery risk all applicants for loans will be required to satisfy the following criteria before their application will be considered;

- The person subject to the loan application is registered as the title holder at the Land Registry.
- All required consents for the works/conversion have been approved; where applicable these will include full planning permission, building regulation approval, listed building and conservation area consent,
- Confirmation that there are no legal constraints or restrictive covenants registered against the title of the property to prevent the proposed works/conversion from being undertaken.
- Any requirement for a contaminated land investigation has been undertaken, and where any remediation works are required, these have been agreed with the relevant contaminated land officer.

Once the above criteria have been satisfied the application will then be assessed against a financial risk assessment³⁹, which is based upon the business case details supplied on the application form.

³⁹ Details of the risk assessment can be found in Appendix 1

APPENDIX G

Empty Property Renovation Loan to Sell

In accordance with the Regulatory Reform (Housing Assistance) (England and Wales) Order 2002

2.0 INTRODUCTION

This appendix provides details of the Empty Property Renovation Loans Scheme that has been developed to provide interest free loans to owners and prospective owners of empty property.

The scheme is designed to provide financial assistance to enable owners to bring their empty property up to a standard so it can be sold on the open market and returned to use to meet housing need.

It sets out how the loan scheme will operate, what is required of applicants and the conditions that will be attached to the loans.

It is designed to reduce the number of non-decent homes (and potential homes) lying empty due to owners' lack of funds to renovate them.

Any offer of a loan will not be guaranteed until the owner has been sent a formal approval from Plymouth City Council.

2.0 THE SCHEME

2.1 Purpose

To renovate an empty dwelling to the Decent Homes Standard (as a minimum) and remove Category I Hazards, so that it is suitable to sell on the open market and return it to use to meet housing need.

To convert an empty non domestic building into one or more residential units to meet the Decent Homes Standard, to enable it to be sold on the open market and returned to use to meet housing need.

2.2 Eligible works

To be eligible works, the works must on completion;

- Result in the dwellings being suitable for immediate occupation
- Comply with all relevant building consents, and
- Achieve the Decent Homes Standard, details of which are set out in Appendix K

A schedule of works will be agreed with the applicant prior to the offer of any loan and will form part of the loan conditions.

Any costs, which would be eligible for assistance under an insurance claim or third party claim, will not attract loan assistance. In exceptional cases a loan may be given on condition it is repaid out of the proceeds of any future claim. Works outside the curtilage of the property are not eligible for assistance unless they relate to the provision of essential services such as water, gas or electricity.

2.3 Marketing the loans

The loans are limited and when available will be advertised in the Plymouth City Council Empty Homes Delivery Plan, on the council's website and via housing expos and press releases.

2.4 Buildings not eligible for empty homes loans

- houseboats and caravans.
- Sheds outhouses and extensions such as conservatories
- Buildings not suitable for conversion to habitable dwellings.

3.0 Application process

A Loan Application form is provided by the empty homes team and will form part of the application pack that will consist of;

1. An application form
2. Confirmation of ownership of the property⁴⁰
3. A specification of planned works
4. A schedule of planned works with a clearly defined timeline⁴¹
5. Two itemised estimates of the cost of all the required works together with the cost of any associated fees e.g. structural engineer's fees.
6. Specialist reports, building consents, and plans where required
7. Signed authority to credit check the applicant
8. Bank details form (for bacs payment)
9. A cheque for the loan application fee (£250 each building plus £40 for any additional registered title)
10. Any other details or relevant consents the council has asked the applicant to provide at the enquiry stage.

⁴⁰ Land registration certificate or solicitors confirmation of purchase

⁴¹ PCC can provide assistance with this if required

4.0 LOAN SECURITY

In order to secure a loan, all applicants will be required to agree to a legal charge being placed on the property that is subject to the loan application. Agreement may be made in exceptional circumstances to accept a charge on an alternative property.⁴²

All legal charges must be either first or second charges⁴³. Third or subsequent charges will not be accepted. Where it has been agreed to accept a legal charge on an alternative property, not the subject of the loan application, the alternative property must be located in the City of Plymouth council tax area.

A property offered as security for the loan will require a valuation survey prior to the advance of any loan. This valuation must be undertaken by an independent Council approved surveyor⁴⁴.

Where the property, which is to be offered as security for the loan, already has a charge registered against it, written confirmation from the existing charge holder, confirming their agreement to a further charge being placed on the property, will be required.

The Council will charge the applicant a fee of £250 for the administering the loan application and registering the legal charge. In the case of conversions into flats a further fee of £40 is charged for registering each additional title. All the above charges are payable at the application stage and the application will not be accepted without receipt of the fees.

⁴² This will generally only be available to those applying for an Empty Property Renovation Loans to Occupy to enable improvement works in order to meet mortgage offer conditions and requirements

⁴³ Whereby Plymouth City Council receives confirmation from the first charge holder that it consents to a second charge

⁴⁴ The cost of this can be added to the loan

5.0 LOAN RISK ASSESSMENT

All applications for a loan will be subject to a risk assessment⁴⁵ that will form part of any decision to approve a loan. Details as to how this assessment will be undertaken are set out under point 15. An application deemed to be in the high-risk category will not be approved.

6.0 NOTIFICATION OF LOAN APPROVAL

The applicant will be notified in writing whether the application for assistance is approved or refused. The notification will be provided as soon as reasonably practicable and in any case within ten weeks from receipt of a completed application.

The approval will specify the amount of loan and the repayment period. The offer of a loan will remain open for 6 weeks from the date of the loan approval notification letter.

The amount of loan will be based on the lower estimate received. However, if Plymouth City Council finds the cost of the estimates to be excessive the loan amount will be determined by the Council based on what it considers to be the reasonable costs for the schedule of works⁴⁶.

On confirmation that the owner has accepted the formal offer of loan Plymouth City Council's legal department will draw up two sets of the Loan Facility Agreement and Legal Charge documents. The Empty Homes Manager at Plymouth City Council will issue these to the applicant. If the Applicant wants to proceed with the loan they must complete and return both sets of documents to PCC within six weeks.

⁴⁵ Details of the risk assessment can be found in Appendix I

⁴⁶ Based upon the Homes and Communities Agency build cost per square metre; current at the time of submission of the application.

On receipt of the documents Plymouth City Council's legal department will apply to the Plymouth Land Registry to register the legal charge against the property. Where the applicant is a Company, the Council will also apply to Companies House for registration of the charge.

On confirmation that the Legal Charge(s) have been registered, the Plymouth City Council Empty Homes Manager will instruct Plymouth City Council finance department to release the loan monies by BACS payment⁴⁷. This is expected to be no more than 14 days after the registration of the Legal Charge(s).

In the case where an applicant ceases to be the owner of the property for which they require a loan or it appears to Plymouth City Council that the applicant was not at the time of the approval of the loan, the registered owner the entitlement to a loan will be cancelled and no payment will be made.

Loans are not transferable either between applicants or properties.

7.0 AMOUNT OF ASSISTANCE

Up to £25,000 per unit of accommodation is available to a maximum of £75,000 per property.

For example a:

- 2-bedroom family home would be eligible for a loan of up to £25,000. (Classed as 1 unit)
- House converted into 2 self contained flats would be eligible for a loan of up to £50,000.

⁴⁷ Ten percent of the total amount of the agreed loan will be retained until all loan conditions have been met and original completion certificates in respect of the renovation have been received by Plymouth City Council. These will be photocopied for its files and the originals returned to the owner on release of the final payment.

- Large house converted into 3 self contained flats would be eligible for up to £75,000. £75,000 being the maximum loan available for any one property.

The above amounts are inclusive of all on costs including value-added tax and fees.

If Plymouth City Council is satisfied that owing to circumstances beyond the control of the applicant the work has increased in cost due to unforeseen works, the loan may be increased subject to the loan maximum and submission of estimates.

An appropriate estimate must support any request for any loan increase.

8.0 SUPERVISION OF WORKS

The renovation works must start on site within 6 weeks of the date of the release of the loan. If the work does not start on site by this date then in accordance with the loan conditions, a breach of conditions will have occurred and Plymouth City Council may demand immediate repayment of the loan and interest.

The building contract will be between the applicant and the chosen contractor and will not include Plymouth City Council. An officer from Plymouth City Council or an agent acting on its behalf will check the works to ensure they are carried out according to the specification of work and in accordance with the Decent Homes Standard and good building practice. However, Plymouth City Council or its officers or its agents acting on its behalf will not be liable for any poor workmanship nor will they provide any guarantee.

Where appropriate, applicants will be recommended to employ their own surveyor whose fees are eligible for loan assistance, subject to the loan maximums. Responsibility for supervision of the works will rest with the applicant. Any works that have not been completed to an acceptable standard will be the responsibility of the applicant.

On completion of the works the applicant will notify Plymouth City Council that the property is ready for inspection and prove that the repair and renovation of the property complies with the;

- Decent Homes Standard
- Conditions of the loan offer and estimates
- Agreed schedule of works and specification of works
- Current Building Regulations
- Current Gas and Electrical safety standards by providing to the council for inspection original copies of the safety certificates, guarantees and test certificates.

In addition, the applicant will also provide confirmation that he has instructed an agent to sell the property

9.0 REFUSAL OF LOAN

Where an application for a loan is refused the applicant will be notified of the reasons for refusal in writing.

If an applicant disagrees with the reasons for refusal, an appeal may be made in writing to the Housing Strategy and Development Manager, stating the reasons why the applicant disagrees. This appeal should be made within 14 days of receipt of the refusal letter.

The Assistance Panel will consider the appeal and the applicant will be notified of its decision in writing.

10.0 REPAYMENT OF THE LOAN

Loans to Sell are repayable upon completion of the sale.

11.0 LOAN INTEREST

The applicant will benefit from an interest free loan, providing there is no default or breach of conditions of the loan. If a default in conditions occurs interest will be charged on the outstanding balance of the whole loan from the date of the demand at a rate set at 8% compounded annually.

Where any sum is required to be paid, but is not repaid in accordance with the loan conditions, a breach of conditions will have occurred and Plymouth City Council may demand immediate repayment of the loan and interest.

12.0 REPAYMENT UPON BREACH OF CONDITIONS

In the case of a breach of loan conditions any outstanding loan becomes repayable immediately to Plymouth City Council. A demand for repayment will be made and interest will be charged on the outstanding balance of the whole loan from the date of the demand at a rate set at 8% compounded annually.

Should the works not be completed (and property placed upon the market for sale) within the periods set out in the loan agreement a breach of loan conditions will be considered to have occurred.

Should the completion of sale not take place within 12 months of practical completion a breach of loan conditions will be considered to have occurred.

13.0 SECOND LOANS

Where a person has received a loan, second or subsequent loans may be permitted in respect of another property subject to the condition that no applicant may hold loans awarded through the Plymouth City Council's Empty Homes Loan Scheme, to a value greater than £75,000 at any one time.

14.0 UNFORESEEN WORKS

Where unforeseen works arise during the course of the loan aided works, a decision (which may include a site visit) as to whether the cost of the additional works are to be included for consideration of additional loan, will be made within five working days.

15.0 RISK ASSESSMENT

Whenever monies are loaned there will be an element of both financial risk in that the loan is not repaid, and risk that should the delivery of the project not be completed it would fail to contribute towards the Empty Homes Delivery Plan objectives.

To ensure that these risks are minimised the following risk assessment procedure has been devised, against which each scheme will be evaluated to determine the level of risk. Any scheme where the risk is evaluated as being in the high-risk category will not be considered appropriate for a loan from Plymouth City Council.

The Empty Homes Team will welcome the opportunity to discuss any proposed application with empty property owners/developers, but no commitment to approve an application or commit funding will be given until a completed application has been received and subjected to the following risk assessment procedure.

All applications will initially be vetted by the Senior Development Officer (Empty Homes) to confirm;

- that the property is empty;
- that the works/conversion can be completed within a time scale to satisfy the empty home loan conditions; and
- if applicable, any necessary approvals and/or consents required to undertake the works/conversion are in place.
- The Applicant has no outstanding debts owed to the council

Delivery Risk

To minimise the delivery risk all applicants for loans will be required to satisfy the following criteria before their application will be considered;

- The person subject to the loan application is registered as the title holder at the Land Registry.
- All required consents for the works/conversion have been approved; where applicable these will include full planning permission, building regulation approval, listed building and conservation area consent,
- Confirmation that there are no legal constraints or restrictive covenants registered against the title of the property to prevent the proposed works/conversion from being undertaken.
- Any requirement for a contaminated land investigation has been undertaken, and where any remediation works are required, these have been agreed with the relevant contaminated land officer.

Once the above criteria have been satisfied the application will then be assessed against a financial risk assessment⁴⁸, which is based upon the business case details supplied on the application form.

⁴⁸ Details of the risk assessment can be found in Appendix 1

Appendix H

Empty Property Renovation Loan to Occupy

In accordance with the Regulatory Reform (Housing Assistance) (England and Wales) Order 2002

1.0 INTRODUCTION

This document provides details of the Empty Property Renovation Loans Scheme that has been developed to provide interest free loans to owners and prospective owners of empty property.

The scheme is designed to provide financial assistance to enable owners to bring their empty property up to a minimum of the decent homes standard so they can occupy it themselves.

It sets out how the loan scheme will operate, what is required of applicants and the conditions that will be attached to the loans.

It is designed to reduce the number of non-decent homes lying empty due to owners' lack of funds to renovate them.

All Empty Property Renovation Loans approved are subject to a number of conditions to ensure that the monies received in respect of the repayment of loans are ring fenced to fund further empty property development schemes.

Any offer of a loan will not be guaranteed until the owner has been sent a formal approval from Plymouth City Council.

2.0 THE SCHEME

2.1 Purpose

To renovate an empty dwelling to the Decent Homes Standard (as a minimum) and remove Category I Hazards, so that it is suitable for immediate occupation by the owner/s.

Persons applying for the above loans must own the property at the time of approval of the loan and must be able to supply security for the loan as detailed at section 4.

2.2 Eligible works

To be eligible works, the works must on completion;

- Result in the property being suitable for immediate occupation as a dwelling
- Comply with all relevant building consents, and
- Achieve the Decent Homes Standard, details of which are set out in Appendix K

A schedule of works will be agreed with the applicant prior to the offer of any loan and will form part of the loan conditions.

Any costs, which would be eligible for assistance under an insurance claim or third party claim, will not attract loan assistance. In exceptional cases a loan may be given on condition it is repaid out of the proceeds of any future claim. Works outside the curtilage of the property are not eligible for assistance unless they relate to the provision of essential services such as water, gas or electricity.

2.3 Marketing the loans

The loans are limited and when available will be advertised in the Plymouth City Council Empty Homes Delivery Plan and on the council's website and via housing expos and press releases.

2.4 Buildings not eligible for empty homes loans⁴⁹

- houseboats and caravans.
- Sheds outhouses and extensions such as conservatories
- Buildings not suitable for conversion to a habitable dwelling

3.0 Application process

A Loan Application form is provided by the empty homes team and will form part of the application pack that will consist of;

1. An application form
2. Confirmation of ownership of the property⁵⁰
3. A specification of planned works
4. A schedule of planned works with a clearly defined timeline⁵¹
5. Two itemised estimates of the cost of all the required works together with the cost of any associated fees e.g. structural engineer's fees.
6. Specialist reports, building consents, and plans where required
7. Signed authority to credit check the applicant
8. Bank details form (for bacs payment)
9. A cheque for the loan application fee (£250 each building)
10. Any other details or relevant consents the council has asked the applicant to provide at the enquiry stage.

⁴⁹ Please note Loans to Occupy are only available for single dwellings for owner occupation and not for flat conversions.

⁵⁰ Land registration certificate or solicitors confirmation of purchase

⁵¹ PCC can provide assistance with this if required

4.0 LOAN SECURITY

In order to secure a loan, all applicants will be required to agree to a legal charge being placed on the property that is subject to the loan application. Agreement may be made in exceptional circumstances to accept a charge on an alternative property.⁵²

All legal charges must be either first or second charges⁵³. Third or subsequent charges will not be accepted. Where it has been agreed to accept a legal charge on an alternative property, not the subject of the loan application, the alternative property must be located in the City of Plymouth council tax area.

A property offered as security for the loan will require a valuation survey prior to the advance of any loan. This valuation must be undertaken by an independent Council approved surveyor⁵⁴.

Where the property, which is to be offered as security for the loan, already has a charge registered against it, written confirmation from the existing charge holder, confirming their agreement to a further charge being placed on the property, will be required.

The Council will charge the applicant a fee of £250 for the administering the loan application and registering the legal charge. The above charge is payable at the application stage and the application will not be accepted without receipt of the fees.

⁵² This will generally only be available to those applying for an Empty Property Renovation Loans to Occupy to enable improvement works in order to meet mortgage offer conditions and requirements

⁵³ Whereby Plymouth City Council receives confirmation from the first charge holder that it consents to a second charge

⁵⁴ The cost of this can be added to the loan

5.0 LOAN RISK ASSESSMENT

All applications for a loan will be subject to a risk assessment⁵⁵ that will form part of any decision to approve a loan. Details as to how this assessment will be undertaken, details of which are set out under point 14. An application deemed to be in the high-risk category will not be approved.

6.0 NOTIFICATION OF LOAN APPROVAL

The applicant will be notified in writing whether the application for assistance is approved or refused. The notification will be provided as soon as reasonably practicable and in any case within ten weeks from receipt of a completed application.

The approval will specify the amount of loan and the repayment period. The offer of a loan will remain open for six weeks from the date of the loan approval notification letter.

The amount of loan will be based on the lowest estimate received. However, if Plymouth City Council finds the cost of the estimates to be excessive the loan amount will be determined by the Council based on what it considers to be the reasonable costs for the schedule of works⁵⁶.

On confirmation that the owner has accepted the formal offer of loan Plymouth City Council's legal department to draw up two sets of the Loan Facility Agreement and Legal Charge documents. The Empty Homes Manager at Plymouth City Council will issue these to the applicant. If the Applicant wants to proceed with the loan they must complete and return both sets of documents to PCC within six weeks.

⁵⁵ Details of the risk assessment can be found in Appendix I

⁵⁶ Based upon the Homes and Communities Agency build cost per square metre; current at the time of submission of the application.

On receipt of the documents Plymouth City Council's legal department will apply to the Plymouth Land Registry to register the legal charge against the property. Where the applicant is a Company, the Council will also apply to Companies House for registration of the charge.

On confirmation that the Legal Charge(s) have been registered, the Plymouth City Council Empty Homes Manager will instruct Plymouth City Council finance department to release the loan monies by BACS payment⁵⁷. This is expected to be no more than 14 days after the registration of the Legal Charge(s).

In the case where an applicant ceases to be the owner of the property for which they require a loan or it appears to Plymouth City Council that the applicant was not at the time of the approval of the loan, the registered owner the entitlement to a loan will be cancelled and no payment will be made.

Loans are not transferable either between applicants or properties.

7.0 AMOUNT OF ASSISTANCE

Loans to Occupy are available up to a maximum of £25,000 per property inclusive of all on costs including value-added tax and fees.

If Plymouth City Council is satisfied that owing to circumstances beyond the control of the applicant the work has increased in cost due to unforeseen works, the loan may be increased subject to the loan maximum and submission of estimates.

An appropriate estimate must support any request for any loan increase.

⁵⁷ Ten percent of the total amount of the agreed loan will be retained until all loan conditions have been met and original completion certificates in respect of the renovation have been received by Plymouth City Council. These will be photocopied for its files and the originals returned to the owner on release of the final payment.

8.0 SUPERVISION OF WORKS

The renovation works must start on site within six weeks of the date of the release of the loan. If the work does not start on site by this date then in accordance with the loan conditions, a breach of conditions will have occurred and Plymouth City Council may demand immediate repayment of the loan and interest.

The building contract will be between the applicant and the chosen contractor and will not include Plymouth City Council. An officer from Plymouth City Council or an agent acting on its behalf will check the works to ensure they are carried out according to the specification of work and in accordance with the Decent Homes Standard and good building practice. However, Plymouth City Council or its officers or its agents acting on its behalf will not be liable for any poor workmanship nor will they provide any guarantee.

Where appropriate, applicants will be recommended to employ their own surveyor whose fees are eligible for loan assistance, subject to the loan maximums. Responsibility for supervision of the works will rest with the applicant. Any works that have not been completed to an acceptable standard will be the responsibility of the applicant.

On completion of the works the applicant will notify Plymouth City Council that the property is ready for inspection and prove that the repair and renovation of the property complies with the;

- Decent Homes Standard
- Conditions of the loan offer and estimates
- Agreed schedule of works and specification of works
- Current Building Regulations
- Current Gas and Electrical safety standards by providing to the council for inspection original copies of the safety certificates, guarantees and test certificates.

9.0 REFUSAL OF LOAN

Where an application for a loan is refused the applicant will be notified of the reasons for refusal in writing.

If an applicant disagrees with the reasons for refusal, an appeal may be made in writing to the Housing Strategy and Development Manager, stating the reasons why the applicant disagrees. This appeal should be made within 14 days of receipt of the refusal letter.

The Assistance Panel will consider the appeal and the applicant will be notified of its decision in writing.

10.0 REPAYMENT OF THE LOAN

All Loans to Occupy are repayable within three months of completion of works⁵⁸

11.0 LOAN INTEREST

The applicant will benefit from an interest free loan, providing there is no default or breach of conditions of the loan. If a default in conditions occurs interest will be charged on the balance of the loan from the date of the demand at a rate set at 8% compounded annually.

Where any sum is required to be paid, but is not repaid in accordance with the loan conditions, a breach of conditions will have occurred and Plymouth City Council may demand immediate repayment of the loan and interest.

⁵⁸ This will be no later than 12 months following the date of approval of the loan.

12.0 REPAYMENT UPON BREACH OF CONDITIONS

In the case of a breach of loan conditions any outstanding loan becomes repayable immediately to Plymouth City Council. A demand for repayment will be made and interest will be charged on the outstanding balance of the whole loan from the date of the demand at a rate set at 8% compounded annually.

If the owner has not occupied the property within one month of completion of the works a breach of conditions will be deemed to have occurred..

If the works are not completed within the timescale set out in the loan agreement a breach of conditions will be deemed to have occurred.

13.0 UNFORESEEN WORKS

Where unforeseen works arise during the course of the loan aided works, a decision (which may include a site visit) as to whether the cost of the additional works are to be included for consideration of additional loan, will be made within five working days.

14.0 RISK ASSESSMENT

Whenever monies are loaned there will be an element of both financial risk in that the loan is not repaid, and risk that should the delivery of the project not be completed it would fail to contribute towards the Empty Homes Delivery Plan objectives.

To ensure that these risks are minimised the following risk assessment procedure has been devised, against which each scheme will be evaluated to determine the level of risk. Any scheme where the risk is evaluated as being in the high-risk category will not be considered appropriate for a loan from Plymouth City Council.

The Empty Homes Team will welcome the opportunity to discuss any proposed application with empty property owners/developers, but no commitment to approve an application or commit funding will be given until a completed application has been received and subjected to the following risk assessment procedure.

All applications will initially be vetted by the Senior Development Officer (Empty Homes) to confirm;

- that the property is empty;
- that the works/conversion can be completed within a time scale to satisfy the empty home loan conditions; and
- if applicable, any necessary approvals and/or consents required to undertake the works/conversion are in place.
- The Applicant has no outstanding debts owed to the council

Delivery Risk

To minimise the delivery risk all applicants for loans will be required to satisfy the following criteria before their application will be considered;

- The person subject to the loan application is registered as the title holder at the Land Registry.
- All required consents for the works/conversion have been approved; where applicable these will include full planning permission, building regulation approval, listed building and conservation area consent,
- Confirmation that there are no legal constraints or restrictive covenants registered against the title of the property to prevent the proposed works/conversion from being undertaken.
- Any requirement for a contaminated land investigation has been undertaken, and where any remediation works are required, these have been agreed with the relevant contaminated land officer.

Once the above criteria have been satisfied the application will then be assessed against a financial risk assessment⁵⁹, which is based upon the business case details supplied on the application form.

⁵⁹ Details of the risk assessment can be found in Appendix 1

Appendix I

Empty Property Renovation Loans - Risk Assessment

Whenever monies are loaned there will be an element of both financial risk in that the loan is not repaid, and risk that should the delivery of the project not be completed it would fail to contribute towards the Empty Homes Delivery Plan objectives.

To ensure that these risks are minimised the following risk assessment procedure has been devised, against which each scheme will be evaluated to determine the level of risk. Any scheme where the risk is evaluated as being in the high-risk category will not be considered appropriate for a loan from Plymouth City Council.

The Empty Homes Team will welcome the opportunity to discuss any proposed application with empty property owners/developers, but no commitment to approve an application or commit funding will be given until a completed application has been received and subjected to the following risk assessment procedure.

All applications for loans will only be considered if;

- the property has been registered for council tax purposes as having been empty for two or more years
- the applicant is the title holder as registered at the Land Registry
- the applicant has no outstanding debts owed to the council
- the owner has fully complied with any enforcement action that may have been taken by the council in respect of this or any property in the applicant's ownership.
- any necessary approvals and/or consents required to undertake the works/conversion are in place

- start on site can will take place within the current financial year in which the application is submitted
- confirmation is in place that there are no legal constraints or restrictive covenants registered against the title of the property to prevent the proposed works/conversion from being undertaken
- confirmation is in place that any requirement for a contaminated land investigation has been undertaken, and where any remediation works are required, these have been agreed with the relevant contaminated land officer
- the applicant's credit check⁶⁰ is satisfactory

Once the above criteria have been satisfied the application will then be assessed against the following financial risk assessment, which is based upon the business case details supplied on the application form.

Delivery Risk

Each of the questions listed below will be assigned a score and these individual scores will be totaled to give an overall score. The application will then be placed in either a;

Risk	Score
▪ High	50 or over
▪ Medium, or	Between 25 and 49
▪ Low category.	Up to 25

Those applications scoring high will not be approved, and preference will be given to those applications scoring low.

⁶⁰ Plymouth City Council will credit check on all applicants

Business Plan

The applicant supplied a business plan, which,

- fully demonstrated the financial viability of the proposed empty property scheme 0
- did not fully demonstrate the financial viability of the proposed empty property scheme 50

2 Loan amount

- Up to £25,000 2
- Between £26,000 and £50,000 10
- Between £51,000 and £75,000 15

3 Loan(s) to existing property value percentage

The proposed loan amount and any existing loan/mortgage on the property;

- do not exceed 50% of the property value 2
- is between 51% and 70% of the property value 15
- is between 71% and 85% of the property value 20
- is between 86% and 100% of the property value 30

4 Proposed term of loan

- Up to 24 months 2
- Between 25 and 48 months 10
- Between 49 and 60 months 15

5 Provision of evidence of experience

All applicants are requested to provide, where possible, evidence of the successful completion of two similar types of schemes to that proposed in the current application;

- Evidence supplied 2
- Evidence not supplied 5

TOTAL SCORE

--

Appendix J

Healthy Homes Grant Health and Housing Questionnaire



Plymouth Healthy Homes Health and Housing Questionnaire

This questionnaire is designed to help us assess your eligibility for grant aid through the Healthy Homes Project. Please try and answer all questions as honestly and accurately as possible. The results will determine whether or not a grant is payable. All answers will be treated with the strictest confidence.

If you need any help completing this questionnaire please contact Healthy Homes on 01752 307574

PART I: GENERAL INFORMATION

Name
Address
Postcode
Telephone number
Date of Birth
Do you own your home?
What income related benefits do you receive? e.g. income support, Disability Living Allowance

PART 2: HEALTH QUESTIONS**1. Is your health generally** (please tick)

	Mr	Mrs	Child
VERY GOOD	0	0	0
GOOD	1	1	1
FAIR	3	3	3
POOR	5	5	5

Office Use Only Health Score = Housing Score = Total HH Score =
 Grant awarded: **need over 30 points to be eligible for heating or over 22 points for insulation grants.**

2. Have you or anyone in your household been diagnosed with any of the following illnesses/problems? (Please tick all that apply)

Illness/Problem	Mr	Mrs	Family member
high blood pressure	3	3	3
heart disease e.g. angina	3	“	“
Asthma	3		
Bronchitis	3		
Emphysema	3		
Arthritis	3		
Rheumatism	3		
Other long term illness affected by the cold, Please state Up to a maximum of 12 points for health problems			

3. Has anyone in your household ever suffered from a stroke?

Yes	5	No	0
-----	---	----	---

4. Does anyone in the household suffer from cold hands and feet?

Yes	3	No	0
-----	---	----	---

5. Is anyone in the household prone to developing coughs and colds?

Yes	3	No	0
-----	---	----	---

6. How often do you visit the doctor regarding your health conditions?
(please tick most appropriate box below) **Only most frequent visitor's score counted**

	Heart / circulation problems	Breathing problems	Joint or bone problems	Other illness Check ups
> once a Week	5	5	5	5
> once a Month	4	4	4	4
> few times a Year	3	3	3	3

> once a Yr or less

2	2	2	2
---	---	---	---

7. **Have you or anyone in your household been admitted to hospital for any of the following medical conditions in the last year?**

Condition	Number of times admitted
Heart problems or stroke	5 per visit
Breathing problems or pneumonia	5 per visit
Joint or bone problems e.g. hip operations or broken bones from falls	5 per visit
Other major surgery	5 per visit

☐

8. **How do cold temperatures in your home affect your health e.g. makes your condition worse, less mobility, generally uncomfortable? Please explain.**

10 Worsens health problems - need to take more medication

6 Decreases mobility and increases likelihood of further illness

4 Feel very uncomfortable or depressed

2 Makes them unhappy/other effects

☐

PART 3: HOUSE ENVIRONMENTAL INFORMATION**9. What type of house do you live in?**

	No. of bedrooms
Semi detached house	
Semi detached bungalow	
Detached house	
Detached bungalow	
Mid terrace house	
End Terrace house	
Top floor flat	
Middle/ground floor flat	

10. What is your main form of heating?**11. Approximately how much so you spend per month on
Electricity £ _____ Gas £ _____ Other fuel £ _____****12. Does your home as a whole feel cold?**

No	0
Occasionally/parts of the house do	3
All the time	5
All the time during winter!	4

☐**13. Does the room that you sleep in feel cold?**

No	0
Yes	3
Yes, and it effects my sleep	5

☐**14. Do you ever stay in one room all day because it is warmer than the rest of the house?**

No	0
Yes	3
Yes, and it is the room I sleep in	5

☐**15. Is there any mould or damp in your home?**

NO	0
YES, In one room	3
YES, In two or more rooms	4
YES, In every room	5

☐

16. Does your home suffer from condensation?

NO	0
YES, but only when cooking or washing	1
YES, often in one room	2
YES, often in two or more rooms	3
YES, often in more than two rooms	4

☐
17. Do the 'wet areas' (Kitchen and bathroom) of your home have any ventilation?

No	
Window that opens	
Extractor fan	

18. Can you feel draughts coming through your windows and/or doors?

NO	
YES	

Thank you for completing this questionnaire

A follow up questionnaire will be sent to you if you have help through the scheme to evaluate the benefits of the project.

Plymouth City Council manages the Plymouth Healthy Homes Scheme and as such is the data controller responsible for collecting your sensitive personal data. The Project Co-ordinator will retain your data securely for the purposes of evaluating the Healthy Homes scheme. Your contact details will be passed onto the project partners (Miller Pattison and Care & Repair Plymouth) and any successor organisations, only in order for the works to proceed. We will not pass your information to any other organisations unless you request us to do so.

Please sign below to confirm you agree with your data being used in this way.

Signed.....Print
Name.....

Date.....

Please return this completed questionnaire in the freepost envelope provided. The Healthy Homes Project Co-ordinator will assess your answers and will be in touch with you to let you know if you can be helped through Healthy Homes.

Appendix K Houselet and Easylet Standards

HouseLet Letting Standard

The properties on the HouseLet scheme generally exceed the decent homes standard as set out below⁶¹.

The additional HouseLet requirements are explained on page 5.

DECENT HOMES STANDARD

To achieve the decent homes standard, a dwelling must comply with the following four criteria.

1. It meets the current statutory minimum standard for housing

To be decent, a dwelling should be free of category I hazards as assessed through the Housing Health and Safety Rating System.

2. It is in a reasonable state of repair

A dwelling satisfies this criterion unless:

- one or more key building components are old and, because of their condition need replacing or major repair; or
- two or more other building components are old and,
- because of their condition need replacing or major repair.

A building component can only fail to satisfy this criterion by being old and requiring replacing or repair.

A component cannot fail this Criterion based on age alone.

⁶¹ Further details of the Decent Homes Standard can be found at: www.communities.gov.uk/decenthomes

Definition of building components

Building components are the structural parts of a dwelling (e.g. wall structure, roof structure), other external elements (e.g. roof covering, chimneys) and internal services and amenities (e.g. kitchens, heating systems).

Key building components are those which, if in poor condition, could have an immediate impact on the integrity of the building and cause further deterioration in other components.

They are the external components plus internal components that have potential safety implications and include:

- external walls;
- roof structure and covering;
- windows/doors;
- chimneys;
- central heating boilers;
- gas fires;
- storage heaters;
- plumbing; and
- electrics.

Lifts are not considered to be a key component unless the lift or the lift shafts have a direct effect upon the integrity of the building.

If any of these components are old and need replacing, or require immediate major repair, then the dwelling is not in a reasonable state of repair.

Other building components are those that have a less immediate impact on the integrity of the dwelling. Their combined effect must therefore be considered, with a dwelling not being in a reasonable state of repair if two or more are old and need replacing or require immediate major repair.

Definition of Old and in Poor Condition

A component is defined as 'old' if it is older than its standard lifetime. Components are in poor condition if they need major work, either full replacement or major repair.

One or more key components, or two or more other components, must be both old and in poor condition to render the dwelling non-decent on grounds of disrepair.

Components that are old but in good condition or in poor condition but not old would not, in themselves, cause the dwelling to fail the standard.

A building component, which requires replacing before it reaches its expected lifetime has failed early. Under the terms of the definition, this early failure does not render the dwelling non-decent.

3. It has reasonably modern facilities and services

A dwelling is considered not to meet this criterion if it lacks three or more of the following facilities:

- a kitchen which is 20 years old or less;
- a kitchen with adequate space and layout;
- a bathroom which is 30 years old or less;
- an appropriately located bathroom and WC;
- adequate external noise insulation; and
- Adequate size and layout of common entrance areas for blocks of flats.

A kitchen failing on adequate space and layout would be one that was too small to contain all the required items (sink, cupboards cooker space, worktops etc) appropriate to the size of the dwelling.

An inappropriately located bathroom and WC is one where the main bathroom or WC is located in a bedroom or accessed through a bedroom (unless the bedroom is not used or the dwelling is for a single person). A dwelling would also fail if the main WC is external or located on a different floor to the nearest wash hand basin, or if a WC without a wash hand basin opens on to a kitchen in an inappropriate area, for example next to the food preparation area.

Inadequate insulation from external airborne noise would be where there are problems with, for example, traffic (rail, road and airplanes) or factory noise.

Inadequate size and layout of common entrance areas for blocks of flats would be one with insufficient room to maneuver easily for example where there are narrow access ways with awkward corners and turnings, steep staircases, inadequate landings, absence of handrails, low headroom etc.

In some instances there may be factors which may make the improvements required to meet the decent homes standard challenging, or impossible, factors such as physical or planning restrictions.

Where such limiting factors occur the property should be assessed to determine the most satisfactory course of action in consultation with the relevant body or agency so as to determine the best solution. The outcome may determine that some improvements may be possible even if all are not.

A dwelling would not fail this criterion, where it is impossible to make the required improvements to components for physical or planning reasons.

4. It provides a reasonable degree of thermal comfort

The definition requires a dwelling to have both efficient heating; and effective insulation.

Efficient heating is defined as;

- any gas or oil programmable central heating
- electric storage heaters
- warm air systems
- under floor systems
- programmable LPG/solid fuel central heating
- Efficient heating systems that are developed in the future.

The primary heating system must have a distribution system sufficient to provide heat to two or more rooms of the home. There may be storage heaters in two or more rooms, or other heaters that use the same fuel in two or more rooms. Even if the central heating system covers most of the house making a dwelling decent, under the HHSRS the home should be warm enough for the occupant.

Heating sources, which provide less energy efficient options, fail the Decent Homes standard.

Programmable heating is where the timing and the temperature of the heating can be controlled by the occupants.

Because of the differences in efficiency between gas/oil heating systems and the other heating systems listed, the level of insulation that is appropriate also differs:

For dwellings with gas/oil programmable heating, cavity wall insulation (if there are cavity walls that can be insulated effectively) and at least 50mm loft insulation (if there is loft space) is an effective package of insulation.

For dwellings heated by electric storage heaters/LPG/programmable solid fuel central heating a higher specification of insulation is required: at least 200mm of loft insulation (if there is a loft) and cavity wall insulation (if there are cavity walls that can be insulated effectively).

A SAP rating of less than 35 (using the 2001 SAP methodology) has been established as a proxy for the likely presence of a Category I hazard from excess cold.

Further details regarding the decent homes standard can be found at;

www.communities.gov.uk/decenthomes

HouseLet scheme requirements

Decoration

Before we take on the management of your property it must be in a ready to let condition. The external and internal decorations should be in a good decorative order.

Gardens/yards and exterior

If there is a garden it should be free from weeds, brambles and clear of rubbish and rubble.

Hedges, bushes and shrubs must be trimmed to a manageable height and the grass freshly cut.

Any ponds must be drained and filled in and greenhouses dismantled and removed.

All gutters and rainwater drains should be clear of rubbish, fallen leaves etc.

Walls and fences must be continuous, secure and safe.

Windows and doors

All the windows and external doors should be double glazed and if wooden must be freshly painted.

All windows with sills of heights below 85cm should be restricted to an opening of no more than 10cm.

Most upper floor windows should have window restrictors or if this poses a fire safety issue then a childproof lock.

All glazing should be safe and comply with building regulations. Any glazed areas below 1.5m must be fitted with safety glass. Non safety glass can be upgraded by protecting it with safety film.

All windows designed to be opened should do so to the equivalent of one twentieth of the floor area of the room.

No responsibility is taken for fancy glass or antique glass fitted to doors, windows or decorative panels.

Heating

Unless there is no main gas supply to the property the heating system should be gas operated.

N.B. It is unlikely that a property without double glazed windows and doors will be of a sufficient standard to come onto HouseLet.

Floor coverings

All rooms should be fitted with suitable floor covering e.g. carpet or laminated flooring in the lounge, dining, and bedrooms. The kitchen and bathroom should be fitted with a non slip water resistant and washable material such as tiles, vinyl, linoleum etc.

N.B. All floor edges between cupboards and floor in the kitchen and between floor and WC, bath, shower and washbasin pedestals in the bathroom must be sealed with waterproof sealant.

Kitchens

All kitchens must have both a gas and electrical cooker connection and at least three appropriately positioned double electrical sockets.

It should be large enough to move in easily and safely and there should be adequate storage and hygienic preparation surfaces of at least 3.4m.

N.B. If you leave built-in appliances you will be responsible for their maintenance.

Ventilation

Any bathroom, WC shower room or kitchen that does not have an opening window must have a mechanical extraction system (fans). It is also recommended that these rooms have fans fitted as standard.

Certificates

The following current certificates are required;

- Landlord gas safe certificate
- Landlord electrical NICEIC certificate
- Energy performance certificate

Safety measures

Any polystyrene tiles must be removed and the surfaces made good.

There should be one hard-wired or 10 year lithium battery sealed smoke detector provided on each level and a fire blanket in the kitchen.

All hazardous substances and DIY tools must be removed from the property and garage and outbuildings.

**If you need any further advice
with regard to these
requirements please contact
the HouseLet Negotiator on;**

01752 307570

Appendix L Partnership Agreement for the Empty Properties Renovation Loan to Let

THIS PARTNERSHIP AGREEMENT is made the _____ day of

20 BETWEEN:

(1) THE COUNCIL OF THE CITY OF PLYMOUTH of Civic Centre Plymouth PL1

2AA (“the Council”) and

(2) _____ of

(“the Landlord”)

IT IS AGREED as follows:-

I. BACKGROUND

1.1 The Landlord is the [freehold/leasehold] owner of the Property which is registered at HM Land Registry under Title Number DN _____ [subject to the existing Legal Charge described in the First Schedule]

1.2 The Council is the local housing authority for the area in which the Property is situated

1.3 The Council wishes to work in partnership with the Landlord to secure the Property for households in housing need within its area under its Empty Homes EasyLet Scheme and has agreed to make a loan to the Landlord pursuant to the Empty Property Renovation Loans Scheme to enable him to carry out works to the Property in order to comply with the Decent Homes standard and the requirements of the Empty Homes EasyLet Scheme

1.4 The Council has agreed to make a loan to the Landlord upon the terms conditions and provisions of this Agreement

1.5 The Landlord has on the same date as this Agreement entered into the Legal Charge

2. DEFINITIONS AND INTERPRETATION

In this Agreement the expressions defined in this clause 2 have the meanings given

2.1 Interpretation

In this Agreement

2.1.1 “the Council” includes its successors in title

2.1.2 words importing the singular shall be construed as importing the plural and vice versa

2.1.3 words importing one gender shall be construed as importing any other gender

2.1.4 where any party comprises more than one person the obligations and liabilities of that party under this agreement shall be joint and several obligations and liabilities of those persons

2.1.5 references to persons includes references to firms companies corporations or limited liability partnerships and vice versa

2.1.6 clause headings do not form part of this Agreement and shall not be taken into account in its construction or interpretation

2.2 “the Deposit” means a deposit which shall be no more than one month’s Rent payable by the Tenant to secure the Property during the EasyLet Period

2.3 “the Legal Charge” means a charge by way of legal mortgage to secure the repayment to the Council of the Principal pursuant to the Empty Property Renovation Loans Scheme in the form of the draft set out in the Third Schedule

2.4 “Conditions of Ownership and Occupation” means the conditions set out in paragraphs 1 and 2 of the Fourth Schedule

2.5 “Empty Property Renovation Loans Scheme” means a loan scheme administered by the Council in accordance with the Regulatory Reform (Housing Assistance) (England and Wales) Order 2002

2.8 “the EasyLet Rent” means the local housing allowance payable for the Property during the EasyLet Period less the 10% management fee (15% in relation to Houses in Multiple Occupation

2.9 “the Property” means the property subject to this partnership agreement in the City of Plymouth

2.10 “the Tenant(s)” means the person(s) occupying the Property under the terms of a Tenancy

2.11 “Tenancy” means an Assured Shorthold Tenancy pursuant to Section 20 Housing Act 1988 (as amended by the Housing Act 1996).

2.12 “the interest rate” means 8% compounded annually

2.13 “the Principal” means the sum of £ .

2.14 “Period of Conditions” means years being equivalent to the term of the EasyLet Partnership Agreement

- 2.15 “Relevant Disposal” means as set out in paragraph 3 of the Fourth Schedule
- 2.16 “Works” means the improvement of the Property in accordance with specifications and quotations submitted by the Landlord and previously approved by the Council
- 2.17 “Assistance Conditions” mean the conditions set out in the Fourth Schedule
- 2.18 “the Managing Agent” means Plymouth Homes4Let

3. LOAN AGREEMENT

3.1 Agreement to lend Principal

The Council agrees with the Landlord to lend the Principal to the Landlord upon the terms conditions and provisions of this Agreement

3.2 Payment of Principal interest and costs

In consideration of the Principal now paid by the Council to the Landlord (receipt of which the Landlord acknowledges) the Landlord undertakes with the Council as set out in this clause 3.2

3.2.1 On completion of this Agreement the Landlord undertakes to execute the Legal Charge as security for repayment of the Principal to the Council in accordance with the terms of this Agreement and will consent to the registration of the Legal Charge against the title to the Property

3.2.2 The Landlord undertakes to repay the Principal by equal interest free calendar monthly repayments or such other amounts that the Council notifies to the landlord from time by time as referred to in the loan repayment schedule of the Second Schedule

3.2.3 The Landlord also undertakes with the Council to pay the Principal to the Council immediately on demand:-

3.2.3.1 on expiry or earlier determination of the Partnership Agreement

3.2.3.2 if the Landlord becomes ineligible for assistance either before or after completion of the Works through a change in the Conditions of Ownership or Occupation of the Property or for any other reason

3.2.3.3 if the Landlord makes a Relevant Disposal of the Property or any part of it

3.2.3.4 if the Landlord makes a successful claim for compensation in accordance with paragraph 4 of the Assistance Conditions

3.2.3.5 if the Landlord fails to comply with any term condition covenant or provision of or to perform any of his obligations or liabilities under this Agreement or any associated or collateral security, or

3.2.3.6 any representation or warranty given by the Landlord or any surety to the Council is or becomes incorrect, or

3.2.3.7 any judgement or order made against the Landlord or any surety by any court is not complied with within 21 days, or

3.2.3.8 the property of the Landlord or any surety becomes subject to any forfeiture or execution distress sequestration or other form of process, or

3.2.3.9 a mortgagee takes possession of or exercises or seeks to exercise any power of sale or of an appointment of a receiver in relation to any property of the Landlord or of any surety, or

3.2.3.10 in the case of an individual:

(a) the Landlord or any surety becomes subject to an interim order or makes a proposal for a voluntary arrangement under the Insolvency Act 1986 Part VIII or enters or seeks to enter into any other form of composition or arrangement with his creditors whether in whole or in part, or

(b) a petition is presented for the bankruptcy of the Landlord or any surety, or

(c) the Landlord or any surety dies or becomes of unsound mind, or

3.2.3.11 in the case of a company or limited liability partnership:

(a) the Landlord or any surety ceases or threatens to cease to carry on or

disposes or threatens to dispose of its business or a material part of its business, or

(b) the Landlord or any surety makes a proposal for a voluntary arrangement under the Insolvency Act 1986 Part I or enters or seeks to enter into any other form of composition or arrangement with its creditors whether in whole or in part, or

(c) the Landlord or any surety becomes subject to a notice of an intended appointment of an administrator or an application is made to any court or any meeting of directors or members is called with a view to the Landlord or any surety entering into administration, or

(d) an administrative receiver is appointed in respect of the whole or any part of the undertaking of the Landlord or any surety, or

(e) a petition is presented in any court or a meeting is convened for the purpose of considering a resolution for the winding up of the Landlord or any surety (except in the case of a reconstruction or amalgamation that has the previous approval in writing of the Council)

3.3 Early repayment of Principal

Notwithstanding the provisions of clause 3.2 the Landlord may at any time repay the Principal or so much of it as may be owing on giving to the Council 21 days notice subject to the Landlord at the same time also paying or discharging all other obligations and liabilities due or owing by the Landlord to the Council under this Agreement or under the terms of any security associated with or collateral to it

3.4 Interest

The Landlord undertakes with the Council to pay to the Council interest on the Principal (or so much of it as may from time to time remain outstanding) at the Interest Rate calculated from the date of demand for payment until all moneys due under this Agreement have been repaid such interest will be demanded either

- a) as a result of failure to repay the Principal or,
- b) as a result of breach of any other condition in this Agreement

3.5 Costs charges expenses and other liabilities

3.5.1 The Landlord undertakes with the Council to pay to the Council on demand and on a full and unlimited indemnity basis all costs charges expenses and liabilities paid and incurred by the Council (whether directly or indirectly) in relation to this Agreement and the obligations owed under and associated with this Agreement and any associated or collateral security (including all commission legal and other professional costs and fees and disbursements and VAT on them) together with interest from the date when the Council becomes liable for them until payment by the Landlord

3.5.2 Without prejudice to the generality of the provisions of that clause the Landlord's liability under clause 3.5.1 will include not only those costs charges expenses and liabilities that would otherwise be allowable on the taking of an account between a mortgagor and mortgagee but also (and insofar as they are not so allowable) those incurred in relation to or arising out of:

3.5.2.1 the contemplation and institution of all proceedings and other action in connection with the enforcement of this agreement and with the enforcement preservation and protection of any associated or collateral security;

3.5.2.2 the contemplation and institution of all proceedings and other action (whether against the Landlord or otherwise) for the payment or discharge of the money and liabilities associated with this agreement or any associated or collateral security;

3.5.2.3 the exercise or contemplated exercise of any power right or discretion conferred by this agreement or by law on the Council;

3.5.2.4 any default by the Landlord or any surety in compliance with the obligations imposed by the terms of this Agreement or any associated or collateral security;

3.5.2.5 any impeachment or attempted impeachment of the title of the Council (whether by the Landlord or by a third party) or of the title of the Landlord to any associated or collateral security; and

3.5.2.6 the contemplation or doing of any other matter or thing which the Council considers to be for the benefit or improvement of any associated or collateral security

3.6 Landlord's Representations and Warranties

The Landlord represents and warrants to the Council as set out in this clause 3.6

3.6.1 The execution of and the observance and performance of the Landlord's obligations under this Agreement does not and will not contravene any charge mortgage lease loan facility or other agreement

3.6.2 The execution of and the observance of the Landlord's obligations under this Agreement does not and will not contravene any of the provisions of its constitution

3.7 Indulgence and Waiver

The Council may at any time or times without discharging or diminishing or in any way prejudicing or affecting this Agreement or any associated or collateral security or any right or remedy of the Council under this Agreement or any associated or collateral security grant to the Landlord or to any other person time indulgence further credit loans or advances or enter into any arrangement or variation of rights or either in whole or in part release abstain from perfecting or enforcing or neglect or fail to perfect or enforce any remedies securities guarantees or rights which he may now or subsequently have from or against the Landlord or any other person

3.8 Release

Promptly upon receipt by the Council of all of the sums due to it in accordance with the provisions of this Agreement the Council shall release the Property from the Legal Charge and shall issue to the Landlord evidence of such release in the form of the registered entries of the title of the Property

4. EASYLET RIGHTS

- 4.1 The Landlord agrees to grant to the Council and or the Managing Agent for the EasyLet Period the right to nominate tenants in accordance with the terms and conditions set out hereunder and
- 4.2 Except as provided in Clause 8.5 for the duration of the EasyLet Period the Landlord will accept the tenant and offer them a Tenancy of the Property for a term not shorter than six calendar months

5. PRINCIPLES OF EASYLET

The Landlord and the Council support the following principles which shall govern the EasyLet process as more fully described below:

- 5.1 All lettings to tenants shall be by way of an Assured Shorthold Tenancy

6. THE COUNCIL'S OBLIGATIONS

- 6.1 Prior to commencement of the EasyLet Period the Council will ensure that the Property is in a tenantable condition
- 6.2 The Council agrees with the Landlord during the EasyLet Period to:
 - 6.2.2 guarantee to administer the deposit in the Deposit Protection Service provided the Tenant is accepted
 - 6.2.3 ensure that any housing benefit claim in respect of the Tenant's occupation of the Property is dealt with as a priority
- 6.4 give advice and provide support to mediate disputes between the Landlord and the Tenant

7. THE LANDLORDS OBLIGATIONS

- 7.1 The Landlord agrees with the Council to:
 - 7.1.1 comply in all respects with the Loan conditions
 - 7.1.2 ensure that the Works are completed within the timescales referred to in the Loan approval letter
 - 7.1.3 ensure that the Works are completed to a standard acceptable to the Council and in accordance with the specification and the requirements of the Health and Safety at Work Act 1974 Building Regulations Planning and Listed Building requirements highways consents and all other legislation appropriate to the nature of the Works
 - 7.1.4 ensure all mandatory safety checks are carried out by the due date and on the Council's request supply original copies of the satisfactory certificates for inspection
 - 7.1.5 keep up to date buildings and public liability insurance cover for the Property

- 7.1.6 ensure that any furniture and soft furnishings supplied by the Landlord comply with the Furniture and Furnishings (Fire) (Safety) Regulations 1988
- 7.1.7 ensure that fire safety equipment is maintained in safe working condition
- 7.1.8 where appropriate and at their sole discretion in the event of the Tenant breaking a condition of the Tenancy take action up to and including possession of the Property from the Tenant
- 7.1.9 ensure that the property is free of category I hazards under the Housing Health and Safety Rating System and in a reasonable state of repair with reasonably modern facilities and services and provides a reasonable degree of thermal comfort
- 7.1.10 observe and perform the landlord's obligations under the terms of the Tenancy
- 7.1.11 enter into a sole management contract with the Managing Agent to take the landlord's full responsibilities in respect of the management of the property to:
- 7.1.12 ensure the Property is managed in accordance with good landlord management practice
- 7.1.13 conduct the management of the Tenancy in accordance with the Council's equal opportunities policy
- 7.1.14 charge the Tenant the EasyLet Rent on a monthly basis
- 7.1.15 observe and perform the landlord's obligations under the terms of the Tenancy
- 7.1.16 comply in all respects with the requirements of any statutes and any other obligations imposed by law or by any byelaws applicable to the Property including the Management of Houses in Multiple Occupation (England) Regs 2006 or the Licensing and Management of Houses in Multiple Occupation (Additional Provisions) (England) Regulations 2007 or any applicable superseding provisions]

8. EASYLET PROCESS

- 8.1 At the commencement of the EasyLet Period the Council will select a tenant to enter into a Tenancy at the Property
- 8.2 If at any time during the EasyLet Period the Property becomes vacant then the Managing Agent will request that the Council initiates the process of finding a tenant for the Property
- 8.3 The Managing Agent will find a Tenant where the Council is unable to do so
- 8.4 The signatories to this Agreement will make every effort to expedite the identification of suitable tenants.
- 8.5 Following the expiration of a Tenancy the Managing Agent will immediately notify the Council who shall have the right to find a tenant for the Property in accordance with Clause 8.2 hereof

9. COUNCIL AS LOCAL AUTHORITY

Nothing contained or implied in this Agreement shall prejudice or affect the Council's rights powers duties and obligations in the exercise of its functions as a local authority

10. REMAIN IN FORCE

This Agreement shall remain in full force and effect notwithstanding earlier determination thereof so far as the provisions herein remain to be performed

11. DEMANDS AND NOTICES

11.1 Form and mode of deemed service

A demand or notice by the Council under this Agreement must be in writing and shall be deemed to have been properly served on the Landlord if served personally on:

11.1.1 the Landlord if an individual; or

11.1.2 any one of the directors or the secretary of the Landlord if a limited company; or

11.1.3 any member of the Landlord if a limited liability partnership

or by first class letter post or fax addressed to the Landlord at or by delivery to his usual or last known place of abode or business or as appropriate its registered office or at any of its principal places of business

11.2 Method of Service

Service shall be deemed to be effected notwithstanding the death or as appropriate dissolution of the Landlord:

11.2.1 at 1000 hours on the second business day (being a day when the United Kingdom clearing banks are open for business in the City of London) immediately following the day of posting if given by first class letter post

Irrespective of the time or date of actual delivery or of lack of delivery;

11.2.2 when dispatched if given by fax; and

11.2.3 when left at the property concerned if delivered

11.3 Other methods of service

The methods of service described in clause 11.1 are in addition, and without prejudice, to any other method of service prescribed or permitted by law

12. VALIDITY AND SEVERABILITY

12.1 Each of the provisions of this Agreement is severable and distinct from the others and if at any time one or more of such provisions is or becomes invalid illegal or unenforceable the validity legality and enforceability of the remaining provisions shall not be affected or impaired

12.2 If this Agreement is executed by or on behalf of more than one person and any one or more of those persons is not bound by its provisions (whether by reason of lack of capacity or improper execution or for any other reason) the remaining parties shall continue to be so bound as if those who are not bound had not been parties to the Agreement

13. EXCLUSION OF THIRD PARTY RIGHTS

Nothing in this Agreement is intended to confer any benefit on any person who is not a party to it

14. GOVERNING LAW AND JURISDICTION

14.1 This Agreement shall be governed by and construed in accordance with English law

14.2 It is irrevocably agreed for the exclusive benefit of the Council that the courts of England are to have jurisdiction to settle any disputes which may arise out of or in connection with this agreement and that accordingly any suit action or proceeding arising out of or in connection with this Agreement may be brought in such courts

14.3 Nothing in this clause 14 shall limit the Council's right to take proceedings against the Landlord in any other court of competent jurisdiction nor shall the taking of proceedings in one or more jurisdictions preclude the taking of proceedings in any other jurisdiction whether concurrently or not

15. TERMINATION

Plymouth City Council may terminate this Agreement by giving to the Landlord [at any time] written notice should the conditions of the Loan be broken. The Council cannot guarantee that the property will be handed back with vacant possession if the Partnership Agreement is ended prior to the end of the EasyLet Period

IN WITNESS whereof each party has duly executed this document as a Deed the day and year first before written

THE FIRST SCHEDULE

Existing Legal Charges

THE SECOND SCHEDULE

Loan Repayment Schedule

THE THIRD SCHEDULE

Draft Legal Charge

THE FOURTH SCHEDULE

Assistance Conditions

For the purposes of this Schedule “Certified Date” means the date certified by the Council

as the date on which the execution of the Works is completed to its satisfaction

1. Conditions of Ownership

It is a condition of the Loan assistance that if the Landlord makes a Relevant Disposal of the whole or part of the Property after any instalment of the Principal has been paid he shall repay to the Council on demand the Principal together with compound interest on that amount as from the Certified Date at the interest rate

2. Conditions of Occupation

It is a condition of the Loan that throughout the Period of Conditions the Property is subject to an EasyLet Partnership Agreement with the Council and in the event of a breach of condition under this Section the Landlord shall on demand repay to the Council the Principal together with compound interest on that amount as from the Certified Date calculated at the interest rate

3. Relevant Disposal

For the purposes of this Schedule:-

(1) A Relevant Disposal is –

- (a) a conveyance of the freehold or an assignment of the lease, or
- (b) the grant of a lease (other than a mortgage term) for a term of more than 21 years otherwise than at a rack rent

- (2) For the purposes of subsection (1) (b) above it shall be assumed –
- (a) that any option to renew or extend a lease or sub-lease whether or not forming part of a series of options, is exercised, and
 - (b) that any option to terminate a lease or sub-lease is not exercised
- (3) The grant of an option enabling a person to call for a relevant disposal shall be treated as such a disposal made to him
4. Repayment in case of compensation
- (1) The claims to which this section applies are –
- (a) an insurance claim or a legal claim against another person in respect of damage to the Property, or
 - (b) a legal claim for damages in which the cost of the Works to the Property is part of the claim
- and a claim is a relevant claim to the extent that works to make good the damage mentioned in paragraph (a) or the cost of which is claimed as mentioned in paragraph (b) are works to which the loan relates
- (2) In the event of a breach of condition under this Section the Landlord shall on demand repay to the Council the Principal so far as relating to any such works together with compound interest on that amount as from such date as may be prescribed by or determined calculated at the interest rate

THE COMMON SEAL of the)
COUNCIL OF THE CITY OF PLYMOUTH)
was hereunto affixed in the presence of :)

Plymouth City Council Authorised Signatory

SIGNED by the said)
)
in the presence of :)

PLYMOUTH CITY COUNCIL

Subject:	Community Infrastructure Levy and Plymouth Infrastructure Needs Assessment
Committee:	Cabinet
Date:	12 July 2011
Cabinet Member:	Councillor Fry
CMT Member:	Director for Development and Regeneration
Author:	Peter Hearn, Spatial Planning Coordinator
Contact:	Tel: 01752 307944 e-mail: peter.hearn@plymouth.gov.uk
Ref:	PH/CIL/I
Key Decision:	Yes
Part:	I

Executive Summary:

The report sets out the programme for moving to a Community Infrastructure Levy (CIL) scheme for Plymouth, including approval of an Infrastructure Needs Assessment as a key evidence base in support of CIL and wider resource planning and prioritisation, and seeks approval for a process of community and stakeholder engagement.

CIL is a new levy that local authorities in England and Wales can choose to charge on new developments in their area to help fund infrastructure improvement. It was first introduced by the previous Government in April 2010, but is now a major plank of the current Government's localism agenda, with provisions identified in the Localism Bill.

Regulations adopted in April 2010 determine that, post-April 2014, CIL will be the only significant means by which local planning authorities can secure pooled contributions from developments to address infrastructure needs. These same Regulations also limit the extent that the Council can secure such contributions through planning obligations now. It is therefore in the Council's interests to move towards adopting a CIL regime at the earliest possible opportunity.

The money raised through CIL can be used to support new development by funding infrastructure that the city, local communities and neighbourhoods need - for example new road schemes, park improvements or improvements to local school capacity. The system is relatively simple and can be applied to most new buildings. It will be for the Council to determine, and publish, how it intends to use CIL.

The Government encourages local authorities to introduce CIL because it:

- Delivers funding for infrastructure projects that support growth and benefit the local community that might not otherwise be forthcoming from other sources.

- Gives local authorities increased flexibility and freedom to set priorities - as well as a predictable funding stream that allows them to plan ahead more effectively.
- Provides developers with much more certainty 'up front' about how much money they will be expected to contribute to mitigate the impacts of their developments, which in turn encourages greater confidence and higher levels of inward investment.
- Ensures greater transparency for local people, because they will be able to understand how new development is contributing to their community.
- Enables local authorities to allocate a share of the levy raised in a neighbourhood to deliver infrastructure that the neighbourhood wants (the Government has stated that it intends to consult on and subsequently further amend the CIL Regulations to ensure that a 'meaningful proportion' of CIL receipts are allocated to neighbourhoods).

A CIL Charging Schedule needs to be put in place in order to secure developer contributions in this way. Charges can be based on the size, type and / or location of the new development.

Councils must set the levy or levies in the Charging Schedule at a level which does not put at serious risk the overall development of their area, and so evidence on development viability must underpin the level that the levy is set.

Charging authorities must also draw on infrastructure planning that underpins the development strategy for their area, and there needs to be demonstrable evidence of a funding gap in relation to the delivery of infrastructure in order to justify introducing CIL. The Council therefore needs to put in place an Infrastructure Needs Assessment (INA) to enable it to adopt a CIL. Plymouth's Draft Infrastructure Needs Assessment is attached as the Appendix to this report.

The INA is not a strategy or a policy document; rather it is an evidence base and a tool to assist the Council and its partners to make more informed decisions when allocating resources to infrastructure projects. The INA will be kept under review and published at regular intervals, to provide a snapshot of the long term infrastructure needs of the city in the context of delivering the growth agenda. For example, the INA will be amended to reflect changes required in response to the review of Education Basic Need, which is subject to a Cabinet decision in September 2011. The INA includes:

- The context and need for and use of the document, including reference to National Planning Policy Statement 12 which requires local planning authorities to justify their growth agendas through an infrastructure planning process.
- Use of narrative and maps to tell the story of how infrastructure planning will support the delivery of growth in the city/sub region and its regeneration/growth areas.
- A schedule identifying:

- The individual infrastructure improvements that are needed
- The reasons why they are needed, and what benefit the improvements will bring to supporting growth
- The level of urgency and importance of the improvement to helping deliver growth
- Indicative timeframe for delivery
- Indicative cost
- Potential delivery mechanisms
- Risks to delivery
- Link to spatial planning policies

CIL charging authorities are required to use viability and infrastructure needs evidence to strike an appropriate balance between the desirability of funding infrastructure from the CIL and the potential effects of CIL upon the economic viability of development across their area.

The CIL Charging Schedule, together with its companion evidence base, must be subject to consultation and examination in public by an independent examiner. Only then can the Charging Schedule be adopted and contributions for infrastructure be secured through CIL. There is a legal requirement for the Final CIL Charging Schedule to be approved and adopted by Full Council.

CIL will not replace planning obligations entirely, although it will result in a significant scaling back in the use of planning obligations. Once in place, CIL will replace the Plymouth Development Tariff as the Council's primary mechanism for securing pooled contributions to infrastructure. It will therefore be necessary to review the Planning Obligations & Affordable Housing Supplementary Planning Document during 2011/12, and this is proposed in the separate report to this meeting of Cabinet on the Local Development Scheme.

Corporate Plan 2011-2014:

The report directly supports the Council's vision for the city as well as its priority for delivering growth. The Community Infrastructure Levy will deliver resources towards the infrastructure required to unlock the City's growth potential, and the Infrastructure Needs Assessment will enable the Council and its partners to be able to make informed decisions about priorities for investment.

Implications for Medium Term Financial Plan and Resource Implications: Including finance, human, IT and land

The introduction of CIL will ensure that the Council is able to continue to secure developer contributions to address the community infrastructure implications of development and the growth of the city. This could amount to a significant increase on what has historically been delivered through the Section 106 process.

Planning Services will need to keep an up to date and accurate record of infrastructure needs to justify the imposition and maintenance of the levy, and will need to assess developments' CIL liability when planning applications are received.

Other infrastructure providers (internal and external) will need to input to keeping this record of infrastructure needs up to date.

CIL is subject to new enforcement procedures, and there may therefore be a requirement for new legal procedures to be put in place and acted upon.

The costs of the Examination of the Council's Draft CIL Charging Schedule will need to be borne by the Council, (although these can be recouped through the element of CIL that is collected to fund its administration).

The Council is able to charge an administration fee of up to 5% in levying CIL, and it is anticipated that the costs of preparing for and introducing CIL can be recouped from this fee. Existing systems will need to be reviewed in developing the most cost-effective administration and monitoring system for CIL.

Other Implications: e.g. Section 17 Community Safety, Health and Safety, Risk Management, Equalities Impact Assessment, etc.

The Infrastructure Needs Assessment may indirectly support the promotion of community safety or health and safety by influencing decisions about the implementation of infrastructure that for example, improves road safety, improves defences against flooding, improves healthcare provision, improves open space through better lighting, etc.

Recommendations & Reasons for recommended action:

It is recommended that the Cabinet:

1. Approve the introduction of a Community Infrastructure Levy for Plymouth, which once adopted will replace the Council's tariff based approach as the primary means by which pooled contributions are secured to mitigate the impacts of development.

Reason: To ensure that Plymouth is well placed to secure developer contributions towards meeting the infrastructure needs of the city.

2. Delegate authority to the Assistant Director for Development & Regeneration (Planning Services), in consultation with the Cabinet Member for Planning, Strategic Housing and Economic Development, to prepare a Preliminary Draft Community Infrastructure Charging Schedule in consultation with appropriate stakeholders (including the Cabinet Member for Transport and Assistant Director for Finance, Assets and Efficiencies).

Reason: To provide for the Preliminary Draft CIL Charging Schedule stage to be expedited.

3. Instruct officers to report the Draft Community Infrastructure Levy Charging Schedule to Cabinet following engagement with stakeholders on the Preliminary Draft.

Reason: To ensure that the Draft Charging Schedule is published for representations with appropriate authority.

4. Approve the publication of the Plymouth Infrastructure Needs Assessment as an evidence base document, and delegate authority to the Cabinet Member for Planning, Strategic Housing and Economic Development to approve the publication of updates to the Infrastructure Needs Assessment on a periodic basis, in consultation with appropriate stakeholders.

Reason: To meet the requirements of the CIL process by informing the production of the Charging Schedule, and to enhance the City's ability to plan strategically for growth by informing decision-making about investment priorities.

Alternative options considered and reasons for recommended action:

The alternative would be to not introduce a Community Infrastructure Levy. This would leave the existing tariff approach in place until it was effectively made redundant after April 2014 by Regulation 123 of the Community Infrastructure Levy Regulations. This Regulation will remove the Council's ability to secure any significant level of developer contribution to meeting the infrastructure costs arising from the growth of the city. It is therefore not recommended.

Background papers:

- CLG Community Infrastructure Levy Guidance: Charge Setting and Charging Schedule Procedures, March 2010 - <http://www.communities.gov.uk/publications/planningandbuilding/cilguidance>
- CLG Community Infrastructure Levy: An Overview – May 2011 <http://www.communities.gov.uk/publications/planningandbuilding/communityinfrastructurelevymay11>
- Community Infrastructure Regulations, April 2010 - <http://www.legislation.gov.uk/ukdsi/2010/9780111492390/contents>
- Community Infrastructure Levy Draft Amendment Regulations, February 2011 - <http://www.legislation.gov.uk/ukdsi/2011/9780111506301/contents>

Sign off:

Fin	CR/DevFI1120010.22 0611	Leg	JAR/ 11881	HR	N/A	Corp Prop	N/A	IT	N/A	Strat Proc	N/A
Originating SMT Member: Paul Barnard Assistant Director for Development & Regeneration											

1.0 THE COMMUNITY INFRASTRUCTURE LEVY

- 1.1 No city can grow successfully and sustainably without infrastructure. The vision for Plymouth is to grow the city by around 50,000 people, and to deliver around 40,000 new jobs and 30,000 new dwellings.
- 1.2 The Community Infrastructure Levy (CIL) is a charge that can be levied on development to help to pay for the infrastructure that is required to mitigate the impacts of, and thereby support the delivery of growth.
- 1.3 Provision was made for the introduction of CIL by the Planning Act 2008, and Regulations governing the operation of the CIL were published by the previous government in April 2010. The Coalition Government is committed to continuing to provide for the application of CIL, having published amendment regulations in April 2011 which do not substantially change the basis on which CIL can be implemented.
- 1.4 Whilst CIL is intended to fund or part-fund the delivery of infrastructure which local authorities and neighbourhoods consider to be a priority, it will not be sufficient to pay for such infrastructure in its entirety. CIL will be one element of a sometimes complex mix of funding sources which are needed to fund infrastructure implementation. For example, CIL could be used to complement Plymouth Growth Fund monies, or monies / resources secured from external agencies.

2.0 THE CASE FOR ADOPTING A COMMUNITY INFRASTRUCTURE LEVY

- 2.1 The City Council currently operates a 'tariff' approach to Planning Obligations to address the cumulative impacts of development on infrastructure. Whilst based upon a set of formulae and standard charges, this approach can only secure developer contributions where there is evidence of an impact arising as a result of the proposal. The tariff is not a generalised approach in the way that CIL is, and as a result the Council's ability to secure contributions to the infrastructure the city needs to grow sustainably is limited.
- 2.2 Additionally, one effect of the CIL Regulations is to severely limit the circumstances in which existing 'tariff' regimes can be applied from April 2014. From this date, Regulation 123 will prevent any significant pooling of developer contributions for infrastructure through Planning Obligations, making tariff processes substantially ineffectual. Communities and Local Government Department (CLG) officials have referred to an explicit intent of the regulations being to 'kill tariffs'. It is clear that CIL will become the only effective tool available to local authorities to secure developer contributions towards meeting the costs of their infrastructure needs.
- 2.3 It was originally anticipated that Plymouth's tariff process would secure significant resources to help address the implications of growth over coming years. CIL is the logical successor to the tariff and will be essential to assisting with the delivery of infrastructure which might otherwise have been funded by the tariff.

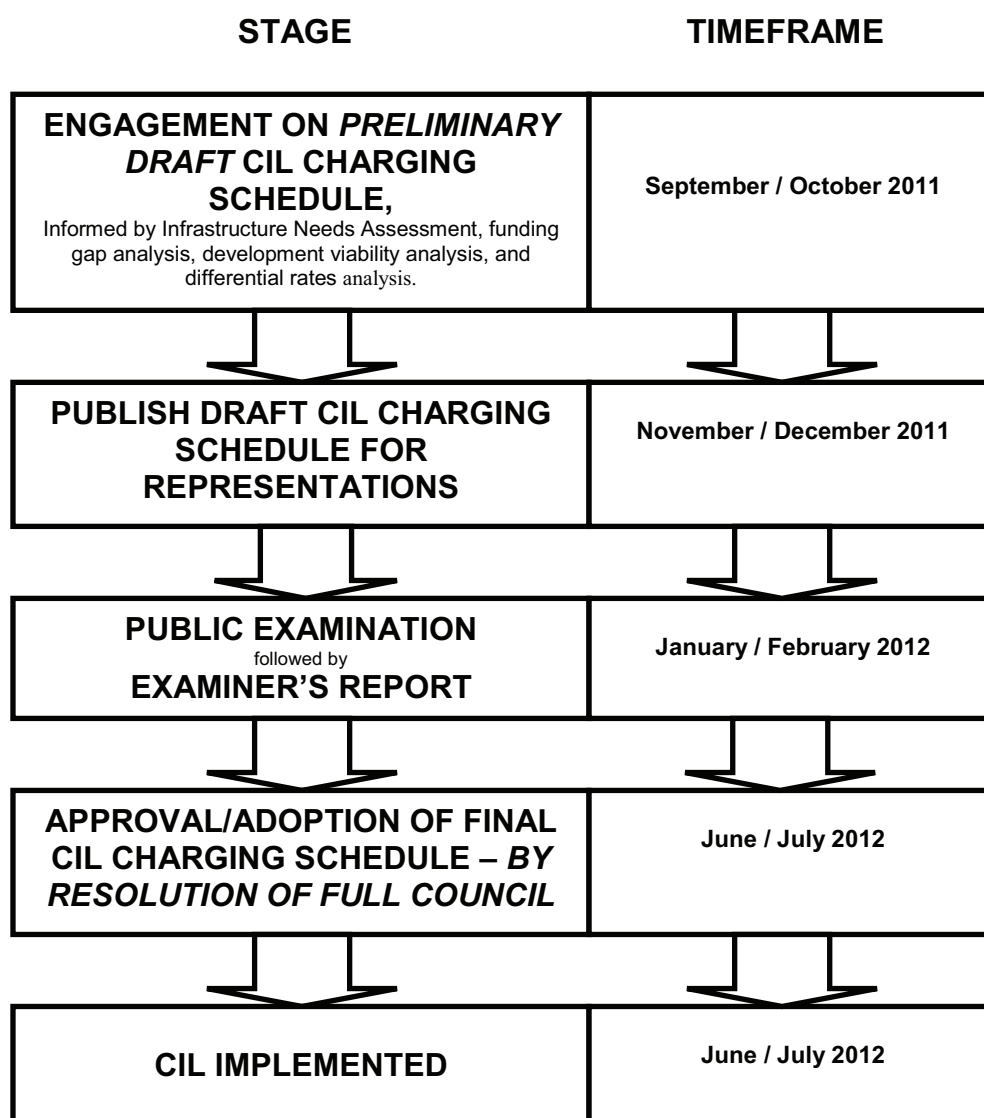
- 2.4 It should be noted that the CIL process will be completely separate from that of negotiating Planning Obligations through Section 106 Agreements. Although Section 106 Agreements will no longer be an effective vehicle to seek pooled contributions for infrastructure, Section 106 Agreements will still be required to secure affordable housing, and to deal with any direct mitigation arising from the impacts of developments.
- 2.5 Whilst officers are not yet able to forecast what funds might be raised through the application of CIL in Plymouth, it is clear that the range of developments affected by CIL will be much wider than for the tariff, and that the generalised approach of the levy is likely to secure significantly higher levels of contribution than could be achieved through the tariff.

3.0 THE PROCESS AND PROGRAMME FOR ADOPTING A COMMUNITY INFRASTRUCTURE LEVY

- 3.1 The CIL Regulations are reasonably prescriptive in setting out the process which local authorities must follow in adopting a Community Infrastructure Levy Charging Schedule. The Charging Schedule is the public document which sets out the CIL rate/s that the Council intends to apply to development in its area.
- 3.2 The following flowchart identifies the very broad process that will need to be followed in adopting CIL. The flowchart includes indicative timeframes, and includes a reference to the Infrastructure Needs Assessment, the purpose of which is explained in more detail below. To expedite the process, it is necessary to undertake consultation on a Preliminary Draft Charging Schedule. It is proposed to seek Cabinet approval to publish the subsequent Draft Charging Schedule for representations. The Final Charging Schedule must by law be subject to Full Council approval.
- 3.3 The flowchart does not identify all of the internal arrangements that will need to be made to accommodate CIL. For example, new administrative procedures will need to be put in place to assess developments' CIL liability, a new CIL database will need to be developed, new financial and accounting systems will need to be put in place, and new legal compliance procedures will need to be accommodated.

IMPLEMENTING THE COMMUNITY INFRASTRUCTURE LEVY

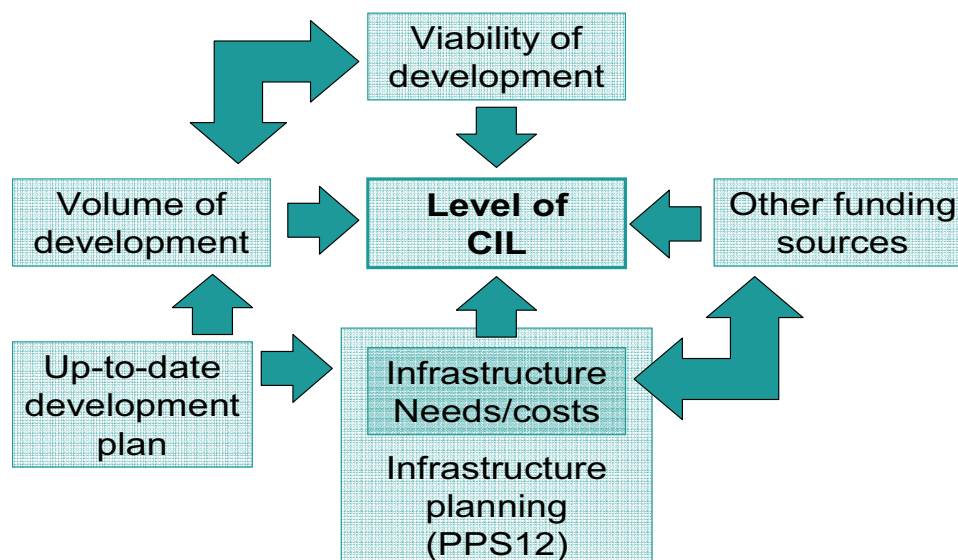
*Objective: adopt a CIL Charging Schedule, which identifies the charging rate/s or level/s based on the funding gap and development viability analysis.
Implement associated administrative and management systems and procedures.*



- 3.4 In adopting a Final Charging Schedule, a number of factors will need to be taken into account, including those in the following diagram, which has been taken from a presentation given by CLG officials.



Matters to take into account in setting CIL



- 3.5 It should be noted that the CLG intends to consult this Summer on the potential for a 'meaningful proportion' of CIL receipts to be set aside to be spent in and by the neighbourhoods in which the money is levied / raised. The CLG also intends to consult on whether affordable housing should be defined as infrastructure for CIL purposes. These consultations and any CLG initiatives in response to them have the potential to complicate the indicative programme set out in the flowchart above.

4.0 THE EVIDENCE BASE REQUIREMENTS FOR CIL

- 4.1 Evidence on the following issues will be of particular importance in achieving an adopted CIL:-
- The infrastructure funding gap
 - The viability of development

The infrastructure funding gap

- 4.2 The infrastructure funding gap is the funding gap between the infrastructure that has funds committed and the infrastructure that does not. The infrastructure funding gap therefore provides the justification for the introduction of CIL. The CIL is intended to pay, in part, for the implementation of the identified infrastructure that might otherwise not be affordable, and thereby to assist in the

delivery of the City's growth agenda as provided for by the Local Development Framework.

- 4.3 The Infrastructure Needs Assessment (INA) is key to determining the infrastructure funding gap. It identifies the long term infrastructure needed to accommodate the sustainable growth in Plymouth, the indicative costs of that infrastructure where known, and actual or potential funding sources / delivery mechanisms. It enables the broad extent of the funding gap to be gauged.
- 4.4 A summary of the content of the INA is identified in Section 5 below.

The viability of development

- 4.5 The viability of development is a key consideration in setting the rate/s at which the CIL is set in the Final Charging Schedule. The CIL Regulations, and common sense, dictate that the CIL rate/s should not be set so high as to make development unviable. CLG advice is to aim to strike what appears to the Charging Authority to be an appropriate balance between the desirability of funding from CIL (in whole or in part) the actual and expected total cost of infrastructure to support the development of the area, taking into account other actual and expected sources of funding for local infrastructure; and the potential effects (taken as a whole) of the imposition of CIL upon the economic viability of development across its area.
- 4.6 The reasonableness of the Charging Schedule will be tested through an independent examination. The examiner will need to be convinced that the Council has struck the appropriate balance between the desirability of funding from CIL and the potential effects of CIL's imposition on the economic viability of development. In this respect, the Council will need to produce evidence to demonstrate that economic viability has been taken into account in setting CIL rate/s. This evidence will be of a technical nature, taking account, for example, of building costs, land values and property sales prices in different parts of the city and for different uses.

5.0 THE INFRASTRUCTURE NEEDS ASSESSMENT

- 5.1 The INA is not a policy document or a strategy. Rather, it is an objective needs assessment of the infrastructure that should be provided or planned for in the long term to create the conditions for sustainable economic growth and to manage the implications of that growth. It is complementary to the Joint Strategic Needs Assessment which takes a long term view based on demographic forecasting. It is an evidence base document and a powerful tool which can be used to inform decisions on plans, programmes and priorities, and will demonstrate to funding bodies and investors that we have an understanding of our long term infrastructure needs.

5.2 The INA:

- Supports the realisation of the Vision to transform Plymouth into “One of Europe’s finest Waterfront cities...”, and the delivery of the aims and objectives set out in the Local Development Framework Core Strategy and AAPs. It does this by setting out in detail the infrastructure needed to enable the changes to take place.
- Assesses why the infrastructure is needed and for the first time brings together the requirements for all types of infrastructure (as set out above), allowing comparisons to be made and relationships understood. In particular, the relationships between different categories of infrastructure, and between infrastructure and major development proposals can be more fully understood.
- Does not prioritise infrastructure requirements or attach funding streams to any particular proposals. That is a role for the Local Investment Plan and other corporate and partner planning processes. It does however categorise each piece of infrastructure as critical, necessary or desirable, on the basis of the role it plays in facilitating growth, and as such provides helpful information to inform prioritisation decisions.

5.3 The INA identifies and classifies the following types of infrastructure that are needed to support and respond to growth:-

- Roads and other transport facilities
- Flood defence infrastructure
- Schools and other educational infrastructure
- Medical facilities
- Sport and recreation facilities
- Open space and green infrastructure
- Civic governance infrastructure
- Community facilities
- Waste and recycling
- Cultural facilities, including libraries
- Emergency services
- Public realm
- Utilities
- Cemeteries and crematoria

5.4 The INA provides a ‘spatial picture’ of how key infrastructure needs relate to the LDF growth areas. The LDF Core Strategy sets out three strategic growth areas – the Waterfront Regeneration Area, the Eastern Corridor Opportunity Area and the Northern Corridor Opportunity Area, each delivering key changes including large numbers of new homes, jobs and commercial investment. The INA confirms that investment in several categories of infrastructure is needed to enable the development in these growth areas.

- 5.5 For example, it identifies transport infrastructure as being particularly important to unlocking the growth and investment potential in the Northern and Eastern growth areas. Investment in transport infrastructure along the A386 (the Northern Corridor) is key to delivering the transformation growth potential of the Derriford area, as set out in the emerging Area Action Plan. Investment in the Eastern Corridor is key to delivering investment and new homes at key locations such as Plymstock Quarry, Sherford and Langanage:
- Investment in these corridors delivers significant amounts of new homes, jobs and investment. The northern corridor improvements deliver around 3,800 new homes, 6000 new jobs and the new Derriford District Centre creating up to 30,000 sq m of new retail floorspace. Investment in the Eastern Corridor delivers around 8,000 new homes in new sustainable communities, and 20ha of new high quality employment land at Langanage Business Park.
 - Both of these corridors also enable development in the Waterfront Regeneration Area through the creation of high quality transport into the City Centre and waterfront areas. Infrastructure in the Waterfront area includes improvements to the City Centre Strategic Road Network, and the Millbay Boulevard. These improvements will deliver very significant investment into the City, including 8,800 new homes, 270,000 sq m of new employment floorspace and City Centre commercially led regeneration creating around 100,000 sq m of new shopping floorspace.
- 5.6 The INA enables an analysis of how individual infrastructure projects unlock significant development and benefits for neighbourhoods and the city, as well as addressing the impacts of growth on the environment, services and facilities. For example:
- Enhancing the digital connectivity of Plymouth to unlock economic growth.
 - Addressing the impacts of growth and supporting the consolidation of the City Centre's role as the leading regional centre in the south west through strategic public realm enhancements.
 - Addressing the impacts of growth on the capacity of educational infrastructure in the city.
 - Safeguarding of environmental sites of European importance (e.g. Dartmoor, the Tamar Estuaries) through strategic green infrastructure interventions.
 - Flood protection measures required to protect communities and growth potential, including in the long term in response to climate change.
- 5.7 In its current form, the INA represents a 'snap shot' view of the infrastructure needs that are able to be identified on the basis of current information and evidence. The INA will evolve over time to reflect changing circumstances and to accommodate new and updated information on both strategic and non-strategic infrastructure needs. For example, the INA will be revised to take account of school infrastructure 'Basic Need' reviews, one of which is currently underway and due to conclude in September 2011. It is intended that the information in the INA

will be maintained as a live database, with a 'snap shot' update published on an annual basis. Some of the proposals in the INA will be subject to further consultation, which may be a statutory requirement in some instances, and for this and other reasons, the infrastructure requirements expressed in the INA may change over time.

6.0 NEXT STEPS

- 6.1 The diagram between paragraphs 3.3 and 3.4 identifies next steps in the process of moving towards adopting a CIL Charging Schedule. Engagement with stakeholders in the production of a Preliminary Draft Charging Schedule will be the immediate focus, followed by consultation on the Draft Charging Schedule, Public Examination and then adoption by resolution of the full Council. Further engagement will also take place with Council services and external organisations to inform future iterations of the Infrastructure Needs Assessment.

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PLYMOUTH INFRASTRUCTURE NEEDS ASSESSMENT

July 2011

Plymouth Infrastructure Needs Assessment– July 2011

IMPORTANT NOTES:

1. This document forms part of the Evidence Base that underpins Plymouth City Council's Local Development Framework and the emerging Plymouth Plan. It is not a policy document in itself. It will be one of the information sources available to the Council and its partners to translate high level strategic ambitions into the delivery that is needed to achieve these ambitions. These include growing the City by about 50,000 people, and delivering 40,000 new jobs and 30,000 new homes. A planned and prioritised approach to investment in infrastructure is needed if this is to be achieved in a sustainable manner. This is particularly so at a time when public finance is under considerable constraint, and will be so for the foreseeable future. The Infrastructure Needs Assessment (INA) will therefore inform the identification and determination of the investment priorities of the Council and its partners, the production of specific delivery plans (including Plymouth's Local Investment Plan), and the expenditure of Community Infrastructure Levy (CIL) receipts.

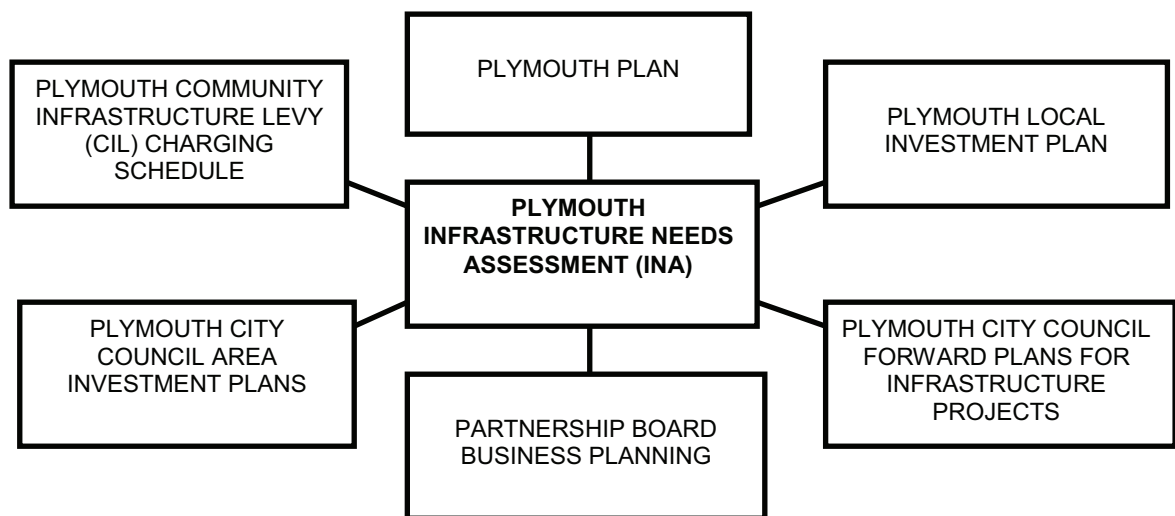
2. This document will evolve over time to reflect changing circumstances. Updates will be made on an ongoing basis, as and when necessary, and in this respect the INA is a living document. It is possible, indeed likely, that infrastructure needs will change over time, and that any sites identified herein to accommodate infrastructure may also change over time. The most up-to-date version of the INA will be published on the Planning pages of the City Council's website (see <http://www.plymouth.gov.uk/homepage/environmentandplanning/planning.htm>). The INA will also be subject to a more comprehensive review on an annual basis.

3. This current publication reflects the existence of good quality information on the strategic infrastructure needs of the city. However, there are information gaps in relation to non-strategic infrastructure, (and for example in relation to further and higher education). These infrastructure needs will be better reflected and documented in later iterations of the INA, when more evidence becomes available through service planning and the neighbourhood planning initiatives anticipated in response to the Localism Act.

4. This document looks beyond the administrative boundaries of Plymouth in recognition of the fact that infrastructure needs cross these boundaries. Plymouth City Council's future aspiration is to work towards the production of a sub-regional INA which more fully reflects the ambitions of its partner local authorities and other organisations in Devon and Cornwall.

5. It is also Plymouth City Council's aspiration to work closely and constructively with the Local Enterprise Partnerships for the Heart and the South West, and for Cornwall and the Isles of Scilly, when producing future iterations of this Infrastructure Needs Assessment.

The diagram below is intended to illustrate the basic relationship between the INA and other emerging documentation. It illustrates the central role of the INA as evidence for infrastructure planning and prioritisation.



Plymouth Infrastructure Needs Assessment

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I. Context – the growth agenda and infrastructure implications

Plymouth is ambitious. The vision is for Plymouth to be recognised as one of Europe's finest, most vibrant waterfront cities, where an outstanding quality of life is enjoyed by everyone.

Plymouth has an uncompromising growth agenda to turn the vision into reality by accommodating significant population growth, and by becoming a location of choice for the industries of the future. This agenda is not only of vital importance to the city. It supports the well-being of the entire sub-region, much of which depends on a successful Plymouth for the provision of jobs and services.

Accommodating growth gives rise to complex challenges. For example:

- The availability of public funding / finance for infrastructure delivery is extremely limited;
- Institutions set up to assist Plymouth (and other cities and towns) to deliver on ambitions are being abolished or refocused;
- Local authorities have reduced scope to fill funding gaps left by the withdrawal of public funds that might previously have been available from other sources;
- Finance to fund private developments which might help to pay for infrastructure continues to be difficult to access;
- Delivery accountabilities are changing and priorities may need to be re-aligned.

Plymouth is therefore rising to the challenges in the most testing of times. Whilst the Council is likely to gain new authority and abilities to confront some of the challenges that other agencies may previously have helped to tackle, and whilst it may allocate or gain funds from alternative sources to assist with the delivery of growth, the path ahead is likely to remain unclear for a few years.

Plymouth's Infrastructure Needs Assessment must be framed in this context. It should inform but not dictate the determination of infrastructure priorities. Risks must be clearly articulated to inform prioritisation. Delivery accountabilities, indicative delivery mechanisms, timeframes and costs must be reasonably transparent to inform prioritisation.

2. What growth needs to be accommodated and where?

Plymouth's growth ambitions are shown diagrammatically on Map 1.

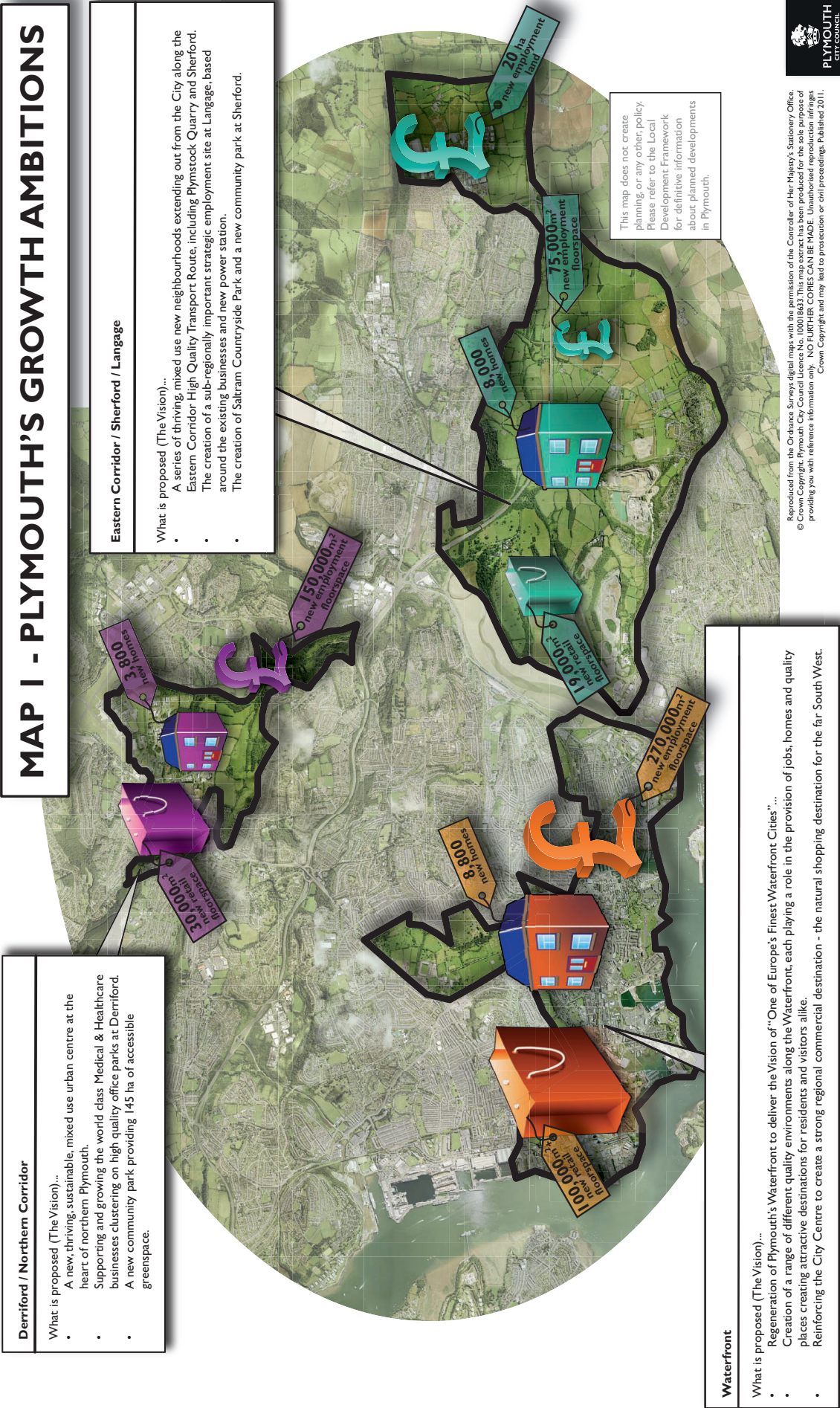
Map 1 reflects proposals in Plymouth's Local Development Framework, which is grounded in and underpinned by the vision for Plymouth.

The LDF Core Strategy identifies potential housing and employment land provision to accommodate the growth considered to be necessary for the city to reach the critical mass required to achieve the vision. The LDF identifies needs arising from housing and employment growth, such as strategic greenspace requirements. The LDF Key Strategy Diagram identifies the growth that the City is expected to accommodate in a schematic way, and complements Map 1. More detail is provided on the amount and distribution of employment and housing land elsewhere the LDF Core Strategy and supporting documentation (for example, Core Strategy Table 3 identifies employment land requirements in more detail, whereas Core Strategy Chapter 16 establishes the broad framework for managing the impacts of development).

A number of Area Action Plans sit below the LDF Core Strategy. These provide more detail about what growth is to be accommodated where. They also identify the infrastructure that's required to support re/development in the form of Community Benefit Priorities and site-specific proposals for new built and other infrastructure. Area Action Plans build on Sustainable Neighbourhood Assessments.

Some growth and regeneration is taking place outside of Area Action Plan areas, such as in North Prospect.

Whilst the Local Development Framework and Area Action Plans set the parameters within which growth can take place, it is important to also consider the important links between the Local Development Framework and other plans and strategies. The Local Transport Plan, Local Economic Strategy, and Housing Strategy are particularly important – links to these documents are provided in Appendix (iii).



3. Infrastructure Needs Assessment Purposes

The infrastructure implications of plans must be integral to their production. There is little point in making plans without considering how the infrastructure that is needed to provide for their implementation is to be delivered. Having an Infrastructure Needs Assessment in place is good practice and makes 'common sense'.

The Infrastructure Needs Assessment will:

- Address the requirements of Planning Policy Statement 12 paragraphs 4.8 to 4.12, 4.45 and 4.47 (PPS 12 can be found on the CLG website at: <http://www.communities.gov.uk/planningandbuilding/planningsystem/planningpolicy/planningpolicystatements/pps12/>). Whilst the INA will not in itself be subject to public examination, it will be a key consideration in the public examination of any Community Infrastructure Levy 'Charging Schedule', and in the public examination of any forthcoming LDF Development Plan Documents. It will be publicly available as an 'evidence base' document in the way that other documents prepared in support of the Local Development Framework are made publicly available.
- Inform and be guided by corporate priorities. This is particularly important in the current age of austerity, where budget considerations are key.
- Inform the Council's production of its Local Investment Plan, and thereby respond to the Homes and Communities Agency's business planning requirements, particularly in respect of its emerging property and regeneration role and agenda.
- Inform decisions taken in response to the publication of the South West Regional Development Agency's Assets and Liabilities Plan, which identifies potential courses of action for disposing of the RDA's assets in Plymouth.
- Complement Plymouth's Transport, Housing and Economic Development Strategies.
- Inform any move by the Council to adopt a Community Infrastructure Levy (CIL) by informing the production of the CIL 'Charging Schedule' (see below) and the list of infrastructure that the Council intends to fund using CIL, which must be published on its website when the CIL Charging Schedule is adopted.
- Inform the preparation of service-level forward plans for infrastructure delivery, which will identify how the Council and its partners propose to use CIL and integrate it with other funding sources.
- Help communicate the challenges ahead, and thereby assist with galvanizing partners around shared priorities.
- Help communicate intentions and commitments to delivery, and thereby give developers the confidence they need to invest in Plymouth.

The table in Appendix (i) identifies:

- what infrastructure is needed to deliver growth in Plymouth;
- a broad, but by no means binding, order (within each infrastructure type) for the delivery of that infrastructure;
- broad timelines for delivery and indicative costs where known;
- potential delivery mechanisms, to inform subsequent more detailed consideration (these mechanisms are explained in further detail in Appendix (iii));
- realistic risks to delivery.

In these respects the table satisfies the requirements of PPS12 referred to above.

4. What do we mean by 'infrastructure'?

By infrastructure, we mean the public systems, services, and facilities that are necessary for economic and social activity, including roads, schools, telecommunications, power and water supplies. Collectively, these constitute the physical foundations of our society.

For infrastructure planning purposes, 'strategic infrastructure' is defined as *"infrastructure that is often provided at a higher spatial level than that of the neighbourhood or locality of the city, to serve the wider needs of the city. It includes the 'big kit' infrastructure necessary to provide for the sustainable growth of the city; centralised facilities (in one or more locations) that provide the critical mass necessary for providing high quality services; and natural infrastructure (the environment) which is impacted by population growth."* 'Strategic infrastructure' is clearly identified in the table in Appendix (i).

Although some non-strategic infrastructure is included in the Infrastructure Needs Assessment (see 5 below), it is generally intended that non-strategic infrastructure requirements will be defined at a later point in time, when more information on such infrastructure is available, when the full implications of any move to adopt a Community Infrastructure Levy are better understood, and when the 'neighbourhood planning' implications of the Localism Bill / Act are clearer.

Planning Act 2008 and Community Infrastructure Levy Regulations 2010

The Planning Act 2008 specifies, at Section 216(2), that "infrastructure" includes:

- (a) roads and other transport facilities,
- (b) flood defences,
- (c) schools and other educational facilities,
- (d) medical facilities,
- (e) sporting and recreational facilities,
- (f) open space and
- (g) affordable housing (being social housing within the meaning of Part 2 of the Housing and Regeneration Act 2008 (c.17) and such other housing as CIL regulations may specify).

Section 216(3) of the Planning Act 2008 specifies that the CIL Regulations may amend the list of infrastructure above to add, amend or vary an entry in the list of matters included within the meaning of "infrastructure" or list matters excluded from the meaning of "infrastructure". The CIL Regulations specifically list affordable housing for exclusion from the meaning of "infrastructure".

The Planning Act 2008 therefore lists items which are 'expressly included' in the definition of "infrastructure", and the CIL Regulations 2010 specifically exclude affordable housing from the definition in the Planning Act 2008. Accordingly, this Infrastructure Needs Assessment does not consider affordable housing to be infrastructure, (although this position may change if future further amendments to the CIL Regulations have the effect of reversing the decision to exclude affordable housing from the list of infrastructure in the Planning Act 2008).

Other infrastructure elements are not specifically excluded from the definition of "infrastructure" by either the Act or the CIL Regulations, and this Infrastructure Needs Assessment takes a wide and inclusive view of what can be considered to be infrastructure. Waste facilities, for example, are considered to be infrastructure, as are cemeteries and crematoria.

Plymouth City Council Planning Obligations and Affordable Housing SPD First Review 2010

The infrastructure categories specified in Plymouth City Council's 'Planning Obligations and Affordable Housing SPD First Review 2010', which forms the basis for the application of the Plymouth Development Tariff, are as follows:

Strategic:

- (a) Strategic Sports and Leisure Facilities
- (b) Strategic Green Spaces
- (c) The European Marine Site
- (d) Strategic Transport
- (e) City Centre Public Realm

Local:

- (a) Local Schools
- (b) Libraries
- (c) Local Health Facilities
- (d) Playing Pitches
- (e) Local Green Space and Children's Play Areas

It should be noted however that on adoption of Plymouth's Community Infrastructure Levy, the Plymouth Development Tariff (and as a consequence, the infrastructure list above) will no longer be effective. The SPD will therefore be reviewed alongside the work to put in place a CIL.

Community Infrastructure Levy (CIL)

In moving towards introducing a Community Infrastructure Levy, Plymouth City Council will undoubtedly review or refine the way in which it defines infrastructure needs, and also its priorities for investment in infrastructure. (Whilst it may be that monies levied through a CIL continue to be directed to similar infrastructure elements as they are under the existing Tariff, it is likely that some categories of infrastructure or some infrastructure projects may rise up or drop down the list of priorities and that CIL funds will be allocated accordingly). The Council is required to publish a list of infrastructure that it intends to fund using CIL when its CIL Charging Schedule comes into effect.

It is important to note that the Coalition Government has indicated that a meaningful proportion of monies levied through CIL will be given over to the neighbourhoods in which the monies were raised. The full implications of this intention are not yet clear.

5. What infrastructure is required to deliver the growth identified as being needed?

For infrastructure planning purposes, Plymouth City Council intends to group infrastructure needs under the following headings:

- (i) roads and other transport facilities;
- (ii) flood defence infrastructure;
- (iii) schools and other education facilities;
- (iv) medical facilities;
- (v) sport and recreation facilities;
- (vi) open space and green infrastructure;
- (vii) civic governance facilities;
- (viii) community facilities;
- (ix) waste and recycling;
- (x) cultural facilities, including libraries;
- (xi) emergency services;
- (xii) public realm;
- (xiii) utilities; and
- (xiv) cemeteries and crematoria.

These categories are either consistent with the definition of infrastructure in the Planning Act 2008 and the Community Infrastructure Levy Regulations 2010, or are not specifically excluded from the definition in the Act and Regulations. (It is possible that future amendments to the CIL Regulations may specifically include or exclude infrastructure categories which are currently referred to herein).

The table in Appendix (i) identifies infrastructure that is needed to accommodate and facilitate the growth identified on Map I, (i.e. in the City Centre and Waterfront, Derriford and Seaton, and North Plymstock / Sherford), or in other areas which are subject to

significant change such as North Prospect. As mentioned above, in the notes that precede the table of 'Contents', non-strategic infrastructure needs will be more fully reflected in later iterations of the Infrastructure Needs Assessment, when more evidence becomes available through service-level planning and the neighbourhood planning initiatives anticipated in response to the Localism Act.

Appendix (i) groups infrastructure under the headings referred to above, and also categorises infrastructure as 'Critical', 'Necessary' or 'Desirable'. Strategic and non-strategic infrastructure that has been identified as a 'critical' priority for delivery is shown diagrammatically on Map 2 below.

The table in Appendix (i) is preceded by an explanation of the factors that have been used to determine whether an item is considered to be 'critical', 'necessary' or 'desirable'.

Map 3 shows all 'Strategic Infrastructure Needs' in all infrastructure categories.

Map 4 shows strategic and non-strategic primary and secondary school, and pre-school educational infrastructure needs.

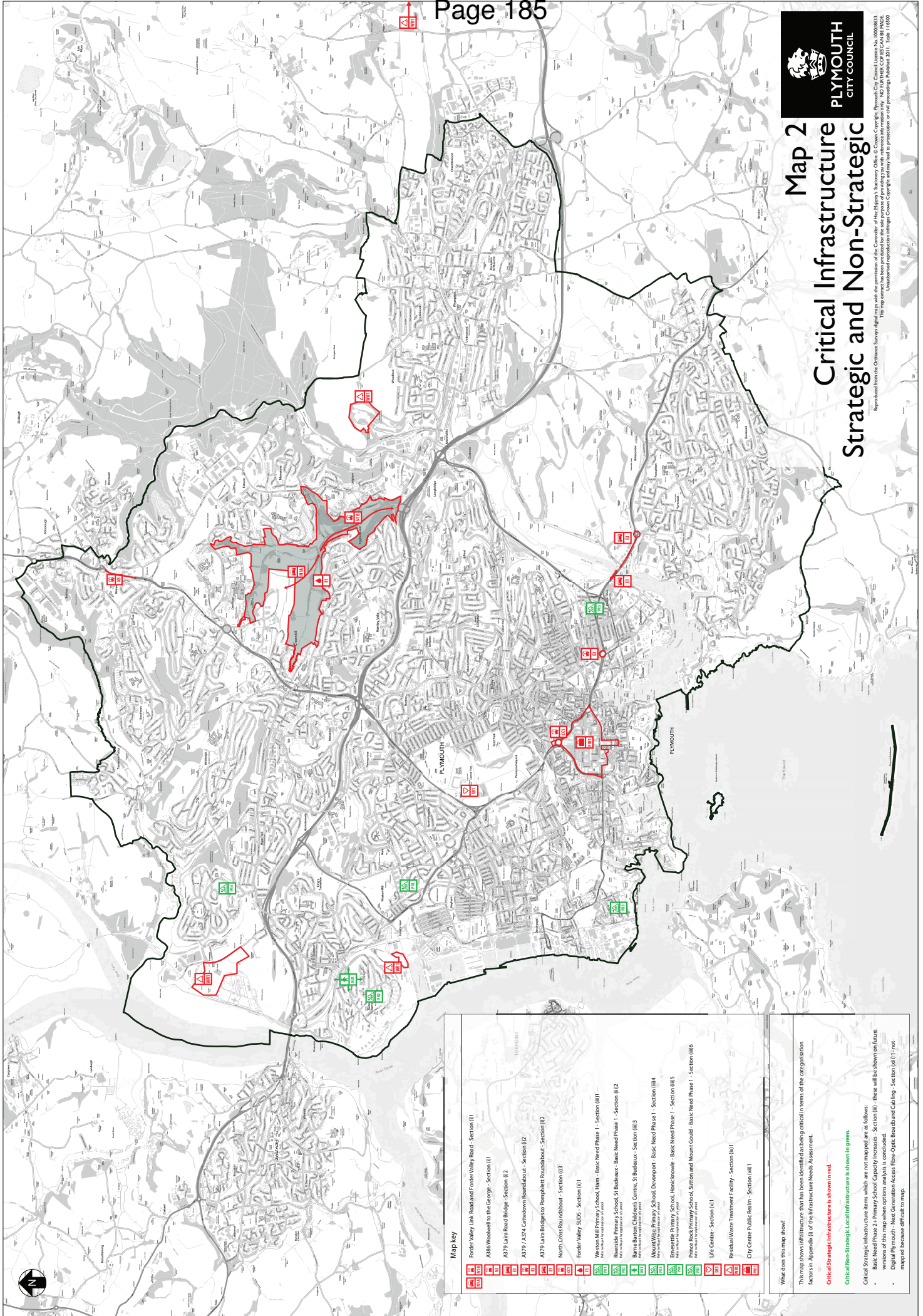
It should be noted that there are currently some information gaps relating to further and higher education, and emergency services strategic infrastructure needs. These needs will be reflected in later iterations of the Infrastructure Needs Assessment.



PLYMOUTH
CITY COUNCIL

Map 2 Critical Infrastructure Strategic and Non-Strategic

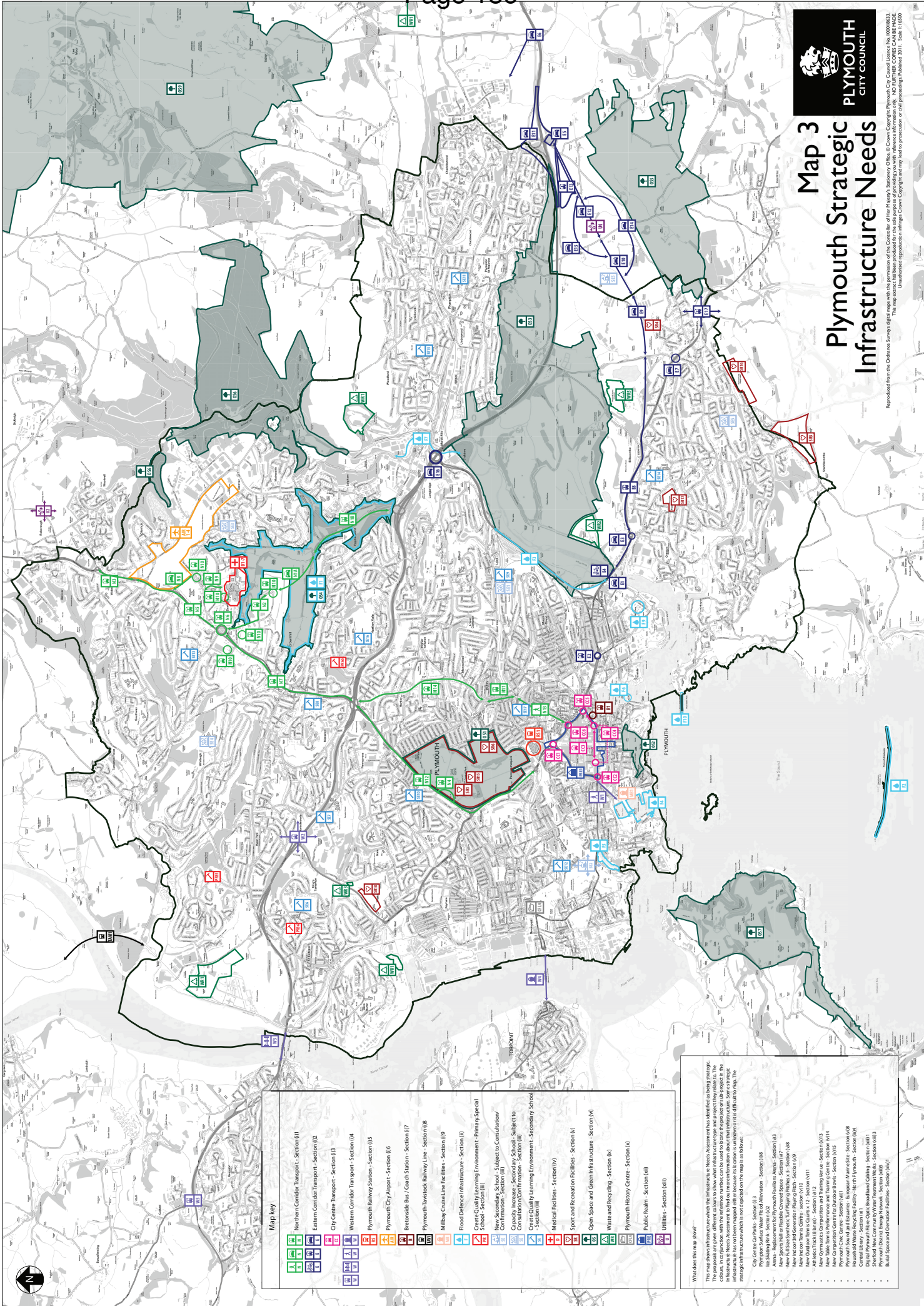
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Map 3 Plymouth Strategic Infrastructure Needs

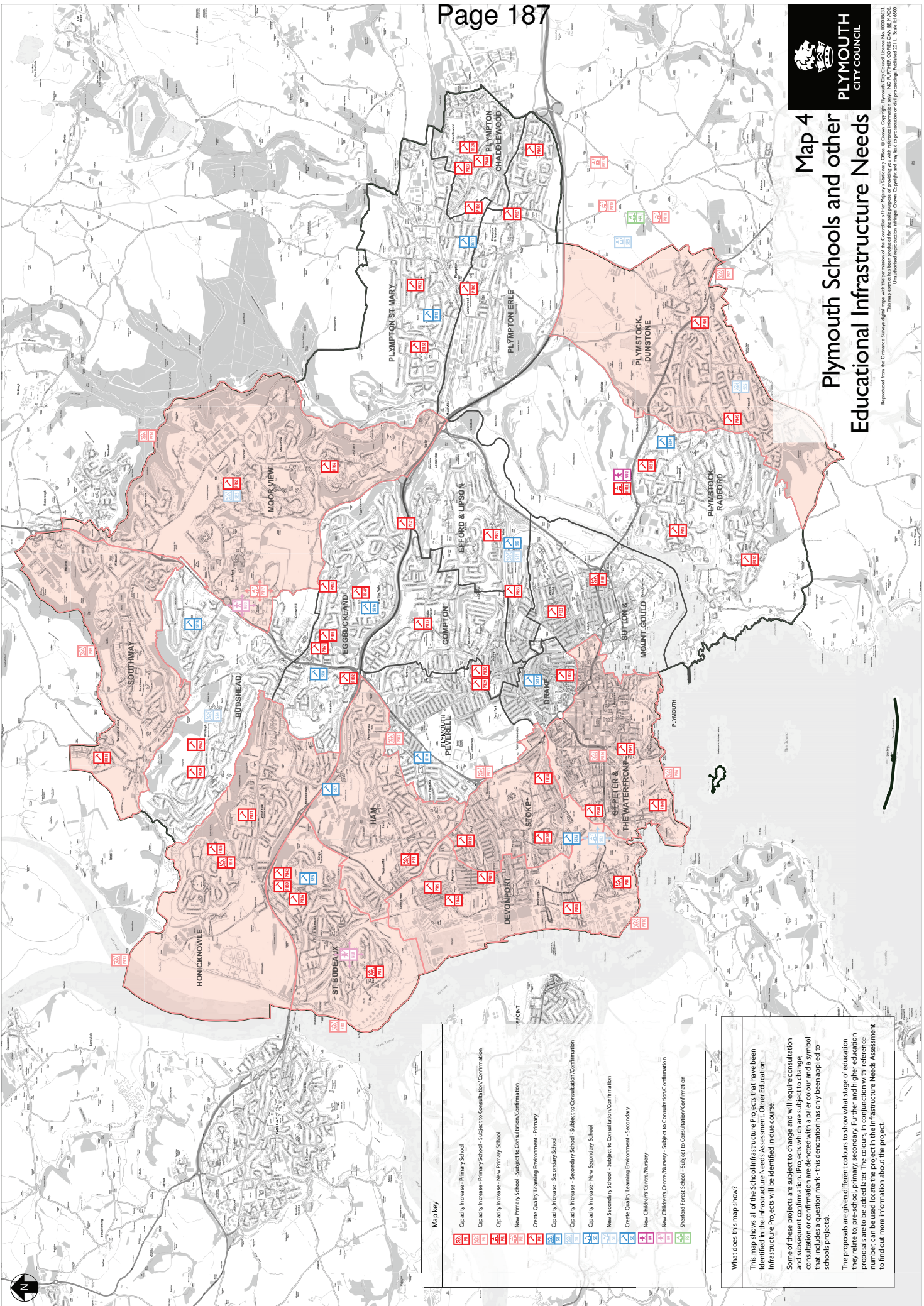
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Map 4 Plymouth Schools and other Educational Infrastructure Needs

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Map key

	Capacity Increase - Primary School
	Capacity Increase - Primary School - Subject to Consultation/Confirmation
	Capacity Increase - New Primary School
	New Primary School - Subject to Consultation/Confirmation
	Create Quality Learning Environment - Primary
	Capacity Increase - Secondary School
	Capacity Increase - Secondary School - Subject to Consultation/Confirmation
	Capacity Increase - New Secondary School
	New Secondary School - Subject to Consultation/Confirmation
	Create Quality Learning Environment - Secondary
	New Children's Centre/Nursery
	New Children's Centre/Nursery - Subject to Consultation/Confirmation
	Barfield Forest School - Subject to Consultation/Confirmation

What does this map show?

This map shows all of the School Infrastructure Projects that have been identified in the Infrastructure Needs Assessment. Other Education Infrastructure Projects will be identified in due course.

Some of these projects are subject to change and will require consultation and subsequent confirmation. Projects which are subject to change consultation or confirmation are denoted with a paler colour and a symbol that includes a question mark - this denotation has only been applied to schools projects.

The proposals are given different colours to show what stage of education they relate to: pre-school, primary, secondary. Further and higher education projects are shown in a different colour. The number in the circle next to the number can be used to locate the project in the Infrastructure Needs Assessment to find out more information about the project.

6. What does the Infrastructure Needs Assessment tell us?

The Role of the INA

As set out in the previous sections, the INA is an assessment of the infrastructure needed to support the growth of Plymouth. In particular it assesses the strategic infrastructure requirements which facilitate the proposals set out in the LDF Core Strategy and for the first time brings all the various types of infrastructure needs together in some detail. Before this assessment was produced, the need for different types of infrastructure such as new schools, new transport facilities or new community facilities was understood in isolation. This assessment brings together all these requirements and enables connections and relationships to be made.

The INA does not dictate the timing of when funds should be spent on a particular infrastructure project. That task is left to other delivery plans such as the Local Investment Plan (LIP). The document does, however, attempt to understand infrastructure needs and how they relate to the delivery of the growth of Plymouth by categorising them as 'Critical', 'Necessary' or 'Desirable'.

The INA identifies the relative importance of each piece of infrastructure to the delivery of key developments in the city and to other infrastructure needs. It does not suggest that a given piece of infrastructure is more 'important' than another, but it does begin to show what the benefits of delivering an infrastructure project might be, enabling a comparison of infrastructure needs to be made. This is a key output of the assessment, in that it provides context and evidence for plans such as the LIP to make choices about where resources should be used to deliver the greatest benefits to the city.

The Context of the INA

The INA needs to be understood in the context of the spatial strategy set out in the LDF Core Strategy. The Core Strategy sets out the Vision for Plymouth – to become one of Europe's finest waterfront cities, where an outstanding quality of life is enjoyed by everyone. It sets out that, in order to achieve this vision, Plymouth will grow to a population of over 300,000 people, that there will be 42,000 new jobs created in the travel to work area, and that all development will contribute to the creation of sustainable linked communities. It goes on to set out the clear spatial areas where most of the envisaged growth will occur – the Waterfront Regeneration Area, the Eastern Corridor and the Northern Corridor. The planned development in these areas will deliver:

- In the northern corridor, as part of the creation of a thriving, sustainable, mixed use urban centre at the heart of northern Plymouth, approximately 3800 new homes accommodating 10,000 new residents and 6000 new jobs delivered through the development of 150,000 sq m of employment space and 30,000 sq m of retail provision.
- In the eastern corridor, the new communities of Sherford and Morley Park (Plymstock Quarry) will create about 7200 new homes and approximately 75,000 sq m of new employment space, with a further 20 ha of employment land made available at Langage Business Park.
- The Waterfront will be a succession of high quality, diverse and distinct waterfront areas creating 8800 new homes, 270,000 sq m of new employment space and 100,000 sq m+ of new retail floorspace concentrated in transformational city centre commercial developments creating the premier regional destination for the far south west.

The remainder of the city, while not seeing growth on such a scale, will see new development used to deliver sustainable linked communities, where development will be used to provide the local facilities that the communities themselves have identified as being important.

How does the INA assist with the delivery of this agenda?

Investment in the city's infrastructure is clearly needed to cope with the proposed scale of growth. The INA highlights that the delivery of some infrastructure is 'critical' if growth is to be realised, in that, for example, it provides for or unlocks significant development and growth that might not otherwise happen.

Although the INA does not dictate the timing of when individual infrastructure projects should be delivered, it does highlight the relative importance of the various infrastructure categories and locations. The INA reveals, for example, that:

- Transport infrastructure is probably the most important requirement, particularly in terms of facilitating growth along the northern and eastern corridors, which will clearly need investment to create a high quality transport system linking these areas with the City Centre.
- A key infrastructure need is for expanded or new schools to cater for the increase in population. A great deal of the infrastructure requirements identified as 'critical', 'becoming critical' or 'necessary' are expanded or new primary and secondary schools.
- In those areas of the city potentially subject to flooding from the sea or rivers, flood defence measures are necessary to enable development.
- In terms of attracting businesses to the city which will bring investment and jobs, the provision of high speed broadband infrastructure is of critical importance.
- Investment in the City Centre public realm is critical to creating an environment in which the private sector can act to deliver projects which are of significant benefit to the economy.
- Investment in green infrastructure is necessary to mitigate the potential impacts of growth on nationally and internationally recognised environmental assets such as Dartmoor and the Tamar Estuaries.
- Population growth will generate significant requirements for new sport and recreation facilities.
- Population growth will also increase pressure on waste management infrastructure.

It also becomes clear that there are key infrastructure requirements in each of the LDF Core Strategy growth areas which unlock major transformational developments. By facilitating these developments, significant numbers of homes, jobs and investment are unlocked. For each of the growth areas, the INA highlights the capital required to deliver the infrastructure and, in particular, the key infrastructure requirements in the growth areas. However, it must be recognised that the benefits are realised through generated development value that is facilitated by infrastructure provision. Maps 5 – 7 show the key development opportunities and infrastructure needs in each of the three growth areas.

These relationships can be described in some detail. By way of example, Map 5 shows the key development opportunities in the Northern Corridor / Derriford and Seaton growth area in relation to key infrastructure needs, and Box 1 below summarises the overarching vision, how this will be delivered, the infrastructure costs and the direct economic and financial benefits that will flow from the delivery of key infrastructure projects. As a very broad example of the story that these figures can tell, the Forder Valley Link Road will create a new, strategic link between Derriford / Seaton and the A38, taking pressure off the A386. The new road, in concert with improvements to the existing road network, will allow north Plymouth to be transformed into a new commercial and residential centre of sub-regional importance. Key developments that will directly benefit from the infrastructure will be the new Derriford District Centre and the Seaton Neighbourhood, both of which unlock

development value which will help us fund additional infrastructure. The cost of all infrastructure projects in the Derriford and Seaton AAP area is currently estimated to be £104 million. However, the approximate gross development value unlocked by this infrastructure is £922 million by 2026. The associated jobs could ultimately contribute £160 million per annum to Plymouth GVA (in current prices). We have already modelled a range of existing and proposed funding sources that can provide us with the capacity to deliver most of the required infrastructure. These include such funding streams as the Plymouth Development Tariff / Community Infrastructure Levy (along with negotiated planning obligations), the New Homes Bonus and, potentially (subject to Government making provision for its utilisation), Tax Increment Finance.

Box 1 – Northern Corridor (Derriford / Seaton) Development Opportunities and Infrastructure Needs

What is proposed.....what is the vision?
<ul style="list-style-type: none"> • A new, thriving, sustainable, mixed use urban centre at the heart of northern Plymouth. • Supporting and growing the world class medical and healthcare businesses clustering on high quality office parks at Derriford.
How will it happen? (headline targets)
<ul style="list-style-type: none"> • 3,800 new homes for up to 10,000 new residents. • 6,000 new jobs through 150,000 sq m of new employment space. • 10,000 sq m of new retail floorspace including a major new foodstore delivered by 2016, with the potential to grow to 30,000 sq m of retail floorspace in future. • A new community park providing 145 ha of accessible greenspace.
What are the key infrastructure costs?
<ul style="list-style-type: none"> • Total estimated cost - £100 million. • Of which, 'critical' Forder Valley Link Road costs – £15 million.
What are the key benefits?
<ul style="list-style-type: none"> • Potential Gross Development Value (GDV) - £900 million by 2026*. • Potential contribution of jobs to Plymouth Gross Value Added (GVA) - £160 million per annum (2011 prices)*. • Potential to derive up to £100 million funding from business rates, New Homes Bonus and Community Infrastructure Levy*. <p><i>*provisional figures subject to further exploration and analysis</i></p>

Key Infrastructure - A386 Improvements

Improvements to the A386 through the area and reconfiguration of the Derriford Junction to facilitate High Quality Public Transport links through the area, with new interchanges at key destinations such as the hospital and District Centre.

Derriford District Centre

320 New Homes
25,000 sq m New Employment Space
30,000 sq m New Retail

The centrepiece of the Derriford plans is a new heart for the north of Plymouth, comprising a major new foodstore anchoring a high street form of new shops, with the potential to grow beyond the plan period into a major district centre.

North West Quadrant

5,000 sq m New Employment Space
1,300 sq m Retail
560 New Homes

A new mixed use community.

Tamar Science Park

25,000 sq m New Employment Space

One of the UK's fastest growing science parks, accommodating over 80 knowledge based businesses.

Glacis Park

700 New Homes
16,000 sq m New Employment Space

A new mixed use community to be developed on the site of SWW Water Works.

Plymouth International Medical & Technology Park

20,000 sq m Additional Employment Space
30,000 sq m New Healthcare Facilities

Flagship business park contributing to Derriford's reputation as a centre of medical excellence.

Homes - Seaton Neighbourhood

770 New Homes
6,000 sq m New Employment Space
1,600 sq m Local Centre

A mixed use new neighbourhood.

Derriford Community Park

Safeguarding the exceptional environmental assets of the Forder and Bircham Valleys while improving access to amenity, leisure, recreational and educational resources through the creation of a new Community Park.

Key Infrastructure - Forder Valley Link Road and Forder Valley Road

Facilitates the delivery of the Seaton Neighbourhood, the Derriford District Centre and Plymouth International and Medical Technology Park. Improves connectivity to the Sherford New Community, Langage Business Park and the Eastern Corridor.

The developments and infrastructure shown on this map are not exhaustive. This map does not create planning, or any other, policy. Please see 'map 3' for a comprehensive list of strategic infrastructure in this document and refer to appendix 1 for detailed information. Please refer to the Local Development Framework for definitive information about planned developments in Plymouth.

MAP 5 - KEY DEVELOPMENT OPPORTUNITIES AND INFRASTRUCTURE NEEDS ON THE NORTHERN CORRIDOR

MAP 6 - KEY DEVELOPMENT OPPORTUNITIES AND INFRASTRUCTURE NEEDS IN THE CITY CENTRE / WATERFRONT

The developments and infrastructure shown on this map are not exhaustive. This map does not create planning, or any other policy. Please see 'map 3' for a comprehensive list of strategic infrastructure in this document and refer to appendix 1 for detailed information. Please refer to the Local Development Framework for definitive information about planned developments in Plymouth.

Key Infrastructure - Central Park (AAP Boundary)
The completion of Plymouth's largest inner city parkland to become its premier park to meet the city's growth agenda for informal and formal outdoor sports, recreation and leisure uses.

Key Infrastructure - Life Centre
The Life Centre is considered to be fundamental to the delivery of the vision for Plymouth to provide unrivalled sport and recreation facilities in the far south west, catering to a city-regional catchment and providing for a growing population in a highly accessible location.

Key Infrastructure - Northern Corridor
Improvements to transport links to the north of the city including new developments at Derriford.

Cornwall Street & Key Infrastructure - Car Parks
86,000 sq m New Retail
Strategic retail led development to spearhead the renewal of the city centre which includes replacement of existing city centre car park provision.

South Yard Enclave
460 New Homes
3,500 sq m New Employment Space
1,860 sq m New Retail
A quality development that contributes towards the regeneration of Devonport and the relocation of the local centre.

Key Infrastructure - City Centre Transport
Improvements to the City Centre transport network to respond to transport policy initiatives and major redevelopment proposals.

Mount Wise
300 New Homes
7,500 sq m New Employment Space
A high quality mixed use scheme to sensitively restore the site, integrated with the wider community.

Royal William Yard
80 New Homes
0.05 Ha New Employment Space
4,800 sq m New Retail
Sensitive restorations and reuse of historic assets to create a mixed-use scheme.

Millbay Docks & Key Infrastructure - Boulevard
1,394 New Homes
1 Hectare New Employment Space
40,000 sq m New Retail
Creations of a new sustainable neighbourhood linking the city centre and the waterfront through the creation of a boulevard.

Colin Campbell Court & Key Infrastructure - Car Parks
130 - 400 New Homes
8,500 - 11,000 sq m New Retail
Redevelopment of a mix of uses to anchor this corner of the West End and Independent District, which includes replacement of existing city centre car park provision.

Key Infrastructure - Bretonside Bus Station
Comprehensive redevelopment and replacement of Bretonside Bus and Coach Station to create a high quality gateway into the city.

North Cross Development & Key Infrastructure - Railway Station
100,000 sq m New Office Space
Creation of a new commercial heart on the edge of the city centre that can enable improvements to the Railway Station to create a high quality gateway into the city. This development requires reconfiguration of north cross roundabout.

The Learning and Culture District
Mixed use, learning facilities and cultural activities led, development and improvements to the University of Plymouth and the Plymouth College of Art to create a high quality environment and build on the successes of Higher Education Provision in the City.

Key Infrastructure - City Centre Public Realm
Public realm enhancements to encourage investment into the City Centre and to unlock significant development and growth that might not otherwise happen.

Key Infrastructure - Eastern Corridor
Improvements to transport links to the east of the city including new developments at Plymstock Quarry and Sherford.

Sutton Road Sites (& Friary Park)
720 New Homes
7,800 sq m New Retail
Integrated, sustainable, new neighbourhood with a vibrant, publicly accessible, destination waterfront, and a balanced mixture of uses.



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Jobs - Langage Business Park

A large employment area to the east of Plymouth in South Hams District, which has recently seen the construction of a new power station and Energy Park.

Jobs - Extension to Langage Business Park

A major extension to Langage of 20ha, utilising the infrastructure made available by the construction of the Power Station, and reinforcing the role of the Business Park as a strategic employment location for Plymouth and South West Devon.

Homes - Sherford New Community

5,500 New Homes
67,000 sq m New Employment Space
17,000 sq m New Retail

A major new community on the edge of Plymouth in South Hams District, including a new District Centre and providing opportunities for new residents to find work locally.

Saltram Country Park

Homes - Plymouth Quarry (Morley Park)

1,600 New Homes
7,000 sq m New Employment Space

A new mixed use neighbourhood, including a local centre.

Key Infrastructure

A reconfigured Voss Farm junction to provide for improved access to Langage Business Park.

Key Infrastructure - Deep Lane Junction

Deep Lane Junction must be improved to provide access to the city via Sherford, to provide for a new park and ride and to increase connectivity across the A38.

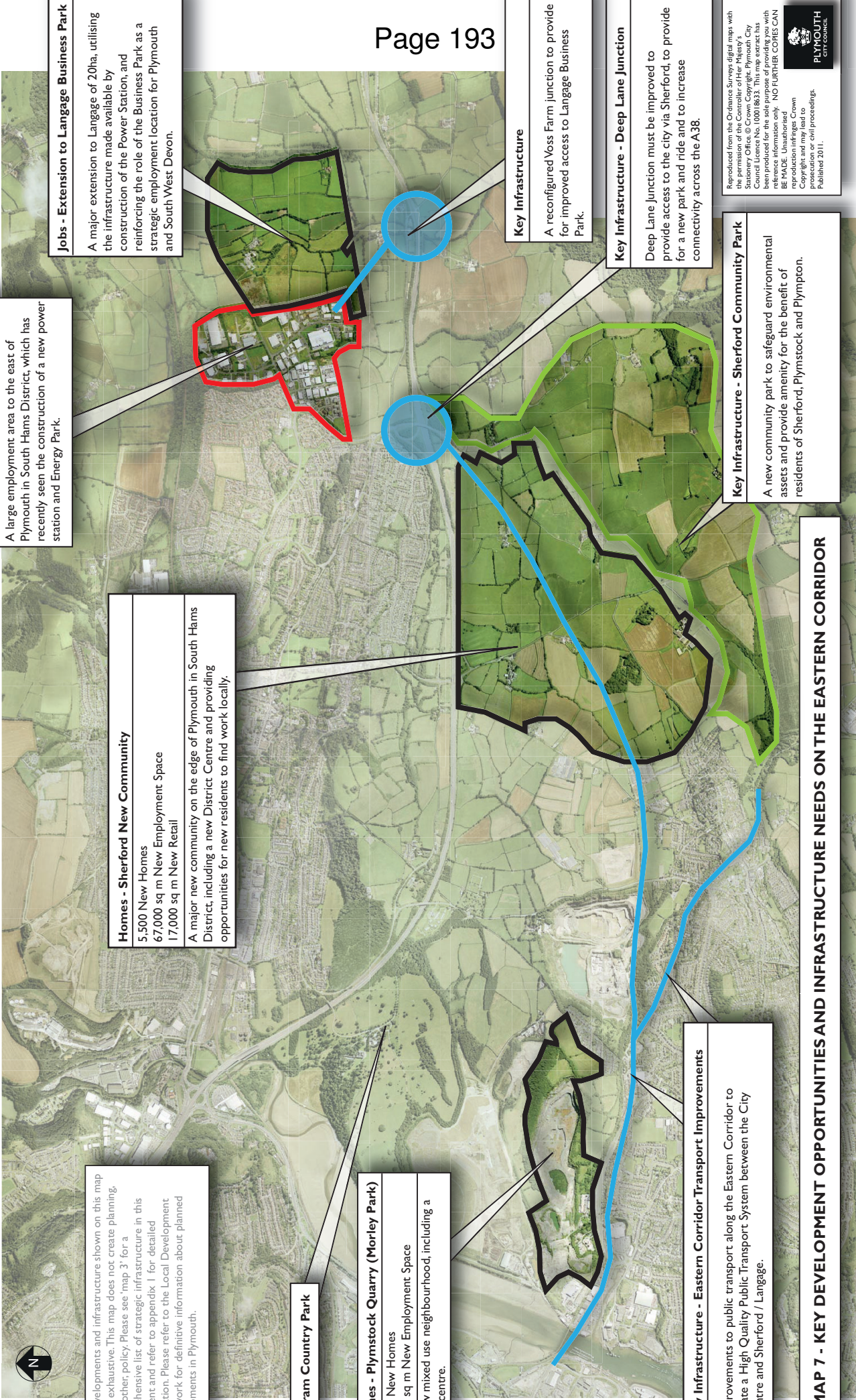
Key Infrastructure - Sherford Community Park

A new community park to safeguard environmental assets and provide amenity for the benefit of residents of Sherford, Plymstock and Plympton.

Key Infrastructure - Eastern Corridor Transport Improvements

Improvements to public transport along the Eastern Corridor to create a High Quality Public Transport System between the City Centre and Sherford / Langage.

MAP 7 - KEY DEVELOPMENT OPPORTUNITIES AND INFRASTRUCTURE NEEDS ON THE EASTERN CORRIDOR



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PLYMOUTH CITY COUNCIL

7. Relationship between the Infrastructure Needs Assessment, Local Investment Plan (LIP), and Community Infrastructure Levy (CIL)

As mentioned above, the Infrastructure Needs Assessment will inform the production of the Council's Local Investment Plan, and service forward planning. It will also inform the introduction and production of its Community Infrastructure Levy (CIL).

The Infrastructure Needs Assessment will inform the Local Investment Plan by helping decision makers to determine investment priorities.

The Infrastructure Needs Assessment is central to the introduction of any Community Infrastructure Levy for three reasons. Firstly, in helping to identify a 'funding gap', (the monetary gap between the infrastructure which has funding allocated/committed or part allocated/committed, and the infrastructure which does not have funding set aside), the Infrastructure Needs Assessment provides justification for the introduction of CIL (CIL monies will be used to help fill the gap where infrastructure is prioritised for delivery). Secondly, along with development viability analysis, the funding gap will provide some justification for the level/s or rate/s at which the levy is set in the Council's CIL 'Charging Schedule'. Lastly, the Infrastructure Needs Assessment will inform the list that the Council is required to place on its website when adopting its CIL Charging Schedule, which sets out the infrastructure that it is intended to fund or part-fund through the CIL levy.

It is important to note that, whilst Appendix (i) identifies projects on which CIL monies could *potentially* be spent, decisions have not yet been taken on CIL expenditure priorities. These decisions will be taken in the course of the preparation of the Local Investment Plan. The list of infrastructure on which the Council intends to spend CIL receipts will be published on the Council's website alongside its CIL Charging Schedule.

It is also important to appreciate that CIL is one of a number of potential infrastructure funding sources, and that CIL receipts will not be sufficient pay for all of the infrastructure identified in this INA. It is likely to continue to be the case that most infrastructure is funded through a mixture of funding sources.

As the Infrastructure Needs Assessment is expanded over time to more fully reflect non-strategic infrastructure needs, our appreciation of the funding gap will be refined. However, it is anticipated that a significant 'funding gap' will be identified on the basis of the Infrastructure Needs Assessment as it currently stands.

8. Heart of the South West, and Cornwall and Isles of Scilly Local Enterprise Partnerships (LEPs)

The Heart of the South West Local Enterprise Partnership was established with Government approval on the 30th of March 2011. The Cornwall and Isles of Scilly Local Enterprise Partnership was established several months earlier. It is likely that, over time, LEPs will develop a role in infrastructure planning and in the distribution of resources for infrastructure implementation. For example, the Secretary of State for Transport has stated (in March 2011) that transport capital funding may be devolved to consortia of Local Enterprise Partnerships to allow them to determine priorities for infrastructure implementation. The Infrastructure Needs Assessment will help to inform any prioritisation undertaken by the LEPs.

9. Conclusion

This Infrastructure Needs Assessment is important for providing a city/sub-region perspective of the infrastructure that is needed to deliver the growth necessary to achieve the vision for Plymouth. In this sense it informs and is informed by other planning initiatives. The Infrastructure Needs Assessment satisfies the infrastructure delivery planning requirements of Planning Policy Statement 12.

The Infrastructure Needs Assessment helps to inform, but by no means dictates, Plymouth City Council and delivery partners' infrastructure priorities. It communicates the challenges ahead, and will thereby assist with galvanizing partners into action.

In helping to identify the 'funding gap', the Infrastructure Needs Assessment is important in justifying the introduction of Plymouth's Community Infrastructure Levy, and in helping to set the level/s or rate/s at which the levy is set in the Council's CIL Charging Schedule. It will inform, but not dictate, the list of infrastructure that the Council intends to fund using CIL, which will be published alongside its CIL Charging Schedule when adopted.

The Infrastructure Needs Assessment will continue to be refined over time. It is anticipated that refinements will be made regularly, perhaps twice yearly, but that refinements can be made on more of an annual basis once the full range of non-strategic infrastructure needs have been captured in response to future neighbourhood planning initiatives.

Appendix (i) - Infrastructure Types and Categorisation

Infrastructure Types

The tables that follow group infrastructure needs under the following headings / into the following types:

- (i) roads and other transport facilities;
- (ii) flood defence infrastructure;
- (iii) schools and other education facilities;
- (iv) medical facilities;
- (v) sport and recreation facilities;
- (vi) open space and green infrastructure;
- (vii) civic governance infrastructure;
- (viii) community facilities;
- (ix) waste and recycling;
- (x) cultural facilities, including libraries;
- (xi) emergency services;
- (xii) public realm;
- (xiii) utilities;
- (xiv) cemeteries and crematoria; and,

Infrastructure Categorisation

The tables that follows also categorise infrastructure as being 'critical', 'necessary', or 'desirable' to the accommodation of growth in Plymouth.

It is expected that in some instances infrastructure delivery will be at least part-funded by a levy on development (the Community Infrastructure Levy) that takes account of the costs of new infrastructure made necessary by development proposals or by their cumulative impacts. In other instances, it is expected that delivery agencies will deliver infrastructure through their normal business planning processes (for example, it is expected that South West Water will deliver a new water treatment works in North Plymouth through its normal business planning process).

Critical

Some infrastructure is identified as being 'critical'. This means that the delivery of the infrastructure is critical for one or more of the following reasons:-

- The consequences of *not* providing the infrastructure in a short time frame are economically and/or socially unacceptable.
- The medium to long term costs of *not* providing the infrastructure outweigh the short term costs of providing it.
- The infrastructure in question provides for or unlocks significant development and growth that might not otherwise happen.
- Growth is unlikely to happen in the timeframe envisaged unless the infrastructure in question is put in place 'up front'.
- The early implementation of the infrastructure will create an environment or conditions in which the private sector can act to deliver projects which are fundamental to bringing about rapid change in the balance of the economy from the public to the private sector, or other significant beneficial economic change.

Necessary

Most infrastructure identified below is identified as being 'necessary' to accommodating growth. This means that the infrastructure is fundamental to the delivery of the vision for Plymouth, and to the delivery of the objectives and development strategy for the area as set out in the Local Development Framework and emerging Plymouth Plan. It means that where the infrastructure is required to satisfy the needs arising from development, it does not necessarily need to be implemented 'up front' to unlock development and growth that could otherwise not take place. In other words, the infrastructure can be implemented as development takes place, or over time as resources become available.

Desirable

Some infrastructure is identified as being 'desirable' rather than 'necessary'. This means that the infrastructure supports the vision for Plymouth, the objectives and development strategy for the area as set out in the Local Development Framework and emerging Plymouth Plan, and is of genuine benefit at a neighbourhood, city or sub-region level. However, whilst the infrastructure would be beneficial in helping the city to accommodate growth, growth can take place without its implementation.

How to use and interpret the following tables

The tables that follow the summary tables immediately below provide more detail on each of the identified infrastructure needs. The tables are intended to be read in conjunction with the maps. The 'Map Reference Numbers' correspond with the reference numbers on Maps 2, 3 and 4, and provide for readers to cross-refer between the maps and the information in these tables. The 'Explanation of Need / Benefit / Categorisation' helps to explain why the infrastructure has been identified as 'Critical', 'Necessary' or 'Desirable' in terms of the considerations above.

In the full tables that follow the summary tables immediately below, timeframes are given for the delivery of the infrastructure where these are known, as are indicative costs. Where costs are not known either because the infrastructure has not yet been costed or because the costs are to be borne by developers, the words 'not costed' or 'not known' appear in the 'Indicative Cost' column.

Accountabilities for delivery and potential delivery mechanisms are identified in the 'Delivery Responsibility / Mechanisms' column. It is important to note that the appearance of a potential delivery mechanism in this column does not indicate a commitment to use that mechanism. In particular, it is important to note that decisions have not yet been taken on CIL expenditure priorities. These decisions will be taken in the course of the preparation of the Local Investment Plan. The list of infrastructure on which the Council intends to spend CIL receipts will be published on the Council's website alongside its CIL Charging Schedule.

Risks to delivery are identified, although these are not exhaustively detailed.

Relevant Local Development Framework Area Action Plan (AAP) Proposals are listed, to provide for easy cross-reference between this document and those AAPs. In this way, readers can see the importance of the delivery of the infrastructure to the delivery of the AAP proposals.

Lastly, it is intended that non-strategic infrastructure denoted with an asterisk* in the 'Map Ref No.' column of the Summary Tables below will be mapped in later iterations of the Infrastructure Needs Assessment, when non-strategic infrastructure needs can be more fully reflected. Some strategic infrastructure has not been mapped either because its location is unknown, or it is difficult to map. Where this is the case, the words 'not mapped' appear in the 'Map Ref No.' column.

Summary Tables

(i) Roads and Other Transport Facilities	Is the infra-structure 'strategic'?	Priority Status - Critical, Necessary or Desirable	Map Ref No.	Page No.
1. Northern Corridor HQPT Whole Route Implementation Plan Forder Valley Link Road and Forder Valley Road	✓	Critical	N1A + N1B	37
Brest Road	✓	Becoming Critical	N2	38
A386 Woolwell to the George	✓	Critical	N3	39
Milehouse Park and Ride	✓	Necessary	N4	39
A386 the George to Derriford Roundabout	✓	Necessary	N5	39
A386 Derriford Roundabout	✓	Necessary	N6	40
A386 Derriford Roundabout to Manadon Roundabout	✓	Necessary	N7	41
Airport Link Road	✓	Necessary	N8	41
Marjons Link	✓	Necessary	N9	42
Derriford Bus Interchanges	✓	Necessary	N10	43
Mutley Plain	✓	Necessary	N11	43
Outland Road / Alma Road	✓	Necessary	N12	44
North Hill	✓	Necessary	N13	44
B3250 Mannamead Road Mutley Plain to Manadon Roundabout	✓	Potential Necessary	N14	44
2. Eastern Corridor HQPT Whole Route Implementation Plan	✓	Critical	E1	46
A379 Laira Road Bridge	✓	Critical	E2	46
A379/A374 Cattedown Roundabout	✓	Critical	E3	47
A379 Laira Bridges to Pomphlett Roundabout	✓	Necessary	E4	48
A379 Laira Rail Bridge	✓	Necessary	E5	48
Sherford – Deep Lane Junction Stage 1	✓	Necessary	E6	49
Voss Farm A38 Junction	✓	Necessary	E7	49
Sherford – Stanborough / Haye Road Junction	✓	Necessary	E8	50
Morley Park (Plymstock Quarry) and Sherford – High Quality Public Transport Route and Service	✓	Necessary	E9	50
Sherford Main Street Haye Road Link	✓	Necessary	E10	51
Sherford – Main Street Stage 1 – Haye Road to Brixton Road	✓	Necessary	E11	51
Sherford – Deep Lane Junction Stage 2	✓	Necessary		

<p>Sherford – Main Street Stage 2 – Brixton Road to Deep Lane</p> <p>Sherford – Deep lane Park and Ride</p> <p>Sherford – Southern Avenue</p> <p>Sherford – Northern Avenue</p> <p>Marsh Mills MOVA</p> <p>A379 Park and Ride</p> <p>3. City Centre HQPT Whole Route Implemenentation Plan</p> <p>North Cross Roundabout</p> <p>Western Approach / Union Street Junction</p> <p>Royal Parade</p> <p>St. Andrew's Cross Roundabout / Exeter Street Viaduct / Derry's Cross</p> <p>Charles Cross Roundabout</p> <p>Drakes Circus Roundabout</p> <p>City Centre Car Parks</p>	✓	Necessary	E12	51
	✓	Necessary	E13	52
	✓	Necessary	E14	52
	✓	Necessary	E15	53
	✓	Necessary	E16	53
	✓	Desirable	E17	54
	✓	Critical	CC1	55
	✓	Necessary	CC2	56
	✓	Necessary	CC3	56
	✓	Necessary	CC4	57
	✓	Necessary	CC5	57
	✓	Necessary	CC6	58
	✓	Necessary	CC7 -	58
		Not mapped	Not mapped	
	✓	Necessary	W1	60
	✓	Potential Critical	W2	60
	✓	Potential Necessary	W3	61
<p>4. Western Corridor HQPT Whole Route Implementation Plan</p> <p>Millbay Boulevard Link</p> <p>Western Corridor Park and Ride</p> <p>Tamar Bridge</p> <p>Torpoint Ferries</p> <p>Park and Ride, Saltash</p> <p>5. Plymouth Rail Station Redevelopment</p> <p>6. Plymouth City Airport</p> <p>Airport Development Phase 1</p> <p>Airport Development Phase 2</p> <p>Airport Development Phase 3</p> <p>Airport Development Phase 4</p> <p>7. Bretonside Bus / Coach Station Redevelopment</p> <p>8. Re-opening of Plymouth-Tavistock Railway Line</p> <p>9. Millbay Cruise Liner Facilities</p>	✓	Potential Necessary	W4	61
	✓	Desirable	W5	61
	✓	Necessary	RS1	63
	✓	Necessary	AIR1	64
	✓	Necessary	AIR2	65
	✓	Necessary	AIR3	65
	✓	Necessary	AIR4	66
	✓	Necessary	BI	68
	✓	Desirable	TAV1	69
	✓	Desirable	MB1	70

(ii) Flood Defence Infrastructure	Is the infrastructure 'strategic'?	Priority Status – Critical, Necessary or Desirable	Map Ref No.	Page No.
1. Forder Valley, SUDS	✓	Critical	F1	71
2. Plymouth Sound, Breakwater	✓	Necessary – Potential Critical	F2	71
3. Plym Embankment Flood Defences – West Side	✓	Necessary – Becoming Critical	F3	72
4. Millbay, Flood Defences	✓	Necessary	F4	72
5. Stonehouse Creek, Tidal Flood Alleviation	✓	Necessary	F5	73
6. Sutton Harbour, Lock Gates	✓	Necessary	F6	73
7. Marsh Mills, Flood Defences	✓	Necessary	F7	74
8. Plympton, Surface Water Flood Alleviation	✓	Necessary	F8	74
9. Cattedown, Sewer Capacity Improvements	✓	Necessary	F9	75
10. Plymouth Sound, Mount Batten Pier, Maintenance	✓	Necessary	F10	75

(iii) Schools and Other Education Facilities NOTES: 1. Basic Need capacity increases after Phase 1 are subject to consultation. 2. Further and Higher Education infrastructure needs will be reflected in later iterations of the Infrastructure Needs Assessment.	Is the infrastructure 'strategic'?	Priority Status – Critical, Necessary or Desirable	Map Ref No.	Page No.
Infrastructure Needed to Increase School Capacity – Including New Schools				
1. Weston Mill Primary School, Ham – Basic Need Phase 1		Critical	PR1	76
2. Riverside Primary School, St. Budeaux – Basic Need Phase 1		Critical	PR2	76
3. Barne Barton Children's Centre (Nursery), St. Budeaux		Critical	NU1	77
4. Mount Wise Primary School, Devonport – Basic Need Phase 1		Critical	PR3	77
5. Ernesettle Primary School, Honicknowle – Basic Need Phase 1		Critical	PR4	78
6. Prince Rock Primary School, Sutton and Mount Gould – Basic Need Phase 1		Critical	PR5	78
7. Primary Schools in St. Peter and the Waterfront – Basic Need Phase 2+		Critical	PR6	78
9. Primary Schools in Plymouth Dunstone – Basic Need Phase 2+		Critical	PR7	79
10. Primary Schools in St. Budeaux – Basic Need Phase 2+		Critical	PR8	79
11. Primary Schools in Southway – Basic Need Phase 2+		Critical	PR9	80
12. Primary Schools in Devonport – Basic Need Phase 2+		Critical	PR10	80
13. Primary Schools in Stoke – Basic Need Phase 2+		Critical	PR11	81
14. Primary Schools in Ham – Basic Need Phase 2+		Critical	PR12	81
15. Primary Schools in Honicknowle – Basic Need Phase 2+		Critical	PR13	81
16. Primary Schools in Moorview – Basic Need Phase 2+		Critical	PR14	82
17. Morley Park (Plymstock Quarry) Primary School, Plymstock Radford		Becoming Critical	PR15	82
18. Morley Park (Plymstock Quarry) Children's Centre, Plymstock Radford		Necessary	NU2	83
19. Lipson Community College Secondary School, Efford and Lipson	✓	Becoming Critical	SE1	83
20. St. Peter's Church of England Primary School, St. Peter and the Waterfront – Basic Need Phase 2+		Becoming Critical	PR16	84
21. Devonport, New Secondary School, Devonport	✓	Becoming Critical	SE2	84
22. Derriford, New Primary School, Moorview		Becoming Critical	PR17	85
23. Tor Bridge High Secondary School, Moorview	✓	Becoming Critical	SE3	85
24. Sir John Hunt Community Sports College, Budshead	✓	Becoming Critical	SE4	86
25. Derriford Children's Centre (Nursery), Moorview		Necessary	NU3	87
26. Coombe Dean School, Plymstock Dunstone	✓	Necessary	SE5	87
27. Sherford / Plymstock Localities, New Primary Schools		Becoming Critical	PR18	87

Infrastructure Improvements Needed to Create Quality School Learning Environments				
28. Marine Academy, St. Budeaux	✓	Necessary	SE6	88
29. All Saints Academy, Ham	✓	Necessary	SE7	88
30. St. Boniface Roman Catholic College, Eggbuckland	✓	Necessary	SE8	89
31. Keyham Barton Catholic Primary School, Devonport		Necessary	PR19	89
32. St. Peter's Roman Catholic Primary School, Budshead		Necessary	PR20	89
33. Lipson Community College, Efford and Lipson	✓	Necessary	SE9	90
34. Devonport High School for Girls, Peverell	✓	Necessary	SE10	90
35. Ridgeway School, Plympton St. Mary	✓	Necessary	SE11	90
36. Austin Farm Community Primary School, Eggbuckland		Necessary	PR21	91
37. Boringdon Primary School, Plympton St. Mary		Necessary	PR22	91
38. Chaddlewood Infant School, Plympton Chaddlewood		Necessary	PR23	91
39. Chaddlewood Junior School, Plympton Chaddlewood		Necessary	PR24	91
40. College Road Primary School, Devonport		Necessary	PR25	92
41. Elburton Primary School, Plymstock Dunstone		Necessary	PR26	92
42. Ford Primary School, Stoke		Necessary	PR27	92
43. High Street Primary School, St. Peter and the Waterfront		Necessary	PR28	93
44. Hyde Park Infant School, Peverell		Necessary	PR29	93
45. Hyde Park Junior School, Peverell		Necessary	PR30	93
46. Knowle Primary School, Honicknowle		Necessary	PR31	93
47. Manadon Vale Primary School, Eggbuckland		Necessary	PR32	94
48. Salisbury Road Infant and Junior School, Sutton and Mount Gould		Necessary	PR33	94
49. Stuart Road Primary School, Stoke		Necessary	PR34	94
50. Mill Ford School, Honicknowle	✓	Necessary	PR35	95
51. Mount Tamar School, St. Budeaux	✓	Necessary	PR36	95
52. Devonport High School for Boys, Stoke	✓	Desirable	SE12	95
53. Notre Dame Roman Catholic School, Budshead	✓	Desirable	SE13	96
54. Compton Church of England Primary School, Compton		Desirable	PR37	96
55. Mary Dean's Church of England Primary School, Southway		Desirable	PR38	96
56. Plaistow Hill Infants School, St. Budeaux		Desirable	PR39	96
57. Plympton St. Mary Church of England Infant School, Plympton Erle		Desirable	PR40	97
58. St. Andrew's Church of England Primary School, St. Peter and the Waterfront		Desirable	PR41	97
59. St. Budeaux Foundation Church of England Primary School, St. Budeaux		Desirable	PR42	97
60. St. Edward's Church of England Primary School, Eggbuckland		Desirable	PR43	98

61. St. George's Church of England Primary School, St. Peter and the Waterfront		Desirable	PR44	98
62. Plymstock School, Plymstock Radford	✓	Desirable	SE14	98
63. Hele's School, Plympton St. Mary	✓	Desirable	SE15	98
64. Oreston Community Primary School, Plymstock Radford		Desirable	PR45	99
65. Egguckland Community College, Egguckland	✓	Desirable	SE16	99
66. Plymouth High School for Girls, Drake	✓	Desirable	SE17	99
67. Drake Primary School, Devonport		Desirable	PR46	100
68. Egguckland Vale Primary School, Egguckland		Desirable	PR47	100
69. Glen Park Primary School, Plympton Chaddlewood		Desirable	PR48	100
70. Goosewell Primary School, Plymstock Radford		Desirable	PR49	101
71. Hooe Primary School, Plymstock Radford		Desirable	PR50	101
72. Laura Green Primary School, Efford and Lipson		Desirable	PR51	101
73. Leigham Primary School, Moorview		Desirable	PR52	101
74. Lipson Vale Primary School, Efford and Lipson		Desirable	PR53	102
75. Marlborough Primary School, Devonport		Desirable	PR54	102
76. Mount Street Primary School, Drake		Desirable	PR55	102
77. Old Priory Junior School, Plympton Erle		Desirable	PR56	103
78. Plympton St. Maurice Primary School, Plympton Erle		Desirable	PR57	103
79. Pomphlett Primary School, Plymstock Radford		Desirable	PR58	103
80. Stoke Damerel Primary School, Stoke		Desirable	PR59	103
81. Thornbury Primary School, Moorview		Desirable	PR60	104
82. Widey Court Primary School, Egguckland		Desirable	PR61	104
83. Woodfield Primary School, Budshead		Desirable	PR62	104
84. Woodford Infant and Junior School, Plympton St. Mary		Desirable	PR63	105
85. Yealmpstone Farm Primary School, Plympton Erle		Desirable	PR64	105
86. Courtlands School, Egguckland	✓	Desirable	PR65	105
87. Sherford / Plymstock Localities, New 'Forest School'		Desirable	FS1	105

(iv) Medical Facilities	Is the infrastructure 'strategic'?	Priority Status – Critical, Necessary or Desirable	Map Ref No.	Page No.
1. Derriford Hospital – Plymouth NHS Estates Programme – Plymouth Hospitals NHS Trust Strategic Plan / Capital Investment Programme New Multi-Storey Car Park New Main Entrance Delivery of Improved Children's Hospital Facilities Delivery of Improved 'Urgent Care Pathway' Facilities Refurbishment of Operating Theatres Relocation of Haemodialysis Unit Relocation of Eye Services from the Royal Eye Infirmary to Derriford 2. Sherford New Community – Health and Social Care Centre 3. Morley Park (Plymstock Quarry) – Health Centre 4. Millbay – Health Centre 5. Derriford – Health Centre	✓ ✓ ✓ ✓ ✓ ✓ ✓	Necessary Potential Necessary Necessary Necessary Necessary Necessary Necessary Necessary Necessary Necessary Necessary	D1 D2 D3 D4 D5 D6 D7 M1* M2* M3* M4*	107 107 108 108 109 109 110 111 111 112 112

(v) Sport and Recreation Facilities	Is the infrastructure 'strategic'?	Priority Status – Critical, Necessary or Desirable	Map Ref No.	Page No.
1. Life Centre	✓	Critical	SR1	114
2. Ice Skating Rink – Replacement for Plymouth Pavilions Rink	✓	Necessary	SR2 - Not mapped	114
3. Arena – Replacement for Plymouth Pavilions Arena	✓	Potential Critical	SR3 - Not mapped	115
4. Sherford New Community – Sports Hub	✓	Necessary	SR4 mapped	116
5. Staddiscombe Playing Fields	✓	Necessary	SR5	116
6. Central Park Playing Fields	✓	Necessary	SR6	117
7. New Sports Hall or Flexible Covered Space	✓	Desirable	SR7 – Not mapped	117
8. New Full Size Synthetic Turf Playing Pitches x 5	✓	Desirable	SR8 – not mapped	118
9. New Indoor 3 rd Generation Playing Pitch	✓	Desirable	SR9 – not mapped	119
10. New Indoor Tennis Centre	✓	Desirable	SR10 – not mapped	119
11. New Outdoor Tennis Courts x 12	✓	Desirable	SR11 – Not mapped	120
12. New Athletics Track (8 Lanes)	✓	Desirable	SR12 – Not mapped	120

13. New Gymnastics Competition and Training Venue	✓	Desirable	SR13 – Not mapped	121
14. New Table Tennis Performance and Training Centre	✓	Desirable	SR14 – Not mapped	121
15. New Competition Centre for Outdoor Bowls	✓	Desirable	SR15	122
16. Horsham Playing Fields	✓	Desirable	SR16	122
17. Dean Cross Playing Fields	✓	Desirable	SR17	123
18. Weston Mill Playing Fields	✓	Desirable	SR18	123

(vi) Open Space and Green Infrastructure	Is the infra-structure 'strategic'?	Priority Status – Critical, Necessary or Desirable	Map Ref No.	Page No.
1. Central Park	✓	Necessary	OS1	125
2. The Hoe and West Hoe Park	✓	Necessary	OS2	125
3. Saltram Countryside Park	✓	Necessary	OS3	126
4. Derriford Community Park	✓	Necessary	OS4	126
5. Sherford Community Park	✓	Necessary	OS5	127
6. Plym Valley and Cann Woods	✓	Necessary	OS6	128
7. Mount Edgcombe Country Park	✓	Necessary	OS7	128
8. Plymouth Sound and Estuaries (European Marine Site)	✓	Necessary	OS8 - Not mapped	129
9. Lee Moor and Hemerdon	✓	Necessary	OS9	129

(vii) Civic Governance Infrastructure	Is the infra-structure 'strategic'?	Priority Status – Critical, Necessary or Desirable	Map Ref No.	Page No.
1. Plymouth Civic Centre	✓	Desirable	CIV1 - Not mapped	131

(viii) Community Facilities		Is the infra-structure 'strategic'?	Priority Status – Critical, Necessary or Desirable	Map Ref No.	Page No.
1. North Prospect Community Hub 2. Sherford New Community – Town Hall (Multi-Agency Community Governance Building) 3. Morley Park (Plymstock Quarry) – Community Facilities			Necessary	CFL1*	132
			Necessary	CFL2*	132
			Necessary	CFL3*	133

(ix) Waste and Recycling		Is the infra-structure 'strategic'?	Priority Status – Critical, Necessary or Desirable	Map Ref No.	Page No.
1. Residual Waste Treatment Facility 2. Waste Management Facility – Chelson Meadow 3. Household Waste Recycling Centre – Weston Mill 4. Household Waste Recycling Centre – North Plymouth 5. Construction and Demolition Waste Facility – Moorcroft Quarry		✓	Critical	WR1	134
		✓	Necessary	WR2	135
		✓	Necessary	WR3	135
		✓	Necessary	WR4*	136
		✓	Desirable	WR5	136

(x) Cultural Facilities, including Libraries		Is the infra-structure 'strategic'?	Priority Status – Critical, Necessary or Desirable	Map Ref No.	Page No.
1. Central Library 2. Derriford Library 3. Plymouth History Centre 4. New Arts Centre 5. New Creative Workspace / Art Studios		✓	Necessary	CFL1 - Not mapped	138
		✓	Desirable	CFL2*	138
		✓	Desirable	CFL3	139
		✓	Desirable	CFL4 – Not mapped	139
			Desirable	CFL5*	140

(xi) Emergency Services		Is the infrastructure 'strategic'?	Priority Status – Critical, Necessary or Desirable	Map Ref No.	Page No.
1. Devon and Cornwall Police 2. Devon and Somerset Fire and Rescue Service 3. South Western Ambulance Service			Infrastructure needs will be reflected in later iterations of the Infrastructure Needs Assessment.	Not mapped	141
			Infrastructure needs will be reflected in later iterations of the Infrastructure Needs Assessment.	Not mapped	141
			Infrastructure needs will be reflected in later iterations of the Infrastructure Needs Assessment..	Not mapped	141

(xii) Public Realm		Is the infrastructure 'strategic'?	Priority Status – Critical, Necessary or Desirable	Map Ref No.	Page No.
1. City Centre Public Realm		✓	Critical	PRE1	142

(xiii) Utilities		Is the infrastructure 'strategic'?	Priority Status – Critical, Necessary or Desirable	Map Ref No.	Page No.
1. Digital Plymouth – Next Generation Access Fibre-Optic Broadband Cabling 2. Crownhill / Derriford - Water Treatment Works 3. Sherford New Community - Water Treatment Works 4. Sherford New Community - Moving Overhead Electricity Cables, and Gas Main Diversion 5. Plymouth District Energy Network		✓	Critical	U1 - Not mapped	143
		✓	Necessary – Becoming Critical	U2	144
		✓	Necessary	U3 - Not mapped	144
		✓	Necessary	U4	145
		✓	Desirable	U5 - Not mapped	146

(xiv) Cemeteries and Crematoria		Is the infra-structure 'strategic'?		Priority Status – Critical, Necessary or Desirable	Map Ref No.	Page No.
I. Burial Space and Cremation Facilities		√		Necessary	Not mapped	147

Full Tables

(i) Roads and Other Transport Infrastructure

I. Northern Corridor HQPT Whole Route Implementation Plan

This Whole Route Implementation Plan comprises a number of sub-projects – see Map 3. Other projects may be added and existing projects may be adapted as the WRIP is developed.

Map Ref No.	Sub-Project, Description and Categorisation	Explanation of Need / Benefit / Categorisation	Indicative Delivery Timeframe (if known)	Indicative Cost (where known)	Delivery Responsibility / Mechanisms (Potential)	Risks to Delivery / Relevant Area Action Plan Proposals
NIA + NIB	<p>Forder Valley Link Road (NIA) and Forder Valley Road (NIB)</p> <p><i>Description:</i> This comprises:</p> <ul style="list-style-type: none"> the implementation of a physical road link from the existing Forder Valley Road to Derriford, with the facilitation of economic growth and provision for public transport being the most important considerations; and, the upgrade and addition of bus lanes to the existing Forder Valley Road. associated measures to facilitate modal shift. <p><i>Categorisation:</i> Critical</p>	<ul style="list-style-type: none"> The Forder Valley Link Road (FVLR) will open a new link between Derriford / the Northern Corridor and the east of the city/sub-region. The new link will be particularly important in providing for improved public transport between Sherford and Derriford. The FVLR will unlock significant development and growth that cannot otherwise happen, insofar as development would place vehicular demands on the A386 which would otherwise be unacceptable. Growth at Derriford is unlikely to happen in the timeframes envisaged unless the FVLR is put in place 'up front'. The implementation of the FVLR will create an environment in which the private sector can act to deliver projects which are fundamental to 	2011-2018	£15m	<p><i>Responsibility:</i></p> <p>Plymouth City Council / Derriford Developers, e.g. Hawkins Trust</p> <p><i>Potential Mechanisms:</i></p> <p>RGF / TIF / Planning Obligations / CIL / Public Land Assets / New Homes Bonus / Plymouth Growth Fund / Future DfT Major Schemes Funding</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Delivery finance. Complexity of design given topography and biodiversity (Local Nature Reserve). Incomplete detailed design and preparation work. Lead in time. <p><i>Derriford and Seaton AAP Pre-Submission Consultation Proposals</i></p>

N2	<p>Brest Road</p> <p><i>Description:</i> Implementation of junction improvement and bus priority measures.</p> <p><i>Categorisation:</i> Necessary – Becoming Critical</p>	<p>bringing about rapid change in the balance of the economy from the public to the private sector and other significant beneficial economic change.</p> <ul style="list-style-type: none"> The FVLR is critical to delivering growth at Derriford. Derriford will accommodate circa 3800 dwellings, circa 150,000m² of employment floor space, a significant amount of retail floorspace, as well as community uses. Up to 6000 jobs could be created. Whilst the FVLR will not by itself deliver or provide for the accommodation of all of this development, significant development is unlikely to be acceptable until the FVLR is in place. 	2016-2018	£400000 - £600000	<p><i>Responsibility:</i></p> <p>Plymouth City Council / Derriford Developers</p> <p><i>Potential Mechanisms:</i></p> <p>Planning Obligations / CIL / TIF</p>	<p><i>Risks:</i></p> <ul style="list-style-type: none"> Delivery finance. Incomplete detailed design and preparation work. Lead in time. <p>Derriford and Seaton AAP Pre-Submission Consultation Proposals</p> <ul style="list-style-type: none"> DS02, DS06, DS07, DS08, DS09, DS12, DS13, DS14, DS17, DS18 DS02, DS06, DS07, DS08, DS09, DS12, DS13, DS14, DS17, DS18
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N3	<p>A386 Woolwell to the George</p> <p><i>Description:</i> Road widening and junction improvement to facilitate improved bus and vehicular movement.</p> <p><i>Categorisation:</i> Critical</p>	<ul style="list-style-type: none"> Southbound congestion in both morning and afternoon peak hours, and northbound congestion on this stretch of road in the afternoon peak currently impedes bus access to and from the City Centre to the George Park and Ride, and will become an increasing problem as development takes place at Derriford. 	2013-2022	Not costed	<p><i>Responsibility:</i></p> <p>Plymouth City Council / Derriford Developers</p> <p><i>Potential Mechanisms:</i></p> <p>LTP Capital / Planning Obligations / CIL / TIF / Future DfT Major Schemes Funding</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Delivery finance. <p><i>Derriford and Seaton AAP Pre-Submission Consultation Proposals</i></p> <ul style="list-style-type: none"> DS02, DS06, DS07, DS08, DS09, DS10, DS11, DS12, DS13, DS14, DS15, DS16, DS17, DS18
N4	<p>Milehouse Park and Ride</p> <p><i>Description:</i> Park and Ride facilities.</p> <p><i>Categorisation:</i> Necessary</p>	<ul style="list-style-type: none"> The Central Park Area Action Plan sets out the current planning framework to guide development in this location. This includes the enhancement of the existing Park and Ride facilities, which play a key role in the overall transport strategy for the city. Other future park and ride provision on the western / northern corridor routes into the city could change the specific nature of the requirements at the Milehouse site. See <i>infrastructure project W2 below</i>. 	2011+	Not known	<p><i>Responsibility:</i></p> <p>Plymouth City Council / Plymouth Argyle Football Club</p> <p><i>Potential Mechanisms:</i></p> <p>Planning Obligations</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Delivery finance. <p><i>Central Park AAP Proposals</i></p> <ul style="list-style-type: none"> CP01, CP02, CP03, CP04
N5	<p>A386 the George to Derriford Roundabout</p> <p><i>Description:</i> Reconfigure A386 to</p>	<ul style="list-style-type: none"> There is currently no bus priority on this stretch of the A386. As Derriford is developed, and the A386 becomes busier, it will be necessary to introduce 	2016-2022	Not costed	<p><i>Responsibility:</i></p> <p>Plymouth City Council / Derriford Developers</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Delivery finance. Incomplete

	<p>provide bus/high vehicle occupancy lanes.</p> <p><i>Categorisation: Necessary</i></p>	<p>bus priority measures to complement existing and planned bus priority measures elsewhere on the Northern Corridor, and to complement new bus routes, bus priority measures and transport interchange implementation within the Derriford development area.</p>				<p><i>Potential Mechanisms:</i></p> <p>Planning Obligations / CIL / TIF / Future DfT Major Schemes Funding</p>	<p>detailed design and preparation work.</p> <p><i>Derriford and Seaton AAP Pre-Submission Consultation Proposals</i></p> <ul style="list-style-type: none">• DS02, DS06, DS07, DS08, DS09, DS10, DS11, DS12, DS13, DS14, DS15, DS16, DS17, DS18
N6	<p>A386 Derriford Roundabout</p> <p><i>Description:</i> Reconfigure roundabout to provide bus priority and improved private vehicle throughput. Also to provide for better urban environment and relationship between streets and built form.</p> <p><i>Categorisation: Necessary</i></p>	<ul style="list-style-type: none">• There is currently no bus priority at the roundabout, and the roundabout does not provide for development to deliver a good relationship between built form and public streets.• As Derriford is developed / as Derriford Hospital is redeveloped, and the A386 becomes busier, it will be necessary to introduce bus priority measures to complement existing and planned bus priority measures elsewhere on the Northern Corridor, and to complement new bus routes, bus priority measures and transport interchange implementation within the Derriford development area. There will be a need to give buses priority	2020-2022	£7.3m	<p><i>Responsibility:</i></p> <p>Plymouth City Council / Derriford Developers</p> <p><i>Potential Mechanisms:</i></p> <p>Planning Obligations / CIL / TIF / Public Land Assets / New Homes Bonus / Plymouth Growth Fund / Future DfT Major Schemes Funding</p>	<p><i>Risks</i></p> <ul style="list-style-type: none">• Delivery finance.• Incomplete detailed design and preparation work. <p><i>Derriford and Seaton AAP Pre-Submission Consultation Proposals</i></p> <ul style="list-style-type: none">• DS01, DS02, DS06, DS07, DS08, DS09, DS10, DS11.	

		along the A386 and also at principal points where they turn into and out of Derriford. <ul style="list-style-type: none">The reconfiguration of the roundabout is therefore necessary to accommodate growth and to satisfy needs arising from development.				DS12, DS13, DS14, DS15, DS16, DS17, DS18
N7	A386 Derriford Roundabout to Manadon Roundabout Description: Completion of bus lanes between these two locations. Categorisation: Necessary	<ul style="list-style-type: none">Bus lanes between these two locations are currently intermittent.As Derriford is developed, and the A386 becomes busier, it will be necessary to complete bus priority measures on this section of the Northern Corridor to complement existing and planned bus priority measures elsewhere on the route, and to complement new bus routes, bus priority measures and transport interchange implementation within the Derriford development area.	2022-2028	Not costed	Responsibility: Plymouth City Council Potential Mechanisms: Planning Obligations / CIL / TIF / Future DfT Major Schemes Funding	Risks <ul style="list-style-type: none">Delivery finance.Incomplete detailed design and preparation work. Derriford and Seaton AAP Pre-Submission Consultation Proposals <ul style="list-style-type: none">DS02, DS06, DS07, DS08, DS09, DS10, DS11, DS12, DS13, DS14, DS15, DS17, DS18
N8	Airport Link Road Description: New road from the Airport to the A386. Categorisation: Necessary	<ul style="list-style-type: none">As part of the planning consent issued for implementation of various elements of the Airport Masterplan – see AIR1 to AIR4 (infrastructure element 8 below), Sutton Harbour Holdings is to implement a new road link from the	2011-2013	£1.2m	Responsibility: Sutton Harbour Holdings Plc / Plymouth City Council	Risks <ul style="list-style-type: none">Development on which the associated Section 106

		<p>A386 to Plymouth City Airport under the terms of a SI06 agreement relating to planning application number 08/01968.</p> <ul style="list-style-type: none">• The road will provide for improved public transport links to the airport, particularly when complementary bus links are implemented elsewhere in Derriford.				<p><i>Potential Mechanisms:</i></p> <p>Planning Obligation (SI06 Agreement)</p>	<p>Agreement is predicated does not proceed.</p> <p><i>Derriford and Seaton AAP Pre-Submission Consultation Proposals</i></p> <ul style="list-style-type: none">• DS02, DS10, DS18
N9	<p>Marjons Link</p> <p><i>Description:</i> Widen existing one way link road to two lanes to provide for two way bus use between the University College of St Mark and St John to Derriford Hospital.</p> <p><i>Categorisation:</i> Necessary</p>	<ul style="list-style-type: none">• The widened road will provide for improved public transport links within Derriford, particularly when complementary bus links are implemented elsewhere in Derriford.	2012-2016	£0.5m - £1m		<p><i>Responsibility:</i></p> <p>University College Plymouth St Mark and St John / Plymouth City Council</p> <p><i>Potential Mechanisms:</i></p> <p>Planning Obligation (SI06 Agreement)</p>	<p><i>Risks</i></p> <ul style="list-style-type: none">• Development on which the associated Section 106 Agreement is predicated does not proceed. <p><i>Derriford and Seaton AAP Pre-Submission Consultation Proposals</i></p> <ul style="list-style-type: none">• DS02, DS07, DS09, DS10, DS14, DS17, DS18

N10	<p>Derriford Bus Interchanges</p> <p><i>Description:</i> Implementation of bus interchanges at Derriford Hospital, Plymouth City Airport, University College of St Mark and St John, and at Derriford District Centre.</p> <p><i>Categorisation:</i> Necessary</p>	<ul style="list-style-type: none"> New bus interchanges will help to provide for the effective implementation of high quality public transport. They will thereby be central to travel demand management initiatives. 	<ul style="list-style-type: none"> 2013 - Derriford Hospital Int'chnge 2013 – 2016 Airport / Marjons Int'chnge 2015 - Derriford District Centre Int'chnge 2015 - Seaton N'hood Centre Int'chnge 2018 – 2020 Derriford West Int'chnge 	Not known	<p><i>Responsibility:</i></p> <p>Derriford Hospital Interchange – NHS Plymouth</p> <p>Others – Derriford Developers</p> <p><i>Potential Mechanisms:</i></p> <p>Planning Obligations / CIL</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Developments on which the associated Section 106 Agreements are predicated do not proceed. <p><i>Derriford and Seaton AAP Pre-Submission Consultation Proposals</i></p> <ul style="list-style-type: none"> DS02, DS08, DS09, DS10, DS12, DS13, DS14, DS17, DS19
N11	<p>Mutley Plain</p> <p><i>Description:</i> Deliver transport and environmental enhancements to achieve improved bus priority, an improved environment for pedestrians and cyclists, and thereby improved air quality.</p> <p><i>Categorisation:</i> Necessary</p>	<ul style="list-style-type: none"> Mutley Plain is currently congested during peak hours, which impedes bus movements. There are opportunities to significantly improve the pedestrian and cycling environments, and there is also scope to improve the air quality in this location, which is currently poor. 	2016-2022	Not costed	<p><i>Responsibility:</i></p> <p>Plymouth City Council</p> <p><i>Potential Mechanisms:</i></p> <p>Planning Obligations / CIL / Future DfT Major Schemes Funding</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Delivery finance. Incomplete detailed design and preparation work.

N12	<p>Outland Road / Alma Road</p> <p><i>Description:</i> Bus or bus and high occupancy vehicle lane on Outland Road and / or Alma Road.</p> <p><i>Categorisation:</i> Necessary</p>	<ul style="list-style-type: none"> The introduction of a bus or bus and high occupancy vehicle lane on Outland Road and / or Alma Road will improve the speed and reliability of bus access to and from the City Centre in peak hours, thereby assisting with the implementation of High Quality Public Transport services. Improvements will only be required along Alma Road if the B3250 (North Hill / Mutley Plain / Mannamead Road) becomes the preferred / principal route on which buses access the City Centre from the north. 	2016-2022	Not costed	<p><i>Responsibility:</i></p> <p>Plymouth City Council</p> <p><i>Potential Mechanisms:</i></p> <p>Planning Obligations / CIL / Future DfT Major Schemes Funding</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Delivery finance. Incomplete detailed design and preparation work.
N13	<p>North Hill</p> <p><i>Description:</i> Improvements to the pedestrian and cycling environments outside the University and Library / Museum.</p> <p><i>Categorisation:</i> Necessary</p>	<ul style="list-style-type: none"> There are opportunities to significantly improve the pedestrian and cycling environments in this location, which are currently less than optimal given University, Library and Museum related footfall and cycle use. These opportunities fit with the need to significantly improve the public environment adjacent to and between these significant civic facilities. North Hill will become part of a bus priority route from the City Centre to Manadon Roundabout via the B3250 and vice-versa. 	2022-2022	Not costed	<p><i>Responsibility:</i></p> <p>Plymouth City Council / University of Plymouth</p> <p><i>Potential Mechanisms:</i></p> <p>Planning Obligations / University / CIL / Future DfT Major Schemes Funding</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Delivery finance. Incomplete detailed design and preparation work. <p>City Centre and University AAP</p> <ul style="list-style-type: none"> CC16
N14	<p>B3250 Mannamead Road / Mutley Plain to Manadon Roundabout</p> <p><i>Description:</i> Implementation of bus priority measures.</p>	<ul style="list-style-type: none"> There is potential for the B3250 to become the preferred bus priority route from the City Centre to Manadon Roundabout and vice-versa, in which case there are opportunities to 	2016-2022	Not costed	<p><i>Responsibility:</i></p> <p>Plymouth City Council</p> <p><i>Potential Mechanisms:</i></p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Delivery finance. Incomplete detailed design

	<i>Categorisation:</i> Potential Necessary	introduce bus priority measures to assist with the implementation of High Quality Public Transport services.			CIL / Future DfT Major Schemes Funding	and preparation work.
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2. Eastern Corridor HQPT Whole Route Implementation Plan

This Whole Route Implementation Plan comprises a number of sub-projects – see Map 3. Other projects may be added and existing projects may be adapted as the WRIP is developed.

Map Ref No.	Sub-Project, Description and Categorisation	Explanation of Need / Benefit / Categorisation	Indicative Delivery Timeframe (if known)	Indicative Cost (where known)	Delivery Responsibility / Mechanisms (Potential)	Risks to Delivery / Relevant Area Action Plan Proposals
E1	A379 Laira Road Bridge <i>Description:</i> Waterproofing and resurfacing the bridge. <i>Categorisation:</i> Critical	<ul style="list-style-type: none"> Failing waterproofing is resulting in the pooling of water on the bridge. This is believed to be damaging the bridge bearings and structure. The need to undertake essential maintenance to the bridge presents an opportunity to also strengthen the bridge, which is subject to corrosion. It would be cheaper to undertake the necessary repairs now than it would to repair the (potentially more compromised) bridge later. 	2011-2012	£1m	<i>Responsibility:</i> Plymouth City Council <i>Potential Mechanisms:</i> LTP capitalised maintenance	<i>Risks</i> <ul style="list-style-type: none"> Bridge bearings and structure are more severely damaged than foreseen, resulting in increased costs. North Plymouth AAP Proposals <ul style="list-style-type: none"> NP01, NP02, NP03, NP05, NP06, NP07, NP08, NP09, NP10, NP14, NP16
E2	A379/A374 Cattedown Roundabout <i>Description:</i> Reconfiguration of the roundabout to improve throughput	<ul style="list-style-type: none"> Cattedown Roundabout is congested during peak hours, and congestion is likely to increase as planned development takes place on the east 	2012-2014	£5m	<i>Responsibility:</i> Plymouth City Council	<i>Risks</i> <ul style="list-style-type: none"> Competing demands for

	and bus priority following the completion of works to Gdynia Way, Embankment Road and Laura Bridge Road. <i>Categorisation: Critical</i>	side of the city. Recent improvements to the strategic road network on the Eastern Corridor are not likely to be fully realised if the roundabout is not reconfigured. <ul style="list-style-type: none">• Reconfiguration of the roundabout and of vehicle priorities is therefore necessary to accommodate major development at Morley Park (Plymstock Quarry) and Sherford.• Morley Park (Plymstock Quarry) and Sherford will accommodate circa 7,100 dwellings, 75,000m² of new employment floorspace and 19,000m² of new retail floorspace.• Whilst a reconfigured Cattedown Roundabout will not by itself provide for all of this development to happen, it is a key part of a package of measures that will provide for the development to be accommodated.			Potential Mechanisms: LTP capital / Planning Obligations / CIL / Future DfT Major Schemes Funding	limited funds. North Plymstock AAP Proposals <ul style="list-style-type: none">• NP01, NP02, NP03, NP05, NP06, NP07, NP08, NP09, NP10, NP14, NP16
E3	A379 Laura Bridges to Pomphlett Roundabout <i>Description:</i> Reconfiguration of Billacombe Road between Laura Bridges and Pomphlett Roundabout. <i>Categorisation: Critical</i>	<ul style="list-style-type: none">• Reconfiguration of Billacombe Road to improve throughput and bus priority will be necessary to accommodate major development at Morley Park (Plymstock Quarry) and Sherford.• Morley Park (Plymstock Quarry) and Sherford will accommodate circa 7,100 dwellings, 75,000m² of new employment floorspace and 19,000m² of new retail floorspace.• Whilst a reconfigured stretch of road will not by itself provide for all of this development to happen, it is a key	2013-2022	Not costed	Responsibility: Plymouth City Council / Morley Park (Plymstock Quarry) and Sherford Developers Potential Mechanisms: Planning Obligations / CIL / LTP / Future DfT Major Schemes	Risks <ul style="list-style-type: none">• Competing demands for limited funds. North Plymstock AAP Proposals <ul style="list-style-type: none">• NP01, NP02, NP03, NP05, NP06, NP07, NP08, NP09,

		part of a package of measures that will provide for the development to be accommodated.					Funding	NPI0, NPI4, NPI6
E4	A379 Laira Rail Bridge Description: Refurbishment of Laira Railway Bridge. Categorisation: Critical	<ul style="list-style-type: none">The refurbishment of Laira Railway Bridge will afford cyclists and pedestrians with improved and safer access across the Plym, and also provide for increased vehicle capacity on Laira Bridge.	2011-2015	£3.8m (capital costs, including approach routes to bridge)			Responsibility: Plymouth City Council / Morley Park (Plymstock Quarry) and Sherford Developers Potential Mechanisms: LSTF / SUSTRANS / LTP / Planning Obligations / CIL / Future DfT Major Schemes Funding Risks North Plymstock AAP Proposals <ul style="list-style-type: none">NP01, NP02, NP03, NP05, NP06, NP07, NP08, NP09, NP10, NPI1, NPI2, NPI3, NPI4, NPI6	
E5	Sherford - Deep Lane Junction Stage I Description: Reconfiguration of junction south of A38. Categorisation: Necessary	<ul style="list-style-type: none">The junction of the westbound on / off slip needs to be reconfigured as an interim measure to provide for improved access to Sherford.	On commencement of development	Not known			Responsibility: Highways Agency / Devon County Council / South Hams District Council / Plymouth City Council / Sherford Developers Potential Mechanisms: Risks Fiscal climate and impacts on development delivery timeframes. North Plymstock AAP Proposals	

E6	<p>Voss Farm A38 Junction</p> <p><i>Description:</i> Reconfiguration of junction to provide improved access to Langan Business and Energy Park, and, potentially, improved east-north bus access.</p> <p><i>Categorisation:</i> Necessary</p>	<ul style="list-style-type: none"> The junction needs to be improved to provide for improved access to and from Langan Business and Energy Park. Reconfiguration will also improve road safety in this location. 	2015 -2022	£23m	<p><i>Responsibility:</i></p> <p>Highways Agency / Devon County Council / South Hams District Council / Plymouth City Council</p> <p><i>Potential Mechanisms:</i></p> <p>Planning Obligations (S106) / CIL</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Funding availability. 	<p>• NP05 - NP09, NP11 - NP16</p>
E7	<p>Sherford - Stanborough / Haye Road Junction</p> <p><i>Description:</i> Reconfiguration of roundabout.</p> <p><i>Categorisation:</i> Necessary</p>	<ul style="list-style-type: none"> The roundabout needs to be reconfigured to increase capacity in preparation for the first development phases at Sherford, and for the implementation of the Haye Road Entry Road to Sherford – see E8 below. Morley Park (Plymstock Quarry) and Sherford will accommodate circa 7,100 dwellings, 75,000m² of new employment floorspace and 19,000m² of new retail floorspace. Whilst a reconfigured junction will not by itself provide for all of this development to happen, it is a key part of a package of measures that will provide for the development to be accommodated. 	On occupation of first dwelling	Not known	<p><i>Responsibility:</i></p> <p>Plymouth City Council / Sherford Developers</p> <p><i>Potential Mechanisms:</i></p> <p>Section 278 – Sherford Developers</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Fiscal climate and impacts on development delivery timeframes. <p>North Plymstock AAP Proposals</p> <ul style="list-style-type: none"> NP05, NP06, NP07, NP08, NP09, NP10, NP13, NP14, NP16 	

E8	<p>Morley Park (Plymstock Quarry) and Sherford - High Quality Public Transport Route and Service</p> <p><i>Description:</i> Implementation of High Quality Public Transport Route and Service.</p> <p><i>Categorisation:</i> Necessary</p>	<ul style="list-style-type: none"> The High Quality Public Transport Service will facilitate improved public transport to developments at Morley Park (Plymstock Quarry) and Sherford, and will thereby help to manage travel demands that might otherwise make it impossible for the improved strategic road network on the Eastern Corridor to accommodate increased vehicle movements arising from development. 	2014-2022	Not known	<p><i>Responsibility:</i></p> <p>Plymouth City Council / Sherford and Morley Park (Plymstock Quarry) Developers</p> <p><i>Potential Mechanisms:</i></p> <p>Planning Obligations (S106)</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Fiscal climate and impacts on development delivery timeframes. <p>North Plymstock AAP Proposals</p> <ul style="list-style-type: none"> NP01, NP02, NP03, NP05, NP06, NP07, NP08, NP09, NP10, NP11, NP13, NP16
E9	<p>Sherford Main Street Haye Road Link</p> <p><i>Description:</i> Implementation of Sherford south west access road between Haye Road and the development.</p> <p><i>Categorisation:</i> Necessary</p>	<ul style="list-style-type: none"> The access road is needed to provide for access to the initial (south west) phases of the Sherford development, although it will be constructed to provide for longer term general access requirements between Sherford and Plymouth. Morley Park (Plymstock Quarry) and Sherford will accommodate circa 7,100 dwellings, 75,000m² of new employment floorspace and 19,000m² of new retail floorspace. Whilst the access road will not by itself provide for all of this development to happen, it is a key part of a package of measures that will provide for the development to be 	On construction of 170 dwellings	Not known	<p><i>Responsibility:</i></p> <p>Plymouth City Council / Sherford Developers</p> <p><i>Potential Mechanisms:</i></p> <p>Planning Obligation (S106)</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Fiscal climate and impacts on development delivery timeframes. <p>North Plymstock AAP Proposals</p> <ul style="list-style-type: none"> NP05, NP06, NP07, NP08, NP09, NP10, NP13, NP16

E10	<p>Sherford - Main Street Stage 1 - Haye Road to Brixton Road</p> <p><i>Description:</i> Implementation of stage one of Main Street, Sherford's principal street.</p> <p><i>Categorisation:</i> Necessary</p>	<p>accommodated.</p> <ul style="list-style-type: none"> Implementation of stage one of the Main Street will provide a focus for development and the principal means of access to adjoining street networks. 	<p>Prior to the occupation of 701 dwellings</p>	<p>Not known</p>	<p><i>Responsibility:</i></p> <p>Devon County Council / South Hams District Council / Plymouth City Council / Sherford Developers</p> <p><i>Potential Mechanisms:</i></p> <p>Developer Funding</p> <p><i>Risks</i></p> <ul style="list-style-type: none"> Fiscal climate and impacts on development delivery timeframes. <p>North Plymouth AAP Proposals</p> <ul style="list-style-type: none"> NP05, NP06, NP07, NP09, NP13 	
E11	<p>Sherford - Deep Lane Junction Stage 2</p> <p><i>Description:</i> Reconfiguration of junction south and north of A38.</p> <p><i>Categorisation:</i> Necessary</p>	<ul style="list-style-type: none"> The junction needs to be comprehensively reconfigured to provide for improved access to both Sherford and Plympton from both eastbound and westbound carriageways, and for access to the planned Park and Ride facility. 	<p>Within 9 months of the occupation of 700 dwellings or 1100 dwellings, whichever is earlier</p>	<p>Not known</p>	<p><i>Responsibility:</i></p> <p>Highways Agency / Devon County Council / South Hams District Council / Plymouth City Council / Sherford Developers</p> <p><i>Potential Mechanisms:</i></p> <p>Planning Obligation (S106)</p> <p><i>Risks</i></p> <ul style="list-style-type: none"> Fiscal climate and impacts on development delivery timeframes. <p>North Plymouth AAP Proposals</p> <ul style="list-style-type: none"> NP05, NP06, NP07, NP08, NP09, NP11, NP16 	
E12	<p>Sherford – Main Street Stage 2 - Brixton Road to Deep Lane</p>	<ul style="list-style-type: none"> Implementation of stage two of the Main Street will complement stage 	<p>2014 or prior to the</p>	<p>Not known</p>	<p><i>Responsibility:</i></p> <p><i>Risks</i></p>	

	<p><i>Description:</i> Implementation of stage two of Main Street, Sherford's principal street.</p> <p><i>Categorisation:</i> Necessary</p>	<p>one in providing a focus for development and the principal means of access to adjoining street networks.</p>	<p>occupation of 1100 dwellings</p>		<p>Devon County Council / South Hams District Council / Plymouth City Council / Sherford Developers</p> <p><i>Potential Mechanisms:</i></p> <p>Developer Funding</p>	<p>• Fiscal climate and impacts on development delivery timeframes.</p> <p><i>North Plymouth AAP Proposals</i></p> <p>• NP05, NP06, NP07, NP09, NP13</p>
E13	<p>Sherford – Deep Lane Park and Ride</p> <p><i>Description:</i> Implementation of Park and Ride at reconfigured junction.</p> <p><i>Categorisation:</i> Necessary</p>	<p>• Park and Ride needs to be implemented to help establish sustainable travel patterns relatively early in the development of Sherford and thereby contribute to effective travel demand management and the effective use of existing and new strategic road infrastructure.</p>	<p>2014 or prior to the occupation of 1100 dwellings</p>	<p>Not known</p>	<p><i>Responsibility:</i></p> <p>Devon County Council / South Hams District Council / Plymouth City Council / Sherford Developers</p> <p><i>Potential Mechanisms:</i></p> <p>Planning Obligation (SI06)</p>	<p><i>Risks</i></p> <p>• Fiscal climate and impacts on development delivery timeframes.</p> <p><i>North Plymouth AAP Proposals</i></p> <p>• NP01, NP02, NP03, NP05, NP06, NP07, NP08, NP09, NP11, NP16</p>
E14	<p>Sherford – Southern Avenue</p> <p><i>Description:</i> Implementation of principal spine road south of the Main Street.</p>	<p>• This spine road will provide the principal means of access to adjoining street networks. It will connect adjoining street networks, and will act, with the Northern Avenue, to relieve</p>	<p>2014-2028</p>	<p>Not known</p>	<p><i>Responsibility:</i></p> <p>Sherford Developers / Devon County Council / South Hams District</p>	<p><i>Risks</i></p> <p>• Fiscal climate and impacts on development</p>

	Categorisation: Necessary	vehicular pressure on the Main Street by distributing vehicle movements across a number of routes.			Council / Plymouth City Council <i>Potential Mechanisms:</i> Developer Funding	delivery timeframes.
E15	Sherford – Northern Avenue <i>Description:</i> Implementation of principal spine road north of the Main Street. Categorisation: Necessary	<ul style="list-style-type: none"> This spine road will provide the principal means of access to adjoining street networks. It will connect adjoining street networks, and will act, with the Southern Avenue, to relieve vehicular pressure on the Main Street by distributing vehicle movements across a number of routes. 	2014-2028	Not known	<i>Responsibility:</i> Sherford Developers / Devon County Council / South Hams District Council / Plymouth City Council <i>Potential Mechanisms:</i> Developer Funding	<i>Risks</i> <ul style="list-style-type: none"> Fiscal climate and impacts on development delivery timeframes.
E16	Marsh Mills MOVA <i>Description:</i> Implementation of signal system upgrade. Categorisation: Necessary	<ul style="list-style-type: none"> Development at Morley Park (Plymstock Quarry) will make the implementation of the signal system upgrade necessary. Developments on the Northern and Eastern Corridors, particularly but not exclusively the completion of the Forder Valley Link Road, will add to vehicular traffic at Marsh Mills junction. The effectiveness of the existing signalling systems will be tested by the increased volume of traffic, and Marsh Mills has the potential to be more heavily congested during peak hours, unless measures are put in place to 	2015-2022 or prior to the occupation of 300 dwellings at Morley Park (Plymstock Quarry)	Not costed	<i>Responsibility:</i> Morley Park (Plymstock Quarry) Developer / Plymouth City Council / Highways Agency <i>Potential Mechanisms:</i> Planning Obligation (S106)	<i>Risks</i> <ul style="list-style-type: none"> Delivery finance (competing demands for limited funds). Fiscal climate and impacts on delivery timeframes for development which impact on Marsh Mills. Incomplete detailed design and preparation

E17	<p>A379 Park and Ride</p> <p><i>Description:</i> Implementation of Park and Ride at reconfigured junction.</p> <p><i>Categorisation:</i> Desirable</p>	<p>more effectively manage throughput over a wider area of approach.</p> <ul style="list-style-type: none"> The provision of Park and Ride on the A379 could help to further reduce vehicular movement into the city from the east, in conjunction with the proposed A38 Park and Ride facilities which will access the city via Sherford. New Park and Ride facilities in this location would serve settlements as far away as Kingsbridge and Dartmouth, but also closer, smaller settlements such as Brixton, Yealmpton and Modbury. 	2020+	Not costed	<p><i>Responsibility:</i></p> <p>Devon County Council / South Hams District Council / Plymouth City Council</p> <p><i>Potential Mechanisms:</i></p> <p>Future DfT Major Schemes Funding</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Delivery finance. 	<p>work.</p> <p>North Plymouth AAP Proposals</p> <ul style="list-style-type: none"> NP01, NP02, NP03, NP05, NP06, NP09, NP13, NP14, NP16 <p><i>Derriford and Seaton AAP Pre-Submission Consultation Proposals</i></p> <ul style="list-style-type: none"> DS06, DS07, DS09, DS13, DS17, DS18
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3. City Centre HQPT Whole Route Implementation Plan

This Whole Route Implementation Plan comprises a number of sub-projects – see Map 3. Other projects may be added and existing projects may be adapted as the WRIP is developed. *NOTE that public realm enhancement works are referred to separately in section (xi) below.*

Map Ref No.	Sub-Project, Description and Categorisation	Explanation of Need / Benefit / Categorisation	Indicative Delivery Timeframe (if known)	Indicative Cost (where known)	Delivery Responsibility / Mechanisms (Potential)	Risks to Delivery / Relevant Area Action Plan Proposals
CCI	<p>North Cross Roundabout</p> <p><i>Description:</i> Reconfiguration of current road layout to increase land available for development, give better priority to buses, cyclists, and pedestrians, and maintain vehicle capacity.</p> <p><i>Categorisation:</i> Critical</p>	<ul style="list-style-type: none"> Will provide for substantial redevelopment of the area between the railway station and City Centre and for the realisation of City Centre and University AAP Strategic Objective 6 and Proposal CC14. 	2012-2022	<p>£3m*</p> <p>*highway works only. Costs of diverting utilities will be substantial. Refer to section (xi) below for indicative global public realm enhancement costs.</p>	<p><i>Responsibility:</i></p> <p>Plymouth City Council / University / Network Rail</p> <p><i>Potential Mechanisms:</i></p> <p>LABV / LIBV / Plymouth Growth Fund / Future DfT Major Schemes Funding / CIL / Planning Obligations (£106)</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Network Rail delivery commitment and finance (if rail station re-development is integral to the project). Project is not currently reflected in Network Rail investment strategy documents (e.g. Great Western Route Utilisation Strategy). CPO procedures – may be necessary for some properties – potential consequential planning delays.

						<ul style="list-style-type: none"> Highway extinguishment procedures. Potential public enquiry procedures. <p><i>City Centre and University AAP Proposals</i></p> <ul style="list-style-type: none"> CC06, CC14, CC15 and CC16
CC2	<p>Western Approach / Union Street Junction</p> <p><i>Description:</i> Reconfiguration of current junction layout to reduce amount of land given over to highway, improve bus priority and simplify and improve pedestrian movement and crossing.</p> <p><i>Categorisation: Necessary</i></p>	<ul style="list-style-type: none"> Will provide for continued implementation of Millbay and Stonehouse AAP, in particular for the implementation of the proposed Millbay Boulevard (Millbay and Stonehouse AAP Proposal MS03 12 to 18). Will also provide for the creation of a positive (i.e. much improved) streetscape, environment and gateway to the City Centre at Western Approach and thereby for the implementation of Colin Campbell Court related proposals (University and City Centre AAP Proposal CC08) 	2012-2022	£1m*	<p><i>Responsibility:</i></p> <p>Plymouth City Council / Developers</p> <p><i>Potential Mechanisms:</i></p> <p>Planning Obligations / CIL / Future DfT Major Schemes Funding</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Delivery finance. Incomplete detailed design and preparation work. <p><i>Millbay and Stonehouse AAP Proposals</i></p> <ul style="list-style-type: none"> MS03 12 to 18 <p><i>City Centre and University AAP Proposals</i></p> <ul style="list-style-type: none"> CC06 and CC08
CC3	<p>Royal Parade</p> <p><i>Description:</i> Improvement to create a</p>	<ul style="list-style-type: none"> Will provide for better accommodation of buses, bus patrons and bus infrastructure, whilst at the 	2012-2022	£750000*	<p><i>Responsibility:</i></p> <p>Plymouth City Council</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Delivery finance.

	public transport interchange which befits the vision for Plymouth and the requirements of a High Quality Public Transport system, along with more attractive, vibrant public space. <i>Categorisation: Necessary</i>	<ul style="list-style-type: none"> • same time for the implementation of better public space. • Will also address air quality management issues (Royal Parade to be declared an AQMA in 2011). • Dependent on implementation of CC2 and CC4. 		works only. Costs of diverting utilities not included. Refer to section (xi) below for indicative global public realm enhancement costs.	/ Developers <i>Potential Mechanisms:</i> Planning Obligations / CIL / City Centre Company / Future DfT Major Schemes Funding	<ul style="list-style-type: none"> • Incomplete detailed design and preparation work. <i>City Centre and University AAP Proposals</i> • CC06 and CC07
CC4	St Andrew's Cross Roundabout / Exeter Street Viaduct, and Derry's Cross Roundabout <i>Description:</i> Improvements to complement improvements to Royal Parade. <i>Categorisation: Necessary</i>	<ul style="list-style-type: none"> • Will provide for improved bus priority and pedestrian environments to complement improvements to Royal Parade. • Dependent on implementation of CC5. 	2012-2025	Not costed. Refer to section (xi) below for indicative global public realm enhancement costs.	<i>Responsibility:</i> Plymouth City Council / Developers <i>Potential Mechanisms:</i> Planning Obligations / CIL / Future DfT Major Schemes Funding	<i>Risks</i> <ul style="list-style-type: none"> • Delivery finance. • Incomplete detailed design and preparation work. <i>City Centre and University AAP Proposals</i> • CC06 and CC07
CC5	Charles Cross Roundabout <i>Description:</i> Reconfiguration of current road layout, providing for improved bus priority whilst maintaining vehicle capacity. <i>Categorisation: Necessary</i>	<ul style="list-style-type: none"> • Will help to accommodate increased eastern corridor traffic and therefore provide for growth to be accommodated on the eastern side of the city. • Will provide for improved bus priority, and pedestrian access to Charles Church, and maintain vehicle 	2015-2025	£800000* * highway works only. Costs of diverting utilities not included.	<i>Responsibility:</i> Plymouth City Council / Developers <i>Potential Mechanisms:</i> Planning Obligations /	<i>Risks</i> <ul style="list-style-type: none"> • CPO procedures – may be necessary for some properties – potential consequential

		capacity.		Refer to section (xi) below for indicative global public realm enhancement costs.	CIL / Future DfT Major Schemes Funding	<ul style="list-style-type: none"> Highway extinguishment procedures. Potential public enquiry procedures. <p><i>City Centre and University AAP Proposals</i></p> <ul style="list-style-type: none"> CC17 	<ul style="list-style-type: none"> Highway extinguishment procedures. Potential public enquiry procedures. <p><i>City Centre and University AAP Proposals</i></p>
CC6	<p>Drakes Circus</p> <p><i>Description:</i> Reconfiguration of current road layout to provide simplified road layout giving better priority to buses, cyclists, and pedestrians, and maintaining vehicle capacity.</p> <p><i>Categorisation:</i> Necessary</p>	<ul style="list-style-type: none"> The existing junction was put in place as part of the Drake's Circus retail development. It may need further reconfiguration, depending on the realisation of further growth in the City Centre and improvements to the environment on North Hill. The indicative delivery timeframe given to the right reflects this. Any reconfiguration will complement improvements elsewhere on the City Centre Strategic Road Network by providing for improved movement by a variety of modes of travel. Any reconfiguration could also provide for the development of a landmark building or buildings to complement recent developments. 	2015-2025	£600000* * highway works only. Costs of diverting utilities not included. Refer to section (xi) below for indicative global public realm enhancement costs.	<p><i>Responsibility:</i></p> <p>Plymouth City Council / Developers / University</p> <p><i>Potential Mechanisms:</i></p> <p>Planning Obligations (S106) / University / Future DfT Major Schemes Funding / CIL</p>	<ul style="list-style-type: none"> CPO procedures may be necessary – potential consequential planning delays. Highway extinguishment procedures. Potential public enquiry procedures. <p><i>City Centre and University AAP Proposals</i></p> <ul style="list-style-type: none"> CC12 and CC13 	<p><i>Risks</i></p> <ul style="list-style-type: none"> Delivery finance.
CC7	<p>City Centre Car Parks</p> <p><i>Description:</i> New and / or redeveloped</p>	<ul style="list-style-type: none"> In order to facilitate the delivery of the City Centre and University Area Action Plan, there will be a need for 	2012- 2025	Not costed	<p><i>Responsibility:</i></p> <p>Plymouth City Council</p>	<ul style="list-style-type: none"> CC12 and CC13 	<p><i>Risks</i></p> <ul style="list-style-type: none"> Delivery finance.

	<p>/ upgraded existing car parks.</p> <p>Categorisation: Necessary</p>	<p>either new car parks or significant works to existing City Centre Car Parks, although the ratio of car parking places to shopping floorspace will be maintained at the current level.</p> <ul style="list-style-type: none"> There is a basic need to upgrade existing City Centre Car Parks such that they are cleaner, safer, and easier to access with a choice of payment options. 			<p>/ Developers</p> <p><i>Potential Mechanisms:</i></p> <p>Hypothecated car parking income / Planning Obligations / CIL / Public-Private Contractual Agreements / Public Land Assets / LABV / LIBV</p>	<ul style="list-style-type: none"> Availability of alternative locations. Detailed design and preparation work not yet complete. <p><i>City Centre and University AAP Proposals</i></p> <ul style="list-style-type: none"> CC06, CC08, CCI1
<p>NOTE: In implementing changes, it will be necessary to ensure that the capacity of the City Centre Strategic Road Network is not reduced, and that access to and around the City Centre by all modes of transport is therefore maintained.</p>						

4. Western Corridor HQPT Whole Route Implementation Plan

This Whole Route Implementation Plan comprises a number of sub-projects – see Map 3. Other projects may be added and existing projects may be adapted as the WRIP is developed.

Map Ref No.	Sub-Project, Description and Categorisation	Explanation of Need / Benefit / Categorisation	Indicative Delivery Timeframe (if known)	Indicative Cost (where known)	Delivery Responsibility / Mechanisms (Potential)	Risks to Delivery / Relevant Area Action Plan Proposals
W1	<p>Millbay Boulevard Link</p> <p><i>Description:</i> A new boulevard to provide a direct link between Millbay and the City Centre.</p> <p><i>Categorisation:</i> Necessary</p>	<ul style="list-style-type: none"> A new boulevard will better connect the waterfront at Millbay, Union Street and the City Centre. The boulevard will provide for efficient multi-modal movement between Millbay and the City Centre and has the potential to both facilitate and complement the reconfiguration of parts of the strategic road network in the City Centre. 	2011-2025	Not costed	<p><i>Responsibility:</i></p> <p>Plymouth City Council / English Cities Fund / Developers</p> <p><i>Potential Mechanisms:</i></p> <p>Planning Obligations (S106) / CIL / Public Land Assets</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Delivery finance. Complex land ownerships. Viability of contributory developments. <p><i>Millbay and Stonehouse AAP Proposals</i></p> <ul style="list-style-type: none"> MS03 and MS04
W2	<p>Western Corridor Park and Ride</p> <p><i>Description:</i> Potential new Park and Ride facilities for western / northern corridor.</p> <p><i>Categorisation:</i> Potential Critical</p>	<ul style="list-style-type: none"> Sites in the vicinity of the St. Budeaux bypass are well located to provide future enhancement to the city's Park and Ride network. Indeed, should there be any future change to the level of provision at Milehouse, provision in this location will become critical. There are a number of potential alternative locations. See <i>infrastructure project N4</i> above. 	Unknown	Not costed	<p><i>Responsibility:</i></p> <p>Plymouth City Council</p> <p><i>Potential Mechanisms:</i></p> <p>Planning Obligation (S106)</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Delivery finance. Incomplete detailed design and preparation work.

W3	<p>Tamar Bridge</p> <p><i>Description:</i> Travel Demand Management measures.</p> <p><i>Categorisation:</i> Potential Necessary</p>	<ul style="list-style-type: none"> Whilst no specific infrastructure investment is currently proposed, demand side measures to regulate the use of the bridge (and thereby avoid the need for new bridge infrastructure) will be kept under review. 	Unknown	Not costed	<p><i>Responsibility:</i></p> <p>Tamar Bridge and Torpoint Ferry Joint Committee / Plymouth City Council / Cornwall County Council</p> <p><i>Potential Mechanisms:</i></p> <p>Charging Levies and Price Signals</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Availability of finance to introduce measures (e.g. improved bus services) to complement demand side measures.
W4	<p>Torpoint Ferries</p> <p><i>Description:</i> Slipway refurbishment and / or Travel Demand Management measures.</p> <p><i>Categorisation:</i> Potential Necessary</p>	<ul style="list-style-type: none"> Difficulties can arise in berthing ferries at high tide. Planned future investigations may identify the need to refurbish slipways. Whilst no specific demand side infrastructure investment is currently proposed, demand side measures to regulate the use of the ferries (and thereby avoid the need for new ferry infrastructure) will be kept under review. 	Unknown	Not costed	<p><i>Responsibility:</i></p> <p>Tamar Bridge and Torpoint Ferry Joint Committee / Plymouth City Council / Cornwall County Council</p> <p><i>Potential Mechanisms:</i></p> <p>Charging Levies and Price Signals</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Availability of finance to introduce measures (e.g. improved bus services) to complement demand side measures.
W5	<p>Park and Ride, Saltash</p> <p><i>Description:</i> Implementation of Park and Ride at Broadmoor Farm, Saltash.</p> <p><i>Categorisation:</i> Potential Critical</p>	<ul style="list-style-type: none"> The implementation of Park and Ride in Saltash has been a long term ambition. Implementation could complement travel demand management measures on the Tamar Bridge, and could complement the implementation of Park and Ride elsewhere on the Western Corridor (see infrastructure project 	Unknown	Not known	<p><i>Responsibility:</i></p> <p>Cornwall Council / Plymouth City Council</p> <p><i>Potential Mechanisms:</i></p> <p>Charging Levies and</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Delivery finance. Incomplete detailed design and preparation work.

		W2 above). Experience on Plymouth's Northern Corridor and elsewhere shows that a series of Park and Ride sites can be effectively linked to provide a high quality public transport service.				Price Signals / Cornwall Council Planning Obligations / Cornwall Council CIL	
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5. Plymouth Railway Station Redevelopment

See Map 3.

Map Ref No.	Project, Description and Categorisation	Explanation of Need / Benefit / Categorisation	Indicative Delivery Timeframe (if known)	Indicative Cost (where known)	Delivery Responsibility / Mechanisms (Potential)	Risks to Delivery / Relevant Area Action Plan Proposals
RS1	<p><i>Description:</i> A refurbished train station, potentially tied in with ambitions to redevelop the surrounding area including North Cross Roundabout.</p> <p><i>Categorisation:</i> Necessary</p>	<ul style="list-style-type: none"> Network Rail's Route Utilisation Strategy identifies a 'Proposed Tranche 2 National Stations Improvement Programme'. Plymouth Station is identified for improvements including a refurbished ticket hall, waiting room and toilets in 2013 (subject to a 2011 decision on their scope and inclusion in the programme). The Route Utilisation Strategy also identifies a 'Major Planned Renewal Scheme' for Plymouth involving CCTV, Customer Information and Public Announcement Systems upgrades, with implementation scheduled for 2010/11. Route Utilisation Strategy proposals and commitments do not express or reflect Plymouth City Council ambitions for redeveloping the rail station and surrounding area including North Cross Roundabout, as expressed in City Centre and University AAP Proposal CC14. The Council's ambitions are to build a new station as part of an office / employment / education precinct which covers the area from the station to North Cross Roundabout. 	<p>2011-2013*</p> <p>* for refurbish-ments identified in Network Rail Great Western Route Utilisation Strategy.</p>	Not costed	<p><i>Responsibility:</i></p> <p>Network Rail / First Great Western / Plymouth City Council / Developers</p> <p><i>Potential Mechanisms:</i></p> <p>Network Rail Route Utilisation Strategy / First Great Western / Capital Programme / Public Land Assets / CIL</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Delivery finance. Network Rail and First Great Western capital budget constraints. Ambitions not shared. Fit between ambitions and available finance. <p><i>City Centre and University AAP Proposals</i></p> <ul style="list-style-type: none"> CC14

6. Plymouth City Airport

The economic role and potential of Plymouth City Airport is currently under review through a study commissioned by the Plymouth Chamber of Commerce and Industry and Plymouth City Council. This Infrastructure Needs Assessment however reflects the position as set out in the LDF Core Strategy, and in the June 2009 Section 106 Agreement between Plymouth City Council and Plymouth City Airport Limited.

This project comprises a number of sub-projects - see Map 3. Core Strategy Policy CS27 provides for the implementation of these projects. Phases 1 to 3 below reflect the phasing of works specified in the June 2009 Section 106 Agreement between Plymouth City Council and Plymouth City Airport Limited, a subsidiary of Sutton Harbour Holdings Plc. The June 2009 Section 106 Agreement does not bind Sutton Harbour Holdings to implement a runway extension and new terminal building, but these are referred to below insofar as they reflect the final phase of the Airport Masterplan and the intent conveyed in the June 2009 Section 106 second schedule, which binds SHH Plc to submit costed plans to the Civil Aviation Authority for a runway extension and new terminal building.

Map Ref No.	Sub-Project, Description and Categorisation	Explanation of Need / Benefit / Categorisation	Indicative Delivery Timeframe (if known)	Indicative Cost (where known)	Delivery Responsibility / Mechanisms (Potential)	Risks to Delivery / Relevant Area Action Plan Proposals
AIR1	<p>Airport Development – Phase 1</p> <p><i>Description:</i> New Engine Test Bay with gate, works, apron, earth bund and retaining wall, new Noise Bund, new Fuel Farm (stage 1).</p> <p><i>Categorisation: Necessary*</i></p> <p>*Assuming that the Airport remains operational for scheduled air services – see Risks (right)</p>	<ul style="list-style-type: none"> These enhancements will improve the operational efficiency of the airport. The enhancements are the precursor to later development phases. 	2011	Not known	<p><i>Responsibility:</i></p> <p>Sutton Harbour Holdings Plc</p> <p><i>Potential Mechanisms:</i></p> <p>Developer Funding (SHH Plc)</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Under the terms of the airport lease agreement, SHH Plc has given notice of its intention to close the airport by December 2011. Volatility in air travel markets. Availability of private finance. Airline operators' investment priorities and decisions.

	<p>Apron Areas, Bypass Taxiway, new Car Parking, new General Aviation Hangar, new Fixed Wing Hangar, new Maintenance Hangar / Workshop.</p> <p>Categorisation: Necessary</p> <p>NOTE: new public transport interchange is included in Project N10 above.</p>	to later development phases.			<p>Holdings Plc</p> <p><i>Potential Mechanisms:</i></p> <p>Developer Funding (SHH Plc) / Planning Obligation (S106)</p>	<p>of the airport lease agreement, SHH Plc has given notice of its intention to close the airport by December 2011.</p> <ul style="list-style-type: none"> • Volatility in air travel markets. • Availability of private finance. • Airline operators' investment priorities and decisions. <p><i>Derriford and Seaton AAP Pre-Submission Consultation Proposals</i></p> <ul style="list-style-type: none"> • DS19, DS20
AIR4	<p>Airport Development – Phase 4</p> <p><i>Description:</i> New Airport Terminal Building, and Runway Extension</p> <p>Categorisation: Necessary</p>	<ul style="list-style-type: none"> • A new terminal building and runway extension are needed if larger aircraft are to be accommodated. 	2014+	Not known	<p><i>Responsibility:</i></p> <p>Sutton Harbour Holdings Plc</p> <p><i>Potential Mechanisms:</i></p> <p>Developer Funding (SHH Plc)</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> • Under the terms of the airport lease agreement, SHH Plc has given notice of its intention to close the airport by December 2011. • Volatility in air travel markets. • Availability of

						<p>private finance.</p> <ul style="list-style-type: none">• Airline operators' investment priorities and decisions. <p><i>Derriford and Seaton AAP Pre-Submission Consultation Proposals</i></p> <ul style="list-style-type: none">• DS20
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7. Bretonside Bus / Coach Station Redevelopment

See Map 3.

Map Ref No.	Project, Description and Categorisation	Explanation of Need / Benefit / Categorisation	Indicative Delivery Timeframe (if known)	Indicative Cost (where known)	Delivery Responsibility / Mechanisms (Potential)	Risks to Delivery / Relevant Area Action Plan Proposals
BI	<p>Description: Comprehensive redevelopment and replacement of Bretonside Bus and Coach Station</p> <p>Categorisation: Necessary</p>	<ul style="list-style-type: none"> The image conveyed by Bretonside Bus and Coach Station is such that it undermines the vision for Plymouth to be recognised as one of Europe's finest, most vibrant waterfront cities. Depending on its end use and configuration, redevelopment of Bretonside has the potential to complement the reconfiguration of the strategic road network in the City Centre. 	Unknown	Not costed	<p>Responsibility:</p> <p>Plymouth City Council / Development Partners</p> <p>Potential Mechanisms:</p> <p>Public Land Assets / CIL / New Homes Bonus / Plymouth Growth Fund</p>	<p>Risks</p> <ul style="list-style-type: none"> Delivery finance. <p>Sutton Harbour AAP Proposals</p> <ul style="list-style-type: none"> SH02

8. Reinstatement of Plymouth-Tavistock Railway Line

See Map 3.

Map Ref No.	Project, Description and Categorisation	Explanation of Need / Benefit / Categorisation	Indicative Delivery Timeframe (if known)	Indicative Cost (where known)	Delivery Responsibility / Mechanisms (Potential)	Risks to Delivery / Relevant Area Action Plan Proposals
TAVI	<p>Description: Re-opening of Plymouth-Tavistock rail line to passenger services.</p> <p>Categorisation: Desirable</p>	<ul style="list-style-type: none"> Reinstating the rail line has the potential to alleviate road traffic on the A386 Northern Corridor. Whilst the project is potentially more important to the accommodation of growth in West Devon District than it is to the accommodation of growth in Plymouth, the project is nonetheless important from a city-region perspective. 	2011-2015	£18m (Tavistock to Bere Alston)	<p>Responsibility:</p> <p>Devon County Council and Kilbride Community Rail Ltd</p> <p>Potential Mechanisms:</p> <p>Devon County Council / Devon County Council and West Devon Borough Council Planning Obligations / Devon County Council and West Devon Borough Council CIL</p>	<p>Risks</p> <ul style="list-style-type: none"> Delivery finance. Commitment of train operating companies.

9. Millbay Cruise Liner Facilities

See Map 3.

Map Ref No.	Project, Description and Categorisation	Explanation of Need / Benefit / Categorisation	Indicative Delivery Timeframe (if known)	Indicative Cost (where known)	Delivery Responsibility / Mechanisms (Potential)	Risks to Delivery / Relevant Area Action Plan Proposals
MB1	<p>Description: Development of a cruise liner terminal.</p> <p>Categorisation: Desirable</p>	<ul style="list-style-type: none"> A cruise liner terminal is needed to accommodate visitors arriving and departing on cruise ships at Millbay. This will be important to the further development of Plymouth's tourism industry, (the cruise tourism industry continues to grow significantly), and will be an important element of the wider regeneration of Millbay. 	Unknown	Not costed	<p>Responsibility:</p> <p>Plymouth City Council</p> <p>Potential Mechanisms:</p> <p>Developer Funding / Public-Private Contractual Agreement</p>	<p>Risks</p> <ul style="list-style-type: none"> Delivery finance. Commitment of cruise operators. <p>Millbay and Stonehouse AAP Proposals</p> <ul style="list-style-type: none"> MS05

(ii) Flood Defence Infrastructure

This infrastructure grouping comprises a number of sub-projects – see Map 3.

Map Ref No.	Project, Description and Categorisation	Explanation of Need / Benefit / Categorisation	Indicative Delivery Timeframe (if known)	Indicative Cost (where known)	Delivery Responsibility / Mechanisms (Potential)	Risks to Delivery / Relevant Area Action Plan Proposals
F1	Forder Valley SUDS <i>Description:</i> Implementation of Sustainable Urban Drainage Systems (SUDS). <i>Categorisation:</i> Critical	<ul style="list-style-type: none"> The implementation of sustainable urban drainage systems is necessary to provide for development that does not increase flooding in the Forder Valley. Whilst it is anticipated that most elements of the necessary systems can be implemented as development takes place, it is highly likely that some elements will need to be implemented at the same time as the Forder Valley Link Road (FVLR) and Forder Valley Road (FVR) projects (see NIA and NIB above). Further FVLR and FVR-related design and preparation work needs to be undertaken before this can be confirmed. Because it is integral to the delivery of the FVLR and FVR, which are categorised as 'critical', this SUDS infrastructure is also categorised as 'critical'. 	2013-2022 Dependent on implementation of FVLR and FVR, and on the implementation of development proposals at Derriford.	Not costed	<i>Responsibility:</i> Derriford Developers / Plymouth City Council <i>Potential Mechanisms:</i> RGF / TIF / Planning Obligations / CIL / Planning Consent Conditions / Public Land Assets / HCA / New Homes Bonus Plymouth Growth Fund / Future DfT Major Schemes Funding / Agri-Environment Schemes	<i>Risks</i> <ul style="list-style-type: none"> Delivery finance. Complexity given topography and biodiversity (Local Nature Reserve). FVLR and FVR-related detailed design and preparation work is not prioritised. <i>Derriford and Seaton AAP Pre-Submission Consultation Proposals</i> <ul style="list-style-type: none"> DS04, DS18, DS21
F2	Plymouth Sound, Breakwater <i>Description:</i> Maintenance of the	<ul style="list-style-type: none"> Plymouth's Breakwater was constructed by the Royal Navy and is currently maintained by the Ministry 	Ongoing	Not known	<i>Responsibility:</i> Ministry of Defence	<i>Risks</i> <ul style="list-style-type: none"> Public sector budget

	Breakwater. <i>Categorisation: Necessary - Potential Critical</i>	<p>of Defence.</p> <ul style="list-style-type: none">• The Breakwater protects Plymouth Sound from severe storms, and it therefore serves to protect other coastal and tidal flood defences from what could be more serious damage. Its maintenance is therefore an important factor in overall flood defence, and in wider flood defence mitigation costs.• The long term maintenance of the Breakwater will need to be ensured in relation to any future considerations regarding the Naval Base and Dockyard.				<p>Potential Mechanisms:</p> <p>Ministry of Defence</p>	<p>pressures.</p> <ul style="list-style-type: none">• Impacts of future Strategic Defence Reviews. <p>City Centre and University, Millbay and Stonehouse, Sutton Harbour, Devonport, North Plymouth AAP Proposals</p> <ul style="list-style-type: none">• Various
F3	<p>Plym Embankment, Flood Defences – West Side</p> <p>Description: Tidal flood alleviation scheme in this location.</p> <p>Categorisation: Necessary – Becoming Critical</p>	<ul style="list-style-type: none">• Flooding is already a frequent occurrence in particular locations along the west bank of the Plym, notably where Embankment Road approaches Embankment Lane.• The frequency and severity of tidal related flooding is likely to increase, and there is a need to address this in stages by renovating, strengthening and raising the height of sea walls.• The implementation of Embankment Link Lane as part of Eastern Corridor related works will address immediate flooding issues, but not long term risks.	2011-2028	£155000*	<p>*Embankment Link Lane only. Other costs are not known and could be significant.</p> <p>£337000**</p> <p>**Arnold's Point. Other costs are not known and could be significant.</p>	<p>Responsibility:</p> <p>Plymouth City Council / EA Flood Defence Committee / DEFRA</p> <p>Potential Mechanisms:</p> <p>EA Flood Defence Capital Grant Programme / Planning Obligations / CIL / Green Investment Bank</p>	<p>Risks</p> <ul style="list-style-type: none">• Delivery finance.• Not all project elements are prioritised for EA Flood Defence Capital Grant Programme funding.
F4	Millbay, Flood Defences	<ul style="list-style-type: none">• A variety of responses are needed to address infrastructure inadequacies.	2011-2020	Not costed		<p>Responsibility:</p>	<p>Risks</p>

	<p><i>Description:</i> Tidal flood alleviation scheme in this location.</p> <p><i>Categorisation:</i> Necessary</p>	<p>potential infrastructure failure, rising sea levels and tidal flooding – including renovation, strengthening and raising the height of sea walls.</p>			<p>Developers / Plymouth City Council / EA Flood Defence Committee / DEFRA</p> <p><i>Potential Mechanisms:</i></p> <p>EA Flood Defence Capital Grant Programme / Planning Obligations / CIL / Green Investment Bank</p>	<ul style="list-style-type: none"> Developments at Millbay do not come forward in the timescales envisaged and / or are unable to fund the required infrastructure. Project is not prioritised for EA Flood Defence Capital Grant Programme funding. <p><i>Millbay and Stonehouse AAP Proposals</i></p> <ul style="list-style-type: none"> MS02, MS03, MS04, MS05, MS06, MS07, MS08, MS09
F5	<p>Stonehouse Creek, Tidal Flood Alleviation</p> <p><i>Description:</i> Tidal flood alleviation scheme in this location.</p> <p><i>Categorisation:</i> Necessary</p>	<ul style="list-style-type: none"> There is a need to introduce measures to address the potential for tidal flooding in this location. 	2011-2016	£100000	<p><i>Responsibility:</i></p> <p>EA Flood Defence Committee / DEFRA</p> <p><i>Potential Mechanisms:</i></p> <p>EA Flood Defence Capital Grant Programme / Planning Obligations / CIL / Green Investment Bank</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Flood Defence Capital Grant Programme bid is refused or deferred. <p><i>Millbay and Stonehouse AAP Proposals</i></p> <ul style="list-style-type: none"> MS03, MS08, MS09, MS10, MS11
F6	<p>Sutton Harbour, Lock Gates</p> <p><i>Description:</i> Upgrading of Lock Gates in this location.</p> <p><i>Categorisation:</i> Necessary</p>	<ul style="list-style-type: none"> The existing lock gates need to be upgraded as they become increasingly aged and as the risk of tidal flooding increases. 	2013-2022	Not costed	<p><i>Responsibility:</i></p> <p>Developers / Sutton Harbour Holdings Plc / Plymouth City Council / EA Flood</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Developments at Sutton Harbour do not come forward in the timescales envisaged and / or are

						Defence Committee / DEFRA <i>Potential Mechanisms:</i> EA Flood Defence Capital Grant Programme / Planning Obligations / CIL / Green Investment Bank <i>Sutton Harbour AAP Proposals</i> • SH02, SH03, SH04, SH05, SH06, SH07, SH08, SH09, SH10	unable to fund the required infrastructure. • Project is not prioritised for EA Flood Defence Capital Grant Programme funding.
F7	Marsh Mills, Flood Defences <i>Description:</i> Flood alleviation scheme in this location. <i>Categorisation: Necessary</i>	• There is a need to introduce measures to address the increasing potential for fluvial and tidal flooding in this location.	2011-2016	£100000	<i>Responsibility:</i> EA Flood Defence Committee / DEFRA <i>Potential Mechanisms:</i> EA Flood Defence Capital Grant Programme / Planning Obligations / CIL / Green Investment Bank	<i>Risks</i> • Flood Defence Capital Grant Programme bid is refused or deferred.	
F8	Plympton, Surface Water Flood Alleviation <i>Description:</i> Package of measures to address and alleviate wider flooding problems caused by excess surface water .	• Plympton is particularly affected by surface water run-off and by consequent flooding, Partly as a consequence of topography, but also due a number of other contributory factors. • A package of measures are being investigated to alleviate the problems.	2012+	Not costed	<i>Responsibility:</i> Plymouth City Council <i>Potential Mechanisms:</i> Planning Obligations / Planning Consent	<i>Risks</i> • Delivery finance. • Other objectives mitigate against the case for flood alleviation.	

	Categorisation: Necessary				Conditions / CIL	
F9	<p>Cattedown, Sewer Capacity Improvements</p> <p><i>Description:</i> Improvements to deal with storm related sewer capacity deficit</p> <p>Categorisation: Necessary</p>	<ul style="list-style-type: none"> During extreme storm events, sewage finds its way into Plymouth Sound after the capacity of storm water sewers in Cattedown is exceeded and storm and waste water merge. Improvements at particular points in the sewer network would help to address the resultant pollution. 	Unknown	Not known	<p>Responsibility:</p> <p>South West Water</p> <p><i>Potential Mechanisms:</i></p> <p>Charging Levies and Signals (Water Rates)</p>	<p>Risks</p> <ul style="list-style-type: none"> Infrastructure is not prioritised for investment by responsible authorities.
F10	<p>Plymouth Sound, Mount Batten Pier</p> <p><i>Description:</i> Maintenance of the pier.</p> <p>Categorisation: Necessary</p>	<ul style="list-style-type: none"> Maintenance of the pier is necessary to address rising sea levels and the potential for more extreme storm related weather events. 	Ongoing	Not costed	<p>Responsibility:</p> <p>Plymouth City Council / Cattedown Harbour Commission</p> <p><i>Potential Mechanisms:</i></p> <p>EA Flood Defence Capital Grant Programme / CIL / Green Investment Bank</p>	<p>Risks</p> <ul style="list-style-type: none"> Availability of maintenance capital. <p><i>Sutton Harbour AAP Proposals</i></p> <ul style="list-style-type: none"> SH01, SH02, SH03, SH04, SH05, SH06, SH07, SH08, SH09, SH10, SH11

(iii) Schools and Other Education Facilities

This infrastructure grouping comprises a number of sub-projects – see Maps 3 and 4. A distinction is made below between infrastructure that is needed to increase capacity, and infrastructure that is needed to create quality learning environments. Further and higher education infrastructure needs will be reflected in later iterations of the Infrastructure Needs Assessment.

Infrastructure needed to increase school capacity – including new schools. Basic Need capacity increases after Phase 1 are subject to options analysis, consultation and confirmation.

Map Ref No.	Project, Description and Categorisation	Explanation of Need / Benefit / Categorisation	Indicative Delivery Timeframe (if known)	Indicative Cost (where known)	Delivery Responsibility / Mechanisms (Potential)	Risks to Delivery / Relevant Area Action Plan Proposals
PR1	Weston Mill Primary School, Ham – Basic Need Phase 1 <i>Description:</i> Increase capacity to accommodate an increase in the number of children of primary school age. <i>Categorisation: Critical</i>	<ul style="list-style-type: none"> Capacity in this locality has been filled. Increasing capacity at this primary school will meet 'Basic Need' requirements resulting from rising birth rates and growth by providing for an increased Planned Admission Number (PAN). 	2011-2012	£1m	<i>Responsibility:</i> Plymouth City Council <i>Potential Mechanisms:</i> Central Government DfE Funding (and thereby Plymouth City Council Capital Programme) / Planning Obligations	<i>Risks</i> <ul style="list-style-type: none"> Location / project abnormalities, i.e. significant unforeseen costs.
PR2	Riverside Primary School, St. Budeaux – Basic Need Phase 1 <i>Description:</i> Increase capacity to accommodate an increase in the number of children of primary school age. <i>Categorisation: Critical</i>	<ul style="list-style-type: none"> Capacity in this locality has been filled. Increasing capacity at this primary school will meet 'Basic Need' requirements resulting from rising birth rates and growth by providing for an increased Planned Admission Number (PAN). 	2011-2012	£3m	<i>Responsibility:</i> Plymouth City Council <i>Potential Mechanisms:</i> Central Government DfE Funding (and	<i>Risks</i> <ul style="list-style-type: none"> PFI contract complications.

						thereby Plymouth City Council Capital Programme) / Planning Obligations	
NUI	Barne Barton, Children's Centre (Nursery), St. Budeaux <i>Description:</i> New children's services and nursery facilities. <i>Categorisation:</i> Critical	<ul style="list-style-type: none"> • Redevelopment is creating significant demand for children's services and nursery facilities in the locality. • There is insufficient existing infrastructure to respond to demand. 	2011+	£0.5m	<p><i>Responsibility:</i></p> <p>Plymouth City Council</p> <p><i>Potential Mechanisms:</i></p> <p>Planning Obligations / Public-Private Contractual Agreement</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> • Insufficient private sector interest in provision. • Insufficient capital is accumulated through pooled contributions, partly due to the level of social housing being provided. • Securing land for the development. 	
PR3	Mount Wise Primary School, Devonport – Basic Need Phase I <i>Description:</i> Increase capacity to accommodate an increase in the number of children of primary school age. <i>Categorisation:</i> Critical	<ul style="list-style-type: none"> • Capacity in this locality has been lost. • Increasing capacity at this primary school will meet 'Basic Need' requirements resulting from rising birth rates and growth by providing for an increased Planned Admission Number (PAN). 	2011-2012	£2m	<p><i>Responsibility:</i></p> <p>Plymouth City Council</p> <p><i>Potential Mechanisms:</i></p> <p>Central Government DfE Funding (and thereby Plymouth City Council Capital Programme) / Planning Obligations</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> • Location / project abnormalities, i.e. significant unforeseen costs. <p>Devonport AAP Proposals</p> <ul style="list-style-type: none"> • DP07 – overtaken by events 	

PR4	<p>Ernesettle Primary School, Honicknowle – Basic Need Phase I</p> <p><i>Description:</i> Increase capacity to accommodate an increase in the number of children of primary school age.</p> <p><i>Categorisation:</i> Critical</p>	<ul style="list-style-type: none"> Capacity in this locality has been lost. Increasing capacity at this primary school will meet 'Basic Need' requirements resulting from rising birth rates and growth by providing for an increased Planned Admission Number (PAN). 	2011-2012	£2m	<p><i>Responsibility:</i></p> <p>Plymouth City Council</p> <p><i>Potential Mechanisms:</i></p> <p>Central Government DfE Funding (and thereby Plymouth City Council Capital Programme) / Planning Obligations</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Location / project abnormals, i.e. significant unforeseen costs.
PR5	<p>Prince Rock Primary School, Sutton and Mount Gould – Basic Need Phase I</p> <p><i>Description:</i> Increase capacity to accommodate an increase in the number of children of primary school age.</p> <p><i>Categorisation:</i> Critical</p>	<ul style="list-style-type: none"> Capacity in this locality has been lost. Increasing capacity at this primary school will meet 'Basic Need' requirements resulting from rising birth rates and growth by providing for an increased Planned Admission Number (PAN). 	2011-2012	£2m	<p><i>Responsibility:</i></p> <p>Plymouth City Council</p> <p><i>Potential Mechanisms:</i></p> <p>Central Government DfE Funding (and thereby Plymouth City Council Capital Programme) / Planning Obligations</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Transport planning considerations.
PR6	<p>Primary Schools in St. Peter and the Waterfront – Basic Need Phase 2+</p> <p><i>Description:</i> Increase capacity to accommodate an increase in the number of children of primary school age.</p> <p><i>Categorisation:</i> Critical</p>	<ul style="list-style-type: none"> Capacity in this locality has been lost. Increasing capacity at a primary school will meet 'Basic Need' requirements resulting from rising birth rates and growth by providing for an increased Planned Admission Number (PAN). Specific proposals are still being developed and will be consulted upon 	2012-2015	£5.5m	<p><i>Responsibility:</i></p> <p>Plymouth City Council / Roman Catholic Diocese of Plymouth</p> <p><i>Potential Mechanisms:</i></p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Transport planning considerations. Consultation factors. Delivery finance.

		to address the capacity problems in this locality. <ul style="list-style-type: none"> Options analysis on which primary schools it is most appropriate to expand is underway and will be concluded by September 2011. 			Central Government DfE Funding – Voluntary Aided Route (and thereby Plymouth City Council Capital Programme) / Planning Obligations / CIL	
PR7	<p>Primary Schools in Plymstock Dunstone – Basic Need Phase 2+</p> <p><i>Description:</i> Increase capacity to accommodate an increase in the number of children of primary school age.</p> <p><i>Categorisation:</i> Critical</p>	<ul style="list-style-type: none"> Capacity in this locality has been lost. Increasing capacity at a primary school will meet 'Basic Need' requirements resulting from rising birth rates and growth by providing for an increased Planned Admission Number (PAN). Specific proposals are still being developed and will be consulted upon to address the capacity problems in the locality. Options analysis on which primary schools it is most appropriate to expand is underway and will be concluded by September 2011. 	2012-2015	£3.5m	<p><i>Responsibility:</i></p> <p>Plymouth City Council</p> <p><i>Potential Mechanisms:</i></p> <p>Central Government DfE Funding (and thereby Plymouth City Council Capital Programme) / Planning Obligations / CIL</p> <p><i>Risks</i></p> <ul style="list-style-type: none"> Consultation factors. Delivery finance. 	
PR8	<p>Primary Schools in St. Budeaux – Basic Need Phase 2+</p> <p><i>Description:</i> Increase capacity to accommodate an increase in the number of children of primary school age.</p> <p><i>Categorisation:</i> Critical</p>	<ul style="list-style-type: none"> Capacity in this locality has been lost. Increasing capacity at a primary school will meet 'Basic Need' requirements resulting from rising birth rates and growth by providing for an increased Planned Admission Number (PAN). Specific proposals are still being developed and will be consulted upon to address the capacity problems in the locality. Options analysis on which primary schools it is most appropriate to 	2012-2015	£2.5m	<p><i>Responsibility:</i></p> <p>Plymouth City Council / Roman Catholic Diocese of Plymouth</p> <p><i>Potential Mechanisms:</i></p> <p>Central Government DfE Funding – Voluntary Aided Route (and thereby Plymouth</p> <p><i>Risks</i></p> <ul style="list-style-type: none"> Transport planning considerations. Consultation factors. Delivery finance. 	

PR9	<p>Primary Schools in Southway – Basic Need Phase 2+</p> <p><i>Description:</i> Increase capacity to accommodate an increase in the number of children of primary school age.</p> <p><i>Categorisation:</i> Critical</p>	<p>expand is underway and will be concluded by September 2011.</p> <ul style="list-style-type: none"> Capacity in this locality has been lost. Increasing capacity at a primary school will meet 'Basic Need' requirements resulting from rising birth rates and growth by providing for an increased Planned Admission Number (PAN). Specific proposals are still being developed and will be consulted upon to address the capacity problems in this locality. Options analysis on which primary schools it is most appropriate to expand is underway and will be concluded by September 2011. 	2012-2015	£2.5m	<p><i>Responsibility:</i></p> <p>Widewell Trust / Plymouth City Council</p> <p><i>Potential Mechanisms:</i></p> <p>Central Government DfE Funding (and thereby Plymouth City Council Capital Programme) / Planning Obligations / CIL</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Consultation factors. Delivery finance. 	City Council Capital Programme) / Planning Obligations / CIL
PR10	<p>Primary Schools in Devonport – Basic Need Phase 2+</p> <p><i>Description:</i> Increase capacity to accommodate an increase in the number of children of primary school age.</p> <p><i>Categorisation:</i> Critical</p>	<p>Capacity in this locality has been lost.</p> <ul style="list-style-type: none"> Increasing capacity at a primary school will meet 'Basic Need' requirements resulting from rising birth rates and growth by providing for an increased Planned Admission Number (PAN). Specific proposals are still being developed and will be consulted upon to address the capacity problems in this locality. Options analysis on which primary schools it is most appropriate to expand is underway and will be concluded by September 2011. 	2012-2015	£2.5m	<p><i>Responsibility:</i></p> <p>Plymouth City Council / Roman Catholic Diocese of Plymouth</p> <p><i>Potential Mechanisms:</i></p> <p>Central Government DfE Funding – Voluntary Aided Route (and thereby Plymouth City Council Capital Programme) / Planning Obligations / CIL</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Transport planning considerations. Consultation factors. Delivery finance. 	<p>Plymouth City Council / Roman Catholic Diocese of Plymouth</p> <p><i>Potential Mechanisms:</i></p> <p>Central Government DfE Funding – Voluntary Aided Route (and thereby Plymouth City Council Capital Programme) / Planning Obligations / CIL</p>

PR11	<p>Primary Schools in Stoke – Basic Need Phase 2+</p> <p><i>Description:</i> Increase capacity to accommodate an increase in the number of children of primary school age.</p> <p><i>Categorisation:</i> Critical</p>	<ul style="list-style-type: none"> Capacity in this locality has been lost. Increasing capacity at a primary school will meet 'Basic Need' requirements resulting from rising birth rates and growth by providing for an increased Planned Admission Number (PAN). Specific proposals are still being developed and will be consulted upon to address the capacity problems in this locality. Options analysis on which primary schools it is most appropriate to expand is underway and will be concluded by September 2011. 	2012-2015	£2.5m	<p><i>Responsibility:</i></p> <p>Plymouth City Council</p> <p><i>Potential Mechanisms:</i></p> <p>Central Government DfE Funding (and thereby Plymouth City Council Capital Programme) / Planning Obligations / CIL</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Consultation factors. Delivery finance.
PR12	<p>Primary Schools in Ham – Basic Need Phase 2+</p> <p><i>Description:</i> Increase capacity to accommodate an increase in the number of children of primary school age.</p> <p><i>Categorisation:</i> Critical</p>	<ul style="list-style-type: none"> Capacity in this locality has been lost. Increasing capacity at a primary school will meet 'Basic Need' requirements resulting from rising birth rates and growth by providing for an increased Planned Admission Number (PAN). Specific proposals are still being developed and will be consulted upon to address the capacity problems in this locality. Options analysis on which primary schools it is appropriate to expand is underway and will be concluded by September 2011. 	2012-2015	£2.5m	<p><i>Responsibility:</i></p> <p>Plymouth City Council</p> <p><i>Potential Mechanisms:</i></p> <p>Central Government DfE Funding (and thereby Plymouth City Council Capital Programme) / Planning Obligations / CIL</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Consultation factors. Delivery finance.
PR13	<p>Primary Schools in Honicknowle – Basic Need Phase 2+</p> <p><i>Description:</i> Increase capacity to accommodate an increase in the number</p>	<ul style="list-style-type: none"> Capacity in this locality has been lost. Increasing capacity at a primary school will meet 'Basic Need' requirements resulting from rising birth rates and growth by providing for an increased 	2012-2015	£3m	<p><i>Responsibility:</i></p> <p>Plymouth City Council</p> <p><i>Potential Mechanisms:</i></p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Consultation factors. Delivery finance.

	of children of primary school age. Categorisation: Critical	Planned Admission Number (PAN). <ul style="list-style-type: none"> Specific proposals are still being developed and will be consulted upon to address the capacity problems in this locality. Options analysis on which primary schools it is most appropriate to expand is underway and will be concluded in September 2011. 			Central Government DfE Funding (and thereby Plymouth City Council Capital Programme) / Planning Obligations / CIL	
PR14	Primary Schools in Moorview – Basic Need Phase 2+ <i>Description:</i> Increase capacity to accommodate an increase in the number of children of primary school age. Categorisation: Critical	<ul style="list-style-type: none"> Capacity in this locality has been lost. Increasing capacity at a primary school will meet 'Basic Need' requirements resulting from rising birth rates and growth by providing for an increased Planned Admission Number (PAN). Specific proposals are still being developed and will be consulted upon to address the capacity problems in this locality. Options analysis on which primary schools it is most appropriate to expand is underway and will be concluded by September 2011. 	2012-2015	£3m	<i>Responsibility:</i> Plymouth City Council <i>Potential Mechanisms:</i> Central Government DfE Funding (and thereby Plymouth City Council Capital Programme) / Planning Obligations / CIL <i>Risks</i> <ul style="list-style-type: none"> Consultation factors. Delivery finance. 	
PR15	Morley Park (Plymstock Quarry), Plymstock Radford <i>Description:</i> New primary school Categorisation: Becoming Critical	<ul style="list-style-type: none"> The Morley Park (Plymstock Quarry) development will accommodate up to 1684 new dwellings, along with other types of development. These new dwellings will lead to a significant increased demand for primary school places. A new two form primary school on 2 ha is to be provided to cater to anticipated demand / numbers. The 	2016-2022	£9m* *cost of extended school including children's centre	<i>Responsibility:</i> Developers / Plymouth City Council <i>Potential Mechanisms:</i> Planning Obligation (S106) <i>Risks</i> <ul style="list-style-type: none"> Fiscal climate and impacts on development delivery timeframes. North Plymstock AAP Proposals	

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		primary school will be 'extended' to accommodate a children's centre (nursery), community centre, library, place of worship, and all weather dual use playing pitch.					<ul style="list-style-type: none">NP01
NU2	Morley Park (Plymstock Quarry), Plymstock Radford Description: New Children's Centre (nursery) Categorisation: Necessary	<ul style="list-style-type: none">The Morley Park (Plymstock Quarry) development will accommodate up to 1684 new dwellings, along with other types of development.These new dwellings will lead to a significant increased demand for nursery places.A new two form primary school on 2 ha is to be provided to cater to anticipated demand / numbers. The primary school will be 'extended' to accommodate a children's centre (nursery), community centre, library, place of worship, and all weather dual use playing pitch.	2016-2022	£9m* *cost of extended school including children's centre	Responsibility: Developers / Plymouth City Council Potential Mechanisms: Planning Obligation (S106) / Public-Private Contractual Agreement	Risks <ul style="list-style-type: none">Fiscal climate and impacts on development delivery timeframes. North Plymstock AAP Proposals <ul style="list-style-type: none">NP01	
SEI	Lipson Community College Secondary School / Academy, Efford and Lipson Description: Increase capacity to accommodate an increase in the number of children of secondary school age resulting from development at Morley Park (Plymstock Quarry). Categorisation: Becoming Critical	<ul style="list-style-type: none">The Morley Park (Plymstock Quarry) development will accommodate up to 1684 new dwellings, along with other types of development.These new dwellings will lead to a significant increased demand for secondary school places.Given the current migration of students across the Plym to Plymstock, it will be necessary to increase capacity west of the Plym.Capacity will consequently need to be increased at Lipson Secondary School.	2016-2022	£2.5m	Responsibility: Developers / Plymouth City Council /Lipson Community College Academy Potential Mechanisms: Central Government DfE Funding – Academy Route / Planning Obligation (S106) / CIL	Risks <ul style="list-style-type: none">Fiscal climate and impacts on development delivery timeframes. North Plymstock AAP Proposals <ul style="list-style-type: none">NP01	

PR16	<p>St. Peter's Church of England Primary School, St. Peter and the Waterfront – Basic Needs Phase 2+</p> <p><i>Description:</i> Increase capacity to accommodate an increase in the number of children of primary school age. Rebuild school, incorporating nursery to serve Millbay.</p> <p><i>Categorisation:</i> Becoming Critical</p>	<ul style="list-style-type: none"> Capacity in this locality has been lost. Increasing capacity at this primary school will meet 'Basic Need' requirements resulting from rising birth rates and growth by providing for an increased Planned Admission Number (PAN). Options appraisal was undertaken in 2005/06. This established that, if a new school in the Millbay development was not possible, the only reasonable option in this locality is to expand St. Peter's. 	2015+	£10m	<p><i>Responsibility:</i></p> <p>Developers / Plymouth City Council</p> <p><i>Potential Mechanisms:</i></p> <p>Central Government DfE Funding (and thereby Plymouth City Council Capital Programme) / Planning Obligation (S106) / CIL</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Insufficient capital is accumulated through pooled contributions in time to pay for the required infrastructure. Securing the land for the development. Consultation factors. <p><i>Millbay and Stonehouse AAP Proposals</i></p> <ul style="list-style-type: none"> MS03, MS04, MS11
SE2	<p>Devonport, New Secondary School, Devonport</p> <p><i>Description:</i> Increase capacity through building a new school to accommodate an increase in the number of children of secondary school age, resulting from redevelopment in the locality. Rebuild Stoke Damerel Community College / Academy to provide contemporary facilities.</p> <p><i>Categorisation:</i> Becoming Critical</p>	<ul style="list-style-type: none"> Nearby redevelopments will lead to a significant increased demand for secondary school places. At the same time, there is a need for Stoke Damerel Community College facilities to be brought up to contemporary standards. The development of a University Technology College (UTC), sponsored by the University and by marine industries in Devonport, could be a solution to increasing Devonport secondary capacity. 	2014+	<p>UTC £6m</p> <p>Stoke Damerel Community College / Academy £30m</p>	<p><i>Responsibility:</i></p> <p>Stoke Damerel Academy / Plymouth City Council</p> <p><i>Potential Mechanisms:</i></p> <p>Central Government DfE Funding - Academy Route / Planning Obligation (S106) / CIL</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Capital funding (Building Schools for the Future money that was allocated to this project has been withdrawn). It is not yet clear whether Academy status will bring sufficient capital to realise ambitions).

PR17	<p>Derriford, New Primary School, Moorview</p> <p><i>Description:</i> Increase capacity through building a new school to accommodate an increase in the number of children of primary school age, resulting from development in the locality.</p> <p><i>Categorisation:</i> Becoming Critical</p>	<ul style="list-style-type: none"> The Pre-Submission Consultation Draft Derriford and Seaton Area Action Plan provides for 3305 new dwellings and 573 new student units. These new dwellings will lead to a significant demand for primary school places in the locality. In the first instance, it is anticipated that some children will be placed in existing primary schools. However, over time, and as capacity at nearby primary schools is filled, a new two form entry primary school will be required to meet demand. It is anticipated that this will be delivered in two stages – see columns to right. 	<p>First stage - one form entry to be provided at completion of 800 dwellings.</p> <p>Second stage – two form entry to be provided at completion of 1400 dwellings.</p>	<p>1. £6.5m – stage 1</p> <p>2. £3m – stage 2</p>	<p><i>Responsibility:</i></p> <p>Developers / Plymouth City Council</p> <p><i>Potential Mechanisms:</i></p> <p>Planning Obligations / CIL</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Insufficient pooled contributions up front to secure the land for the development. <p>Derriford and Seaton AAP Pre-Submission Consultation Proposals</p> <ul style="list-style-type: none"> DS17 	<p>Devonport AAP Proposals</p> <ul style="list-style-type: none"> DP06 <p>Millbay and Stonehouse AAP Proposals</p> <ul style="list-style-type: none"> MS03, MS04, MS11
SE3	<p>Tor Bridge High Secondary School, Moorview</p> <p><i>Description:</i> Increase capacity to accommodate an increase in the number of children of secondary school age, resulting from development in the locality.</p>	<ul style="list-style-type: none"> The Pre-Submission Consultation Draft Derriford and Seaton Area Action Plan provides for 3305 new dwellings and 573 new student units. These new dwellings will lead to a significant demand for secondary school places in the locality. It is anticipated that children will be placed in existing secondary schools 	<p>2015+</p>	<p>£2.5m</p>	<p><i>Responsibility:</i></p> <p>Developers / Plymouth City Council</p> <p><i>Potential Mechanisms:</i></p> <p>Central Government DfE Funding - Academy</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Capacity created by expansion to accommodate new residential development is taken up instead by an increase in the 	

SE4	<p>Categorisation: Becoming Critical</p> <p>Sir John Hunt Community Sports College, Budshead</p> <p>Description: Increase capacity to accommodate an increase in the number of children of secondary school age, resulting from development in the locality.</p> <p>Categorisation: Becoming Critical</p>	<p>nearby which will need to be expanded to provide additional capacity.</p> <ul style="list-style-type: none"> The Pre-Submission Consultation Draft Derriford and Seaton Area Action Plan provides for 3305 new dwellings and 573 new student units. These new dwellings will lead to a significant demand for secondary school places in the locality. It is anticipated that children will be placed in existing secondary schools nearby which will need to be expanded to provide additional capacity. 	2015+	£2.5m	<p>Responsibility:</p> <p>Developers / Plymouth City Council</p> <p>Potential Mechanisms:</p> <p>Central Government DfE Funding - Academy Route / Planning Obligations / CIL</p>	<p>number of children of primary school age from existing neighbourhoods working their way through to secondary school.</p> <p><i>Derriford and Seaton AAP Pre-Submission Consultation Proposals</i></p> <ul style="list-style-type: none"> DS17 <p>Risks</p> <ul style="list-style-type: none"> Capacity created by expansion to accommodate new residential development is taken up instead by an increase in the number of children of primary school age from existing neighbourhoods working their way through to secondary school. <p><i>Derriford and Seaton AAP Pre-Submission Consultation Proposals</i></p> <ul style="list-style-type: none"> DS17
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NU3	Derriford, Children's Centre (Nursery), Moorview <i>Description:</i> New nursery facilities. <i>Categorisation:</i> Necessary	<ul style="list-style-type: none"> Development will create significant demand for nursery facilities in the locality. There is insufficient existing infrastructure to respond to demand. 	2015+	£1m	<i>Responsibility:</i> Developers / Plymouth City Council <i>Potential Mechanisms:</i> Planning Obligations / Public-Private Contractual Agreement	<i>Risks</i> <ul style="list-style-type: none"> Insufficient private sector interest in provision. Insufficient capital is accumulated through pooled contributions to secure land for the development.
SE5	Coombe Dean School / Academy, Plymstock Dunstone <i>Description:</i> Relocate and rebuild Coombe Dean School at Sherford. <i>Categorisation:</i> Necessary	<ul style="list-style-type: none"> The Sherford development will accommodate 5500 new dwellings (a resident population of approximately 12000), along with other types of development, including 320 dwellings within Plymouth City Council boundaries. These new dwellings will lead to a significant demand for secondary school places. Coombe Dean will serve the Sherford development in its initial stages. Rebuilding the school in Sherford will provide for the location of a secondary school in the heart of Sherford. 	2013+	£25m	<i>Responsibility:</i> Developers / Devon County Council / Plymouth City Council / South Hams District Council / Coombe Dean School (Academy) <i>Potential Mechanisms:</i> Central Government DfE Funding - Academy Route / Planning Obligations / capital receipt from sale of Coombe Dean site / (Devon and Plymouth) CIL	<i>Risks</i> <ul style="list-style-type: none"> Fiscal climate and impacts on development delivery timeframes. Consultation factors. North Plymstock AAP Proposals <ul style="list-style-type: none"> NP05
PR18	Sherford / Plymstock Localities, New Primary Schools	<ul style="list-style-type: none"> The Sherford development will accommodate 5500 new dwellings (a 	2013+	Not known	<i>Responsibility:</i>	<i>Risks</i>

	<p>Description: Construction of three new primary schools</p> <p>Categorisation: Becoming Critical</p>	<p>resident population of approximately 12000), along with other types of development, including 320 dwellings within Plymouth City Council boundaries.</p> <ul style="list-style-type: none"> These new dwellings will lead to a significant demand for primary school places. Three new 420 place primary schools are to be provided to cater to anticipated demand / numbers. 			<p>Developers / Devon County Council / Plymouth City Council / South Hams District Council</p> <p>Potential Mechanisms: Planning Obligations (S106)</p>	<ul style="list-style-type: none"> Fiscal climate and impacts on development delivery timeframes. <p>North Plymouth AAP Proposals</p> <ul style="list-style-type: none"> NP05
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Infrastructure improvements needed to create quality school learning environments.

Map Ref No.	Project, Description and Categorisation	Explanation of Need / Benefit / Categorisation	Indicative Delivery Timeframe (if known)	Indicative Cost (where known)	Delivery Responsibility / Mechanisms (Potential)	Risks to Delivery / Relevant Area Action Plan Proposals
SE6	<p>Marine Academy, St. Budeaux</p> <p>Description: Rebuild / refurbish school.</p> <p>Categorisation: Necessary</p>	<ul style="list-style-type: none"> The infrastructure improvement is needed to support the implementation of a quality learning environment. 	2011+	<p>£12m*</p> <p>*shared with All Saints Academy (below)</p>	<p>Responsibility: Marine Academy</p> <p>Potential Mechanisms: Central Government DfE Funding - Academy Route</p>	<p>Risks</p> <ul style="list-style-type: none"> Delivery finance.
SE7	<p>All Saints Academy, Ham</p> <p>Description: Rebuild / refurbish school.</p> <p>Categorisation: Necessary</p>	<ul style="list-style-type: none"> The infrastructure improvement is needed to support the implementation of a quality learning environment. 	2011+	<p>£10m*</p> <p>*shared with Marine Academy,</p>	<p>Responsibility: All Saints Academy</p> <p>Potential Mechanisms:</p>	<p>Risks</p> <ul style="list-style-type: none"> Delivery finance.

				St. Budeaux (above)	Central Government DfE Funding - Academy Route	
SE8	St. Boniface Roman Catholic College, Eggbuckland <i>Description:</i> Build sports hall. <i>Categorisation:</i> Necessary	<ul style="list-style-type: none"> This infrastructure improvement is needed to support the implementation of a quality learning environment. 	2015+	£600m* *estimate of total costs of projects SE8-PR66	<i>Responsibility:</i> Plymouth City Council <i>Potential Mechanisms:</i> Central Government DfE Funding / Planning Obligations / CIL <i>Risks</i> <ul style="list-style-type: none"> Delivery finance. 	
PR19	Keyham Barton Catholic Primary School, Devonport <i>Description:</i> Rebuild / replace school. <i>Categorisation:</i> Necessary	<ul style="list-style-type: none"> This infrastructure improvement is needed to support the implementation of a quality learning environment. 	2015+	£600m* *estimate of total costs of projects SE8-PR66	<i>Responsibility:</i> Plymouth City Council <i>Potential Mechanisms:</i> Central Government DfE Funding / Planning Obligations / CIL <i>Risks</i> <ul style="list-style-type: none"> Delivery finance. 	
PR20	St. Peter's Roman Catholic Primary School, Budshead <i>Description:</i> Rebuild / replace school. <i>Categorisation:</i> Necessary	<ul style="list-style-type: none"> This infrastructure improvement is needed to support the implementation of a quality learning environment. 	2015+	£600m* *estimate of total costs of projects SE8-PR66	<i>Responsibility:</i> Plymouth City Council <i>Potential Mechanisms:</i> Central Government DfE Funding / Planning Obligations / CIL <i>Risks</i> <ul style="list-style-type: none"> Delivery finance. 	

SE9	Lipson Community College / Academy, Efford and Lipson <i>Description:</i> Refurbish school <i>Categorisation:</i> Necessary	<ul style="list-style-type: none"> This infrastructure improvement is needed to support the implementation of a quality learning environment. 	2015+	£600m* *estimate of total costs of projects SE8-PR66	<i>Responsibility:</i> Lipson Community College (Academy) <i>Potential Mechanisms:</i> Central Government DfE Funding - Academy Route	<i>Risks</i> <ul style="list-style-type: none"> Delivery finance.
SE10	Devonport High School for Girls (Academy), Peverell <i>Description:</i> Replace / refurbish temporary buildings. <i>Categorisation:</i> Necessary	<ul style="list-style-type: none"> This infrastructure improvement is needed to support the implementation of a quality learning environment. 	2015+	£600m* *estimate of total costs of projects SE8-PR66	<i>Responsibility:</i> Devonport High School for Girls (Academy) <i>Potential Mechanisms:</i> Central Government DfE Funding - Academy Route	<i>Risks</i> <ul style="list-style-type: none"> Delivery finance.
SE11	Ridgeway School, / Academy Plympton St. Mary <i>Description:</i> Rebuild / replace school. <i>Categorisation:</i> Necessary	<ul style="list-style-type: none"> This infrastructure improvement is needed to support the implementation of a quality learning environment. 	2015+	£600m* *estimate of total costs of projects SE8-PR66	<i>Responsibility:</i> Ridgeway School (Academy) <i>Potential Mechanisms:</i> Central Government DfE Funding - Academy Route	<i>Risks</i> <ul style="list-style-type: none"> Delivery finance.

PR21	<p>Austin Farm Community Primary School, Eggbuckland</p> <p><i>Description:</i> Replace / refurbish temporary buildings.</p> <p><i>Categorisation:</i> Necessary</p>	<ul style="list-style-type: none"> This infrastructure improvement is needed to support the implementation of a quality learning environment. 	2015+	£600m* *estimate of total costs of projects SE8-PR66	<p><i>Responsibility:</i></p> <p>Plymouth City Council</p> <p><i>Potential Mechanisms:</i></p> <p>Central Government DfE Funding / Planning Obligations / CIL</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Delivery finance.
PR22	<p>Boringdon Primary School, Plympton St. Mary</p> <p><i>Description:</i> Replace / refurbish temporary buildings.</p> <p><i>Categorisation:</i> Necessary</p>	<ul style="list-style-type: none"> This infrastructure improvement is needed to support the implementation of a quality learning environment. 	2015+	£600m* *estimate of total costs of projects SE8-PR66	<p><i>Responsibility:</i></p> <p>Plymouth City Council</p> <p><i>Potential Mechanisms:</i></p> <p>Central Government DfE Funding / Planning Obligations / CIL</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Delivery finance.
PR23	<p>Chaddlewood Infant School, Plympton Chaddlewood</p> <p><i>Description:</i> Replace / refurbish temporary buildings.</p> <p><i>Categorisation:</i> Necessary</p>	<ul style="list-style-type: none"> This infrastructure improvement is needed to support the implementation of a quality learning environment. 	2015+	£600m* *estimate of total costs of projects SE8-PR66	<p><i>Responsibility:</i></p> <p>Plymouth City Council</p> <p><i>Potential Mechanisms:</i></p> <p>Central Government DfE Funding / Planning Obligations / CIL</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Delivery finance.
PR24	<p>Chaddlewood Junior School, Plympton Chaddlewood</p> <p><i>Description:</i> Replace / refurbish buildings.</p>	<ul style="list-style-type: none"> This infrastructure improvement is needed to support the implementation of a quality learning environment. 	2015+	£600m* *estimate of total	<p><i>Responsibility:</i></p> <p>Plymouth City Council</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Delivery finance.

PR25	<p>Categorisation: Necessary</p> <p>College Road Primary School, Devonport</p> <p><i>Description:</i> Replace / refurbish temporary buildings.</p> <p>Categorisation: Necessary</p>	<ul style="list-style-type: none"> This infrastructure improvement is needed to support the implementation of a quality learning environment. 	2015+	costs of projects SE8-PR66	<p><i>Potential Mechanisms:</i></p> <p>Central Government DfE Funding / Planning Obligations / CIL</p>	<p><i>Responsibility:</i></p> <p>Plymouth City Council</p> <p><i>Potential Mechanisms:</i></p> <p>Central Government DfE Funding / Planning Obligations / CIL</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Delivery finance.
PR26	<p>Elburton Primary School, Plymstock Dunstone</p> <p><i>Description:</i> Replace / refurbish temporary buildings and increase capacity.</p> <p>Categorisation: Necessary</p>	<ul style="list-style-type: none"> This infrastructure improvement is needed to support the implementation of a quality learning environment. 	2015+	£600m* *estimate of total costs of projects SE8-PR66	<p><i>Responsibility:</i></p> <p>Plymouth City Council</p> <p><i>Potential Mechanisms:</i></p> <p>Central Government DfE Funding / Planning Obligations / CIL</p>	<p><i>Responsibility:</i></p> <p>Plymouth City Council</p> <p><i>Potential Mechanisms:</i></p> <p>Central Government DfE Funding / Planning Obligations / CIL</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Delivery finance.
PR27	<p>Ford Primary School, Stoke</p> <p><i>Description:</i> Replace / refurbish buildings.</p> <p>Categorisation: Necessary</p>	<ul style="list-style-type: none"> This infrastructure improvement is needed to support the implementation of a quality learning environment. 	2015+	£600m* *estimate of total costs of projects SE8-PR66	<p><i>Responsibility:</i></p> <p>Plymouth City Council</p> <p><i>Potential Mechanisms:</i></p> <p>Central Government DfE Funding / Planning Obligations / CIL</p>	<p><i>Responsibility:</i></p> <p>Plymouth City Council</p> <p><i>Potential Mechanisms:</i></p> <p>Central Government DfE Funding / Planning Obligations / CIL</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Delivery finance.

PR28	High Street Primary School, St. Peter and the Waterfront <i>Description:</i> Replace / refurbish buildings. <i>Categorisation:</i> Necessary	<ul style="list-style-type: none"> This infrastructure improvement is needed to support the implementation of a quality learning environment. 	2015+	£600m* *estimate of total costs of projects SE8-PR66	<i>Responsibility:</i> Plymouth City Council <i>Potential Mechanisms:</i> Central Government DfE Funding / Planning Obligations / CIL	<i>Risks</i> <ul style="list-style-type: none"> Delivery finance. <i>Millbay and Stonehouse AAP Proposals</i> <ul style="list-style-type: none"> MS03, MS04, MS11
PR29	Hyde Park Infant School, Peverell <i>Description:</i> Refurbish school. <i>Categorisation:</i> Necessary	<ul style="list-style-type: none"> This infrastructure improvement is needed to support the implementation of a quality learning environment. 	2015+	£600m* *estimate of total costs of projects SE8-PR66	<i>Responsibility:</i> Plymouth City Council <i>Potential Mechanisms:</i> Central Government DfE Funding / Planning Obligations / CIL	<i>Risks</i> <ul style="list-style-type: none"> Delivery finance.
PR30	Hyde Park Junior School, Peverell <i>Description:</i> Refurbish school. <i>Categorisation:</i> Necessary	<ul style="list-style-type: none"> This infrastructure improvement is needed to support the implementation of a quality learning environment. 	2015+	£600m* *estimate of total costs of projects SE8-PR66	<i>Responsibility:</i> Plymouth City Council <i>Potential Mechanisms:</i> Central Government DfE Funding / Planning Obligations / CIL	<i>Risks</i> <ul style="list-style-type: none"> Delivery finance.
PR31	Knowle Primary School, Honicknowle <i>Description:</i> Replace / refurbish temporary buildings.	<ul style="list-style-type: none"> This infrastructure improvement is needed to support the implementation of a quality learning environment. 	2015+	£600m* *estimate of total costs of	<i>Responsibility:</i> Plymouth City Council <i>Potential Mechanisms:</i>	<i>Risks</i> <ul style="list-style-type: none"> Delivery finance.

	<i>Categorisation: Necessary</i>				projects SE8–PR66	Central Government DfE Funding / Planning Obligations / CIL	
PR32	Manadon Vale Primary School, Eggbuckland <i>Description:</i> Replace / refurbish temporary buildings. <i>Categorisation: Necessary</i>	<ul style="list-style-type: none">This infrastructure improvement is needed to support the implementation of a quality learning environment.	2015+	£600m* *estimate of total costs of projects SE8–PR66	<i>Responsibility:</i> Plymouth City Council <i>Potential Mechanisms:</i> Central Government DfE Funding / Planning Obligations / CIL <i>Risks</i> • Delivery finance.		
PR33	Salisbury Road Infant and Junior Schools, Sutton and Mount Gould <i>Description:</i> Rebuild / replace school. <i>Categorisation: Necessary</i>	<ul style="list-style-type: none">This infrastructure improvement is needed to support the implementation of a quality learning environment.	2015+	£600m* *estimate of total costs of projects SE8–PR66	<i>Responsibility:</i> Plymouth City Council <i>Potential Mechanisms:</i> Central Government DfE Funding / Planning Obligations / CIL <i>Risks</i> • Delivery finance.		
PR34	Stuart Road Primary School, Stoke <i>Description:</i> Rebuild / replace school. <i>Categorisation: Necessary</i>	<ul style="list-style-type: none">This infrastructure improvement is needed to support the implementation of a quality learning environment.	2015+	£600m* *estimate of total costs of projects SE8–PR66	<i>Responsibility:</i> Plymouth City Council <i>Potential Mechanisms:</i> Central Government DfE Funding / Planning Obligations / CIL <i>Risks</i> • Delivery finance.		

PR35	<p>Mill Ford School, Honicknowle</p> <p><i>Description:</i> Rebuild / replace school.</p> <p><i>Categorisation:</i> Necessary</p>	<ul style="list-style-type: none"> This infrastructure improvement is needed to support the implementation of a quality learning environment. 	2015+	<p>£600m*</p> <p>*estimate of total costs of projects SE8-PR66</p>	<p><i>Responsibility:</i></p> <p>Plymouth City Council</p> <p><i>Potential Mechanisms:</i></p> <p>Central Government DfE Funding / Planning Obligations / CIL</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Delivery finance.
PR36	<p>Mount Tamar School, St. Budeaux</p> <p><i>Description:</i> Rebuild / replace school.</p> <p><i>Categorisation:</i> Necessary</p>	<ul style="list-style-type: none"> This infrastructure improvement is needed to support the implementation of a quality learning environment. 	2015+	<p>£600m*</p> <p>*estimate of total costs of projects SE8-PR66</p>	<p><i>Responsibility:</i></p> <p>Plymouth City Council</p> <p><i>Potential Mechanisms:</i></p> <p>Central Government DfE Funding / Planning Obligations / CIL</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Delivery finance.
SE12	<p>Devonport High School for Boys / Academy, Stoke</p> <p><i>Description:</i> Refurbish school.</p> <p><i>Categorisation:</i> Desirable</p>	<ul style="list-style-type: none"> This infrastructure improvement is needed to support the implementation of a quality learning environment. 	2015+	<p>£600m*</p> <p>*estimate of total costs of projects SE8-PR66</p>	<p><i>Responsibility:</i></p> <p>Devonport High School for Boys (Academy)</p> <p><i>Potential Mechanisms:</i></p> <p>Central Government DfE Funding - Academy Route</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Delivery finance. <p>Devonport AAP Proposals</p> <ul style="list-style-type: none"> DP06 <p>Millbay and Stonehouse AAP Proposals</p> <p>MS03, MS04, MS11</p>

SE13	<p>Notre Dame Roman Catholic School, Budshead</p> <p><i>Description:</i> Refurbish school.</p> <p><i>Categorisation:</i> Desirable</p>	<ul style="list-style-type: none"> This infrastructure improvement is needed to support the implementation of a quality learning environment. 	2015+	£600m* *estimate of total costs of projects SE8-PR66	<p><i>Responsibility:</i></p> <p>Plymouth City Council</p> <p><i>Potential Mechanisms:</i></p> <p>Central Government DfE Funding / Planning Obligations / CIL</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Delivery finance.
PR37	<p>Compton Church of England Primary School, Compton</p> <p><i>Description:</i> Refurbish school and increase capacity.</p> <p><i>Categorisation:</i> Desirable</p>	<ul style="list-style-type: none"> This infrastructure improvement is needed to support the implementation of a quality learning environment. 	2015+	£600m* *estimate of total costs of projects SE8-PR66	<p><i>Responsibility:</i></p> <p>Plymouth City Council</p> <p><i>Potential Mechanisms:</i></p> <p>Central Government DfE Funding / Planning Obligations / CIL</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Delivery finance.
PR38	<p>Mary Dean's Church of England Primary School, Southway</p> <p><i>Description:</i> Refurbish school.</p> <p><i>Categorisation:</i> Desirable</p>	<ul style="list-style-type: none"> This infrastructure improvement is needed to support the implementation of a quality learning environment. 	2015+	£600m* *estimate of total costs of projects SE8-PR66	<p><i>Responsibility:</i></p> <p>Plymouth City Council</p> <p><i>Potential Mechanisms:</i></p> <p>Central Government DfE Funding / Planning Obligations / CIL</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Delivery finance.
PR39	<p>Plaistow Hill Infant School, St. Budeaux</p> <p><i>Description:</i> Refurbish school.</p> <p><i>Categorisation:</i> Desirable</p>	<ul style="list-style-type: none"> This infrastructure improvement is needed to support the implementation of a quality learning environment. 	2015+	£600m* *estimate of total costs of projects	<p><i>Responsibility:</i></p> <p>Plymouth City Council</p> <p><i>Potential Mechanisms:</i></p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Delivery finance.

PR40	<p>Plympton St. Mary Church of England Infant School, Plympton Erle</p> <p><i>Description:</i> Refurbish school.</p> <p><i>Categorisation:</i> Desirable</p>	<ul style="list-style-type: none"> This infrastructure improvement is needed to support the implementation of a quality learning environment. 	2015+	<p>SE8-PR66</p> <p>£600m*</p> <p>*estimate of total costs of projects SE8-PR66</p>	<p>Central Government DfE Funding / Planning Obligations / CIL</p> <p><i>Responsibility:</i></p> <p>Plymouth City Council</p> <p><i>Potential Mechanisms:</i></p> <p>Central Government DfE Funding / Planning Obligations / CIL</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Delivery finance. <p>Millbay and Stonehouse AAP Proposals</p> <p>MS03, MS04, MS11</p>
PR41	<p>St. Andrew's Church of England Primary School, St. Peter and the Waterfront</p> <p><i>Description:</i> Refurbish school.</p> <p><i>Categorisation:</i> Desirable</p>	<ul style="list-style-type: none"> This infrastructure improvement is needed to support the implementation of a quality learning environment. 	2015+	<p>£600m*</p> <p>*estimate of total costs of projects SE8-PR66</p>	<p><i>Responsibility:</i></p> <p>Plymouth City Council</p> <p><i>Potential Mechanisms:</i></p> <p>Central Government DfE Funding / Planning Obligations / CIL</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Delivery finance. <p>Millbay and Stonehouse AAP Proposals</p> <p>MS03, MS04, MS11</p>
PR42	<p>St. Budeaux Foundation Church of England Junior School, St. Budeaux</p> <p><i>Description:</i> Refurbish school.</p> <p><i>Categorisation:</i> Desirable</p>	<ul style="list-style-type: none"> This infrastructure improvement is needed to support the implementation of a quality learning environment. 	2015+	<p>£600m*</p> <p>*estimate of total costs of projects SE8-PR66</p>	<p><i>Responsibility:</i></p> <p>Plymouth City Council</p> <p><i>Potential Mechanisms:</i></p> <p>Central Government DfE Funding / Planning Obligations / CIL</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Delivery finance.

PR43	<p>St. Edward's Church of England Primary School, Eggbuckland</p> <p><i>Description:</i> Refurbish school.</p> <p><i>Categorisation:</i> Desirable</p>	<ul style="list-style-type: none"> This infrastructure improvement is needed to support the implementation of a quality learning environment. 	2015+	£600m* *estimate of total costs of projects SE8-PR66	<p><i>Responsibility:</i></p> <p>Plymouth City Council</p> <p><i>Potential Mechanisms:</i></p> <p>Central Government DfE Funding / Planning Obligations / CIL</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Delivery finance.
PR44	<p>St. George's Church of England Primary School, St. Peter and the Waterfront</p> <p><i>Description:</i> Refurbish school.</p> <p><i>Categorisation:</i> Desirable</p>	<ul style="list-style-type: none"> This infrastructure improvement is needed to support the implementation of a quality learning environment. 	2015+	£600m* *estimate of total costs of projects SE8-PR66	<p><i>Responsibility:</i></p> <p>Plymouth City Council</p> <p><i>Potential Mechanisms:</i></p> <p>Central Government DfE Funding / Planning Obligations / CIL</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Delivery finance. <p>Millbay and Stonehouse AAP Proposals MS03, MS04, MS11</p>
SEI4	<p>Plymstock School / Academy, Plymstock Radford</p> <p><i>Description:</i> Refurbish school.</p> <p><i>Categorisation:</i> Desirable</p>	<ul style="list-style-type: none"> This infrastructure improvement is needed to support the implementation of a quality learning environment. 	2015+	£600m* *estimate of total costs of projects SE8-PR66	<p><i>Responsibility:</i></p> <p>Plymstock School (Academy)</p> <p><i>Potential Mechanisms:</i></p> <p>Central Government DfE Funding - Academy Route</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Delivery finance.
SEI5	<p>Hele's School, / Academy, Plympton St. Mary</p>	<ul style="list-style-type: none"> This infrastructure improvement is needed to support the implementation of a quality learning environment. 	2015+	£600m* *estimate	<p><i>Responsibility:</i></p> <p>Hele's School</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Delivery finance.

	<p>Description: Replace / refurbish temporary buildings.</p> <p>Categorisation: Desirable</p>			of total costs of projects SE8-PR66	(Academy)	<p>Potential Mechanisms:</p> <p>Central Government DfE Funding - Academy Route</p>	
PR45	<p>Oreston Community Primary School, Plymstock Radford</p> <p>Description: Refurbish school.</p> <p>Categorisation: Desirable</p>	<ul style="list-style-type: none"> This infrastructure improvement is needed to support the implementation of a quality learning environment. 	2015+	<p>£600m*</p> <p>*estimate of total costs of projects SE8-PR66</p>	<p>Responsibility:</p> <p>Plymouth City Council</p> <p>Potential Mechanisms:</p> <p>Central Government DfE Funding / Planning Obligations / CIL</p>	<p>Risks</p> <ul style="list-style-type: none"> Delivery finance. 	
SE16	<p>Eggbuckland Community College, Eggbuckland</p> <p>Description: Refurbish school.</p> <p>Categorisation: Desirable</p>	<ul style="list-style-type: none"> This infrastructure improvement is needed to support the implementation of a quality learning environment. 	2015+	<p>£600m*</p> <p>*estimate of total costs of projects SE8-PR66</p>	<p>Responsibility:</p> <p>Plymouth City Council</p> <p>Potential Mechanisms:</p> <p>Central Government DfE Funding / Planning Obligations / CIL</p>	<p>Risks</p> <ul style="list-style-type: none"> Delivery finance. 	
SE17	<p>Plymouth High School for Girls, Drake</p> <p>Description: Refurbish school.</p> <p>Categorisation: Desirable</p>	<ul style="list-style-type: none"> This infrastructure improvement is needed to support the implementation of a quality learning environment. 	2015+	<p>£600m*</p> <p>*estimate of total costs of projects SE8-PR66</p>	<p>Responsibility:</p> <p>Plymouth High School for Girls (Academy)</p> <p>Potential Mechanisms:</p>	<p>Risks</p> <ul style="list-style-type: none"> Delivery finance. 	

PR46	Drake Primary School, Devonport <i>Description:</i> Refurbish school. <i>Categorisation:</i> Desirable	<ul style="list-style-type: none"> This infrastructure improvement is needed to support the implementation of a quality learning environment. 	2015+	£600m* *estimate of total costs of projects SE8-PR66	<i>Responsibility:</i> Plymouth City Council <i>Potential Mechanisms:</i> Central Government DfE Funding / Planning Obligations / CIL	<i>Risks</i> <ul style="list-style-type: none"> Delivery finance.
PR47	Eggbuckland Vale Primary School, Eggbuckland <i>Description:</i> Refurbish school. <i>Categorisation:</i> Desirable	<ul style="list-style-type: none"> This infrastructure improvement is needed to support the implementation of a quality learning environment. 	2015+	£600m* *estimate of total costs of projects SE8-PR66	<i>Responsibility:</i> Plymouth City Council <i>Potential Mechanisms:</i> Central Government DfE Funding / Planning Obligations / CIL	<i>Risks</i> <ul style="list-style-type: none"> Delivery finance.
PR48	Glen Park Primary School, Plympton Chaddlewood <i>Description:</i> Refurbish school. <i>Categorisation:</i> Desirable	<ul style="list-style-type: none"> This infrastructure improvement is needed to support the implementation of a quality learning environment. 	2015+	£600m* *estimate of total costs of projects SE8-PR66	<i>Responsibility:</i> Plymouth City Council <i>Potential Mechanisms:</i> Central Government DfE Funding / Planning Obligations / CIL	<i>Risks</i> <ul style="list-style-type: none"> Delivery finance.

PR49	<p>Goosewell Primary School, Plymstock Dunstone</p> <p><i>Description:</i> Refurbish school.</p> <p><i>Categorisation:</i> Desirable</p>	<ul style="list-style-type: none"> This infrastructure improvement is needed to support the implementation of a quality learning environment. 	2015+	£600m* *estimate of total costs of projects SE8-PR66	<p><i>Responsibility:</i></p> <p>Plymouth City Council</p> <p><i>Potential Mechanisms:</i></p> <p>Central Government DfE Funding / Planning Obligations / CIL</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Delivery finance.
PR50	<p>Hooe Primary School, Plymstock Radford</p> <p><i>Description:</i> Remove buildings and refurbish school.</p> <p><i>Categorisation:</i> Desirable</p>	<ul style="list-style-type: none"> This infrastructure improvement is needed to support the implementation of a quality learning environment. 	2015+	£600m* *estimate of total costs of projects SE8-PR66	<p><i>Responsibility:</i></p> <p>Plymouth City Council</p> <p><i>Potential Mechanisms:</i></p> <p>Central Government DfE Funding / Planning Obligations / CIL</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Delivery finance.
PR51	<p>Laira Green Primary School, Efford and Lipson</p> <p><i>Description:</i> Refurbish school.</p> <p><i>Categorisation:</i> Desirable</p>	<ul style="list-style-type: none"> This infrastructure improvement is needed to support the implementation of a quality learning environment. 	2015+	£600m* *estimate of total costs of projects SE8-PR66	<p><i>Responsibility:</i></p> <p>Plymouth City Council</p> <p><i>Potential Mechanisms:</i></p> <p>Central Government DfE Funding / Planning Obligations / CIL</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Delivery finance.
PR52	<p>Leigham Primary School, Moorview</p> <p><i>Description:</i> Refurbish school.</p>	<ul style="list-style-type: none"> This infrastructure improvement is needed to support the implementation of a quality learning environment. 	2015+	£600m* *estimate of total	<p><i>Responsibility:</i></p> <p>Plymouth City Council</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Delivery finance.

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	<i>Categorisation: Desirable</i>			costs of projects SE8-PR66	<i>Potential Mechanisms:</i> Central Government DfE Funding / Planning Obligations / CIL	
PR53	Lipson Vale Primary School, Efford and Lipson <i>Description:</i> Refurbish school and increase capacity. <i>Categorisation: Desirable</i>	<ul style="list-style-type: none">This infrastructure improvement is needed to support the implementation of a quality learning environment.	2015+	£600m* *estimate of total costs of projects SE8-PR66	<i>Responsibility:</i> Plymouth City Council <i>Potential Mechanisms:</i> Central Government DfE Funding / Planning Obligations / CIL	<i>Risks</i> <ul style="list-style-type: none">Delivery finance.
PR54	Marlborough Primary School, Devonport <i>Description:</i> Rebuild / replace school. <i>Categorisation: Desirable</i>	<ul style="list-style-type: none">This infrastructure improvement is needed to support the implementation of a quality learning environment.	2015+	£600m* *estimate of total costs of projects SE8-PR66	<i>Responsibility:</i> Plymouth City Council <i>Potential Mechanisms:</i> Central Government DfE Funding / Planning Obligations / CIL	<i>Risks</i> <ul style="list-style-type: none">Delivery finance. <div>Devonport AAP Proposals</div> <ul style="list-style-type: none">DP08 – overtaken by events
PR55	Mount Street Primary School, Drake <i>Description:</i> Refurbish school. <i>Categorisation: Desirable</i>	<ul style="list-style-type: none">This infrastructure improvement is needed to support the implementation of a quality learning environment.	2015+	£600m* *estimate of total costs of projects SE8-PR66	<i>Responsibility:</i> Plymouth City Council <i>Potential Mechanisms:</i> Central Government DfE Funding / Planning Obligations / CIL	<i>Risks</i> <ul style="list-style-type: none">Delivery finance.

PR56	Old Priory Junior School, Plympton Erle <i>Description:</i> Refurbish school. <i>Categorisation:</i> Desirable	<ul style="list-style-type: none"> This infrastructure improvement is needed to support the implementation of a quality learning environment. 	2015+	£600m* *estimate of total costs of projects SE8-PR66	<i>Responsibility:</i> Plymouth City Council <i>Potential Mechanisms:</i> Central Government DfE Funding / Planning Obligations / CIL	<i>Risks</i> <ul style="list-style-type: none"> Delivery finance.
PR57	Plympton St. Maurice Primary School, Plympton Erle <i>Description:</i> Refurbish school / replace temporary buildings. <i>Categorisation:</i> Desirable	<ul style="list-style-type: none"> This infrastructure improvement is needed to support the implementation of a quality learning environment. 	2015+	£600m* *estimate of total costs of projects SE8-PR66	<i>Responsibility:</i> Plymouth City Council <i>Potential Mechanisms:</i> Central Government DfE Funding / Planning Obligations / CIL	<i>Risks</i> <ul style="list-style-type: none"> Delivery finance.
PR58	Pomphlett Primary School, Plymstock Radford <i>Description:</i> Refurbish school. <i>Categorisation:</i> Desirable	<ul style="list-style-type: none"> This infrastructure improvement is needed to support the implementation of a quality learning environment. 	2015+	£600m* *estimate of total costs of projects SE8-PR66	<i>Responsibility:</i> Plymouth City Council <i>Potential Mechanisms:</i> Central Government DfE Funding / Planning Obligations / CIL	<i>Risks</i> <ul style="list-style-type: none"> Delivery finance.
PR59	Stoke Damerel Primary School, Stoke <i>Description:</i> Refurbish school. <i>Categorisation:</i> Desirable	<ul style="list-style-type: none"> This infrastructure improvement is needed to support the implementation of a quality learning environment. 	2015+	£600m* *estimate of total costs of projects SE8-PR66	<i>Responsibility:</i> Plymouth City Council <i>Potential Mechanisms:</i> Central Government DfE Funding / Planning Obligations / CIL	<i>Risks</i> <ul style="list-style-type: none"> Delivery finance.

PR60	<p>Thornbury Primary School, Moorview</p> <p><i>Description:</i> Refurbish school.</p> <p><i>Categorisation:</i> Desirable</p>	<ul style="list-style-type: none"> This infrastructure improvement is needed to support the implementation of a quality learning environment. 	2015+	<p>projects SE8-PR66</p> <p>£600m*</p> <p>*estimate of total costs of projects SE8-PR66</p>	<p>Central Government DfE Funding / Planning Obligations / CIL</p> <p><i>Responsibility:</i></p> <p>Plymouth City Council</p> <p><i>Potential Mechanisms:</i></p> <p>Central Government DfE Funding / Planning Obligations / CIL</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Delivery finance. 	
PR61	<p>Widey Court Primary School, Egguckland</p> <p><i>Description:</i> Refurbish school.</p> <p><i>Categorisation:</i> Desirable</p>	<ul style="list-style-type: none"> This infrastructure improvement is needed to support the implementation of a quality learning environment. 	2015+	<p>£600m*</p> <p>*estimate of total costs of projects SE8-PR66</p>	<p><i>Responsibility:</i></p> <p>Plymouth City Council</p> <p><i>Potential Mechanisms:</i></p> <p>Central Government DfE Funding / Planning Obligations / CIL</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Delivery finance. 	
PR62	<p>Woodfield Primary School, Budshead</p> <p><i>Description:</i> Refurbish school.</p> <p><i>Categorisation:</i> Desirable</p>	<ul style="list-style-type: none"> This infrastructure improvement is needed to support the implementation of a quality learning environment. 	2015+	<p>£600m*</p> <p>*estimate of total costs of projects SE8-PR66</p>	<p><i>Responsibility:</i></p> <p>Plymouth City Council</p> <p><i>Potential Mechanisms:</i></p> <p>Central Government DfE Funding / Planning Obligations / CIL</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Delivery finance. 	

PR63	Woodford Infant and Junior School, Plympton St. Mary <i>Description:</i> Refurbish school / replace temporary buildings. <i>Categorisation:</i> Desirable	<ul style="list-style-type: none"> This infrastructure improvement is needed to support the implementation of a quality learning environment. 	2015+	£600m* *estimate of total costs of projects SE8-PR66	<i>Responsibility:</i> Plymouth City Council <i>Potential Mechanisms:</i> Central Government DfE Funding / Planning Obligations / CIL	<i>Risks</i> <ul style="list-style-type: none"> Delivery finance.
PR64	Yealmpstone Farm Primary School, Plympton Erle <i>Description:</i> Refurbish school. <i>Categorisation:</i> Desirable	<ul style="list-style-type: none"> This infrastructure improvement is needed to support the implementation of a quality learning environment. 	2015+	£600m* *estimate of total costs of projects SE8-PR66	<i>Responsibility:</i> Plymouth City Council <i>Potential Mechanisms:</i> Central Government DfE Funding / Planning Obligations / CIL	<i>Risks</i> <ul style="list-style-type: none"> Delivery finance.
PR65	Courtlands School, Eggbuckland <i>Description:</i> Rebuild / replace school. <i>Categorisation:</i> Desirable	<ul style="list-style-type: none"> This infrastructure improvement is needed to support the implementation of a quality learning environment. 	2015+	£600m* *estimate of total costs of projects SE8-PR66	<i>Responsibility:</i> Plymouth City Council <i>Potential Mechanisms:</i> Central Government DfE Funding / Planning Obligations / CIL	<i>Risks</i> <ul style="list-style-type: none"> Delivery finance.
FSI	Sherford / Plymstock Localities, New 'Forest School' <i>Description:</i> Establishment of new 'Forest School'	<ul style="list-style-type: none"> Under the terms of the S106 Agreement with Devon County Council / South Hams District Council, 0.4ha of serviced land will be transferred to Devon County Council. The land will be used to teach young 	2013+	Not known	<i>Responsibility:</i> Developers / Devon County Council / South Hams District Council / Plymouth City Council	<i>Risks</i> <ul style="list-style-type: none"> Fiscal climate and impacts on development delivery

	<i>Categorisation:</i> Desirable	<p>people outdoor skills through providing hands on experience in a woodland environment.</p> <ul style="list-style-type: none">• The Forest School will not be a traditional school in the sense that it will be a teaching environment rather than built infrastructure.			<i>Potential Mechanisms:</i> Planning Obligation (SI06)	timeframes.
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(iv) Medical Facilities

I. Derriford Hospital – Plymouth NHS Estates Programme – Plymouth Hospitals NHS Trust Strategic Plan / Capital Investment Programme

This programme comprises a number of sub-projects, as identified in Plymouth Hospitals NHS Trust's Capital Investment Programme for 2011/12 – see Map 3 and see <http://www.plymouthhospitals.nhs.uk/ourorganisation/newsandpublications/pressreleases/Pages/TheYearAheadCapitalInvestmentProjectsfor201112.aspx> and <http://www.plymouthhospitals.nhs.uk/ourorganisation/DevelopingOurHospitals/futuredevelopments/Pages/Home.aspx>.

Map Ref No.	Sub-Project, Description and Categorisation	Explanation of Need / Benefit / Categorisation	Indicative Delivery Timeframe (if known)	Indicative Cost (where known)	Delivery Responsibility / Mechanisms (Potential)	Risks to Delivery / Relevant Area Action Plan Proposals
D1	Description: New Multi-Storey Car Park Categorisation: Necessary	<ul style="list-style-type: none"> Planning permission has been granted for a new multi-storey car park to accommodate over 600 vehicles. The building will also accommodate offices. 	2011+	Not known	<p>Responsibility:</p> <p>Plymouth Hospitals NHS Trust / Third Party Developer</p> <p>Potential Mechanisms:</p> <p>3rd Party Funding</p>	<p>Risks</p> <ul style="list-style-type: none"> Delivery finance and implications for investment priorities. <p>Derriford and Seaton AAP Pre-Submission Consultation Proposals</p> <ul style="list-style-type: none"> DS01, DS02, DS05, DS09, DS18, DS19
D2	Description: New Main Entrance Categorisation: Potential Necessary	<ul style="list-style-type: none"> In the past, it has been determined that a new main entrance has been needed to provide for the reconfiguration of internal circulatory systems and thereby to allow for the implementation of subsequent hospital redevelopment projects. The need for a new main entrance is 	Under review	Not known	<p>Responsibility:</p> <p>Plymouth Hospitals NHS Trust</p> <p>Potential Mechanisms:</p> <p>NHS capital funding</p>	<p>Risks</p> <ul style="list-style-type: none"> Delivery finance and implications for investment priorities. <p>Derriford and Seaton AAP Pre-Submission</p>

		still under review, particularly as it relates to the provision of children's hospital facilities and urgent care pathway facilities (see below).					<i>Consultation Proposals</i> <ul style="list-style-type: none">DS01, DS02, DS05, DS09
D3	<i>Description:</i> Delivery of Improved Children's Hospital Facilities, <i>Categorisation:</i> Necessary	<ul style="list-style-type: none">Having identified the need for improved Children's Hospital facilities, the NHS Trust is currently investigating whether current facilities can be reorganised within their existing space or whether they need to move into a purpose built space, which might be dependent upon the reconfiguration of Hospital internal circulatory systems and thereby the implementation of a new main entrance (see above).Current facilities are unsuited to children's and families' requirements.Improved facilities will help to provide for needs arising from future population growth.	Under review	Not known	<i>Responsibility:</i> Plymouth Hospitals NHS Trust <i>Potential Mechanisms:</i> NHS capital funding	<i>Risks</i> <ul style="list-style-type: none">Delivery finance and implications for investment priorities. <i>Derriford and Seaton AAP Pre-Submission Consultation Proposals</i> <ul style="list-style-type: none">DS01, DS05, DS09	
D4	<i>Description:</i> Delivery of Improved 'Urgent Care Pathway' Facilities. <i>Categorisation:</i> Necessary	<ul style="list-style-type: none">Having identified the need for improved 'Urgent Care Pathway' facilities, the NHS Trust is currently investigating whether current facilities can be reorganised within their existing space or whether they need to move into a purpose built space, which might be dependent upon the reconfiguration of Hospital internal circulatory systems and thereby the implementation of a new main entrance (see above).	Under review	Not known	<i>Responsibility:</i> Plymouth Hospitals NHS Trust <i>Potential Mechanisms:</i> NHS capital funding	<i>Risks</i> <ul style="list-style-type: none">Delivery finance and implications for investment priorities. <i>Derriford and Seaton AAP Pre-Submission Consultation Proposals</i> <ul style="list-style-type: none">DS01, DS05, DS09, DS18, DS19	

D5	<p><i>Description:</i> Refurbishment of Operating Theatres.</p> <p><i>Categorisation:</i> Necessary</p>	<ul style="list-style-type: none"> Improved facilities will help to provide for needs arising from future population growth. Operating theatres have changed very little since the hospital was built and the theatres and air handling systems need to be overhauled. Improved facilities will help to provide for needs arising from future population growth. 	2011 +	£4.5m	<p><i>Responsibility:</i></p> <p>Plymouth Hospitals NHS Trust</p> <p><i>Potential Mechanisms:</i></p> <p>NHS capital funding</p>	<p><i>Risks</i></p> <p>Derriford and Seaton AAP Pre-Submission Consultation Proposals</p> <ul style="list-style-type: none"> DS09 	
D6	<p><i>Description:</i> Relocation of Haemodialysis Unit</p> <p><i>Categorisation:</i> Necessary</p>	<ul style="list-style-type: none"> The Haemodialysis Unit is being relocated from Derriford to a purpose-built unit at Estover. This will provide for the relocation of eye services from the Royal Eye Infirmary in Mutley to Derriford (see below). Improved facilities will help to provide for needs arising from future population growth. 	2011 +	£2.2m	<p><i>Responsibility:</i></p> <p>Plymouth Hospitals NHS Trust</p> <p><i>Potential Mechanisms:</i></p> <p>NHS capital funding</p>	<p><i>Risks</i></p> <p>Derriford and Seaton AAP Pre-Submission Consultation Proposals</p> <ul style="list-style-type: none"> DS09 	

D7	<p><i>Description:</i> Relocation of Eye Services from the Royal Eye Infirmary to Derriford.</p> <p><i>Categorisation:</i> Necessary</p>	<ul style="list-style-type: none"> The NHS Trust proposes to move eye services from the Royal Eye Infirmary to Derriford to provide the services in a modern hospital environment. Improved facilities will help to provide for needs arising from future population growth. 	2011 +	2.5m	<p><i>Responsibility:</i></p> <p>Plymouth Hospitals NHS Trust</p> <p><i>Potential Mechanisms:</i></p> <p>NHS capital funding</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Delivery finance and implications for investment priorities. <p><i>Derriford and Seaton AAP Pre-Submission Consultation Proposals</i></p> <ul style="list-style-type: none"> DS09
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2. Other Medical Facilities – Sherford New Community, Morley Park (Plymstock Quarry) and Derriford and Seaton

These facilities will be shown on maps to be produced later, when non-strategic infrastructure needs can be fully reflected in the Infrastructure Needs Assessment.

Map Ref No.	Project, Description and Categorisation	Explanation of Need / Benefit / Categorisation	Indicative Delivery Timeframe (if known)	Indicative Cost (where known)	Delivery Responsibility / Mechanisms (Potential)	Risks to Delivery / Relevant Area Action Plan Proposals
M1	<p>Sherford Health and Social Care Centre</p> <p><i>Description:</i> Fully serviced land for new multi-agency building, to accommodate doctors' and dentists' practices, emergency ambulance service, adult social care facilities, (potentially) a children's day care centre, and associated car parking.</p> <p><i>Categorisation: Necessary</i></p>	<ul style="list-style-type: none"> A variety of essential community facilities are needed to cater sufficiently and effectively to the needs of the new community. It has been determined that these facilities should be co-located wherever possible, to maximise the efficient use of buildings and to maximise residents' abilities to sustainably combine trips. This facility will cater to the residents of 4500-5500 homes. It is anticipated that a facility of up to 3800m² will be accommodated. 	Land to be made available prior to the commencement of the 90 ^{1st} dwelling. Facilities specific-ation to be agreed with Primary Care Trust or Appropriate Authority before this date.	£7m* *assuming £1828m ² based on Cranbrook bench-marking	<p><i>Responsibility:</i></p> <p>Sherford Developers / NHS Devon and Preferred Service Provider / Devon County Council / South Hams District Council / Plymouth City Council</p> <p><i>Potential Mechanisms:</i></p> <p>NHS funding / NHS Contractual Agreement with Service Provider.</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Project implementation is delayed. Project phasing changes. <p>North Plymstock AAP Proposals</p> <ul style="list-style-type: none"> NP05
M2	<p>Morley Park (Plymstock Quarry) Health Centre</p> <p><i>Description:</i> Construction of new 500m² Health Centre.</p> <p><i>Categorisation: Necessary</i></p>	<ul style="list-style-type: none"> A variety of essential community facilities are needed to cater sufficiently and effectively to the needs of the new community. The Health Centre will cater to the residents of 1684 new homes. The Health Centre will be built as part of Build Out Phase 3C of the 	2016-2022	£1.05m* *assuming £2135m ² based on Cranbrook bench-marking	<p><i>Responsibility:</i></p> <p>Persimmon Homes Ltd / NHS Plymouth / Plymouth City Council</p> <p><i>Potential Mechanisms:</i></p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Project implementation is delayed. Project phasing changes. <p>North Plymstock AAP Proposals</p>

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		development.				Planning Obligation (SI06) / NHS Plymouth funding / NHS Contractual Agreement with Service Provider.	NP01
M3	Millbay Health Centre Description: Construction of new 530m2 primary care facility / Health Centre. Categorisation: Necessary	<ul style="list-style-type: none">This new facility is required to cater sufficiently and effectively to the needs of a number of developments in the Millbay / Stonehouse / Mount Wise areas.A Section 106 financial contribution to assist with the construction has been agreed but no site has yet been identified for the facility.	2012+	Not costed		<p>Responsibility:</p> <p>Developers / NHS Plymouth / Plymouth City Council</p> <p>Potential Mechanisms:</p> <p>Planning Obligations (SI06) / NHS Plymouth funding / NHS Contractual Agreement with Service Provider / CIL</p>	<p>Risks</p> <ul style="list-style-type: none">Site acquisition.Delivery finance. <p>Millbay and Stonehouse Area Action Plan Proposals</p> <ul style="list-style-type: none">MS03
M4	Derriford Health Centre Description: Construction of new 800m2 Health Centre. Categorisation: Necessary	<ul style="list-style-type: none">A variety of essential community facilities are needed to cater sufficiently and effectively to the needs of a number of developments at Derriford.The Health Centre will cater to the residents of approximately 3900 new homes.The Health Centre would ideally be delivered in conjunction with the Primary School (see above) and / or Library and therefore would ideally be located in the District Centre.	2015-2017	£1.75 million		<p>Responsibility:</p> <p>Derriford Developers / NHS Plymouth / Plymouth City Council</p> <p>Potential Mechanisms:</p> <p>Planning Obligation (SI06) / NHS Plymouth funding / NHS Contractual</p>	<p>Risks</p> <ul style="list-style-type: none">Project implementation is delayed.Development at Derriford does not come forward in timeframes envisaged, and planning obligations funding is therefore not forthcoming.

					Agreement with Service Provider / CIL	Derriford and Seaton AAP Pre-Submission Consultation Proposals • DS01, DS17
*Cranbrook benchmarking – see Exeter and East Devon Infrastructure Study and Appendices February 2010						

(v) Sport and Recreation Facilities

The Arena and the Ice Rink, and many of the facilities categorised as 'desirable' below have not been mapped because they could be sited in a number of potential locations. Any potential sites will be shown on maps to be produced later, when non-strategic infrastructure needs can also be fully reflected in the Infrastructure Needs Assessment.

Map Ref No.	Project, Description and Categorisation	Explanation of Need / Benefit / Categorisation	Indicative Delivery Timeframe (if known)	Indicative Cost (where known)	Delivery Responsibility / Mechanisms (Potential)	Risks to Delivery / Relevant Area Action Plan Proposals
SR1	Life Centre <i>Description:</i> The Life Centre will bring together a range of sport and recreation facilities in a central location, including a family leisure swimming pool, climbing zone, indoor bowls centre, 12 court multi-use sports hall, fitness suite, 10 lane Olympic sized swimming pool, diving pool, dryside training facilities, sauna, steam room, showers, multi-functional areas for dance, martial arts, crèche and soft play, youth gym, squash courts, training and studio spaces, and public café. <i>Categorisation:</i> Critical	<ul style="list-style-type: none"> The Life Centre is considered to be fundamental to the delivery of the vision for Plymouth to be recognised as one of Europe's finest, most vibrant waterfront cities, where an outstanding quality of life is enjoyed by everyone. The Life Centre will provide unrivalled sport and recreation facilities in the far south west, catering to a city-regional catchment and providing for a growing population in a highly accessible location. The Life Centre will help to address increasing public health concerns around obesity, coronary heart disease, high cholesterol and stroke. Although the Life Centre is expected to be substantially complete in 2011, capital expenditure is forecast to continue into 2012-2013. 	2011-2012	£46.5m	<i>Responsibility:</i> Plymouth City Council <i>Potential Mechanisms:</i> Plymouth City Council Capital Programme Funding / Public Land Assets / University of Plymouth / Sport England / England Netball / Public-Private Contractual Agreement / CIL	<i>Risks</i> <ul style="list-style-type: none"> Although the Life Centre is already substantially complete, there are likely to continue to be competing demands on Plymouth City Council Capital Programme funding. <i>Central Park AAP Proposal</i> CP01
SR2	Ice Rink – Replacement for Plymouth Pavilions Rink	<ul style="list-style-type: none"> A variety of facilities are considered 	2011-2016	£2-5m	<i>Responsibility:</i>	<i>Risks</i>

	<p><i>Description:</i> Ice skating facilities at Plymouth Pavilions are due to close when Plymouth's Life Centre opens. A new ice rink is needed as this will not be provided at the Life Centre. The Council has sought expressions of interest from private sector parties who might be interested in acquiring the freehold to the Pavilions site and providing a new ice rink either on the Pavilions site or elsewhere. There are a number of locational options for siting a new ice rink.</p> <p><i>Categorisation: Necessary</i></p>	<p>to be necessary for a city the size of Plymouth to cater to the needs of its residents and to those of the wider city/sub-region.</p> <ul style="list-style-type: none"> An ice rink is considered to be an important element of Plymouth's offer as the sporting and recreational capital of the far south west. The new ice rink will replace an existing facility which is to be redeveloped as part of wider aspirations for redeveloping the City Centre and Millbay. 			<p>Plymouth City Council / Private Sector Partner</p> <p><i>Potential Mechanisms:</i></p> <p>Plymouth City Council Capital Programme Funding / Public Land Assets / Public-Private Contractual Agreement / CIL</p>	<ul style="list-style-type: none"> Land acquisition and associated planning requirements. <p><i>Millbay and Stonehouse AAP Proposals</i></p> <ul style="list-style-type: none"> MS03 	
SR3	<p>Arena – Replacement for Plymouth Pavilions Arena</p> <p><i>Description:</i> The Council has sought expressions of interest from private sector parties who might be interested in acquiring the freehold to the Pavilions site. It is possible that redevelopment of the site to realise wider aspirations for the City Centre and Millbay may require the relocation of the arena. There would be a number of locational options for siting a new arena if the Pavilions site is comprehensively redeveloped without including such facilities. A private sector development partner is currently being sought.</p>	<ul style="list-style-type: none"> A variety of facilities are considered to be necessary for a city the size of Plymouth to cater to the needs of its residents and to those of the wider city/sub-region. An arena is considered to be an important element of Plymouth's offer as the cultural, sporting and recreational capital of the far south west. It is anticipated that the arena (concert and basketball) facilities at Plymouth Pavilions will be maintained as a function of the site if sold, until such time as a new facility is provided either onsite or elsewhere. 	2011+	Not costed	<p><i>Responsibility:</i></p> <p>Plymouth City Council / Private Sector Partner</p> <p><i>Potential Mechanisms:</i></p> <p>Plymouth City Council Capital Programme Funding / Public Land Assets / Public-Private Contractual Agreement / Planning Obligation (S106) / CIL</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Redevelopment of the Pavilions necessitates the relocation of the Arena. Relocation of the Arena raises consequent land acquisition, associated planning issues, and contractual issues. <p><i>Millbay and Stonehouse AAP Proposals</i></p>	

	Categorisation: Potential Critical		2011–2017*	£4.3m*				MS03 – overtaken by events
SR4	<p>Sherford New Community – Sports Hub</p> <p><i>Description:</i> Implementation of a multi-purpose sports hub comprising:</p> <ul style="list-style-type: none"> • A four lane 25m indoor heated swimming pool. • Four court sports hall. • Multi-function room (to serve a number of potential uses, e.g. gym). • Numerous playing pitches and sports courts. • Wet and dry changing facilities. • Reception, administration, servicing and storage areas. • Associated car and cycle parking facilities. <p><i>Categorisation:</i> Necessary</p>	<ul style="list-style-type: none"> • A variety of facilities are needed to cater sufficiently and effectively to the needs of the new community. It has been determined that these facilities should be co-located wherever possible, to maximise the efficient use of buildings and to maximise residents' abilities to sustainably combine trips. • The Sports Hub will cater to the residents of 4500-5500 new homes. 	<p>2011–2017*</p> <p>*phasing of project elements detailed in S106 Agreement</p>	<p>£4.3m*</p> <p>*developer's estimate</p>	<p><i>Responsibility:</i></p> <p>Sherford Developers / Plymouth City Council / Devon County Council / South Hams District Council</p> <p><i>Potential Mechanisms:</i></p> <p>Planning Obligation (S106)</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> • Sherford project implementation is delayed. Project phasing changes. <p>North Plymouth AAP Proposals</p> <ul style="list-style-type: none"> • NP05 		
SR5	<p>Staddiscombe Playing Fields</p> <p><i>Description:</i> Improve the quality, range and drainage of pitches, and provide improved changing facilities.</p> <p><i>Categorisation:</i> Necessary</p>	<ul style="list-style-type: none"> • Plymouth's Playing Pitch Strategy identifies significant shortfalls in existing and future playing pitch provision. Staddiscombe Playing Fields cater to citywide needs. • Downward trends in participation in local senior football and rugby are partially attributable to the quality of pitches and to not having a suitable hierarchy of provision that will allow the senior games to grow and flourish. Investment in Staddiscombe is seen as being necessary to provide for this to happen. 	<p>2011-2016</p>	<p>£1,500,000 (estimate)</p>	<p><i>Responsibility:</i></p> <p>Plymouth City Council / Private Sector Partner / University of Plymouth</p> <p><i>Potential Mechanisms:</i></p> <p>Plymouth City Council Capital Programme Funding / Public Land Assets /</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> • Delay in realising enabling development. • Delivery finance. • Availability of project management resources. • Lack of support from (sports) National Governing 		

		<ul style="list-style-type: none">The University of Plymouth also have a deficiency in playing pitches to meet the growing demands from their student population.				Public-Private Contractual Agreement / University of Plymouth / Rugby Football Union / Football Association / Planning Obligations / CIL	Bodies (NGB).
SR6	Central Park Playing Fields <i>Description:</i> Improve the quality, range and drainage of pitches, and provide improved changing facilities. Provide a venue that covers all mini and junior age groups on one site. <i>Categorisation: Necessary</i> NOTE: Please cross-refer to project OSI in section (vi) Open Space and Green Infrastructure below.	<ul style="list-style-type: none">Central Park was first begun in 1928. A 10 year improvement programme is proposed to finally complete the park.The enhancement of this major inner city strategic parkland is required to meet the city's growth agenda for informal and formal outdoor sports, recreation and leisure uses. Its enhancement is fundamental to the Central Park Area Action Plan and Masterplan, and is embodied in the Council's corporate improvement priorities.Plymouth's Playing Pitch Strategy identifies significant shortfalls in existing and future playing pitch provision. Central Park Playing Fields cater to citywide needs.	2011-2016	£1,900,000 (part of £12.1m referred to in section (vi) Open Space and Green Infrastructure below).		<i>Responsibility</i> Plymouth City Council and Derriford Community <i>Potential Mechanisms:</i> Proceeds from on site enabling development, / Planning Obligations / CIL / grants from environmental, sports and heritage funding bodies.	<i>Risks</i> <ul style="list-style-type: none">Delay in realising enabling development.Delivery finance.Availability of project management resources. <i>Central Park AAP Proposals</i> <ul style="list-style-type: none">CP 04 <i>NOTE: Refer also to the Central Park Masterplan</i>
SR7	New Sports Hall or Flexible Covered Space <i>Description:</i> New facility providing a minimum of 4 courts.	<ul style="list-style-type: none">There is a deficiency in 'pay and play' indoor sports court space, with the North West Locality of Plymouth, and the Southway and Ernesettle neighbourhoods all being deficient in	2011-2021	£2,750,000 (estimate)		<i>Responsibility:</i> Plymouth City Council / Private Sector Partner	<i>Risks</i> <ul style="list-style-type: none">Delay in realising enabling development.

	<p>Categorisation: Desirable</p>	<p>this type of easy access facility.</p>			<p><i>Potential Mechanisms:</i></p> <p>Plymouth City Council Capital Programme Funding / Any School Capital Delivery Programme / Public Land Assets / Public-Private Contractual Agreement / Planning Obligations / CIL</p>	<ul style="list-style-type: none"> • Delivery Finance. • Availability of project management resources.
SR8	<p>New Full Size Synthetic Turf Playing Pitches x 5</p> <p><i>Description:</i> New outdoor artificial turf facilities suitable for a wide range of sports.</p> <p>Categorisation: Desirable</p>	<ul style="list-style-type: none"> • There is an evidenced shortfall of synthetic turf pitches suitable for hockey (sand-dressed), football and rugby. 	2011-2021	£3,500,000 (estimate)	<p><i>Responsibility:</i></p> <p>Plymouth City Council / Private Sector Partner</p> <p><i>Potential Mechanisms:</i></p> <p>Plymouth City Council Capital Programme Funding / Any School Capital Delivery Programme / Public land Assets / National Governing Bodies for Sport (Football, Rugby, Hockey, etc) / Public-Private Contractual Agreement / Planning Obligations / CIL</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> • Delay in realising enabling development. • Delivery Finance. • Availability of project management resources.

SR9	<p>New Indoor 3rd Generation Playing Pitch</p> <p><i>Description:</i> New indoor artificial turf facility suitable for football.</p> <p><i>Categorisation:</i> Desirable</p>	<ul style="list-style-type: none"> Despite demand, there is no indoor 3rd Generation playing pitch south west of Bristol. Such a facility would have the support of the Football Association through its 'Whole Sports Plan'. 	2011-2021	Not costed	<p><i>Responsibility:</i></p> <p>Plymouth City Council / Private Sector Partner</p> <p><i>Potential Mechanisms:</i></p> <p>Plymouth City Council Capital Programme Funding / Public Land Assets / Private-Public Contractual Agreement / Football Association / Planning Obligations / CIL</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Delays in realising enabling development. Delivery Finance. Availability of project management resources.
SR10	<p>New Indoor Tennis Centre</p> <p><i>Description:</i> New facility providing a minimum of 4 indoor courts and, ideally, 4 outdoor courts.</p> <p><i>Categorisation:</i> Desirable</p>	<ul style="list-style-type: none"> Plymouth has a low level of outdoor court provision in terms of the Lawn Tennis Association's (LTA) accepted standard of provision of floodlit courts. The LTA also emphasise the value of the development of indoor facilities, and the Devon LTA regards the provision of a 4 court pay and play facility within Plymouth as a priority. 	2011+	Not costed	<p><i>Responsibility:</i></p> <p>Plymouth City Council / Private Sector Partner</p> <p><i>Potential Mechanisms:</i></p> <p>Plymouth City Council Capital Programme Funding / Public Land Assets / Public-Private Contractual Agreement / Lawn Tennis Association / Planning Obligations / CIL</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Delay in realising enabling development. Delivery Finance. Availability of project management resources.

SR11	<p>New Outdoor Tennis Courts x 12</p> <p><i>Description:</i> New facility providing a minimum of 4 outdoor courts, (if not provided alongside new Indoor Tennis Centre – see SR10 above).</p> <p><i>Categorisation:</i> Desirable</p>	<ul style="list-style-type: none"> Plymouth has a low level of outdoor court provision in terms of the Lawn Tennis Association's (LTA) accepted standard of provision of floodlit courts. The LTA also emphasise the value of the development of indoor facilities, and the Devon LTA regards the provision of a 4 court pay and play facility within Plymouth as a priority. 	2011+	£260,000 (estimate)	<p><i>Responsibility:</i></p> <p>Plymouth City Council / Private Sector Partner</p> <p><i>Potential Mechanisms:</i></p> <p>Plymouth City Council Capital Programme Funding / Public Land Assets / Public-Private Contractual Agreement / Lawn Tennis Association / Planning Obligations / CIL</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Delay in realising enabling development. Delivery Finance. Availability of project management resources.
SR12	<p>New Athletics Track (8 Lanes)</p> <p><i>Description:</i> New facility suitable for a wide range of sports.</p> <p><i>Categorisation:</i> Desirable</p>	<ul style="list-style-type: none"> Sport England Facility provision guidance suggests that a city of Plymouth's size should be able to support an 8 lane athletics track. There is concern about the standard of existing facilities at Brickfields in Devonport. There is insufficient land for an 8 lane track on the current footprint. 	2011+	Not costed	<p><i>Responsibility:</i></p> <p>Plymouth City Council / Private Sector Partner</p> <p><i>Potential Mechanisms:</i></p> <p>Plymouth City Council Capital Programme Funding / Public Land Assets / Public-Private Contractual Agreement / Planning Obligations / CIL</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Delay in realising enabling development. Delivery Finance. Availability of project management resources.

SR13	<p>New Gymnastics Competition and Training Venue</p> <p><i>Description:</i> New dedicated gymnastics facility.</p> <p><i>Categorisation:</i> Desirable</p>	<ul style="list-style-type: none"> Under Sport England guidelines, provision of dedicated facilities for gymnastics is based on one specialist centre per 250,000 population and / or 30 minutes drive time, together with an absence of competition facilities located within an identified catchment, or clear evidence of latent / suppressed demand. The Plymouth Sports Facilities Strategy supports the need for a performance and competition venue within Plymouth, capable of accommodating national and even international events. 	2011+	Not costed	<p><i>Responsibility:</i></p> <p>Plymouth City Council / Private Sector Partner</p> <p><i>Potential Mechanisms:</i></p> <p>Plymouth City Council Capital Programme Funding / Public Land Assets / Public-Private Contractual Agreement / English Athletics / Planning Obligations / CIL</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Delay in realising enabling development. Delivery Finance. Availability of project management resources.
SR14	<p>New Table Tennis Performance and Training Centre</p> <p><i>Description:</i> New dedicated table tennis facility (10 table minimum)</p> <p><i>Categorisation:</i> Desirable</p>	<ul style="list-style-type: none"> Existing venues cannot cater to demand. The main centres of activity are at Woolwell Community Centre, St. Jude's, and Eggbuckland Community College. Woolwell and St. Jude's are constrained by limited capacity. There is National Governing Body support for further facilities provision to develop the sport. 	2011+	Not costed	<p><i>Responsibility:</i></p> <p>Plymouth City Council / Private Sector Partner</p> <p><i>Potential Mechanisms:</i></p> <p>Plymouth City Council Capital Programme Funding / Public Land Assets / Public-Private Contractual Agreement / Planning Obligations / CIL</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Delay in realising enabling development. Delivery Finance. Availability of project management resources.

SR15	<p>New Competition Centre for Outdoor Bowls</p> <p><i>Description:</i> New facility to cater for growing demand.</p> <p><i>Categorisation:</i> Desirable</p> <p>NOTE: Please cross-refer to project OSI in section (vi) Open Space and Green Infrastructure below.</p>	<ul style="list-style-type: none"> Bowls in Plymouth has recently suffered from a major loss of facilities, mainly occasioned through the closure of the Civil Service Sports Ground (2 outdoor greens and 6 green indoor rink). A need has been expressed for additional outdoor greens in Central Park, to make a Competition Centre for bowling activity alongside the indoor provision proposed within the Life Centre. Although bowls is not an activity that is exclusively undertaken by the more mature in age, there is significant predicted growth in the 50+ population of Plymouth, and there is clearly a need to acknowledge and make sporting provision for this section of the community. 	2011-2021	Not costed	<p><i>Responsibility:</i></p> <p>Plymouth City Council / Private Sector Partner</p> <p><i>Potential Mechanisms:</i></p> <p>Plymouth City Council Capital Programme Funding / Public Land Assets / Public-Private Contractual Agreement / Planning Obligations / CIL</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Delay in realising enabling development. Delivery Finance. Availability of project management resources. <p>Central Park AAP Proposals</p> <ul style="list-style-type: none"> CP04 <p>NOTE: Refer also to the Central Park Masterplan</p>
SR16	<p>Horsham Playing Fields</p> <p><i>Description:</i> Improve the quality, levels and drainage of pitches, and provide improved changing facilities, car parking and social areas.</p> <p><i>Categorisation:</i> Desirable</p>	<ul style="list-style-type: none"> Plymouth's Playing Pitch Strategy identifies significant shortfalls in existing and future playing pitch provision. Horsham Playing Fields cater to citywide needs and to more local needs. These pitches are a key site for rugby, but infrastructure is inadequate both on and off the field. With the necessary improvements, the pitches would also be suitable for cricket. Plymouth Cricket is currently short of four grounds. 	2011-2016	Not costed	<p><i>Responsibility:</i></p> <p>Plymouth City Council</p> <p><i>Potential Mechanisms:</i></p> <p>Plymouth City Council Capital Programme Funding / Public Land Assets / Rugby Football Union / Football Association</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Delay in realising enabling development. Delivery Finance. Availability of project management resources. Lack of support from (sports) National Governing

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						/ English and Welsh Cricket Board / Planning Obligations / CIL	Bodies (NGB).
SR17	Dean Cross Playing Fields <i>Description:</i> Improve the quality, levels, drainage and orientation of pitches, and provide improved changing facilities. <i>Categorisation:</i> Desirable	<ul style="list-style-type: none">• Plymouth's Playing Pitch Strategy identifies significant shortfalls in existing and future playing pitch provision. Dean Cross Playing Fields could play an increased role in catering to citywide needs and to more local needs.• These pitches serve a variety of sports. There are capacity issues due to layout and lack of suitable changing rooms.	2011-2016	Not costed		<i>Responsibility:</i> Plymouth City Council <i>Potential Mechanisms:</i> Plymouth City Council Capital Programme Funding / Public Land Assets / Football Association / English and Welsh Cricket Board / Lawn Tennis Association / Planning Obligations / CIL	<i>Risks</i> <ul style="list-style-type: none">• Delay in realising enabling development.• Delivery Finance.• Availability of project management resources.• Lack of support from (sports) National Governing Bodies (NGB).
SR18	Weston Mill Playing Fields <i>Description:</i> Improve changing rooms, floodlighting and spectator accommodation to accommodate play at a higher level. <i>Categorisation:</i> Desirable	<ul style="list-style-type: none">• Plymouth's Playing Pitch Strategy identifies significant shortfalls in existing and future playing pitch provision. Weston Mill Playing Fields could play an increased role in catering to citywide needs and to more local needs.• Downward trends in participation in local senior football and rugby are partially attributable to the quality of pitches and ancillary accommodation, and to not having a suitable hierarchy	2011-2016	Not costed		<i>Responsibility:</i> <i>Potential Mechanisms:</i> Plymouth City Council Capital Programme Funding / Public Land Assets / Football Association / Rugby Football Union	<i>Risks</i> <ul style="list-style-type: none">• Delay in realising enabling development.• Delivery Finance.• Availability of project management resources.• Lack of support from (sports)

		of provision that will allow the senior games to grow and flourish. Investment in Weston Mill Playing Fields is seen as being desirable to provide for this to happen.			/ Planning Obligations / CIL	National Governing Bodies (NGB).
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(vi) Open Space and Green Infrastructure

This infrastructure grouping comprises a number of sub-projects – see Map 3.

Map Ref No.	Project, Description and Categorisation	Explanation of Need / Benefit / Categorisation	Indicative Delivery Timeframe (if known)	Indicative Cost (where known)	Delivery Responsibility / Mechanisms (Potential)	Risks to Delivery / Relevant Area Action Plan Proposals
OS1	<p>Central Park</p> <p><i>Description:</i> The completion of Plymouth's largest inner city parkland to become its premier park.</p> <p><i>Categorisation: Necessary</i></p> <p>NOTE: Please cross-refer to projects SR6 and SR15 in section (v) Sport and Recreation Facilities above.</p>	<ul style="list-style-type: none"> Central Park was first begun in 1928. A 10 year improvement programme is proposed to finally complete the park. This is reflected in the Masterplan which was adopted by the City Council in March 2011. The enhancement of this major inner city strategic parkland is required to meet the city's growth agenda for informal and formal outdoor sports, recreation and leisure uses. Its enhancement is fundamental to the Central Park Area Action Plan, and is embodied in the Council's corporate improvement priorities. 	2012 - 2021	£12.1m	<p>Responsibility</p> <p>Plymouth City Council and Derriford Community</p> <p>Potential Mechanisms: Proceeds from on site enabling development, / Planning Obligations / CIL / grants from environmental, sports and heritage funding bodies.</p>	<p>Risks</p> <ul style="list-style-type: none"> Delay in realising enabling development. Delivery finance. Availability of project management resources. <p>Central Park AAP Proposals</p> <ul style="list-style-type: none"> CP01 - CP 06 <p>NOTE: Refer also to the Central Park Masterplan</p>
OS2	<p>The Hoe and West Hoe Park</p> <p><i>Description:</i> Enhance infrastructure across the site to maintain a high quality visitor attraction and to maintain Green Flag Status.</p>	<ul style="list-style-type: none"> The Hoe and West Hoe Park is a key recreational and tourist destination for city residents and visitors, hosting major regional and national events and memorials. It is an internationally recognised landmark. 	2012-2023	Not costed	<p>Responsibility</p> <p>Plymouth City Council / Plymouth Waterfront Partnership</p>	<p>Risks</p> <ul style="list-style-type: none"> Delivery Finance. Loss of project momentum and confidence in strategic need.

	Categorisation: Necessary	<ul style="list-style-type: none"> Investment in quality infrastructure is required across the park and foreshore to ensure that visitor aspirations are met and that growth and tourism do not impact negatively on the environment. Investment in the Hoe and West Hoe Park is linked directly to the fulfilment of obligations relating to the Plymouth Sound and Estuaries (European Marine Site). 			Potential Mechanisms: Planning Obligations / CIL / Grants from Environmental and Heritage Funding Bodies / Event Sponsorship (Public-Private Contractual Agreements)	
OS3	Saltram Countryside Park <i>Description:</i> Development of a new Countryside Park on the eastern edge of Plymouth. Categorisation: Necessary	<ul style="list-style-type: none"> The development of the Countryside Park is required to ensure that the proposed growth in the City does not negatively affect existing natural assets (Saltram Estate and Dartmoor) by providing new recreation assets near to the City. The Countryside Park is required to deliver a key part of the Green Infrastructure network that will provide vital biodiversity, recreational and landscape benefits. 	2011 - 2021	£6.9m	Responsibility: Natural England, Plymouth City Council and National Trust Potential Mechanisms: Agri-Environment schemes / HLF / NT / Planning Obligations - Sherford and Morley Park (Plymstock Quarry) S106 / CIL.	Risks <ul style="list-style-type: none"> Delivery finance Loss of project momentum and partner confidence in delivery. Complex landownership North Plymouth AAP Proposals <ul style="list-style-type: none"> NP11
OS4	Derriford Community Park <i>Description:</i> New Community Park to support the development of the north of the City Categorisation: Necessary	<ul style="list-style-type: none"> The Community Park will provide new green space in the north of the City where it has been recognised as necessary to meet an existing need prior to growth in the area being delivered. The Park is needed to allow 	2012 – 2022 (linked to the development of the new Seaton Neighbourhood)	£4-10m (to be clarified by master plan work. Wide range due to the potential difference in	Responsibility: Plymouth Green Infrastructure Partnership, Hawkins Trust and NHS	Risks <ul style="list-style-type: none"> Delivery finance Linked to development Complex landownership

		<p>biodiversity mitigation for development in Derriford and new road (see NIA & NIB) as well as incorporating part of the development of a SUD system.</p> <ul style="list-style-type: none"> The design of the Park will need to incorporate revenue generating assets which will ensure the long term management of the Park. 		design of the One Life Centre.	<p>Potential Mechanisms:</p> <p>Planning Obligations (SI06) / Agri-Environment schemes / HLF / CIL.</p>	<p>Derriford and Seaton AAP Pre-Submission Consultation Proposals</p> <ul style="list-style-type: none"> DS01, DS03, DS04, DS13, DS21
OS5	<p>Sherford Community Park</p> <p><i>Description:</i> New Community Park to support the development of Sherford.</p> <p><i>Categorisation:</i> Necessary</p>	<ul style="list-style-type: none"> The Park will provide a new area of green space to serve the new community. It is required to provide recreational opportunities close to the new centre of population. Biodiversity mitigation for the development will be delivered within the Park as well as part of the SUDS system. Park design will need to provide revenue generation opportunities to support the long term maintenance of the area. 	<p>Dependant on development but will be delivered over the 10 year development period.</p> <p>Timescales to be determined by Park master plan which is required prior to development commencement.</p>	£8m	<p>Responsibility:</p> <p>Sherford Developers</p> <p>Potential Mechanisms:</p> <p>Planning Obligation (SI06)</p>	<p>Risks</p> <ul style="list-style-type: none"> Fiscal climate and impacts on development delivery finance, commitment and timeframes. Further detail required on delivery and long term management, linked to development. <p>North Plymstock AAP Proposals</p> <ul style="list-style-type: none"> NP05, NP06 <p>South Hams District Council Sherford AAP Proposals</p> <ul style="list-style-type: none"> SNC10

OS6	<p>Plym Valley and Cann Woods</p> <p><i>Description:</i> Development of active recreation hub that serves the City and the enhancement of the City's eastern landscape back drop.</p> <p><i>Categorisation:</i> Necessary</p>	<ul style="list-style-type: none"> • Delivery of new recreation hub on the eastern edge of the City. Enhanced infrastructure to provide new opportunities for active recreation (particularly cycling) and manage increase in visitor numbers. • The project will also enhance the biodiversity and historic assets of the area and maintain the landscape setting for the City. 	2011 - 2020	£2.15m	<p><i>Responsibility:</i></p> <p>National Trust and Forestry Commission.</p> <p><i>Potential Mechanisms:</i></p> <p>RDPE / NT / HLF / FC / CIL</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> • Funding for phase 2 has not been secured. • Numerous landowners. • Risk to FC property <p>AAP Proposals</p> <p>This area will be covered by the emerging Urban Fringe DPD</p>
OS7	<p>Mount Edgumbe Country Park</p> <p><i>Description:</i> Enhanced infrastructure across the site to maintain a high quality visitor experience.</p> <p><i>Categorisation:</i> Necessary</p>	<ul style="list-style-type: none"> • Visitor infrastructure is required across the Park to ensure that the growth within the City does not impact upon what is already a key recreational destination for City residents. • Infrastructure will also ensure that the visitor experience is maintained as more people visit. 	2014 - 2020	£3m	<p><i>Responsibility:</i></p> <p>Plymouth City Council and Cornwall Council.</p> <p><i>Potential Mechanisms:</i></p> <p>HLF / CIL</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> • Delivery finance

OS8	<p>Plymouth Sound and Estuaries (European Marine Site)</p> <p><i>Description:</i> Variety of measures to mitigate the environmental impacts of accommodating growth in Plymouth, including installing shore-based fishing panels, pollution control infrastructure to prevent boat-related pollution incidents, and new boat mooring infrastructure.</p> <p><i>Categorisation:</i> Necessary</p>	<ul style="list-style-type: none"> The Strategic Environmental Assessment (SEA) and Sustainability Appraisal (SA) of Plymouth City Council's Local Development Framework Core Strategy identified a number of environmental impacts associated with accommodating growth in Plymouth. These can be summarised as: biological disturbance from shore crab fishing and bait digging at the Tamar Estuaries Complex SPA, habitat loss associated with numerous small scale land claim events within Plymouth Sound and Estuaries SAC, and recreational disturbance impacts at Plymouth Sound and Estuaries and Tamar Estuaries Complex SPA. In response, the Tamar Estuaries Consultative Forum (TECF) identifies the need for and benefits of a number of actions in the Tamar Estuaries Management Plan 2006-2012. If growth is to be accommodated, there is a legal responsibility to implement actions that safeguard the European Marine Site. 	2011+	<p>£1.35m* £4.95m**</p> <p>*to 2012 **cost extrapolated over a 20 year period</p>	<p><i>Responsibility:</i></p> <p>Tamar Estuaries Consultative Forum</p> <p><i>Potential Mechanisms:</i></p> <p>Planning Obligations / CIL / TECF* partners (e.g. DEFRA, Environment Agency, Associated British Ports, Natural England, Queen's Harbour Master, Sutton Harbour Company, Plymouth City Council)</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Delivery finance.
OS9	<p>Lee Moor and Hemerdon</p> <p><i>Description:</i> Development and delivery of a coordinated enhancement</p>	<ul style="list-style-type: none"> Extensive mineral workings site within a high quality natural environment. Significant opportunity for improved 	2011 - 2026	Yet to be agreed, will be determined	<p><i>Responsibility:</i></p> <p>Devon County Council and</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Different mineral operators in the

	<p>programme around the mineral workings to provide recreational, biodiversity and landscape benefits.</p> <p>Categorisation: Necessary</p>	<p>sustainable transport and recreational links between the City and Dartmoor and enhanced wildlife value.</p> <ul style="list-style-type: none"> Agreed vision for the area will provide 		<p>by ROMP requirements. ROMP process currently underway.</p>	<p>Plymouth Green Infrastructure Partnership.</p> <p><i>Potential Mechanisms:</i></p> <p>ROMP process and Hemerdon modification order / Planning Obligations (SI06)</p>	<p>area.</p> <ul style="list-style-type: none"> Requirement to work with numerous landowners. Delivery finance for enhancements that are beyond what is required by the planning process.
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*Tamar Estuaries Consultative Forum – see <http://www.plymouth.gov.uk/homepage/environmentandplanning/natureconservation/natureprojects/tec/tecabout.htm>

(vii) Civic Governance Infrastructure

The Civic Centre is not mapped because it could be sited in a number of potential locations.

Map Ref No.	Project, Description and Categorisation	Explanation of Need / Benefit / Categorisation	Indicative Delivery Timeframe (if known)	Indicative Cost (where known)	Delivery Responsibility / Mechanisms (Potential)	Risks to Delivery / Relevant Area Action Plan Proposals
CGI	Plymouth Civic Centre <i>Description:</i> Delivery of fit for purpose civic governance infrastructure. <i>Categorisation:</i> Desirable	<ul style="list-style-type: none"> Plymouth's Civic Centre is no longer fit for purpose and represents a significant and growing maintenance liability. Proposals will need to be implemented to provide the governance infrastructure required to meet current and future needs. 	2012-2022	Not costed	<i>Responsibility:</i> Plymouth City Council <i>Potential Mechanisms:</i> Plymouth City Council Capital Programme Funding / Public Land Assets / LABV / LIBV / Public-Private Contractual Agreement / CIL	<i>Risks</i> <ul style="list-style-type: none"> Project implementation is delayed. Project phasing changes. <i>AAP Proposals</i> <ul style="list-style-type: none"> CC19

(viii) Community Facilities

These facilities will be shown on maps to be produced later, when non-strategic infrastructure needs can be fully reflected in the Infrastructure Needs Assessment.

Map Ref No.	Project, Description and Categorisation	Explanation of Need / Benefit / Categorisation	Indicative Delivery Timeframe (if known)	Indicative Cost (where known)	Delivery Responsibility / Mechanisms (Potential)	Risks to Delivery / Relevant Area Action Plan Proposals
CF1	North Prospect Community Hub <i>Description:</i> Construction of a mixed use community hub building incorporating a multi-use community hall, nursery, nursing facilities, library, Sure Start Shop, offices for Plymouth Community Homes, (regeneration and housing management), public open space, retail and residential uses (58 apartments). <i>Categorisation: Necessary</i>	<ul style="list-style-type: none"> A variety of essential community facilities are needed to cater sufficiently and effectively to the needs of North Prospect when redeveloped as planned. It has been determined that these facilities should be co-located and combined with retail and residential uses to maximise the efficient use of land and to maximise residents' abilities to sustainably combine trips. The community facilities may also provide opportunities for cultural activities such as community art exhibitions. 	2011-2016	Not known	<i>Responsibility:</i> North Prospect Developers (Barratt Homes / Plymouth Community Homes) <i>Potential Mechanisms:</i> Planning Obligation (S106)	<i>Risks</i> <ul style="list-style-type: none"> Project implementation is delayed. Project phasing changes.
CF2	Sherford New Community – Town Hall (Multi-Agency Community Governance Building) <i>Description:</i> Construction of a Town Hall (size not less than 1950m ²) to accommodate the Community Trust, Citizens Advice Bureau, Local Authority, Police Help Desk. Potentially integrated with Library.	<ul style="list-style-type: none"> A variety of essential community facilities are needed to cater sufficiently and effectively to the needs of the new community. It has been determined that these facilities should be co-located wherever possible, to maximise the efficient use of buildings and to maximise residents' abilities to sustainably combine trips. 	Prior to the commencement of the 130 th dwelling (if the library is integrated, this can be later – prior to the completion of the 230 th)	£5.05m* *assuming £2076m ² based on Cranbrook bench-marking	<i>Responsibility:</i> Sherford Developers / Devon County Council / South Hams District Council / Plymouth City Council <i>Potential Mechanisms:</i>	<i>Risks</i> <ul style="list-style-type: none"> Project implementation is delayed. Project phasing changes. AAP Proposals <ul style="list-style-type: none"> NP05

	<p>Information Centre and Public Toilets. Accommodating multi-purpose meeting rooms. Including associated car parking.</p> <p>Categorisation: Necessary</p>	<ul style="list-style-type: none"> This facility will cater to the residents of 4500-5500 new homes. The community facilities may also provide opportunities for cultural activities such as community art exhibitions. 	dwelling).			<p>Planning Obligation (S106)</p>	
CF3	<p>Morley Park (Plymstock Quarry) - Community Facilities</p> <p><i>Description:</i> Construction of community facilities, integrated with the proposed primary school, comprising: hall (suitable for community and / or sports use), children's centre, library, place of worship and general use community space, as well as external hard and soft play areas, all weather dual use playing pitch, and habitat area.</p> <p>Categorisation: Necessary</p>	<ul style="list-style-type: none"> A variety of essential community facilities are needed to cater sufficiently and effectively to the needs of the new community. It has been determined that these facilities should be co-located with the proposed primary school. The community facilities will cater to the residents of 1684 new homes. The community facilities will be built as part of Build Out Phase 2C of the development. The community facilities may also provide opportunities for cultural activities such as community art exhibitions. 	2012-2020	<p>Depends on final location / floorspace / uses / configuration.</p> <p>Cranbrook bench-marking* would suggest:</p> <p>Average 2012m² for int'l uses, 185m² for playing pitches, £491,000 per ha for LEAP std playspace.</p>	<p><i>Responsibility:</i></p> <p>Persimmon Homes / Plymouth City Council</p> <p><i>Potential Mechanisms:</i></p> <p>Planning Obligation (S106)</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Project implementation is delayed. Project phasing changes. <p><i>AAP Proposals</i></p> <ul style="list-style-type: none"> NP01 	

(ix) Waste and Recycling

The location of strategic waste and recycling facilities for Plymouth, including the potential sites for the Residual Waste Treatment Facility for Plymouth, southwest Devon and Torbay are shown on Map 3.

Map Ref No.	Project, Description and Categorisation	Explanation of Need / Benefit / Categorisation	Indicative Delivery Timeframe (if known)	Indicative Cost (where known)	Delivery Responsibility / Mechanisms (Potential)	Risks to Delivery / Relevant Area Action Plan Proposals
VR1	Residual Waste Treatment Facility <i>Description:</i> Facility to treat residual household waste from Plymouth, and the wider sub-region of southwest Devon and Torbay. <i>Categorisation:</i> Critical	<ul style="list-style-type: none"> Landfill disposal is environmentally unsustainable and there is a need to obtain some value from waste by moving it up the hierarchy. Landfill capacity is reducing rapidly, and landfill costs are rising considerably due to the EU Landfill Directive. Irrespective of increasing rates of recycling, there is a need for new facilities to deal with residual waste, i.e. waste that cannot be effectively or economically re-used or recycled. The consequences of not providing the infrastructure in a short time frame are financially and/or socially unacceptable. The medium to long term costs of not providing the infrastructure outweigh the short term costs of providing it. The facility is essential to providing for household/population growth in Plymouth and the city / sub-region. 	2011-2014	£200m	<i>Responsibility:</i> Plymouth City Council / Devon County Council / Torbay Council, acting as the South West Devon Waste Partnership <i>Potential Mechanisms:</i> Private Finance Initiative Waste Development Plan Document Proposals	<i>Risks</i> <ul style="list-style-type: none"> Consideration of planning application. Council / operator contractual complications or delays. Government reappraisal of Private Finance Initiative. Waste Development Plan Document Proposals <ul style="list-style-type: none"> W1, W2, Note: there are two other potential alternative sites: an unallocated site at North Yard in HM Devonport Naval Base, and a site at New

WR2	<p>Waste Management Facility – Chelson Meadow</p> <p><i>Description:</i> Replace Materials Recovery Facility (MRF), upgrade leachate treatment plant, relocate glass storage bays.</p> <p><i>Categorisation:</i> Necessary</p>	<ul style="list-style-type: none"> Whilst the Household Waste Recycling Centre at Chelson Meadow has recently been upgraded, future needs include the replacement of the existing Materials Recovery Facility (MRF) to improve recycling capabilities. There are increasing demands on the quality of output from MRFs. As it continues to age, the existing facility will struggle to meet these demands. Current MRF equipment is becoming increasingly worn, costly to maintain, and unable to process new recyclable materials. Without a replacement, there will be an increasing reliance on third parties to process material rejected by the existing MRF. Poor quality MRF output has the potential to undermine the markets for the product of the recycling process. Noise from the current glass storage facility affects a large part of the Morley Park (Plymstock Quarry) site. There is a need to improve household recycling facilities on the eastern side of the city. Access issues compromise the 	2014+	£6m+	<p><i>Responsibility:</i></p> <p>Plymouth City Council</p> <p><i>Potential Mechanisms:</i></p> <p>Plymouth City Council Capital Programme Funding / Public-Private Contractual Agreement (whereby third party finances, builds and operates the MRF) / CIL</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Delivery finance. <p>Waste Development Plan Document Proposals</p> <ul style="list-style-type: none"> W4 	England Quarry in South Hams District, outside Plymouth's administrative boundaries.
WR3	<p>Household Waste Recycling Centre – Weston Mill</p> <p><i>Description:</i> Enhance and potentially</p>	<ul style="list-style-type: none"> There is a need to improve household recycling facilities on the eastern side of the city. Access issues compromise the 	2012+	£2m	<p><i>Responsibility:</i></p> <p>Plymouth City Council</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Delivery finance. 	

	relocate existing Recycling Centre. Categorisation: Necessary	operation of the current Weston Mill Recycling Centre, and increased housing density, at North Prospect for example, could lead to unacceptable queuing on approach roads. <ul style="list-style-type: none">There is potential for an increase in fly-tipping if facilities are not enhanced.				<i>Potential Mechanisms:</i> Planning Obligations / Plymouth City Council Capital Programme Funding / CIL	Waste Development Plan Document Proposals <ul style="list-style-type: none">W5
WR4	Household Waste Recycling Facility – North Plymouth <i>Description:</i> Provide Recycling Centre for northern areas of Plymouth. Categorisation: Necessary	<ul style="list-style-type: none"> The development proposed at Derriford / Seaton will create demand for new waste management facilities, and there is currently inadequate provision for the disposal of larger waste items in the north of the city. A new Recycling Centre is required to meet anticipated demand. There is potential for fly-tipping if recycling facilities are not provided, and for Plymouth residents to illegally use West Devon or South Hams recycling facilities. 	2016+	£2m		<i>Responsibility:</i> Plymouth City Council <i>Potential Mechanisms:</i> Planning Obligations / Plymouth City Council Capital Programme Funding / CIL	<i>Risks</i> <ul style="list-style-type: none"> Delivery finance. Waste Development Plan Document Proposals <ul style="list-style-type: none">W6
WR5	Construction and Demolition Waste Facility – Moorcroft Quarry <i>Description:</i> Provide facility for managing / recycling construction and demolition waste. Categorisation: Desirable	<ul style="list-style-type: none"> Whilst the recycling of construction and demolition waste currently takes place at Moorcroft Quarry, there is a potential need to provide for a significant increase in operations, depending on the level of waste arisings. This would necessitate planning consent for operations to commence on reclaimed land in the northern part of the quarry. 	2012+	Not known		<i>Responsibility:</i> Plymouth City Council <i>Potential Mechanisms:</i> Developer (Private Operator) Funding	<i>Risks</i> <ul style="list-style-type: none"> Insufficient waste arisings to justify investment in necessary plant and equipment. Site operator / developer business plans and commitment.

						Waste Development Plan Document Proposals	<ul style="list-style-type: none"> W3
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(x) Cultural Facilities, including Libraries

The new Central Library, new Arts Centre, and new Creative Workspace / Art Studios are not mapped because they could be sited in a number of potential locations. Other library infrastructure needs will be shown on maps to be produced later, when non-strategic infrastructure needs can be fully reflected in the Infrastructure Needs Assessment.

Map Ref No.	Project, Description and Categorisation	Explanation of Need / Benefit / Categorisation	Indicative Delivery Timeframe (if known)	Indicative Cost (where known)	Delivery Responsibility / Mechanisms (Potential)	Risks to Delivery / Relevant Area Action Plan Proposals
CFL1	Central Library <i>Description:</i> Relocation of Central Library to new, larger, premises. <i>Categorisation:</i> Necessary	<ul style="list-style-type: none"> A new Central Library is needed to address increasing space demands brought about by population growth, and to provide space that better responds to contemporary library user demands. 	Unknown	Not costed – potentially tied in with development of a new Civic Centre or redevelopment of Bretonside Bus and Coach Station.	<i>Responsibility:</i> Plymouth City Council <i>Potential Mechanisms:</i> Plymouth City Council Capital Programme (currently unbudgeted) / CIL	<i>Risks</i> <ul style="list-style-type: none"> Delivery finance.
CFL2	Derriford Library <i>Description:</i> New library to serve Derriford and north Plymouth. <i>Categorisation:</i> Desirable	<ul style="list-style-type: none"> Libraries in north Plymouth do not meet current demand, and are not easily accessible from many areas. A new library would meet existing demand, but also new demand from development at Derriford. The library could be provided as part of the District Centre, or could be hosted at Marjons, and would require a ground floor space of 500m2. The library could be 'stand alone' or could be 	2015-2017	£1.25m* *assuming £2528m ² , based on Cranbrook bench-marking.	<i>Responsibility:</i> Developers / Plymouth City Council <i>Potential Mechanisms:</i> Planning Obligation (S106) / CIL	<i>Risks</i> <ul style="list-style-type: none"> Delivery and operational finance. Derriford and Seaton AAP Pre-Submission Consultation Proposals <ul style="list-style-type: none"> DS01, DS10, DS17

CFL3	<p>Plymouth History Centre</p> <p><i>Description:</i> Relocation of the existing History Centre.</p> <p><i>Categorisation:</i> Desirable</p>	<p>incorporated into a multi-functional building.</p> <ul style="list-style-type: none"> This facility will cater to the residents of 4500-5500 new homes and to many existing residents in north Plymouth. Plymouth History Centre is currently housed in a temporary location. The building provides inadequate and inappropriate accommodation for the city's archives which, in some cases, are of national importance. The preservation and accessibility of the archives is important to the realisation of the vision for Plymouth, insofar as the vision recognises the importance of retaining a collective memory of place as the city grows. The creation of new places needs to draw on the legacy of earlier generations. 	2012+	£1.5-3m	<p><i>Responsibility:</i></p> <p>Plymouth City Council</p> <p><i>Potential Mechanisms:</i></p> <p>Plymouth City Council Capital Programme (currently unbudgeted) / CIL / Heritage Lottery Fund</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Delivery and operational finance. Availability of suitable premises. 	
CFL4	<p>New Arts Centre</p> <p><i>Description:</i> Relocation of the existing Arts Centre.</p> <p><i>Categorisation:</i> Desirable</p>	<ul style="list-style-type: none"> Plymouth Arts Centre is a nationally renowned visual arts venue and also houses Plymouth's only independent cinema. It occupies a key place in the cultural life of the city. The existing Arts Centre provides inadequate accommodation to meet the demands of a growing city, and provides inadequate space to accommodate ambitions for the arts to play a more significant role in Plymouth's economic prosperity. 	2013+	Not costed	<p><i>Responsibility:</i></p> <p>Plymouth City Council</p> <p><i>Potential Mechanisms:</i></p> <p>Plymouth City Council Capital Programme (currently unbudgeted) / CIL / Arts Council England</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Delivery and operational finance. Availability of suitable premises. 	

CFL5	<p>New Creative Workspace / Art Studios</p> <p><i>Description:</i> Provision of new Creative Workspace and Art Studios to provide for arts development.</p> <p><i>Categorisation:</i> Desirable</p>	<ul style="list-style-type: none"> Plymouth currently suffers from a lack of suitable creative workspace and arts studios. This is a key factor in terms of graduate retention and in developing the arts to play a more significant role in Plymouth's economic prosperity. Provision for such workspace and studios could be made in a variety of places, although the City Centre and Waterfront areas are likely to be the most attractive and viable locations. 	2011+	Not known	<p><i>Responsibility:</i></p> <p>Developers / Plymouth City Council / Plymouth College of Art / University of Plymouth</p> <p><i>Potential Mechanisms:</i></p> <p>Developer Funding / CIL / Arts Council England Funding</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Delivery and operational finance. Availability of suitable premises. 	Page 314
<p>*Cranbrook benchmarking – see Exeter and East Devon Infrastructure Study and Appendices February 2010</p> <p>NOTE: a new library is to be built as part of the North Prospect Community Hub referred to in section (viii) Community Facilities above.</p>							

(xi) Emergency Services

No infrastructure is yet identified under this infrastructure type as information has not yet been provided by the relevant Emergency Services. It is anticipated that infrastructure will be grouped into / below the following headings:

1. Devon and Cornwall Police
2. Devon and Somerset Fire and Rescue Service
3. South Western Ambulance Service

It is anticipated that there will be a mix of strategic and non-strategic infrastructure requirements.

(xii) Public Realm

The number in the left hand column corresponds to the number on Map 3. NOTE that highway infrastructure works are referred to separately in section (i)3 above.

Map Ref No.	Project, Description and Categorisation	Explanation of Need / Benefit / Categorisation	Indicative Delivery Timeframe (if known)	Indicative Cost (where known)	Delivery Responsibility / Mechanisms (Potential)	Risks to Delivery / Relevant Area Action Plan Proposals
PREI	City Centre Public Realm <i>Description:</i> Public realm enhancements. <i>Categorisation:</i> Critical	<ul style="list-style-type: none"> The optimal performance of the City Centre is critical to the city's overall economic performance. Redevelopment of the City Centre is fundamental to the delivery of the Vision for Plymouth, and to the supporting objectives of the City Centre Area Action Plan. A high quality, attractive and vibrant City Centre public realm is needed to encourage investment in Plymouth by existing businesses and by businesses looking to locate in or relocate to Plymouth. There is evidence to suggest that businesses looking to locate in or relocate to Plymouth could be deterred from doing so if the City Centre public realm is not of the highest standard. Investment in public realm infrastructure, including temporary and permanent public art and event space, therefore has the potential to unlock significant development and growth that might not otherwise happen. The early implementation of public realm infrastructure will help to create the environment or conditions in which the private sector can act to deliver projects which are of significant benefit to the economy. Enhancements are also necessary to respond to the increased pressure that population growth will bring to bear on public realm infrastructure. 	2011+	£40m	<p><i>Responsibility:</i></p> <p>Plymouth City Council (in Highway Authority and other capacities) / City Centre Company / Developers / Business Owners and Occupiers</p> <p><i>Potential Mechanisms:</i></p> <p>Planning application process and planning obligations / Private investment / CIL / PCC Capital Programme (currently unbudgeted) / Public land assets / City Centre Company BID</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Availability of capital resources. Stalled Planning Applications. <p><i>City Centre and University AAP Proposals</i></p> <p>CC02, CC03, CC08, CC09, CC10, CC11, CC12, CC13, CC14, CC15, CC16, CC17, CC18, CC19</p>

(xiii) Utilities – Water, Electricity, Gas, Telecommunications

This infrastructure grouping comprises a number of sub-projects, only two of which are mapped – see Map 3. It is anticipated that many other strategic and non-strategic infrastructure needs will arise as a result of re/development and growth, but these needs are not identified below or on any map herein. Water infrastructure continues to be delivered in a reasonably regulated market context, whereas electricity, gas and telecommunications services are delivered in highly deregulated markets, where utility companies' normal practice is to deliver solutions to infrastructure needs at the invitation of developers or development partners. In this sense, the delivery of electricity, gas and telecommunications infrastructure is a relatively reactive practice in comparison to water infrastructure planning, and the City Council is not normally involved. It is anticipated that the scale of redevelopment provided for in some locations, the City Centre in particular, will give rise to significant new utilities infrastructure needs, but it is not possible to specify these until such time as firm development proposals come forward. For these reasons, the information below on utilities infrastructure projects and needs is necessarily of limited scope.

Map Ref No.	Project, Description and Categorisation	Explanation of Need / Benefit / Categorisation	Indicative Delivery Timeframe (if known)	Indicative Cost (where known)	Delivery Responsibility / Mechanisms (Potential)	Risks to Delivery / Relevant Area Action Plan Proposals
UI	Digital Plymouth – Next Generation Access Fibre-Optic Broadband Cabling Description: Implementation of 'Fibre to the Premises' fibre optic cabling throughout Plymouth. Creation of an internet exchange to deliver cheaper and improved connectivity to the city. Construction of a major data centre facility to strengthen the city's data centre facilities offer. Categorisation: Critical	<ul style="list-style-type: none"> 'Fibre to the Premises' fibre optic cabling delivers virtually unlimited broadband capacity, at speeds of 100 to 1000 Mbps upload and download (or more). 'Fibre to the Premises' cabling is considered to offer cities a strong competitive edge. The availability of such infrastructure is an increasing factor in inward investment decision-making. 'Fibre to the Premises' cabling would particularly serve to make the City Centre attractive to inward investors looking to develop commercial / office premises, and would also facilitate University expansion and consolidation. It is therefore a key factor in delivering on the objectives in 	2011-2016	£35m +	<p>Responsibility:</p> <p>Plymouth Chamber of Commerce / Plymouth City Council / Private Sector ICT Providers / Heart of the SW LEP</p> <p>Potential Mechanisms:</p> <p>Developer Funding / Public-Private Contractual Agreement / National Government Funding (Broadband Delivery UK) / Plymouth Growth Fund / CIL</p>	<p>Risks</p> <ul style="list-style-type: none"> Private sector commitment and funding. Implementation model – private sector does not take the lead, with consequent public funding implications. Provider's business model changes after deployment. Delivery timescales.

U2	<p>Water Treatment Works Crownhill / Derriford</p> <p><i>Description:</i> Closure (relocation of Crownhill / Derriford water treatment works to North Plymouth) as part of a wider programme of works, one objective of which is to accommodate projected growth in Plymouth.</p> <p><i>Categorisation:</i> Necessary - becoming Critical</p>	<p>the City Centre and University AAP, and in unlocking growth that might not otherwise happen, and an environment in which the private sector can act to deliver projects which serve to bring about a rapid change in the balance of then economy from public to private sector.</p> <ul style="list-style-type: none"> The existing water treatment works does not have the capacity to treat water for Plymouth's projected population. The relocation of the existing works will provide for significant redevelopment to the west of the A386 to complement planned re/development to the east. Relocating the waterworks will unlock significant development and growth that might not otherwise happen. Growth is unlikely to happen in the timeframe envisaged unless the infrastructure in question is put in place 'up front'. The implementation of the infrastructure will create an environment in which the private sector can act to deliver projects which are fundamental to bringing about rapid change in the balance of the economy from the public to the private sector, or other significant beneficial economic change. 	2015-2020	<p>£47m (phase 1 - short term relocation with no capacity increase)</p> <p>£120m (phase 2 - long term capacity increase to meet wider city / sub-region needs)</p>	<p><i>Responsibility:</i></p> <p>South West Water / OFWAT</p> <p><i>Potential Mechanisms:</i></p> <p>Charging Levies and Signals (Water Rates)</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Delivery finance. Infrastructure is not prioritised in SW Water business planning process. OFWAT directives to SW Water affecting investment priorities. <p><i>Derriford and Seaton AAP Pre-Submission Consultation Proposals</i></p> <ul style="list-style-type: none"> DS12 	
U3	Sherford New Community - Water Treatment Works	<ul style="list-style-type: none"> The water treatment works will provide for development at Sherford 	2011-2022*	Not known	<i>Responsibility:</i>	<i>Risks</i>	

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	<p><i>Description:</i> Implementation of new water treatment works to accommodate growth at Sherford / in the Plymouth City / Sub-Region.</p> <p><i>Categorisation:</i> Necessary</p>	<p>that would otherwise be unable to happen.</p> <ul style="list-style-type: none">The existing water treatment works at Crownhill / Derriford does not have the capacity to treat water for the Plymouth City / Sub-Region's projected population.The planned relocated Crownhill / Derriford water treatment works will not be able to accommodate or respond to needs arising at Sherford.	<p>*S106 specifies that the Water Treatment Works must be implemented before any development takes place in Area 2 (phase 3).</p>		<p>Sherford Developers / South West Water / OFWAT</p> <p><i>Potential Mechanisms:</i></p> <p>Developer Funding / Charging Levies and Prices Signals (Water Rates)</p>	<ul style="list-style-type: none">Developer commitment.Developer / delivery finance.Infrastructure is not prioritised in SW Water business planning process (SWW Final Business Plan 2010 – 2015 makes no commitment to implementing this infrastructure).OFWAT directives to SW Water affecting investment priorities. <p>North Plymouth AAP Proposals</p> <ul style="list-style-type: none">NP05	<p>Risks</p> <ul style="list-style-type: none">Fiscal climate and impacts on development delivery timeframes. <p>North Plymouth AAP</p>
U4	<p>Sherford New Community - Overhead Electricity Cables, and Gas Main Diversion</p> <p><i>Description:</i> Diversion of existing utilities infrastructure.</p> <p><i>Categorisation:</i> Necessary</p>	<ul style="list-style-type: none">Existing gas main and overhead electricity cables pass through the proposed Sherford New Community town centre.The diversion of the existing 132KVA overhead electricity cables is necessary as the current location compromises optimal development.The Kenn to Wixenford 500mm High	2011-2014	Not known	<p><i>Responsibility:</i></p> <p>Sherford Developers / Utilities Companies</p> <p><i>Potential Mechanisms:</i></p> <p>Developer Funding</p>		

						<p>Proposals</p> <ul style="list-style-type: none"> NP05
U5	<p>Plymouth District Energy Network</p> <p><i>Description:</i> Implementation of a District Energy Network</p> <p><i>Categorisation:</i> Necessary</p>	<p>Pressure Gas Pipeline is a significant constraint to any development activity close by and therefore needs to be diverted.</p> <ul style="list-style-type: none"> District Energy is the most cost effective and sustainable solution for development to achieve compliance with future building regulations (from 2013) at specific locations, with a suitable energy density. This includes Derriford, the City Centre and, potentially, Devonport. The network will be funded, delivered and managed (and expanded) by an Energy Services Company (ESCO). A consortium of the main public sector interests will need to go through a European procurement process to establish the ESCo. 	<p>2011-2027*</p> <p>*Procurement 2011-2013, Implementation 2013 - 2027</p>	<p>Not costed</p>	<p><i>Responsibility:</i></p> <p>Energy Services Company (ESCO) / Developers / University of Plymouth / Plymouth NHS / Plymouth City Council / other public sector</p> <p><i>Potential Mechanisms:</i></p> <p>Developer Funding (PCC may assist with initial procurement strategy) / Planning Obligation (SI06) / NHS Plymouth / grants / CIL</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Developer commitment. Extent of commercial ESCo interest. Cooperation required from a number of stakeholders. Market conditions. <p><i>Derriford and Seaton AAP Pre-Submission Consultation Proposals</i></p> <ul style="list-style-type: none"> DS05 <p><i>City Centre and University AAP Proposals</i></p> <ul style="list-style-type: none"> CC05, CC14,

(xiv) Cemeteries and Crematoria

No location-specific infrastructure is identified below or on any map, because forward planning has not yet identified physical solutions to infrastructure needs. However, for economic reasons, the need for a new crematorium is more pressing than the need for burial space.

Map Ref No.	Project, Description and Categorisation	Explanation of Need / Benefit / Categorisation	Indicative Delivery Timeframe (if known)	Indicative Cost (where known)	Delivery Responsibility / Mechanisms (Potential)	Risks to Delivery / Relevant Area Action Plan Proposals
CEMI	<p>Burial space and cremation facilities</p> <p><i>Description:</i> Provision of sufficient burial capacity in a variety of locations to meet demand, and of cost-effective cremation facilities which meet appropriate future emissions standards.</p> <p><i>Categorisation:</i> Necessary</p>	<ul style="list-style-type: none"> The current preference of most people is to be cremated rather than buried. Only 10% choose burial. If this preference continues, Plymouth will have capacity to accommodate a further 100 years of burials at current rates. If more people choose to be buried than cremated, burial capacity could be exhausted much sooner. If, for example, 25% of people chose to be buried, burial capacity would shrink to as little as 12 years. Ownership of Drake Memorial Park, located between Plympton and Plymstock, will eventually transfer to Plymouth City Council. However, taking account of burial locational preferences, (people generally prefer to be buried close to home), capacity on the west side of the city is much more constrained than it is on the east side of the city. Capacity at Weston Mill Cemetery is therefore of particular concern. 	<p>New Crematorium – by 2020</p> <p>Burial Space – 2023 to 2110</p>	<p>New Crematorium (building and cremators)* - £3.5 – 4m</p> <p>New Crematorium (site) not costed</p> <p>Burial Space not costed</p> <p>*Cost of replacing the two existing crematoria (buildings and cremators) at Efford and Weston Mill. From 2013 until existing cremators are replaced, the</p>	<p><i>Responsibility:</i></p> <p>Plymouth City Council / Private Bereavement Facilities Operators</p> <p><i>Potential Mechanisms:</i></p> <p>Plymouth City Council Capital Programme (currently unbudgeted) / Public-Private Contractual Agreement / CIL</p>	<p><i>Risks</i></p> <ul style="list-style-type: none"> Significant increase in the preference for burial over cremation. Availability of appropriate sites for new crematorium. Loss of existing burial space for development, and availability of alternative appropriate burial space. Constrained Plymouth City Council Capital Programme budget.

				credits that will need to be purchased from other facilities that meet environmental standards relating to atmospheric pollution will cost £78000 per annum.		
	<ul style="list-style-type: none"> • Crematoria in Plymouth currently cater to significant sub-regional needs. • Cremators at Efford and Weston Mill <p>Crematoria do not meet current environmental standards relating to mercury release into the atmosphere from dental fillings. Credits must consequently be bought from other facilities which do meet standards.</p> <ul style="list-style-type: none"> • Neither of the sites which accommodate existing crematoria (Efford and Weston Mill) is big enough to accommodate a new crematorium, and a new site is therefore required. 					

Appendix (ii) – Potential Delivery Mechanisms

Accelerated Development Zone (ADZ)

A zone (specific area) within which Tax Increment Financing is applied (see below). Could be used to complement LIBVs (see below). Example:

- Birmingham City-Region Accelerated Development Zone.

Agri-Environment Schemes

This term describes a number of actions and programmes designed to assist farmers and other landowners to manage land more sustainably to deliver improved biodiversity, landscape, access, water quality and climate change environmental outcomes.

Arts Council England (ACE)

Arts Council England distributes grants (with monies sourced from national government and from the National Lottery) for a variety of purposes, including for the promotion of visual arts and for the development of the arts sector. See <http://www.lotteryfunding.org.uk/uk/arts-council-england-2>

Broadband Delivery UK

Department for Business, Innovation and Skills (BIS) delivery vehicle for national government policies on broadband – see <http://discuss.bis.gov.uk/bduk/>

Business Rates

If Tax Increment Financing is to be provided for, local authorities will require greater flexibility in the application and expenditure of business rates.

The Business Improvement District (BID) model provides for a supplementary business rate to be charged and hypothecated (set aside) for dedicated purposes. In other countries, similar ‘targeted’ business rates are applied for specific purposes in specific locations. BID example:

- Plymouth City Centre Business Improvement District.

Central Government Funding

In some cases, central government funding may bypass local authorities but nonetheless provide infrastructure in Plymouth or its city/sub-region. For example, infrastructure (and other) funding for Academy Schools goes direct to the schools themselves rather than to the schools via the Council. Funding for education provision to accommodate the growth in school age children is partly provided through the Government’s ‘Basic Need’ programme. This is allocated by formula and supports the growth in demographic demand where populations rise due to an increase in the birth rate. The Young People’s Learning Agency (YPLA) is the funder of sixth form places and academies. See:

www.education.gov.uk/childrenandyoungpeople/strategy/laupdates/a0073943/new-capital-funding-for-sixth-form-colleges-and-16-19-basic-need

The Department of Education consulted on proposals to reform school funding in Spring 2011 (see Appendix iii).

Charging Levies and Price Signals

The tolls / charges made to cross the river Tamar are examples of existing levies, as are utilities' companies charges such as water rates.

The localism agenda may result in a degree of relaxation of central government control over local authorities' abilities to introduce further charging levies, price signals, and the like, insofar as it is proposed to endow local authorities with a 'general power of competence', which will provide for them to anything apart from that which is specifically prohibited. A price signal is a message sent to consumers and producers in the form of a price charged for a commodity or service. It functions as a signal for consumers to reduce demand. The Community Infrastructure Levy (see below) is an example of a levy which seeks to mitigate the broad impacts of growth. Other levies or price signals might be used for more specific purposes. For example, Nottingham is seeking to implement a Workplace parking Levy to fund investment in public transport infrastructure. Some local authorities have investigated the introduction of variable charging for waste disposal to signal to consumers the need to reduce, reuse and recycle more (thus potentially reducing demands on waste treatment and disposal infrastructure).

Community Infrastructure Levy (CIL)

The Community Infrastructure Levy (CIL) is a levy which local authorities are empowered to charge by the Planning Act 2008 and Community Infrastructure Regulations 2010, the proceeds of which are to be spent on local and sub-regional infrastructure to support the development of the area. The Levy has the potential to complement the application of Tax Increment Financing in Accelerated Development Zones, although, in the absence of a direction from the Secretary of State for Communities and Local Government, CIL Regulations Regulation 60 severely constrains local authorities' abilities to *forward-fund* infrastructure using CIL receipts.

Council Tax

It would be possible to increase Council Tax to pay for the costs of infrastructure, although there are many other factors to consider in setting Council Tax levels. Plymouth City Council has opted not increase the level of Council Tax for the 2011/2012 financial year.

Department for Environment, Food and Rural Affairs (DEFRA)

National Government provides the Environment Agency with grant funding via DEFRA to implement improved flood defences. See 'Environment Agency (EA) Flood Defence Capital Grant Programme' below.

DEFRA also provides funding for other purposes, for example, Environmental Stewardship Grants (see below).

Developer Funding

In some cases it is expected that developers will fund the costs of infrastructure without the need for this to be formalised through a planning obligation. For example, Sherford's main street is expected to be funded in this way.

England Netball

England Netball is a company limited by guarantee which is dedicated to the development of netball in England, funded primarily by sponsorship and membership fees. The organisation runs a grant scheme to further its objectives.

English Cities Fund (ECF)

The English Cities Fund is a partnership between Muse Developments, Legal and General, and the Homes and Communities Agency, the objective of which is to overcome barriers to institutional investment and to encourage private investment in urban areas such as Plymouth.

Enterprise Zone

Enterprise Zones are to be created across England. Eleven have so far been announced, with the remainder to be allocated soon. There are a number of criteria that need to be fulfilled, including backing from the Local Enterprise Partnership (LEP); an Enterprise Zone can only be established if backed by a LEP, and there can only be one Enterprise Zone per LEP area. Enterprise Zones will include a 100% Business Rate discount worth up to £275,000 over a five year period for businesses that move into an Enterprise Zone during the course of this Parliament, the relaxation of planning rules in the zone, and superfast broadband.

Environment Agency (EA) Flood Defence Capital Grant Programme

National Government provides the Environment Agency with grant funding (via DEFRA) to implement improved flood defences. These grants are supplemented by a Local Levy raised from County Councils and Unitary Authorities via Flood Defence Committees on which those authorities are represented. The Local Levy helps to pay for projects which do not have a high enough priority to attract national Government grant funds. The South West Regional Flood Defence Committee covers the Plymouth area, as well as the rest of Devon and Cornwall. HM Treasury's National Infrastructure Plan 2010 refers (at paragraph 4.50) to the provision of £2 billion over the Comprehensive Spending Review period for flood defence measures. It is not clear how this compares to historic expenditure, or what monies, if any, are 'new', i.e. are additional to committed expenditure. The implications of cuts to DEFRA budgets are also unclear.

European Funding

European funding is sometimes available for infrastructure delivery, often indirectly, and often on a 'match funding' basis. Some examples of European funding follow:-

- JESSICA (Joint European Support for Investment in City Areas). An investment fund, known as an Urban Development Fund (UDF) is established to provide development finance to regeneration projects through loan, equity or guarantee. A provider, normally but not necessarily the European Investment Bank, manages "holding funds". The UDF is usually tied to European Regional Development Funding (ERDF). RDAs have taken the lead with JESSICA to date. Effectively a mechanism for funding upfront investment in infrastructure to generate "downstream" revenue from development value uplift. See:

<http://www.regen.net/opinion/1023637/Why-town-halls-court-Jessica/>
http://ec.europa.eu/regional_policy/funds/2007/jji/jessica_en.htm
<http://www.lda.gov.uk/our-work/european-funds/ERDF/jessica/>
<http://www.erdfnw.co.uk/news/jessica-holding-fund-for-urban-regeneration-in-northwest-england>

- European Investment Bank Knowledge Economy Investment Loan. There is potential for this loan facility to be used to fund infrastructure necessary to deliver economic growth in locations like Derriford/Seaton. See <http://www.eib.org/projects/press/2010/2010-178-eib-to-provide-gbp-500m-for-uk-education-and-science-parks.htm>

First Great Western

Plymouth's Railway Station is managed / operated by First Great Western, but capital investment commitments are reflected in Network Rail's Route Utilisation Strategy.

Forestry Commission (FC)

The Forestry Commission provides green infrastructure delivery funding through programmes such as the English Woodland Grant Scheme and its Higher Level Stewardship Scheme.

Future Department for Transport (DfT) Major Transport Schemes Funding (MTS)

The Government has identified £1.5 billion for major transport schemes from now until the 2014-15 financial year, much of which is already committed.

Green Investment Bank

The Government is intent on establishing a Green Investment Bank with public funding and borrowing powers to fund green projects including wind farms, waste infrastructure and flood defence infrastructure (the precise details of the bank's operations and remit have yet to be confirmed).

Heritage Lottery Fund (HLF)

The Heritage Lottery Fund distributes money raised through the National Lottery to projects including parks, historic places, natural environments and cultural facilities.

Homes and Communities Agency (HCA)

Homes and Communities Agency funding is being simplified into a small number of funding streams, covering affordable housing, existing stock, and using public sector land assets to deliver mixed use regeneration.

Local Asset Backed Vehicle (LABV)

A mid/long term joint venture equity partnership between a local authority and a private sector investment partner. Once the private sector partner is appointed (usually through a competitive process), the local authority contributes physical assets to the joint venture (i.e. transfers a portfolio of land and buildings), while the private sector investment partner contributes equity and expertise. A delivery business plan is developed using the equity and assets. The joint venture partners usually share profits generated through the partnership. Land value is used as equity in development projects. The local authority usually maintains control through long-term asset ownership or options to re-purchase, shareholding, and planning control.

Partnership can allow for the accelerated delivery of infrastructure while transferring the risk of debt onto the private sector.

LABV can provide for 'opportunity purchases' of assets outside the original JV agreement where these meet the objectives of the partnership, i.e. for purchase of missing 'jigsaw pieces'.

Typical applications could include city centre regeneration, rationalising operational property, or investment in housing.

Examples:

- Croydon Council Urban Regeneration Vehicle (CCURV) – partnership between Croydon Council and John Laing (based around Council's need to replace its ageing

1960s offices – other key development assets used to stimulate the regeneration of the town centre and to subsidise the provision of new civic offices).

- Torbay – New English Riviera – see <http://www.turningthetide.co.uk/local-asset-backed-Vehicle/> and <http://www.torbaydevelopmentagency.co.uk/index.php?m=news&id=173>
- East Midlands Blueprint - <http://www.blueprintregeneration.com/home> - partnership between EMDA, HCA, Igloo, Aviva Investors and various partners including local authorities (might also be considered to be a Regional Asset Backed Vehicle - RABV).

Local Enterprise Partnership (LEP)

Whilst it is not yet clear what, if any, funding Local Enterprise Partnerships will have, it is possible they may have access to, or future influence over funds which can contribute to infrastructure provision. The Secretary of State for Transport has, for example, indicated an intention to devolve funding for Major Transport Schemes to Local Enterprise Partnerships and others beyond this Spending Review period.

Local Incentive Backed Vehicle (LIBV)

Like an LABV, a partnership between the local authority and private sector investment partners. Unlike LABV, where the local authority transfers a portfolio of land and buildings, *options* are offered on a package of development sites in close 'place making' proximity. A private sector partner is procured, the architecture of partnership is established, and pre-development processes are begun (master planning and site specific planning consents, etc) in preparation for improved market conditions and the exercise of options. The private sector does not invest in local authority land assets up front, but instead pays for assets when exercising options in improved market conditions (prices reflect improved market conditions). Options are usually conditional on a set of criteria and targets being met. Examples:

- Network Rail, selected Kier Property as its preferred development partner to regenerate surplus development sites next to eight train stations in London and the South-East.
- Skypark - Devon County Council has appointed St Modwen as partner for the development of Skypark, a business park adjacent to Exeter Airport. The LIBV joint venture allows the council to participate in decision-making over the expected 20-year duration of the partnership – see <http://www.skyparkexeter.com/> and <http://www.exeterandeastdevon.gov.uk/Skypark/>

Local Transport Plan Capital / Capitalised Maintenance

Local authorities have traditionally secured funding for capital initiatives and for infrastructure maintenance through the Local Transport Plan. This funding is allocated by the Department for Transport.

Ministry of Defence (MOD)

The Ministry of Defence owns and / or manages a number of physical assets in Plymouth, including the Plymouth Sound Breakwater.

Municipal Bonds

There are no legal constraints on local authorities raising bonds to fund infrastructure delivery, although central Government regulations on the use of public sector debt have made this difficult. The localism agenda may result in a degree of relaxation of central government control over local authorities' abilities to raise monies for infrastructure in this way. In the USA, municipal bonds are the primary way in which capital infrastructure projects are financed. The Local Government Association believes that bond issuance in the UK is uneconomic compared to funding available from the Public Works Loan Board, which plays a

role in approving loans to local authorities for capital works purposes – see http://www.dmo.gov.uk/index.aspx?page=PWLB/About_PWLB and see 7 above.

Example:

- Birmingham National Exhibition Centre was bond funded by Birmingham City Council.
- Transport for London Crossrail and Underground Upgrade.

National Health Service (NHS)

It is anticipated that some of the infrastructure identified in the Infrastructure Needs Assessment will be delivered through National Health Service (NHS) capital expenditure.

National Lottery (NL)

The National Lottery distributes funds for a variety of purposes, including sport and arts development. Some National Lottery funding is distributed via other organisations such as Arts Council England (see above), and the Heritage Lottery Fund (see above).

National Trust (NT)

In addition to owning and managing a significant built heritage portfolio, the National Trust is a major green infrastructure landowning charity, conserving a variety of environments in its everyday operations.

Natural England (NE)

Natural England provides green infrastructure delivery funding through programmes such as its Environmental Stewardship agri-environment scheme.

Network Rail

Plymouth's Railway Station is managed / operated by First Great Western, but capital investment commitments are reflected in Network Rail's Route Utilisation Strategy.

New Homes Bonus (NHB)

This Government scheme will match fund the additional Council Tax raised for new homes and properties bought back into use (with an additional amount for affordable homes) for the first six years. It is intended to help mitigate the strain placed on public services and amenities caused by growth.

Planning Consent Conditions

In some circumstances, local authorities are sometimes able to deliver infrastructure through planning conditions attached to planning consents. These conditions are grounded in planning policies, and can be used instead of or in addition to Planning Obligations (see below). For example, Sustainable Urban Drainage Systems (SUDS) can be delivered in this way.

Planning Obligation - Plymouth Development Tariff (PDT)

The Plymouth Development Tariff is a levy that the Council collects to address the cumulative impacts of development on infrastructure. The amount levied depends on the nature of the development in question. Monies levied are pooled into different infrastructure 'pots', to be spent on local and / or strategic infrastructure priorities.

Planning Obligation - Section 106 Agreement (S106)

Section 106 agreements are bilateral legal agreements which have been negotiated by developers and local authorities (occasionally including others) to mitigate the impacts of particular developments. The agreement usually reflects the developer's agreement to provide the local authority with a set sum or sums of money to spend in a specified way.

Planning Obligation – Unilateral Undertaking

Distinct from a Section 106 Agreement, this is a contract in which only one party, the developer, makes an express promise to undertake an action without recourse to negotiating a bilateral agreement with the Council.

Plymouth City Centre Company

Plymouth City Centre Company is a company limited by guarantee. The Company manages the Business Improvement District which has been established in the City Centre, procures city centre management and service delivery activities, undertakes city centre promotion, and works with stakeholders interested in the economic development of the city centre.

Plymouth City Council Capital Programme

Plymouth City Council has a significant Capital Programme, funded by Council Tax and other sources of income such as prudential borrowing. The scale of the Council's Capital Programme is to be reduced significantly in coming years, largely in response to reduced funding from central government.

Plymouth Green Infrastructure Partnership

A Green Infrastructure Partnership has been formed to deliver the site specific projects identified in Plymouth's Green Infrastructure Delivery Plan.

Plymouth Growth Fund

Plymouth City Council has established a fund to be used to facilitate the growth envisaged in the Vision for Plymouth and provided for by the Local Development Framework. Monies in this fund could be used to complement the other potential delivery mechanisms referred to herein.

Private Finance Initiative (PFI)

The Private Finance Initiative is a mechanism for creating public-private partnerships which use private capital to fund public infrastructure projects. A private consortium is usually paid by the public sector for the provision of a service on a performance basis. Public buildings or facilities can be constructed by the private sector as part of the service provision, with a view to the public sector taking ownership of the asset at the end of the contract.

HM Treasury's National Infrastructure Plan 2010 states that "In order to meet EU landfill diversion targets the Government will continue to support a programme of 21 contracted waste PFI projects and 11 projects still in procurement. Plymouth's Residual Waste Treatment Facility is currently in the procurement process.

Prudential Borrowing

Councils have the ability to borrow capital on a 'prudential' basis. The localism agenda may result in a degree of relaxation of central government control over local authorities' borrowing, such that this may prove a more attractive option in funding infrastructure. Tax Increment Financing may effectively be a form of 'prudential borrowing'. Over the past five years in Plymouth, schools infrastructure has been partly delivered using prudential borrowing of the Directed Schools Grant (DSG).

Public Land Assets

The land holdings of public authorities, including Plymouth City Council.

In abolishing Regional Development Agencies, the Government has raised the possibility that RDAs' assets may be transferred. The South West RDA's Assets and Liabilities Plan indicates that some assets may be transferred to local authorities. The transfer of assets could make it easier or more difficult to deliver projects, insofar as asset ownership affects local authorities' abilities to deliver, for example, LABVs or LIBVs (see above), and insofar as asset ownership could influence decisions on whether and where to implement Tax Increment Financing and Accelerated Development Zones (see below and above).

Public / Private Contractual Agreement

In some cases, contractual agreements between public and private partners may fund or part fund the costs of infrastructure. For example, a private sector partner may be contracted to provide health facilities in a particular locality.

Regional Growth Fund (RGF)

The Government has identified a fund of £1.4 billion over three years (2011-12 to 2013-14) to support projects with significant potential for private sector economic growth and employment, supporting in particular areas and communities that are currently too dependent on the public sector. A panel chaired by Lord Heseltine will assess bids made by the private sector and by public-private partnerships, including those from Local Economic Partnerships. Employment in the public sector in Plymouth is significantly higher than the national average. Round 1 results have been announced, and Round 2 bidding closed on the 1st of July 2011. £450 million was allocated in Round 1; if funding remains after Round 2, a further bidding round may take place.

Review of Old Minerals Permissions (ROMP)

The Environment Act 1995 introduced a requirement for Mineral Planning Authorities to undertake a programme of 'initial review' of all mineral planning permissions granted between 30 June 1948 and 22 February 1982, and, thereafter, to operate a programme of 'periodic review' of mineral planning permissions more than 15 years old.

These review programmes give Mineral Planning Authorities the opportunity to ensure that conditions attached to mineral planning permissions remain up-to-date and relevant, and thereby provide opportunities for green infrastructure delivery issues to be addressed.

Rural Development Programme for England (RDPE)

The Rural Development Programme for England is a DEFRA administered European Union programme which funds agri-environment and other land management schemes.

Sport England

Sport England is the government agency responsible for growing and sustaining participation in sport and improving talent development to enable more people to excel.

SUSTRANS

SUSTRANS is a charitable organisation providing funding for walking, cycling and public transport initiatives, funded by donations and grants from a variety of sources.

Tamar Estuaries Consultative Forum

The Tamar Estuaries Consultative Forum is the estuary management partnership that brings together stakeholders to promote the delivery of integrated management for the Tamar Estuaries and nearby coastal areas in order to ensure long-term sustainable development.

Tax Increment Financing (TIF)

A means to stimulate higher property values and new development and thus higher rates (tax) income. A form of debt finance. Money is borrowed or bonds are issued to finance the infrastructure that is necessary to provide for / stimulate new development. The debt is paid off by the resulting tax revenues. When the debt is paid off the tax revenues revert to the local authority. In other words, borrowing against future/anticipated increases in tax revenues resulting from regeneration to finance the infrastructure expected to generate those increased revenues. Could be used to complement LIBVs (see above).

Requires specific infrastructure improvements to be accurately costed and implemented, and requires appropriate risk management. Requires rates to be applied on an area specific basis. Legislation is required to provide for local authorities to implement TIF.

University of Plymouth

The University of Plymouth is a key partner in delivering some of the infrastructure projects herein, for example, redevelopment of North Cross and environmental enhancements to North Hill. The University has also been a key financial contributor to the LIFE Centre.

Utilities Companies

Utilities companies forward plan to provide infrastructure, usually in deregulated markets, sometimes on a competitive basis, in according with the requirements of applicable regulators. For example, South West Water has a per dwelling water infrastructure connection charge which accords with OFWAT (Office of Water Services regulator) requirements – see http://www.swwater.co.uk/media/pdf/6/n/Self_Lay_Final_draft.pdf

Appendix (iii) - Published Information Sources (with weblinks where available)

- A Vision for Plymouth – see <http://www.plymouth.gov.uk/homepage/yourcouncil/environmentnew/planningservices/designandconservation-2/vision.htm>
- Plymouth City Council Local Development Framework Core Strategy Development Plan Document 2007 – see <http://www.plymouth.gov.uk/homepage/environmentandplanning/planningpolicy/ldf/ldfcorestrategy.htm>
- Plymouth City Council LDF Area Action Plans (City Centre and University, Central Park, Sutton Harbour, North Plymstock and Minerals DPD, Devonport, Millbay and Stonehouse, Derriford and Seaton) – various dates see <http://www.plymouth.gov.uk/homepage/environmentandplanning/planningpolicy/ldf/aaps.htm>
- Plymouth City Council Local Transport Plan 3 – see <http://www.plymouth.gov.uk/homepage/transportandstreets/policyandplanning/ltpt2011-2026.htm>
- Plymouth City Council Local Transport Plan 3 Transport Implementation Plan – see <http://www.plymouth.gov.uk/homepage/transportandstreets/policyandplanning/ltpt2011-2026.htm>
- Plymouth Local Economic Strategy – see <http://www.plymouth.gov.uk/homepage/business/invest/localeconomicstrategy.htm>
- The Plymouth Report August 2010 – see <http://www.plymouth.gov.uk/homepage/communityandliving/plymouth2020/lspplymouthreport.htm>
- A Housing Strategy for Plymouth – 2008-2011 – see <http://www.plymouth.gov.uk/housingstrategy>
- Plymouth Sustainable Neighbourhoods Development Plan Document – see <http://www.plymouth.gov.uk/homepage/environmentandplanning/planningpolicy/ldf/ldfsiteproposals.htm>
- Plymouth City Council Waste Development Plan Document 2008 – see <http://www.plymouth.gov.uk/homepage/environmentandplanning/planningpolicy/ldf/ldfwaste.htm>
- Plymouth Urban Fringe Development Plan Document – see <http://www.plymouth.gov.uk/homepage/environmentandplanning/planningpolicy/ldf/ldfurbanfringe.htm>
- Network Rail Great Western Route Utilisation Strategy - March 2010 – see <http://www.networkrail.co.uk/browse%20documents/rus%20documents/route%20utilisation%20strategies/great%20western/great%20western%20rus.pdf>
- Plymouth City Airport Masterplan – October 2008 – see http://www.plymouthairport.com/up/file/PCA_Master_Plan_Document.pdf
- Plymouth City Council / Plymouth City Airport Limited Section 106 Agreement relating to Land at Plymouth City Airport – June 2009

- Tamar Estuaries Management Plan 2006-2012 – see <http://www.plymouth.gov.uk/homepage/environmentandplanning/naturaleenvironment/natureprojects/tec/tectfabout/tecmanagementplan.htm>
- Digital Plymouth NGA Strategy Report – see http://www.plymouth.gov.uk/digital_plymouth_report.pdf
- Plymouth City Centre Public Realm Delivery Plan – in preparation.
- Port of Plymouth Evidence Base Study – Final Report – see http://www.plymouth.gov.uk/port_of_plymouth_final_report_volume1.pdf
- Morley Park (Plymstock Quarry) - Design and Access Statement (Revised Application) – February 2010
- Morley Park (Plymstock Quarry) – Design Codes (Revised Application) – February 2010
- Plymouth City Council Planning Committee report on the Morley Park (Plymstock Quarry) Planning Application 07/01094/OUT dated 20th January 2011 - see <http://www.plymouth.gov.uk/mgInternet/mgConvert2PDF.aspx?ID=4425&T=10> Other Morley Park related documents can be accessed at: <http://www.plymouth.gov.uk/homepage/environmentandplanning/planning/applications.htm>
- Plymouth City Council Planning Committee reports on the Sherford Planning Application 06/02036/OUT and Draft Section 106 Agreement Heads of Terms dated 28th July and 6th August 2009 – see <http://www.plymouth.gov.uk/modgov?modgovlink=http%3A%2F%2Fwww.plymouth.gov.uk%2FmgInternet%2FmgChooseDocPack.aspx%3FID%3D3627> and <http://www.plymouth.gov.uk/modgov?modgovlink=http%3A%2F%2Fwww.plymouth.gov.uk%2FmgInternet%2FmgListMeetings.aspx%3FXXR%3D0%26Year%3D2009%26Cld%3D251> Other Sherford related documents can be accessed at: <http://www.plymouth.gov.uk/homepage/environmentandplanning/planning/applications.htm>
- Plymouth, Devon and Torbay Residual Waste Treatment Facility related documentation – see <http://www.plymouth.gov.uk/swdwp.html>
- Exeter and East Devon Infrastructure Study and Appendices February 2010 - see <http://www.exeterandeastdevon.gov.uk/Infrastructure-Study/>
- 'Liberating the NHS: Legislative Framework and Next Steps' – see http://www.dh.gov.uk/en/Publicationsandstatistics/Publications/PolicyAndGuidance/DH_122661
- Department of Health, Health and Social Care Bill - see <http://services.parliament.uk/bills/2010-11/healthandsocialcare.html>
- Department of Communities and Local Government Localism Bill – see <http://services.parliament.uk/bills/2010-11/localism.html>

- Department of Education Consultation on School Funding Reform – see <http://www.education.gov.uk/schools/adminandfinance/financialmanagement/schoolsrevenuefunding/a0076651/consultation-on-school-funding-reform-rationale-and-principles>
- South West Water Final Business Plan 2009 - see <http://www.southwestwater.co.uk/index.cfm?articleid=811§ionid=812>
- Plymouth City Council Planning Obligations and Affordable Housing Supplementary Planning Document First Review 2010 - <http://www.plymouth.gov.uk/homepage/environmentandplanning/planningpolicy/lidf/spds/affordablehousingrevised.htm>
- South West Regional Development Agency Assets and Liabilities Plan - <http://www.southwestrda.org.uk/default.aspx?page=1773>
- Plymouth Green Infrastructure Delivery Plan – see http://www.plymouth.gov.uk/green_infrastructure_delivery_plan.pdf
- Plymouth City Council Green Space Strategy 2008-2023 – see <http://www.plymouth.gov.uk/homepage/leisureandtourism/parksgardensandopenspaces/greenspacestrategy.htm>
- Plymouth City Council Central Park Masterplan – see <http://www.plymouth.gov.uk/homepage/environmentandplanning/planning/deliveringchange/centralparkmasterplan.htm>
- Plymouth City Council Growth Fund – see <http://www.plymouth.gov.uk/mgInternet/mgConvert2PDF.aspx?ID=4117&T=10>
- Plymouth Sports Facilities Strategy – see <http://www.plymouth.gov.uk/homepage/leisureandtourism/sportandrecreation/sportsrelatedstrategies.htm>
- Plymouth Playing Pitch Strategy – see <http://www.plymouth.gov.uk/homepage/leisureandtourism/sportandrecreation/sportsrelatedstrategies.htm>
- Plymouth Cultural Strategy: The Vital Spark – see <http://www.plymouth.gov.uk/vitalspark.html>

PLYMOUTH CITY COUNCIL

Subject:	Review of Local Development Scheme
Committee:	Cabinet
Date:	12 July 2011
Cabinet Member:	Councillor Fry
CMT Member:	Director for Development and Regeneration
Author:	Mike Palmer, Spatial Planning Manager
Contact:	Tel: 01752 304361 e-mail: mike.palmer@plymouth.gov.uk
Ref:	MDP
Key Decision:	Yes
Part:	I

Executive Summary:

Section 15 of the Planning and Compulsory Purchase Act 2004 requires local planning authorities to prepare and maintain a local development scheme (LDS). The Localism Bill 2010 proposes that this will remain a statutory requirement.

Plymouth's LDS is a three year project plan setting out the planning documents that the City Council will prepare as part of the Local Development Framework (LDF). It includes:

- A list and description of local development documents to be prepared as part of the LDF
- A timetable for the preparation of these documents
- Information on the current status of previous planning policy documents
- Other general information as required by legislation.

The current version of Plymouth's LDS was adopted by the City Council on 13 July 2010. Although the LDF timetable is kept under constant review by the Cabinet Member for Planning, Strategic Housing and Economic Development, significant amendments to the LDS itself need to be agreed by Cabinet and by Government Office.

The key changes proposed in this LDS review include:

- Reprogramming the completion of the Derriford and Seaton Area Action Plan (AAP) to provide an opportunity to respond to matters raised during the Feb / March 2011 consultation on the Pre-Submission draft of the Plan, particularly in relation to the future of Plymouth Airport and options for the new district centre. It is anticipated that a revised AAP will have to be prepared and consulted on before its submission to the Secretary of State, with adoption now likely in 2012/13 rather than 2011/12.
- Reprogramming the completion of the Plymouth Urban Fringe Development Plan Document by 4 months in order to co-ordinate the consultation timetable with that of the revised Derriford and Seaton AAP. This is necessary to ensure efficient and effective use of resources.

- Bringing forward the Core Strategy Review to form the new Plymouth Plan. This is intended to meet the requirements of the Localism Bill to prepare a Local Plan. (The Bill is expected to receive Royal Assent by the end of 2011.) As part of this process it is expected that the Plymouth Plan will provide an opportunity to substantially reduce and simplify the number of strategies that the Council and its partners currently produce.
- As a consequence of moving to a new Local Plan, the current work programme for the Sustainable Neighbourhoods Development Plan Document, as well as the East End and Hoe Area Action Plans will be revised so that they can be incorporated into preparation of the proposed Plymouth Plan.
- Implementing a second review of the Planning Obligations & Affordable Housing Supplementary Planning Document in support of the Council's move towards a Community Infrastructure Levy (covered in separate report to this meeting of the Cabinet).

This LDS Review will help maintain Plymouth's position at the forefront nationally in terms of use of its planning policy process to drive delivery of growth and regeneration, as well as placing it firmly within the context of the Government's prioritisation of growth and localism.

Corporate Plan 2011-2014:

The LDS directly supports the 'delivering growth priority' of the Corporate Plan. Furthermore, it sets out a timetable for delivering the Corporate Plan's commitment to preparing the Plymouth Plan.

Implications for Medium Term Financial Plan and Resource Implications: Including finance, human, IT and land

Each LDF document incurs costs in relation to evidence base, community engagement, implementation of statutory processes, publication of documents and (in the case of Development Plan Documents) Public Examinations. These costs are met from the Planning Services revenue budget. The LDS programme changes set out in this report will deliver budget action plan savings through a more streamlined approach to plan-making.

However, because of the additional work required to respond to issues arising from the recent pre-submission consultation and needed to complete the Derriford and Seaton Area Action Plan, its public examination, originally programmed for 2011/12 will now take place during 2012/13. This has implications in relation to the current budget where provision is made to fund the Derriford and Seaton AAP public examination this financial year, but which will now not be needed until next financial year. The budgeted cost for the public examination is £62,000. This can be financed from Planning revenue budget providing that a funding contribution can be transferred to an earmarked reserve.

Other Implications: e.g. Section 17 Community Safety, Health and Safety, Risk Management, Equalities Impact Assessment, etc.

The LDF directly supports the promotion of community safety through the provision of policies to influence the design and nature of physical development. Equality impact assessments are undertaken for each Development Plan Document, usually at submission stage.

The LDS is a critical document for managing the main risks associated with Risk 5I on the Council's Strategic Risk Register: 'Delivery of sustained and accelerated economic and population growth.' It is the means by which one of the existing control measures is delivered, namely a prioritised LDF programme focussed on the delivery of the growth agenda.

Recommendations & Reasons for recommended action:

It is recommended that the Cabinet:

- 1 Approve the revision to Plymouth City Council's Local Development Scheme, to
2 take effect from 26 July 2011, pursuant to Regulation 11 of the Town and Country
3 Planning (Local Development) (England) Regulations 2004, as amended.

Reason: To comply with the planning legislation and enable the City Council to progress its Statutory Development Plan Documents. The 26 July 2011 is the earliest date that the LDS can take effect given the City Council's constitutional arrangements.

Alternative options considered and reasons for recommended action:

The main alternatives relate to the content of the LDS rather than whether or not to adopt it. Failure to adopt an LDS would have ramifications for the Council's performance in relation to the proactive use of planning policy to drive the sustainable growth agenda.

Background papers:

LDF Core Strategy, adopted April 2007

LDF Local Development Scheme – Adopted, July 2010.

LDF Annual Monitoring Report, December 2010

Sign off:

Fin	DevFI 11200 15	Leg	11865/J AR	HR	N/A	Corp Prop	N/A	IT	N/A	Strat Proc	N/A
Originating SMT Member: Paul Barnard Assistant, Director for Development & Regeneration											

1.0 BACKGROUND

1.1 The Local Development Scheme (LDS) defines the scope of, and a three-year rolling programme for producing, Plymouth's Local Development Framework (LDF). It explains:

- What documents are going to be produced, by whom and when;
- How these documents will provide the framework for considering the long term social, economic, environmental and resource impacts of development on the city.
- The current status of other planning policy documents.

1.2 The intention is that the LDS will:

- Assist the local community's understanding of and involvement in the new planning system. It complements the Statement of Community Involvement (SCI) which explains Plymouth's approach to engaging people in the planning process;
- Provide a 'three year Project Plan', to ensure the timely production and review of Plymouth's LDF;
- Enable the Council, other Agencies and key stakeholders to coordinate their investment programmes.

1.3 Plymouth's original LDS was submitted to Government Office South West (GOSW) for its approval in January 2005 (and adopted in July 2005). Since then, it has been rolled forward on an annual basis, in response to issues raised through the LDF Annual Monitoring Report and other matters that arise during the course of the year.

2.0 CURRENT REVIEW

2.1 The Council has made excellent progress in meeting its LDS targets. Not only was it the first city in the country to have a sound Core Strategy, but it is leading the way nationally in terms of both the number of Area Action Plans (AAPs) and other Development Plan Documents (DPDs) prepared, as well as being widely quoted as the example of LDF best practice. A key feature of these documents is that they are delivery focussed, with an emphasis on ensuring that the planning process in Plymouth is a positive factor in helping deliver the city's sustainable growth agenda. Current progress is set out in the table below.

Adopted Development Plan Documents:	Adoption Date:
(1) Plymouth's Core Strategy (including Criteria Based Policies)	23/04/07
(2) North Plymstock Area Action Plan and (3) Minerals DPD	06/08/07
(4) Devonport Area Action Plan	06/08/07
(5) Millbay and Stonehouse Area Action Plan	06/08/07

Adopted Development Plan Documents:	Adoption Date:
(6) Waste Development Plan Document	21/04/08
(7) Sutton Harbour Area Action Plan	28/07/08
(8) Central Park Area Action Plan	22/09/08
(9) City Centre & University Area Action Plan	26/04/10
Adopted Supplementary Planning Documents:	Adoption Date:
(10) Planning Obligations & Affordable Housing SPD Planning Obligations & Affordable Housing SPD First Review	01/12/08 02/08/10
(11) Design SPD	06/07/09
(12) Development Guidelines SPD (including Coastal Planning)	26/04/10

2.2 In considering the future work programme, the LDS needs to be reviewed for the following reasons:

- To accommodate changes to the LDF timetable as a result of evolving issues and priorities within the city that have been highlighted through the Plan, Monitor and Manage approach to planning. This takes account of the need for further evidence base studies to support the evolving DPDs, in particular the changing context for the delivery of a major District Centre through the Derriford and Seaton Area Action Plan and recent announcements relating to the future of Plymouth Airport.
- Responding to expected changes to the national legislative framework, contained in the Localism Bill 2010, which is likely to receive Royal Assent by the end of 2011. These changes include the abolition of Regional Strategies, as well as proposals to move to a new form of Local Plan, together with additional supporting documents such as Neighbourhood Plans. While the full details of this new Local Plan agenda have still to be confirmed, this change has coincided with the need to undertake the five year review of the Core Strategy. In these circumstances it is considered appropriate to move directly to preparing a new Local Plan – to be called ‘The Plymouth Plan’. This offers a number of advantages to the city. Not only will the city maintain its leading position in having a fully up to date statutory Development Plan to assist in delivering the corporate priority for a sustainable growth agenda; but it will also offer an opportunity to substantially consolidate the current number of corporate strategies and plans, rationalising the current position and achieving savings.

3.0 REVISED TIMETABLE

3.1 The consequences of the above matters on the LDF are reflected in the following revised LDS timetable for the statutory Development Plan Documents.

Development Plan Documents	Consultation on issues / preferred options (DPDs only)	Consultation on pre-submission (DPD) / draft plan (SPD)	Submission (DPDs only)	Adoption	Adoption date in 2010 LDS
Derriford & Seaton AAP	Feb-Mar 2009 (completed)	Feb-Mar 2011 (completed) Follow up consultation Feb / March 2012	July 2012	July 2013	Jan 2012 18 month delay
Plymouth Urban Fringes DPD (joint with S Hams DC)	Feb-Mar 2011 (completed)	Feb / March 2012	July 2012	July 2013	Mar 2013 4 month delay
Plymouth Plan / Core Strategy First Review	July-Aug 2012	July-Aug 2013	Dec 2013	Dec 2014	May 2016 17 month advance

3.2 The key changes proposed in this LDS review include:

- Completing the current work programme for the Derriford and Seaton AAP, taking this document through to adoption. However, because further evidence base work is required in response to matters raised during the Feb / March 2011 pre-submission consultation, as well as a need to respond to potential changes in the operation of Plymouth Airport, a revised AAP document will have to be prepared and consulted on before its submission to the Secretary of State. The consequence of this delay is that the public examination anticipated to take place in the 2011/12 will now need to be postponed until 2012/13.
- A minor adjustment to the work programme for preparing Plymouth's Urban Fringe DPD, which the city is preparing jointly with South Hams District Council and Devon County Council, will need to be made in order to co-ordinate the consultation timetable with that of the revised Derriford and Seaton AAP.
- Bringing forward the Core Strategy Review to form the new Plymouth Plan. This is intended to meet the requirements of the Localism Bill to prepare a Local Plan. (The Bill is expected to receive Royal Assent by the end of 2011.) As part of this process it is expected that the Plymouth Plan will provide an opportunity to substantially reduce and simplify the number of strategies that the Council and its partners currently produce.
- As a consequence of the decision to prepare a single Plymouth Plan, the current work programme for the Sustainable Neighbourhoods Development Plan Document, as well as the East End and Hoe Area Action Plans will be revised so that they can be incorporated into preparation of the proposed new Plymouth Plan.

- 3.3 The LDS review also provides for completing the current work programme for the Shopping Centres SPD, taking this document through to adoption, as well as Implementing a second review of the Planning Obligations & Affordable Housing Supplementary Planning Document in support of the Council's move towards a Community Infrastructure Levy (covered in separate report to this meeting of the Cabinet).
- 3.4 The Planning Inspectorate has been informed about this revised LDS, and most critically they have indicated that they should be able to accommodate the anticipated date for the examination of the Derriford and Seaton AAP.

4.0 CONCLUSIONS

- 4.1 The LDS is a strategically significant document for Plymouth and for its wider sub-region. It articulates key development priorities, which will be addressed through Local Development Documents, and as such will help to drive the delivery of the growth agenda. In addition, it supports the delivery of wider corporate priorities through ensuring that an appropriate planning framework, including land allocations, is in place to address issues such as the need for new economic development, cultural, social, transport and environmental infrastructure.

APPENDIX: LOCAL DEVELOPMENT SCHEME 2011-2014

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I. PURPOSE OF THE LDS

- 1.1. The Local Development Scheme (LDS) defines the documents that will form Plymouth's Local Development Framework (LDF), setting out:
- What documents are going to be produced, by whom and when
 - The purpose of and relationships between these documents, explaining how these documents provide the framework for considering the long term social, economic, environmental and resource impacts of development on the city.
 - The current status of other planning documents
- 1.2. The intention is to assist the community's understanding of and involvement in the Development Plan system. The LDS also provides a three year rolling Project Plan, to ensure the timely production and review of Plymouth's LDF, as well as enabling the Council, other Agencies and key stakeholders to coordinate their investment programmes.

2. PLYMOUTH'S LDF CONTEXT

Policy Context

- 2.1. Plymouth's LDF policy context is currently determined by national and regional guidance. These set new challenges to 2026 and beyond.
- At the national level, the emphasis is on turning Britain's towns and cities back into thriving centres of activity. Explaining how Plymouth can achieve its 'urban renaissance' is at the heart of the city's LDF.
 - At the Regional level, (while it remains a statutory duty to have regard to the RSS), consideration needs to be given to the expectations that Plymouth will:
 - take measures to revitalise the city through significant growth in economic activity and housing - realising its potential to accommodate development in a sustainable way and enhancing its role as a sub-regional centre
 - play a wider strategic role by building on its potential as a major regional service centre and becoming the economic hub of the far South West.

Process Context

- 2.2. How Plymouth's LDF is produced is defined by the national legislative and regulatory framework. There have been a number of recent changes to the process of preparing LDFs, through the Town and Country Planning (Local Development) (England) (Amendment) Regulations 2008, which still remain relevant to this LDS. These requirements, however, will be subject to further changes through the Localism Bill 2010, which is expected to receive Royal Assent by the end of 2011. This is now likely to require Local Authorities to produce a Local Plan for their area.
- 2.3. While the extent and pace of these changes to the statutory Development Plans process inevitably brings a degree of uncertainty, none the less there are key principles that underpin the production of a Development Plan Document, and these are expected to remain as the foundations for preparing the new style Local Plans. These are:
- The essential requirements for producing a Development Plan Document will remain. That is to say, there will still be a requirement for an Issues and Options consultation, a Pre-Submission consultation stage, and for the plan to be submitted to the Secretary of State for Examination before Adoption.
 - The principle of ensuring continuous and effective public engagement throughout the plan making process will remain. In fact it is likely that this requirement will

be strengthened to include the need to collaborate with communities, stakeholders, and any other groups with an interest in a particular area or topic. The outputs from this process will form a key part of the plan's evidence base.

- The principle of frontloading the plan making process will remain, to ensure that all the information /evidence base necessary to justify the plan, (including engagement feedback), has been considered before policies and proposals are formulated.
- A number of existing 'planning tools' will remain. i.e. Area Action Plans (AAPs), Development Plan Documents (DPDs), Supplementary Planning Documents (SPDs), Local Development Orders (LDOs). These will still be important elements of the new Local Plan to be used to deliver change. However, their use may be limited to meeting very specific needs with a presumption that the main Local Plan document will fulfil most if not all of the needs for the statutory development plan.
- The Community Infrastructure Levy will continue to be used to fund infrastructure requirements and release value from development to meet the needs of communities.

- 2.4. There are also some clear changes in emphasis arising from the Localism Bill 2010, which are already influencing the production of the development plans. These are:
- A number of additional 'planning tools' are being put forward by the Government to support their focus on people and places. These include Neighbourhood Plans and Neighbourhood Development Orders which are being proposed as a new tier of the development plan to be produced by communities.
 - A revised Enterprise Zone approach is intended to help stimulate economic investment. In addition the New Homes Bonus has been introduced as a way of funding infrastructure requirements and releasing value from development for the good of communities.
 - The introduction of the Duty to Cooperate, which is intended to strengthen the obligation for neighbouring authorities to work together on cross border matters, will create an opportunity for true collaboration across sub-regional areas.
- 2.5. From this it can be concluded that both the existing LDF Core Strategy and the new style Local Plan are intended to be strategic documents, setting out a vision and path to improvement, as well as establishing strategic policies to guide change. The strategic nature of these documents, along with the Duty to Cooperate and the expectation of collaborative planning involving a wide range of activities, creates an opportunity to develop a truly spatial, wide ranging, strategic plan that responds to people's needs. The supporting Area Action Plans, Neighbourhood Plans, Neighbourhood Development Orders and other 'planning tools' can provide a range of mechanisms to deliver these aspirations.
- 2.6. Finally, the Localism Bill 2010 has introduced a presumption in favour of sustainable development. This implies that if a Local Authority does not have an adopted and up-to-date Local Plan in place, it will lose a significant amount of control over development in its area with a presumption in favour of development that meets national sustainability criteria.
- 2.7. In order to take advantage of these changes, and avoid losing the opportunity to proactively shape Plymouth's future, this LDS has revised the timetable for completing Plymouth's current LDF work programme and introduced arrangements for the Council to make an early transition to the new Local Plan process. This will ensure that the Council maintains an up to date Development Plan to promote the city's sustainable growth agenda.

3. PLYMOUTH'S RESPONSE

Current LDF Position

- 3.1. Plymouth's original LDS was submitted to Government Office South West (GOSW) in January 2005 (adopted July 2005). Since that time, the Council has made very rapid progress, having adopted 9 of its 14 proposed Development Plan Documents (DPDs).
- 3.2. By April 2011, the following DPDs had been adopted:

<u>Adopted LDF Documents:</u>	<u>Adoption Date:</u>
(1) Plymouth's Core Strategy (including Criteria Based Policies)	23/04/07
(2) North Plymstock Area Action Plan and (3) Minerals Development Plan Document	06/08/07 06/08/07
(4) Devonport Area Action Plan	06/08/07
(5) Millbay and Stonehouse Area Action Plan	06/08/07
(6) Waste Development Plan Document	21/04/08
(7) Sutton Harbour Area Action Plan	28/07/08
(8) Central Park Area Action Plan	22/09/08
(9) City Centre & University Area Action Plan	26/04/10
<u>Adopted Supplementary Planning Documents:</u>	<u>Adoption Date:</u>
(10) Planning Obligations & Affordable Housing SPD	01/12/08
Planning Obligations & Affordable Housing SPD 1 st Review	02/08/10
(11) Design SPD	06/07/09
(12) Development Guidelines SPD (including Coastal Planning)	26/04/10

- 3.3. Progress in delivering the outcomes from these plans, as well as their potential need for review, is being monitored on a regular basis and reported on through the Annual Monitoring Report (AMR).

Plymouth's Response to National and Regional Policy

- 3.4. The Council has already made considerable progress in responding to the national and regional challenges. The City's long term vision and broad delivery strategy is defined through its adopted LDF documents. These documents are supported by the city's detailed Infrastructure Needs Assessment and supporting Delivery and Investment Plans. The overall approach is to use the emphasis on providing new homes, jobs and services as a positive catalyst for change – helping to promote sustainable forms of development which meet local aspirations and supports the city's regeneration.
- 3.5. The LDF has incorporated the vision, aims and objectives of Plymouth's Sustainable Community Strategy - aspiring to create a city which is:
'One of Europe's finest waterfront cities, where an outstanding quality of life is enjoyed by everyone.'
- 3.6. It provides the mechanism to deliver key elements of this vision. It has been informed by the Corporate Plan and other council strategies, and already provides a statutory policy base for delivering real improvements to the quality of people's lives in a way that truly reflects the aspirations of local communities.

- 3.7. In delivering Plymouth's vision, the Core Strategy defines a significant step change in the quality, pace and intensity of development. It sets out how Plymouth's potential for long term sustainable growth, as well as its wider regional role as the economic hub of the far South West, can be realised based on the priorities of:
- Re-building the city's communities – using our heritage to its best advantage
 - Prioritising the city's waterfront areas for regeneration
 - Using the opportunities on Plymouth's eastern and northern corridors to provide an appropriate range, mix and type of development, as well as ensuring flexibility to accommodate long term change
 - Helping diversify the city's economy and accommodate growth by delivering 27,500 new jobs (42,000 new jobs in the Travel to Work Area), 32,000 homes, 172,000 sq.m. of comparison retail, together with new schools and other supporting infrastructure
 - Living within environmental limits by moving towards carbon neutrality, including promoting sustainable transport
 - Increasing the city's critical mass to support the services needed, with an anticipated population growth from 256,700 in 2009, to some 300,000+ by 2026 and beyond.
- 3.8. While the current recession has delayed the delivery of Plymouth's overall vision by at least 3 years, there have been significant developments and key elements of the vision have already been achieved. Further major opportunities are being brought forward through the LDF process.
- 3.9. The city also continues to work closely with the surrounding Local Authorities, in particular South Hams District Council, to ensure a co-ordinated approach to development across the city boundary through wider sub-regional governance arrangements, as well as playing a proactive role in the newly formed Heart of the South West Local Economic Partnership.

Plan Making Process

- 3.10. The Council intends to take advantage of both the existing LDF regulations, as well as the emerging new Local Plan requirements arising from the Localism Bill, to continue to evolve a more effective plan making process that directly addresses the city's needs. This includes maintaining a consistent approach that retains a degree of familiarity with the way local residents and key stakeholders have become used to interacting with the current LDF system.
- 3.11. The approach the Council will continue to adopt for preparing its statutory LDF and Local Plan documents is as follows:
- Stage 1, Plan Preparation (Current Regulation 25):** - To undertake both evidence base studies, as well as engage with interested parties concerning current and future needs of their area /interest and explore ways in which these could best be achieved – i.e. establish the issues that need to be address and prioritise the various options for meeting those needs.
- Stage 2, Issues and Preferred Options Consultation:-** To publish the outputs from stage 1 as a city wide milestone consultation, for the statutory 6 week period. The purpose of this is to enable everyone to comment on all the Issues and Preferred Options for an area, or in relation to a particular issue /matter.
- Stage 3, Pre-submission Consultation (Current Regulation 27):-** Based on the outcomes from the stage 2 'Issues and Preferred Options' consultation, the Council will prepare the draft LDF / Local Plan document for submission. The process of engagement with key stakeholders will continue throughout this Plan Making stage. However, before submitting the LDF document to the Secretary of State, the Council will

hold a city wide pre-submission consultation, for the statutory 6 week period, to establish whether there are any matters that would call the soundness of the plan into question, as well as address editorial corrections etc.

If this consultation raises significant issues which require substantial amendment(s) before submission, then the revised document will be subject to a further round of engagement /consultation.

Stage 4, Submission, Examination and Adoption:- When the Council is satisfied that the document is soundly based, (following the Stage 3 consultation), it will be submitted to the Secretary of State, along with all the representations made at the pre-submission consultation stage, for it to be considered at examination by an independent planning inspector. The inspector's report is considered binding on all parties, in as much as it forms the basis for the Council's adoption of the final document.

4. FUTURE WORK PROGRAMME

- 4.1. This LDS is the sixth review of the Council's LDF work programme. It defines the documents, and sets out the work programme needed to complete Plymouth's LDF and move forward to the new Local Plan agenda.
- 4.2. While considerable progress has been made on preparing Plymouth's remaining LDF documents, the programme for their completion will need to be changed to accommodate the following:
 - Changes to the timetable for preparing the Derriford and Seaton AAP, to accommodate matters highlighted through the Council's Plan, Monitor and Manage approach to planning - in particular responses received from the pre-submission consultation which will require further evidence base studies to support the delivery of a major District Centre in this area, as well as responding to recent announcements relating to the future of Plymouth Airport.
 - Responding to expected changes to the national legislative framework, (as defined in the Localism Bill 2010 and explained above). While the full details of this new Local Plan system have still to be confirmed, this change has coincided with the need to undertake the five year review of the Core Strategy. In these circumstances it is considered appropriate to move directly to preparing a new Local Plan – to be called 'The Plymouth Plan'. This offers a number of advantages to the city. Not only will the city maintain its position in having a fully up to date statutory Development Plan to assist in delivering corporate priorities, (e.g. the sustainable growth agenda); but it will also offer an opportunity to substantially consolidate the number of corporate strategies and plans, rationalising the current position and achieving savings.
 - A minor adjustment to the work programme for preparing Plymouth's Urban Fringe DPD, which the city is preparing jointly with South Hams District Council and Devon County Council, will be needed in order to co-ordinate its consultation timetable with that of the revised Derriford and Seaton AAP.
 - As a consequence of the decision to prepare a single Plymouth Plan, the current work programme for the Sustainable Neighbourhoods Development Plan Document, as well as the East End and Hoe Area Action Plans will be revised so that they can be incorporated into the proposed new Plymouth Plan.
 - Completing the current work programme for the Shopping Centres SPD, taking this document through to adoption.
 - Implementing a second review of the Planning Obligations & Affordable Housing Supplementary Planning Document in support of the Council's move towards a

Community Infrastructure Levy and in response to Government changes to the definition of Affordable Housing.

This revised LDS reflects the consequences of these matters on the following.

- 4.3. **Derriford & Seaton Area Action Plan (Profile 10 refers):**
This document sets the context for coordinating major area based initiatives in northern Plymouth, and is considered a priority for completion under the LDF regulations because of its important role in delivering Plymouth's sustainable growth agenda.
- 4.4. The AAP's production started in Spring 2005 with an Issues and Options report. Since then, the Core Strategy Vision Statement for Derriford and Seaton has been adopted. However, following on from the Core Strategy debate it became evident that further more detailed studies were needed on shopping provision, transport infrastructure, master planning and green infrastructure - examining how the different aspects of this vision can best be delivered. These matters were consulted on through an Issues and Preferred Options consultation in February 2009.
- 4.5. Since the Issues & Preferred Options consultation in 2009, the Council has undertaken and published more detailed studies on the AAP's key proposals. This has included:
- Summary Report of the Issues and Preferred Options Consultation, March 2009
 - Draft Derriford and Seaton Area Action Plan Delivery Framework
 - Derriford Community Park Delivery Study, LDA Design Consulting LLP, March 2009
 - Derriford Development Framework, LDA Design Consulting LLP, March 2009
 - Feasibility Study for an Energy Services Company (ESCO) in Plymouth, Utilicom Ltd 2010
 - Plymouth City Centre and Derriford Sustainable Energy Studies, Centre for Sustainable Energy/Wardell Armstrong, June 2009
 - Report on Proposed New District Shopping Centre, Cushman and Wakefield, November 2009
 - Report on Proposed New District Shopping Centre, Cushman and Wakefield, January 2011
 - Derriford Transport Strategy 2006 to 2021
 - Derriford and Seaton area action plan 2006-2021 sustainability appraisal February 2011
 - Equality Impact Assessment of the Derriford and Seaton Area Pre-Submission Action Plan
 - Habitat Regulations Assessment and Screening Report of the Derriford and Seaton Area Action Plan January 2011
- 4.6. The Council has followed up the publication of these reports with a comprehensive engagement process, involving key stakeholders and a local residents association, so as to inform the production of the Pre-submission AAP document.
- 4.7. The pre-submission AAP has been the subject of a statutory 6 week consultation during Feb./March 2011. The responses received from this consultation have provided a number of helpful comments on how the document could be improved, but have also raised questions which will require further evidence base studies to support the delivery of a major District Centre in this area.
- 4.8. In addition to this, in response to recent announcements regarding Plymouth Airport, an economic study into air services for Plymouth has been commissioned by the Plymouth Chamber of Commerce and Industry and Plymouth City Council. This study, which will be completed during summer 2011, could create a need for the AAP to be revised before

submission. (The area being considered as part of this Airport Study is highlighted on Map 2 – entitled, Boundaries for Area Action Plans and Plymouth Urban Fringe DPD.)

- 4.9. As a consequence of these matters, the timetable for completing the Derriford and Seaton AAP has been re-programmed, to enable additional evidence base studies and a revised AAP, (with potential boundary amendments), to be published for a second pre-submission consultation. This second pre-submission consultation will take place alongside the publication of the alternative site proposals for the location of the proposed new District Centre that came forward through representations made in the Feb./March 2011 pre-submission consultation. This is to meet government guidance to ensure that all alternative site options have been fully aired before the AAP's examination. Following on from this second consultation, it is expected that the AAP will be submitted to the Secretary of State for public examination leading to its adoption.

Other Programme Changes

- 4.10. In response to the proposed changes to the planning system being introduced through the Localism Bill 2010, it is now intended to re-programme the production of Plymouth's remaining LDF Documents so that they are incorporated into the city's new Local Plan – The Plymouth Plan. This has the following implications for the remainder of the LDF programme.
- 4.11. **Sustainable Neighbourhoods (Key Site Allocations) Development Plan Document (Profile 4 refers):**
This document was intended to set out the key development proposals to implement the vision, aims and objectives of the Core Strategy for those areas of the city outside the AAP areas.
- 4.12. Its production started in the summer of 2007 with an extended Issues and Options consultation of the city's neighbourhoods, based on the broad framework for change provided by the adopted Core Strategy. This initial consultation stage was completed with a city wide 'Big Picture' consultation event in July 2008. The output from this work was brought together into a series of Issues and Preferred Options pamphlets for each neighbourhood and consulted on during Feb / March 2011.
- 4.13. The intention is to now incorporate this work into the new Plymouth Plan. This plan will focus on the needs of people and places, providing a mechanism to deliver key development opportunities, turning aspirations into reality by providing a strategic framework to guide future development in the city's neighbourhoods.
- 4.14. **Plymouth's Urban Fringe Development Plan Document (Joint working with South Hams and Devon County – Profile 4a refers):**
This Development Plan Document is being prepared jointly with South Hams District Council and Devon County Council, setting out the key development proposals required to implement the vision, aims & objectives of both Plymouth and South Hams' Core Strategies in so far as they relate to Plymouth's Urban Fringe.
- 4.15. In preparing this document, the Council has undertaken a number of evidence base studies and consulted on the Issues and Preferred Options during Feb / March 2011. While it was intended to progress this document alongside Plymouth's Sustainable Neighbourhoods (Key Site Allocations) DPD, the city's decision to move to the new Local Plan approach, and in the absence of a similar commitment from South Hams, this means that the Urban Fringe DPD is currently expected to be progressed to adoption under the LDF regulations. The timetable, however, will need to be adjusted to co-ordinate its pre-submission consultation with the revised timetable for the Derriford and Seaton AAP.

4.16. **East End Area Action Plan (Profile 13 refers) and Hoe Area Action Plan (Profile 14 refers):**

These documents were intended to set the context for:

- neighbourhood renewal and promoting sustainable transport solutions for the City's East End and Eastern Gateway;
- regenerating the Hoe Foreshore – an historically and environmentally important area of Plymouth.

4.17. Their production started in Spring 2005 with Issues and Options reports. Since then, a framework for change has been agreed with the adoption of the Core Strategy East End and Hoe Vision Statements. However, following on from the Core Strategy debate it became evident that further studies were needed (on transport options, major hazard sites implications, tourism and master planning work on the various opportunity sites), to consider how best the different requirements of these two areas could be delivered.

4.18. With the Council's decision to incorporate the remainder of its LDF programme into The Plymouth Plan, the intention is to bring the level of understanding for these two areas to a similar level as the SNDDP, by publishing Issues and Preferred Options consultation pamphlets for consultation, (on the same timetable as the Derriford and Seaton AAP consultations), so that this work can form part of the evidence base for the new Plymouth Plan.

4.19. **Preparation of Supplementary Planning Documents:**

The city has an agreed timetable for producing supporting Supplementary Planning Documents (SPD), to amplify Policies in the Core Strategy.

4.20. To date the Council has adopted SPD relating to Planning Obligations and Affordable Housing (adopted 01/12/08 and reviewed 02/08/10), a Design SPD (adopted 06/07/09), and a Development Guidelines SPD, which includes advice on Coastal Planning matters, (adopted 26/04/10).

4.21. An SPD for Shopping Centres has been consulted on during Feb./March 2011, and is now being progressed to adoption.

4.22. The Council will also be undertaking a further review of its Planning Obligations and Affordable Housing SPD. This will update planning guidance in relation to national policy changes relating to Affordable Housing, and address the implications for the planning obligations process arising out of the introduction of a Community Infrastructure Levy.

4.23. It should be noted that it was decided in the 2010 LDS that the proposed SPD on Green Space had been dropped, as its purpose can now be met through the refreshed Greenscape Study which supports the Core Strategy policies on protecting green spaces. The need for further SPDs will be kept continuously under review.

4.24. **Clarification of the remaining arrangements:**

With the adoption of Plymouth's Local Development Framework (April 2007), the statutory parts of this LDF, together with the Regional Spatial Strategy (until this statutory requirement is removed), form the 'Development Plan' documents for the City. As stated in the 2010 LDS, Plymouth's LDF has therefore replaced the adopted Local Plan, and it has taken over the role of the First Deposit Local Plan as a 'material consideration' in dealing with planning matters. Appendix I to the LDS identifies saved documents. (Documents that have been cancelled were set out in the 2010 LDS, but have been repeated in this LDS for clarity.)

4.25. It should be noted, however, that in response to these changes and where there is a need for an interim position pending the change to the new Local Plan position, Site Planning Statements have and will be prepared for some of the larger sites affected by this change, including a process of engagement with the local community where appropriate.

- 4.26. It should also be noted that the FDLP's cancellation does not mean that information contained in the Plan will cease to have any relevance. The FDLP still includes a significant amount of background and contextual information on issues and sites which may still be helpful to the consideration of proposals. However, the FDLP in itself will carry no policy weight.
- 4.27. **Review of the Core Strategy / Move to new Local Plan (Profile 2R refers):**
Plymouth adopted its Core Strategy in April 2007. This Statutory Development Plan Document provides both a framework for the city's long term development, (including the policies and targets needed to achieve and monitor its delivery), as well as the Criteria Based Policies for the consideration of Development Proposals.
- 4.28. The Core Strategy provides a 15+ year plan for the city, covering the period 2006-21 in detail, but also provides a long term direction of travel to 2026 and beyond. It is a statutory requirement to keep this plan up to date, providing at least a 10 year time horizon. Within this context the Core Strategy will need to be reviewed by 2014/16 and rolled forward to cover the period to 2031 in detail, but with a longer term horizon. This means that the commencement of this review process falls within the 3 year work programme covered by this LDS.
- 4.29. This requirement to review Plymouth's Core Strategy coincides with a number of expected changes to the national legislative framework, contained in the Localism Bill 2010, (which is likely to receive Royal Assent by the end of 2011). These changes include the abolition of Regional Strategies, as well as proposals to move to a new form of Local Plan, together with additional supporting documents such as Neighbourhood Plans.
- 4.30. While the full details of this new Local Plan system have still to be confirmed, with this change in circumstances it is considered appropriate for the city to move directly to preparing a new Local Plan – to be called 'The Plymouth Plan'.
- 4.31. This new Plymouth Plan, like the existing LDF Core Strategy, will be a strategic document that encompasses the whole of the city, as well as considering the city within its sub-regional context, setting out a vision and path to improvement, as well as establishing strategic policies to guide change within the city. It will include both a bottom up and top down approach providing a context for improving each neighbourhood, as well as the city as a whole. The strategic nature of this document, along with the Duty to Cooperate and the expectation of collaborative planning involving a wide range of activities, creates an opportunity to develop a truly spatial, wide ranging, strategic plan. This will enable the new Plymouth Plan to incorporate and join up a number of existing strategies, encompassing employment, housing, education, natural environment, culture, transport, community and health, minerals and waste. While the Plymouth Plan is intended to provide the strategic framework for guiding the city's future development, it may be supported by more detailed plans such as Area Action Plans, Neighbourhood Plans, Development Orders and other 'planning tools', depending on the most appropriate mechanisms for delivering the city's aspirations.
- 4.32. This approach offers a number of advantages to the city. Not only will the city maintain its leading position in having a fully up to date statutory Development Plan to assist in delivering the corporate priority for sustainable growth; but it will also offer an opportunity to substantially consolidate the current number of corporate strategies and plans, rationalising the existing position and achieving savings.

5. OTHER SUPPORTING DOCUMENTS

- 5.1. Other documents inform or support the production of the LDF /new Local Plan and its subsequent reviews. They are prepared and published alongside the relevant DPDs and SPDs, and include:-
- 5.2. **A Sustainability Appraisal /Strategic Environmental Assessment /Significant Effects report** - of each Development Plan Document. This is an ongoing process which informs the production of the Development Plan at the key reporting stages of Issues and Preferred Options, as well as the Pre-submission stage.
- 5.3. **An Annual Monitoring Report** – to provide baseline information for the production of the Development Plan and subsequent progress, as well as to comment on whether there is a need for change / review. This will be published on the Council's LDF web site, regularly updated when new information becomes available, but still providing a baseline position in December of each year as required by national guidance.
- 5.4. **Statements of Conformity** to:
 - explain the steps undertaken to ensure that Development Plan documents have been produced in accordance with the Statement of Community Involvement
 - confirm the consistency of the DPDs and SPDs with the Core Strategy /Local Plan
 - confirm that the DPDs are in general conformity with the Regional Spatial Strategy (currently RPG10), and have taken account of the emerging RSS review – while this remains a statutory requirement.

6. JOINT WORKING ARRANGEMENTS

- 6.1. Plymouth City and South Hams District Council have already had considerable success with their joint working arrangements – leading to the adoption of Plymouth's North Plymstock Area Action Plan and Minerals DPD, as well as South Ham's Sherford Area Action Plan. Further joint working will be promoted through the proposed sub-regional governance arrangements, involving all the surrounding authorities.
- 6.2. Building on this success, Plymouth City and South Hams District Council, with the involvement of Devon County Council, are progressing the Plymouth Urban Fringe DPD, to address cross-border issues and development opportunities.
- 6.3. In addition to this, an outcome of Plymouth's Core Strategy Public Examination has been a requirement by the Inspector to consider the wider issues of Coastal Planning in the Port of Plymouth area, taking into account the possibility of a statutory requirement to prepare a Marine Spatial Plan for the area. Because this means considering matters outside the Plymouth administrative area, it is proposed to address this wider matter through joint working with adjoining authorities through the existing Tamar Estuary Consultative Forum partners, as well as other key stakeholders including the Marine Liaison Committee. This will form a part of the wider sub-regional context within which the new single Plymouth Plan will be prepared.

7. FURTHER EXPLANATORY INFORMATION

- 7.1. The following table, chart, map, document profiles and appendices provide further details about each of the above LDF documents:-
 - Tables 1 - 3 illustrates the timetable for LDF document production.
 - Diagram 1 illustrates the relationship between Plymouth's LDF Documents
 - Map 1 identifies the general locations of the proposed Area Action Plans.
 - Map 2 shows boundaries for Area Action Plans & Plymouth Urban Fringe DPD
 - Profiles 1-24 provide details about each LDF document

- Appendix 1 confirms the current status of Plymouth's Local Plan documents, and associated supplementary planning guidance – as well as the non statutory First Deposit Local Plan and its associated Interim Planning Statements.
- Appendix 2 provides a glossary of terms.

TABLE I TIMESCALES WITHIN WHICH ADOPTED LDF DOCUMENTS HAVE BEEN PRODUCED

COMPLETED DEVELOPMENT PLAN DOCUMENTS	Issues / Options Core Strategy Area Vision Consultation	Preferred Options Consultation	Submission date / Reps Periods	Examination Date	Inspector's Report	Adoption date
SCI - Profile 1 SCI First Review, Adopted April 2009 -Profile 1R	07/03/05 – 18/04/05	29/07/05 – 09/09/05 03/11/08 – 15/12/08	28/02/06 08/03/06 – 19/04/06	n/a	05/07/06	24/07/06 27/04/09
Core Strategy (with Criteria Based Policies) Profiles 2 & 3	07/03/05 – 18/04/05 Including Area Vision Statements	29/07/05 – 09/09/05 Key Changes 13/04/06 – 25/05/06	11/08/06 22/08/06 – 03/09/06	30/01/07-08/02/07	03/04/07	23/04/07
North Plymouth AAP & Minerals DPD Profiles 8 & 5	07/03/05 – 18/04/05	29/07/05 – 09/09/05	11/08/06 22/08/06 – 02/09/06 08/11/06 – 19/12/06	13/02/07 & 28/03/07	19/06/07	06/08/07
Devonport AAP Profile 9	07/03/05 – 18/04/05	29/07/05 – 09/09/05	27/10/06 08/11/06-19/12/06 22/01/07 – 05/03/07	30/05/07	17/07/07	06/08/07
Millbay / Stonehouse AAP Profile 10	07/03/05 – 18/04/05	29/07/05 – 09/09/05	27/10/06 08/11/06-19/12/06 22/01/07 – 05/03/07	31/05/07	17/07/07	06/08/07
Waste DPD Profile 6	07/03/05 – 18/04/05	29/07/05 – 09/09/05	29/08/07 29/08/07-10/10/07	06/02/08	20/03/08	21/04/08
Sutton Harbour AAP Profile 16	07/03/05 – 18/04/05	08/11/06-19/12/06	18/10/07 18/10/07 – 29/11/07 16/01/08 – 27/02/08	02/04/08-03/04/08	28/05/08	28/07/08
Central Park AAP Profile 12	07/03/05 – 18/04/05	08/11/06-19/12/06	20/12/07 16/01/08-27/02/08	03/06/08-04/06/08	04/07/08	22/09/08
City Centre / University AAP Profile 13	07/03/05 – 18/04/05	03/11/08 – 15/12/08 (Issues & Preferred Options consultation)	30/10/09 18/08/09-29/09/09	26/01/10- 02/02/10	15/03/10	26/04/10

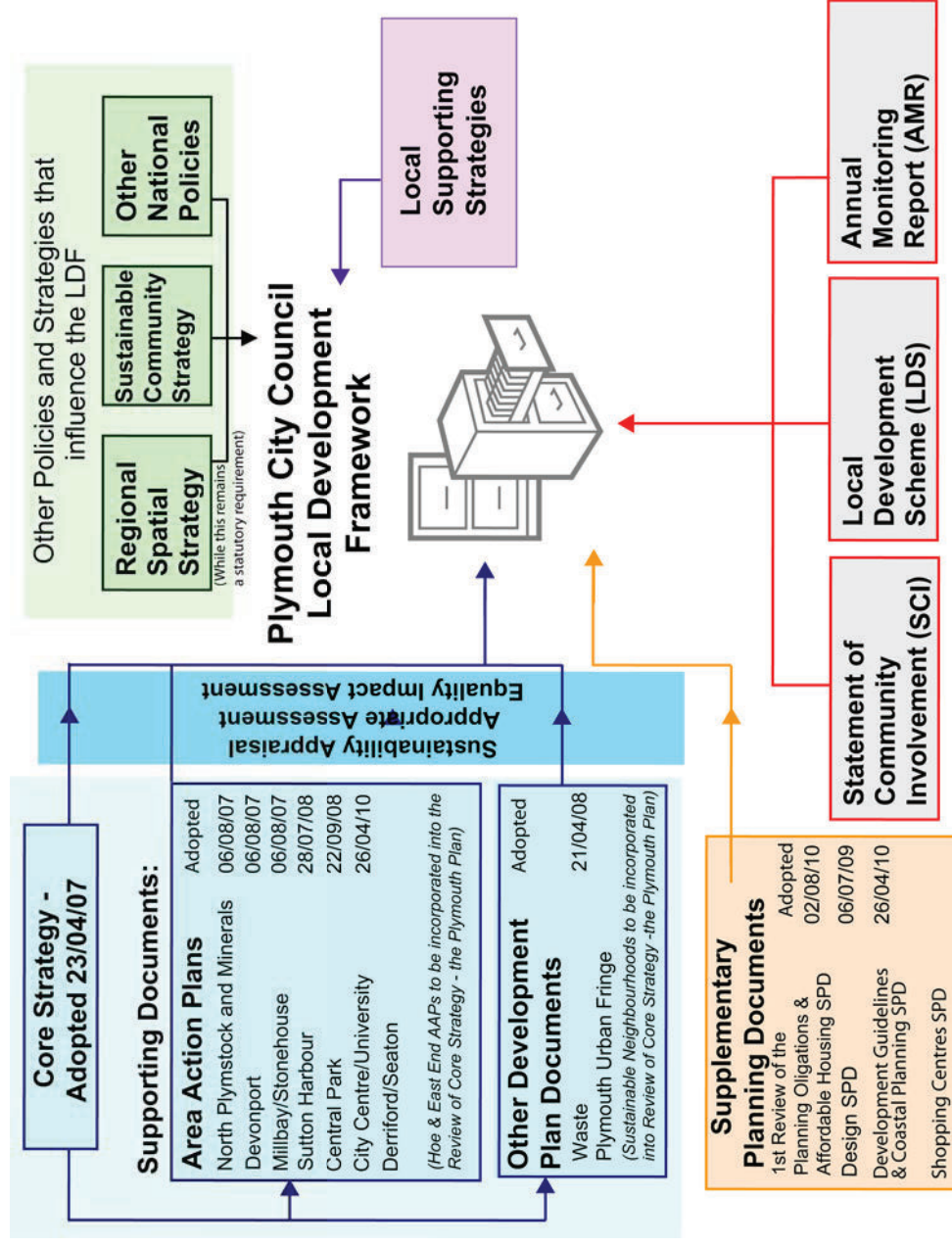
TABLE 2 TIMETABLE FOR PRODUCING REMAINING LDF DOCUMENTS

DEVELOPMENT PLANNING DOCUMENTS	Issues / Options Core Strategy Area Vision Consultation	Issues & Preferred Option Consultation	Pre-Submission / Representation / Submission date	Examination Date	Inspector's Report	Adoption date
Derriford / Seaton AAP Profile 11	07/03/05 – 18/04/05	06/02/09 – 23/03/09	1 st Pre-sub. Consult 16/02/11 – 30/03/11 2 nd Pre-sub. Consult Feb / March 2012 Submit July 2012	Nov. 2012	May 2013	July 2013
Plymouth Urban Fringes DPD (Joint with SHDC & DCC) Profile 4A	N/a	16/02/11 - 30/03/11	Feb / March 2012 Submit July 2012	Nov. 2012	May 2013	July 2013
Sustainable Neighbourhoods (Key Site Allocations) DPD Profile 4 (To be included in Plymouth Plan)	July 2007-July 08 (neighbourhood consultations)	16/02/11 - 30/03/11	No further work planned to complete this DPD under the LDF Regs. Results from the Issues & Preferred Options consultation will form part of the evidence base for preparing The Plymouth Plan			
East End AAP Profile 14 (To be included in Plymouth Plan)	07/03/05 – 18/04/05	Feb. /March 2012	No further work planned to complete this DPD under the LDF Regs. Issues & Preferred Options consultation proposed for 2012, to provide evidence base for this area for The Plymouth Plan.			
Hoe AAP Profile 15 (To be included in Plymouth Plan)	07/03/05 – 18/04/05	Feb. /March 2012	No further work planned to complete this DPD under the LDF Regs. Issues & Preferred Options consultation proposed for 2012, to provide evidence base for this area for The Plymouth Plan.			
Plymouth Plan (new local Plan) (Core Strategy First Review) Profile 2R	N/a	July /Aug. 2012	July /Aug. 2013 Dec. 2013	March 2014	Oct. 2014	Dec. 2014

TABLE 3 TIMETABLE FOR PRODUCING SPD DOCUMENTS

SPDs in Preparation	Consultation Draft	Adoption date
Planning Obligations & Affordable Housing SPD Profiles 17 & 18	09/11/07-21/12/07	01/12/08
Design SPD Profile 19	18/10/07-21/12/07	06/07/09
Development Guidelines SPD (including Costal SPD) Profile 22	06/11/09 – 18/12/09	26/04/10
1st Review of Planning Obligations & Affordable Housing SPD Profiles 17 & 18	20/01/10 – 26/02/10	02/08/10
Shopping Centres SPD Profile 24	16/02/11 – 30/03/11	To be progressed to adoption by 2012
2nd Review of Planning Obligations & Affordable Housing SPD Profiles 17 & 18	Nov – Dec 2011	To be progressed to adoption by 2012

DIAGRAM I RELATIONSHIP BETWEEN PLYMOUTH'S LDF DOCUMENTS



MAP I. FRAMEWORKS FOR AREA ACTION - THE LOCATION OF AREA ACTION PLANS

- In Plymouth's case, there are four different categories of Area Action Plan anticipated. These are in relation to:
- areas of multiple deprivation where there is a need to focus the delivery of area-based initiatives and provide an impetus for neighbourhood renewal.
 - areas of significant opportunity to drive urban renaissance and the long term economic prosperity of the City.
 - areas of considerable development pressure, to provide a framework for ensuring that change is managed in a sustainable way.
 - areas that are particularly sensitive to change because of their heritage or environmental value.

The priority Area Action Plans within the timeframe of this Local Development Scheme are:-

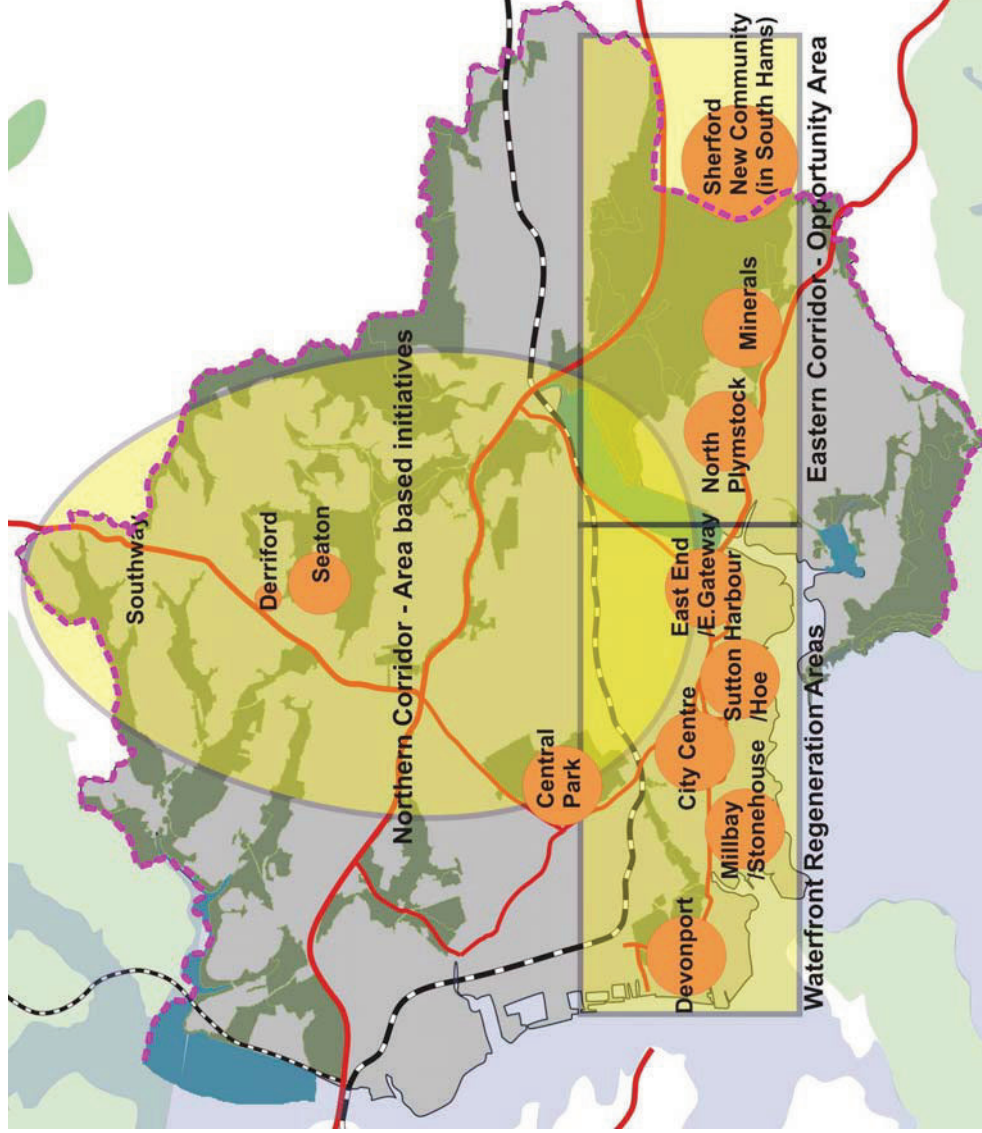
The Waterfront Regeneration Areas of:

- City Centre / University
- Devonport
- Millbay / Stonehouse
- Sutton Harbour
- (- Hoe & East End / Eastern Gateway to be incorporated into the Plymouth Plan)

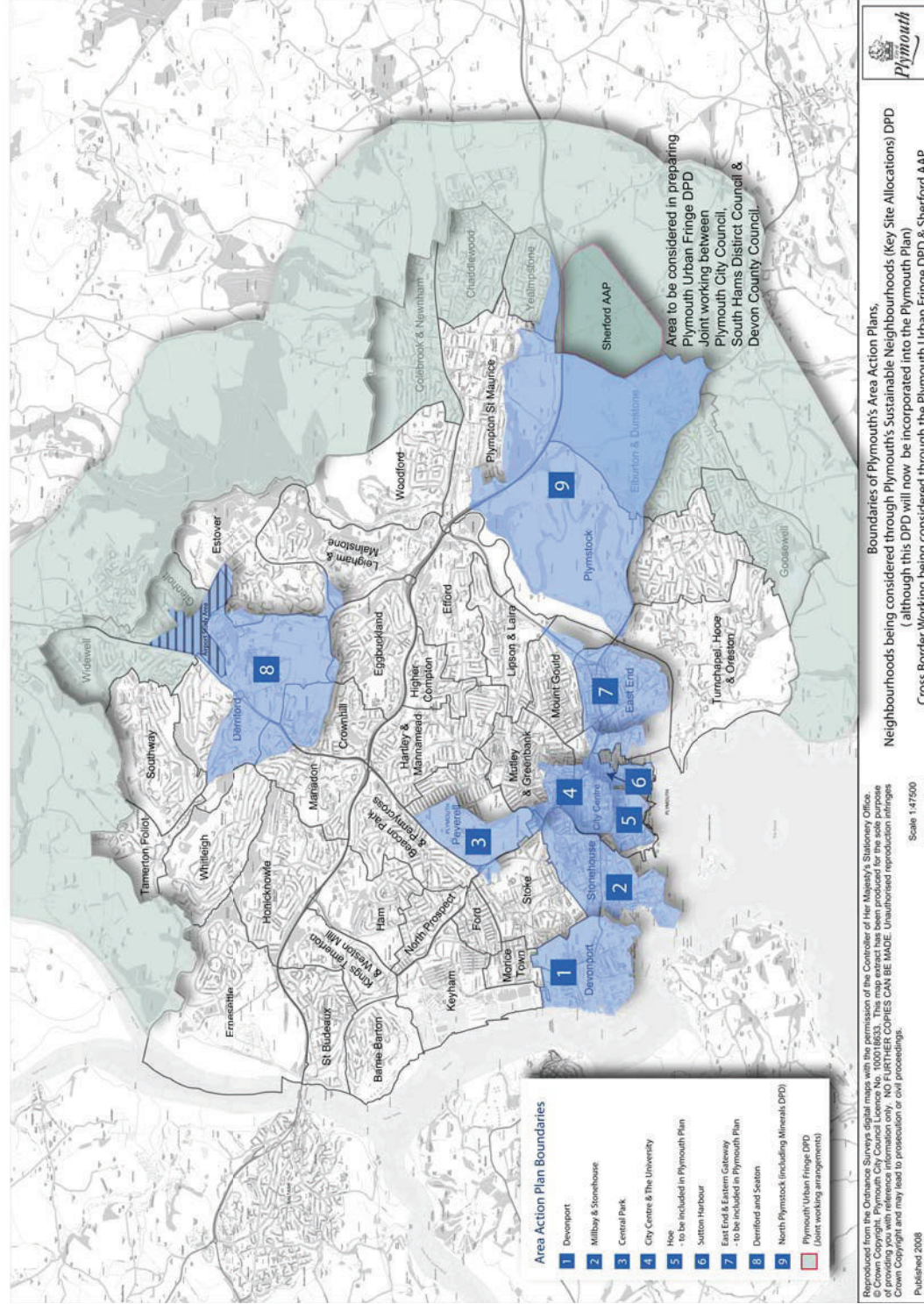
Central Park, where there are opportunities to consider the provision of improved leisure facilities.

The Eastern Corridor area of significant opportunity, in particular: - North Plymouth

The Northern Corridor, where there is a need to focus the delivery of area based initiatives at:
- Derriford / Seaton.



MAP 2. BOUNDARIES FOR AREA ACTION PLANS AND PLYMOUTH URBAN FRINGE DPD



PLYMOUTH'S ADOPTED LDF DOCUMENTS

Profile I	Statement of Community Involvement
Description	Sets out the standards to be adopted by the Council, for engaging the community & key stakeholders in the plan making process, including significant Development Control decisions.
Area covered	The City of Plymouth
Status	Required as part of the LDF process, forming part of the Development Plan Documents.
Chain of conformity	It will conform to PPS12, Race Relations (Amendment) Act 2000, & the Disability Discrimination Act 1995
Adopted	24th July 2006 (& then Reviewed in 2008, see below)
Monitor / Review	Monitored on an annual basis, and reviewed as appropriate. (The SCI will be formally reviewed at least once every 5 years).

Profile IR	First Review of The Statement of Community Involvement
Description	Sets out the standards to be adopted by the Council, for engaging the community & key stakeholders in the plan making process, including significant Development Control decisions.
Area covered	The City of Plymouth
Status	Required as part of the LDF process, forming part of the Development Plan Documents.
Chain of conformity	It will conform to PPS12, Race Relations (Amendment) Act 2000, & the Disability Discrimination Act 1995
Adoption	27th April 2009
Monitor / Review	Monitored on an annual basis and reviewed as appropriate. (The SCI will be formally reviewed at least once every 5 years).

Profiles 2 & 3	Plymouth's Core Strategy
Description	This Statutory Development Plan Document brings together both an explanation of the city's long term spatial planning strategy, including the policies and targets needed to achieve and monitor its delivery, as well as the Criteria Based Policies for the consideration of Development Proposals.
Area covered	The whole of Plymouth
Chain of conformity	The Core Strategy is in line with national planning policy, in general conformity to RPG10, consistent with the Devon Structure Plan 2001-16 and has taken account of the emerging RSS to 2026
Adopted	23rd April 2007
Monitor / Review	Monitored on an annual basis and reviewed as appropriate. (Reviewed at least once every five years).

LDF Scope & Timetable – (Plymouth's Local Development Scheme).

Profile 6	Waste Development Plan Document
Description	This Statutory Development Plan Document sets the context for considering waste management and disposal facilities in Plymouth.
Area covered	The whole of Plymouth
Chain of conformity	In general conformity to RPG10, consistent with the Core Strategy and has taken account of the emerging RSS to 2026.
Adopted	21st April 2008
Monitor / Review	Monitored on an annual basis and reviewed as appropriate.

Profiles 8 & 5	Eastern Corridor - Opportunity Area North Plymstock Area Action Plan and Minerals Development Plan Document
Description	This Area Action Plan brings together both the general development considerations for North Plymstock (defined in Profile 6 in the original LDS), as well as the Mineral considerations (defined in Profile 7), in one AAP /DPD document, enabling the interrelationship of these matters to be fully addressed.
Area covered	North Plymstock area, including minerals, as well as the links arising from joint working arrangements with South Hams relating to the proposed New Community at Sherford.
Status	Statutory Development Plan Document.
Chain of conformity	In general conformity to RPG10, consistent with the Core Strategy and the Devon Structure Plan 2001-16, as well as taking account of the emerging RSS to 2026.
Adopted	6th August 2007
Monitor / Review	Monitored on an annual basis and reviewed as appropriate.

Profile 9	Waterfront Regeneration Area Devonport Area Action Plan
Description	Sets the context for translating agreed city strategy and community aspirations for this area into a statutory plan to facilitate development in response to local needs.
Area covered	Devonport and Mount Wise.
Status	Statutory Development Plan Document.
Chain of Conformity	In general conformity to RPG10, consistent with the Core Strategy and the Devon Structure Plan 2001-16, as well as taking account of the emerging RSS to 2026.
Adopted	6th August 2007
Monitor / Review	Monitored on an annual basis and reviewed as appropriate.

Profile 10	Waterfront Regeneration Area Millbay / Stonehouse Area Action Plan
Description	Sets the context for translating agreed city strategy community aspirations for this area into a statutory plan, to facilitate development to meet local needs.
Area covered	Millbay /Stonehouse.
Status	Statutory Development Plan Document.
Chain of Conformity	In general conformity to RPG10, consistent with the Core Strategy and the Devon Structure Plan 2001-16, as well as taking account of the emerging RSS to 2026.
Adopted	6th August 2007
Monitor / Review	Monitored on an annual basis and reviewed as appropriate.

Profile 12	Waterfront Regeneration Area Central Park Area Action Plan
Description	Sets the context for developing a leisure and sports hub for the city in this area, and for improving Central Park.
Area covered	Central Park
Status	Statutory Development Plan Document.
Chain of Conformity	In general conformity to RPG10, consistent with the Core Strategy and the Devon Structure Plan 2001-16, as well as taking account of the emerging RSS to 2026.
Adopted	22nd September 2008
Monitor / Review	Monitored on an annual basis and reviewed as appropriate.

Profile 13	Waterfront Regeneration Area City Centre / University– Area Action Plan
Description	Sets the context for improving the City Centre and its link to Plymouth University, the Hoe, Sutton Harbour and Millbay.
Area covered	Plymouth City Centre / University area.
Status	Statutory Development Plan Document.
Chain of Conformity	In general conformity with the Regional Spatial Strategy, and consistent with the Core Strategies of Plymouth and South Hams.
Adopted	26th April 2010
Monitor / Review	Monitored on an annual basis and reviewed as appropriate.

Profile 16	Waterfront Regeneration Area Sutton Harbour Area Action Plan
Description	Sets the context for building on the regeneration initiatives of Sutton Harbour.
Area covered	Sutton Harbour, including the Barbican.
Status	This will be a Statutory Development Plan Document.
Chain of Conformity	In general conformity to RPG10, consistent with the Core Strategy and the Devon Structure Plan 2001-16, as well as taking account of the emerging RSS to 2026.
Adopted	28th July 2008
Monitor / Review	Monitored on an annual basis and reviewed as appropriate.

Profiles 17 & 18	Planning Obligations and Affordable Housing-SPD
Description	The SPD sets the context for requiring contributions from relevant development & how the Council will prioritise /achieve community benefits.
Area covered	Plymouth City.
Status	Forms part of Plymouth's Development Framework, as a Supplementary Planning Document.
Chain of Conformity	In general conformity with the RSS, & consistent with the Core Strategy.
Adoption	Original SPD adopted 1st December 2008 1st Review adopted 2nd August 2010 2nd Review consultation in Nov /Dec 2011 with adoption by 2012
Review	Monitored on an annual basis and reviewed as appropriate. Its early review has now been triggered by new legislation relating to the Community Infrastructure Levy.

Profile 19	Design SPD
Description	Sets the framework for design (including sustainable design considerations) & historic environment.
Area covered	Plymouth City.
Status	Forms part of Plymouth's Development Framework, as a Supplementary Planning Document.
Chain of Conformity	In general conformity with the RSS, & consistent with the Core Strategy.
Adoption	6th July 2009
Review	Monitored on an annual basis and reviewed as appropriate.

Profile 22 & 23	Development Guidelines SPD
Description	Amplifies criteria based policies of Core Strategy – in particular CS34 – in relation to minor & householder development proposals and different development types, as well as and the coastal environment.
Area covered	Plymouth City & the Port of Plymouth area.
Status	Forms part of Plymouth's Development Framework, as a Supplementary Planning Document.
Chain of Conformity	In general conformity with the RSS, & consistent with the Core Strategy.
Adoption	26th April 2010
Review	Monitored on an annual basis, and reviewed as appropriate.

Profile 24	Shopping Centres SPD
Description	Defines the extent of shopping centre boundaries and primary / secondary frontages (to replace Annex I of First Deposit Local Plan), as well as highlighting key issues to be considered in relation to future development proposals.
Area covered	Plymouth City.
Status	Forms part of Plymouth's Development Framework, as a Supplementary Planning Document.
Chain of Conformity	In general conformity with the RSS, & consistent with the Core Strategy.
Key Milestones:-	Consultation on Draft SPD 16/02/11 -30/03/11
Adoption	To be progressed to adoption by 2012
Review	Monitored on an annual basis, and reviewed as appropriate.

PLYMOUTH'S REMAINING LDF WORK PROGRAMME

Profile 11	Northern Corridor - Area Based Initiatives Derriford /Seaton Area Action Plan
Description	<p>Sets the context for coordinating major area based development initiatives in northern Plymouth.</p> <p>Its purpose is to make site specific proposals, including proposals for the disposition of main activities, transport facilities, densities and urban /landscape design framework. It will promote the delivery of sustainable communities and sustainable transport solutions to meet local needs.</p>
Content	<p>Sets out the spatial planning policies /proposals for this area, including:-</p> <ul style="list-style-type: none"> ▪ Context for preparing this AAP, in terms of the policy background (national, regional & local) ▪ Aims & objectives that are specific to this AAP, together with details about the type and amount of development ▪ Additional guidance & information that is required to amplify the policy or proposal ▪ How the AAP will be implemented and monitored ▪ Background papers /documents /references ▪ The process by which the AAP has been prepared, together with a statement of conformity with SCI.
Area covered	Northern Plymouth – Derriford and Seaton.
Status	Statutory Development Plan Document.
Chain of Conformity	In general conformity with the Regional Spatial Strategy, and consistent with the Core Strategies of Plymouth and South Hams.
Key Milestones:-	Current position:- Issues & Preferred Options completed in March 2009
Issues /options	7 th March – 18 th April 2005
Issues / preferred options	06/02/09 to 23/03/09
Pre-submission consultation	16/2/11 to 30/3/11 2 nd pre-submission consultation Feb /March 2012
Submit Sec. of State	July 2012
Pre-examination mtg.	Aug /Sept 2012
Public Hearing	November 2012
Inspector's Report	May 2013
Adoption	July 2013
Monitor / Review	Monitored on an annual basis and reviewed as appropriate.
Production arrangements	To be prepared by the Department of Development, together with the key stakeholders and resident associations in this area.

Profile 4A	Plymouth Urban Fringes DPD (joint DPD with South Hams District Council & Devon County Council)
Description	Sets out the key development proposals required to implement the vision, aims & objectives of both Plymouth and South Hams' Core Strategies insofar as they relate to the Plymouth urban fringe area. Its purpose is to allocate land for specific uses based on an assessment of the suitability and availability of land which supports the vision for delivering a city of sustainable linked communities. The sites will be illustrated on the Proposals Map.
Content	It sets out:- <ul style="list-style-type: none"> ▪ visions for the city's neighbourhoods and surrounding urban fringe ▪ what are considered appropriate key development opportunities, as well as areas for restraint, such as biodiversity networks ▪ the reason why the proposal has been made, and how it is expected to contribute to achieving the vision ▪ the extent of the land affected by the proposal, (safeguarding the owner's right to objection) ▪ the links to policies in other Development Plan Documents, e.g. affordable housing, as well as how and when Supplementary Planning Documents will apply. ▪ How the DPD will be implemented and monitored ▪ Background papers /documents /references ▪ The process by which the DPD has been prepared, together with a statement of conformity with Plymouth's revised SCI.
Area covered	The Development Proposals will cover the following areas of Plymouth and South Hams:- <ul style="list-style-type: none"> ▪ Plymouth neighbourhoods of:- Widewell, Glenholt, Colebrook & Newnham, Chaddlewood & Yealmpstone ▪ An area in South Hams, running around the Plymouth city border
Status Chain of conformity	Statutory Development Plan Document. In general conformity with the Regional Spatial Strategy, and consistent with the Core Strategies of Plymouth and South Hams.
Key Milestones:- Issues/options Issues / preferred options Pre-submission consultation Submit Sec. of State Pre-examination mtg. Public Hearing Inspector's Report Adoption Monitor / Review	Plan preparation commenced in July 2007 July 2007 to May 2009 November /December 2010 Feb /March 2012 July 2012 Aug /Sept 2012 November 2012 May 2013 July 2013 Monitored on an annual basis and reviewed as appropriate.
Production arrangements	To be prepared jointly by Plymouth City Council, South Hams' District Council and Devon County Council, with the assistance of Plymouth 2020 and the South Hams LSP, and the relevant statutory bodies, partners and key stakeholders (including landowners). It is proposed that this one document will be considered at a joint examination, and then adopted by the relevant authorities with regard to the parts of the document that relate to their area..

Profile 2R	First Review of Plymouth's Core Strategy The Plymouth Plan
Description	<p>This Statutory Development Plan Document brings together both an explanation of the city's long term spatial planning strategy, including the policies and targets needed to achieve and monitor its delivery, as well as the Criteria Based Policies for the consideration of Development Proposals. The adopted Core Strategy needs to be updated to reflect outcomes of the Plan Monitor Manage process as reported through the LDF's Annual Monitoring Report.</p> <p>This requirement to review Plymouth's Core Strategy coincides with a number of expected changes to the national legislative framework, contained in the Localism Bill 2010, (which is likely to receive Royal Assent by the end of 2011). These changes include the abolition of Regional Strategies, as well as proposals to move to a new form of Local Plan, together with additional supporting documents.</p> <p>While the full details of this new Local Plan system have still to be confirmed, with this change in circumstances it is considered appropriate for the city to move directly to preparing a new Local Plan – to be called 'The Plymouth Plan'.</p>
Content	<p>This new Plymouth Plan will be a strategic document that encompasses the whole of the city, as well as considering the city within its sub-regional context, setting out a vision and path to improvement, as well as establishing strategic policies to guide change within the city. It will provide a context for improving each neighbourhood, as well as the city as a whole.</p> <p>The Duty to Cooperate and the expectation of collaborative planning, creates an opportunity to develop a truly spatial, wide ranging, strategic plan. It will incorporate and join up a number of existing strategies, encompassing employment, housing, education, natural environment, culture, transport, community and health, minerals and waste.</p> <p>It will be supported by more detailed plans depending on the most appropriate mechanisms to deliver the city's aspirations.</p>
Area covered	The whole of Plymouth
Status	Statutory Development Plan Document.
Chain of conformity	The new Local Plan will be in line with national planning policy.
Key Milestones:- Issues /preferred options Pre-submission consultation Submit Sec. of State Pre-examination mtg. Public Hearing Inspector's Report Adoption Monitor / Review	<p>Current position:- Adopted on 23/04/07.</p> <p>July /Aug 2012</p> <p>July /Aug 2013</p> <p>December 2013</p> <p>January 2014</p> <p>March 2014</p> <p>October 2014</p> <p>December 2014</p> <p>Monitored on an annual basis and reviewed as appropriate.</p>
Production arrangements	To be prepared by the Department of Development, in conjunction with the relevant statutory bodies, as well as all partners /stakeholders.

Profile 7	Proposals Map
Description	Illustrates the location and extent of all the development proposals arising from the plan (both the LDF proposals & criteria based policies of the plan). Its purpose is to illustrate areas of protection (e.g. protected landscapes, nature conservation) and all the spatial planning policies / proposals set out in all the development plan documents.
Content	It shows, (on a base map at an appropriate scale), all the policies & proposals, (that can be illustrated on a map), contained in the Development Plan documents, together with sites for which Area Action Plans will apply. The Proposals Map illustrates any remaining saved Development Plan policies and proposals, and will be updated as each new development plan document is adopted.
Area covered	The LDF Proposals Map covers the whole of the City of Plymouth.
Status	This will be a Statutory Development Plan Document.
Chain of conformity	It shows all the policies and proposals in the Adopted Development Plan Documents that can be illustrated on a map.
Key Milestones:- Adoption	A revised Proposals map will be prepared to reflect the spatial planning policies and proposals for each development plan document, as it is adopted.
Monitor / Review	It will be revised as each new development plan document is adopted.
Production arrangements	To be prepared by the Department of Development & Regeneration, in conformity with the Inspector's report for each development plan document as it is adopted.

Profile 20	Sustainability Appraisal
Description	Sustainability Appraisal uses a range of sustainability objectives and indicators to test whether the plans, policies and proposals are the best possible ones for delivering sustainable development. Sustainability Appraisal is a tool that is used to ensure the full range of environmental, social and economic effects of the LDF are considered during a plans formulation. It seeks to ask the following questions about these effects: <ul style="list-style-type: none"> • Could these effects be of special significance? • Are there ways of reducing or mitigating adverse effects? • Can positive planning further enhance any beneficial effects? The SA plays an important role in improving the quality of the council's LDF by ensuring that it seeks to deliver national & local objectives for sustainable development.
Content	Whilst SA is an iterative process, a key output is a Sustainability Appraisal report which describes what elements of the plan have been appraised and how, and the likely significant sustainability effects of the implementation of the plan. The appraisals are undertaken using an appraisal framework developed and set out in the Sustainability Appraisal Scoping Report (March 2008). The SA framework sets out the sustainability objectives and appraisal criteria that will be used to test whether the options, alternatives, policies and proposals being presented in the LDD, are the best possible ones for delivering sustainable development. The results from these appraisals are used to improve the plan.

LDF Scope & Timetable – (Plymouth's Local Development Scheme).

Area covered	The whole of Plymouth but may raise issues about indirect, or cumulative impacts outside the City's boundary
Status	Required as part of the LDF process. Plymouth's SA work will also fulfil the requirement for LDD's to be assessed in line with the Strategic Environmental Assessment (SEA) Directive (2001/42/EC).
Key Milestones:-	An SA Report is produced alongside each consultation stage associated with the preparation of an LDD.
Production arrangements	To be prepared by the Department of Development, with the assistance of all key stakeholders.

Profile 21	Annual Monitoring Report
Description	This document will assess how the Council is performing against the implementation of the Local Development Scheme, and the extent to which LDF Aims and Objectives are being achieved. It will be published on the Council's LDF web site, regularly updated when new information becomes available, but still providing a baseline position in December of each year as required by national guidance.
Content	<p>The first report, produced in February 2005, was primarily intended to provide baseline information to inform the issues options debate, as well as for the future monitoring of the LDF.</p> <p>From December 2005 onwards, the LDF monitoring report will set out:-</p> <ul style="list-style-type: none"> ▪ progress towards achieving the LDF Timetable (i.e. LDS targets set out in this document) ▪ information on the current position for all LDF targets & indicators ▪ progress towards achieving the LDF's aims & objectives, & their contribution towards achieving the City's vision ▪ the impact of the LDF on wider targets and sustainable development objectives <p>It examines the reason for any failures in progress and any remedial action required in terms of:-</p> <ul style="list-style-type: none"> ▪ revision to the LDS processes and timetable ▪ changes to the Core Strategy & its policies / proposals and how the Council will achieve these
Area covered	The City of Plymouth.
Status	Required as part of the LDF process
Key Milestones:- Prepare /Engage Publish Submit to Sec.State Review	<p>April – August, annually</p> <p>November, annually</p> <p>December, annually</p> <p>Produced on an annual basis, as part of the LDF review process</p>

PLYMOUTH'S REMAINING LDF WORK PROGRAMME TO BE INCORPORATED INTO THE NEW SINGLE PLYMOUTH PLAN

No further work is planned to complete these DPDs under the LDF Regs. However, these area will now be considered through an Issues & Preferred Options consultation, so as to provide an updated evidence base for these areas, so that they can be incorporated into The Plymouth Plan.

Profile 4	Sustainable Neighbourhoods (Key Site Allocations) DPD
Description	<p>This document was intended to set out the key development proposals to implement the vision, aims and objectives of the Core Strategy for those areas of the city outside the AAP areas.</p> <p>The intention is to now incorporate this work into the new Plymouth Plan, to highlight key development opportunities and provide a strategic framework to guide future development in the city's neighbourhoods.</p>

Profile 14	Waterfront Regeneration Area East End – Area Action Plan
Description	<p>Sets the context for neighbourhood renewal and promoting sustainable transport solutions for the City's East End and Eastern Gateway.</p> <p>With the Council's decision to incorporate the remainder of its LDF programme into The Plymouth Plan, the intention is to bring the level of understanding for this area to a similar level as the SNDPD, by publishing Issues and Preferred Options consultation pamphlets for consultation during the summer of 2012, (on the same timetable as the Derriford and Seaton AAP consultations), so that this work can form part of the evidence base for the new Plymouth Plan.</p>

Profile 15	Waterfront Regeneration Area The Hoe– Area Action Plan
Description	<p>Sets the context for the regeneration of the Hoe Foreshore.</p> <p>With the Council's decision to incorporate the remainder of its LDF programme into The Plymouth Plan, the intention is to bring the level of understanding for this area to a similar level as the SNDPD, by publishing Issues and Preferred Options consultation pamphlets for consultation during the summer of 2012, (on the same timetable as the Derriford and Seaton AAP consultations), so that this work can form part of the evidence base for the new Plymouth Plan.</p>

APPENDIX I	Status of planning policy documents
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Local Plans

<i>Title</i>	<i>Date</i>	<i>Status</i>
Local Plan First Alteration Adopted	May 1996	The 1996 Local Plan has expired and is no longer a material consideration for planning purposes
First Deposit Local Plan	Dec 2001	Cancelled as formal policy of City Council

Planning Guidance Notes.

<i>Title</i>	<i>Date</i>	<i>Status</i>
PGN No.1. House Extensions.	December 1995	Cancelled
PGN No.2. House and Roof Alterations.	December 1995	Cancelled
PGN No.3. Shopfront Design.	December 1995	Cancelled
PGN No.4. Shop Signs and Advertisements.	December 1995	Cancelled
PGN No.5. Food and Drink.	December 1995	Cancelled
PGN No.6. Houses in Multiple Occupation.	July 1999	Cancelled
PGN No.7. Protecting and Providing for Wildlife in Development.	July 1999	Cancelled
PGN No.8. Child Care Facilities.	July 1999	Cancelled
PGN No.9. Refuse Storage Provision in Residential Areas.	July 1999	Cancelled
PGN No 10. Amusement Centres.	July 1999	Cancelled
PGN No 11. The Provision of Children's Play Space within New Residential Development.	December 1999	Cancelled
Approved Policy for Street Cafés and Chairs and Tables.	June 1993	Cancelled

Area Plans and Studies.

<i>Title</i>	<i>Date</i>	<i>Status</i>
Plymouth's Barbican and Sutton Harbour Action Plan.	December 1991	Cancelled
Hooe Lake Planning Study.	March 1993	Cancelled

LDF Scope & Timetable – (Plymouth's Local Development Scheme).

Title	Date	Status
Stonehouse Area Plan.	December 1997	Cancelled
Hooe Lake Planning Study Review.	April 1999	Cancelled
Devonport Urban Village. Urban Framework Plan.	September 2000	Cancelled
City Centre Precinct Urban Design Framework.	December 2001	Saved until replaced by City Centre Urban Design & Heritage Assets Strategy.

Planning and Design Briefs and Site Development Strategies.

Title	Date	Status	Amplifies First Deposit Local Plan Policy	Amplifies LDF policy
Drake's Island.	October 1995	Cancelled		
Radford Oil Fuel Depot Plymouth.	December 1995	Saved until development completed and all conditions discharged		
Royal Marine Barracks Seaton.	April 1997	Cancelled		
Whitleigh Centre Food Supermarket.	August 1997	Cancelled		
Land Adjoining the Grand Hotel, Leigham Street – Development and Planning Brief.	October 1997	Saved until development completed and all conditions discharged		
Royal Naval Engineering College, Manadon – Revised Planning Brief.	December 1997	Saved until development completed and all conditions discharged		
Cornwall Street / Cannon Street Redevelopment.	November 1999	Saved until development completed and all conditions discharged		
Plymouth Guildhall Planning Brief.	November 1999	Cancelled		
Planning and Urban Design Brief: Moon Street and Environs.	January 2000	Saved until development completed and all conditions discharged		
James Street / Bennett Street Planning Brief	November 2002	Saved until development completed and all conditions discharged	Strategic Design Principles (Part 2), Proposal 53	
Pottery Quay Planning Brief	November 2002	Saved until development completed and all conditions discharged	Strategic Design Principles (Part 2), Proposal 48	

LDF Scope & Timetable – (Plymouth's Local Development Scheme).

Title	Date	Status	Amplifies First Deposit Local Plan Policy	Amplifies LDF policy
Diesel Site Planning and Design Brief	April 2004	Saved until development completed and all conditions discharged	Strategic Design Principles (Part 2), Proposal 38	
Harwell Street Planning and Design Brief	April 2004	Saved until development completed and all conditions discharged	Strategic Design Principles (Part 2)	MS11
Alma Road Planning and Design Brief	July 2004	Saved until development completed and all conditions discharged	Strategic Design Principles (Part 2), Proposal 62 (Land at Alma Road)	
Treverbyn House Planning and Design Brief	July 2004	Saved until development completed and all conditions discharged	Strategic Design Principles (Part 2)	

Conservation.

Title	Date	Status	Amplifies LDF policy
Royal William Yard Conservation Plan.	2000	Saved	MS01
Buildings at Risk Report.	January 2006	Saved until replaced by amended Buildings at Risk Report.	CS03
Devonport Conservation Area Appraisal and Management Plan	March 2007	Saved	CS03 Objective 6 Devonport AAP
Durnford Street Conservation Area Appraisal and Management Plan	March 2007	Saved	CS03 Objective 7 Millbay AAP
North Road West Conservation Area Appraisal and Management Plan	March 2007	Saved	CS03 Objective 7 Millbay AAP
Wyndham Square Conservation Area Appraisal and Management Plan	March 2007	Saved	CS03 Objective 7 Millbay AAP
Millfields Conservation Area Appraisal and Management Plan	March 2007	Saved	CS03 Objective 7 Millbay AAP
Adelaide Street Conservation Area Appraisal and Management Plan	March 2007	Saved	CS03 Objective 7 Millbay AAP
Emma Place Conservation Area Appraisal and Management Plan	March 2007	Saved	CS03 Objective 7 Millbay AAP

LDF Scope & Timetable – (Plymouth's Local Development Scheme).

Title	Date	Status	Amplifies LDF policy
Union Street Conservation Area Appraisal and Management Plan	March 2007	Saved	CS03 Objective 7 Millbay AAP
Barbican Conservation Area Appraisal and Management Plan	October 2007	Saved	CS03 Objective 2 Sutton Harbour AAP
Plympton St Maurice Conservation Area Appraisal and Management Plan	March 2008	Saved	CS03
Ebrington Street Conservation Area Appraisal and Management Plan	March 2008	Saved	CS03

Area Specific Design Frameworks and Guidance.

Title	Date	Status	Amplifies LDF policy
Design Guidance for the Union Street Commercial Improvement Area.	February 1999	Saved	MS08
Design Guidance for the Stoke Village Enhancement Scheme.	November 1999	Saved	
Royal William Yard Public Realm Strategy (consultation draft).	2001	Saved	MS01

Interim Planning Statements.

Title	Date	Status	Amplifies First Deposit Local Plan Policy	Amplifies LDF policy
IPS1. Commercial Road.	March 2003	Saved until East End Area Action Plan published.	Proposal 30	
IPS2. Millbay Regeneration Strategy	March 2003	Cancelled Replaced by Millbay AAP		
IPS3. Affordable Housing (Consultation Draft).	April 2003	Cancelled Replaced by Planning Obligations SPD		
IPS4. Educational Contributions	July 2003	Cancelled Replaced by Planning Obligations SPD		
IPS5. East End Regeneration Strategy	March 2003	Saved as a background document. To be reviewed as part of the Plymouth Plan	East End Area Vision (Part 2), Proposals 15 – 23, 25 - 29, 31 and 32.	

LDF Scope & Timetable – (Plymouth's Local Development Scheme).

Title	Date	Status	Amplifies First Deposit Local Plan Policy	Amplifies LDF policy
IPS6. Tinside, Hoe & Hoe Foreshore Conservation Plan	March 2003	Saved.	The Barbican and Hoe Area Vision and Strategy Statement (Part Two, page 32), Proposals 9 and 11-14 (Part 3).	
IPS8. Sutton Harbour East Interim Planning Statement.	October 2003	Saved to help amplify Proposal SH07		SH07
IPS9. Barne Barton Regeneration Strategy	September 2003	Saved as a background document. To be reviewed as part of the Plymouth Plan	Proposals 111 & 112.	
IPS10. Strategic Development Principles for the University Area	October 2003	Saved to help amplify City Centre / University Area Action Plan		
IPS11. Armada Way Food Court	October 2003	Superseded by City Centre / University Area Action Plan		
IPS. Vision for Plymouth.	May 2004	Superseded by Design SPD		
IPS16. Plymouth Airport.	August 2004	Saved as a background document. To be reviewed as part of the Plymouth Plan	Strategic Objective 3 (Part 2) Proposal 75 (Part 3)	

APPENDIX 2	Glossary of Terms
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GLOSSARY OF TERMS AND ABBREVIATIONS

(The terms in *italics* are explained elsewhere in the glossary)

The Act	The Planning and Compulsory Purchase Act 2004.
Annual Monitoring Report	Part of the <i>Local Development Framework</i> , the Annual Monitoring Report will assess the implementation of the <i>Local Development Scheme</i> and the extent to which policies in <i>Local Development Documents</i> are being successfully implemented.
Area Action Plan	Used to provide a planning framework for areas of change and areas of conservation. Area Action Plans will have the status of <i>Development Plan Documents</i> .
Community Strategy	Local authorities are required by the Local Government Act 2000 to prepare a Community Strategy, with the aim of improving the social, environmental and economic well being of their areas. Through the Community Strategy, authorities are expected to co-ordinate the actions of the public, private, voluntary and community sectors. Responsibility for producing Community Strategies may be passed to <i>Local Strategic Partnerships</i> , which include local authority representatives. In Plymouth's case this is called the City Strategy.
Core Strategy	Sets out the long-term spatial vision for the local planning authority area, the spatial objectives and strategic policies to deliver that vision. The Core Strategy will have the status of a <i>Development Plan Document</i> .
Development Plan	As set out in the Act, an authority's development plan consists of the <i>Regional Spatial Strategy</i> (or the Spatial Development Strategy in London) and the <i>Development Plan Documents</i> contained within its <i>Local Development Framework</i> .
Development Plan Documents	Spatial planning documents that are subject to independent examination, and which together with the Regional Spatial Strategy, will form the <i>development plan</i> for a local authority area. They can include a <i>Core Strategy</i> , <i>Site Specific Allocations of land</i> , and <i>Area Action Plans</i> (where needed). Other Development Plan Documents, including generic Development Control Policies, can be produced. They will all be shown geographically on a <i>Proposals Map</i> . Individual Development Plan Documents or parts of a document can be reviewed independently from other Development Plan Documents. Each authority must set out its programme for preparing its <i>Development Plan Documents</i> in the <i>Local Development Scheme</i> .
First Deposit Local Plan	The previous draft Local Plan, published for public consultation in December 2001.
Generic Development Control Policies	A suite of criteria-based policies which are required to ensure that development within the area meets the spatial vision and spatial objectives set out in the <i>Core Strategy</i> . They may be included in any <i>Development Plan Document</i> or may form a standalone document.
GOSW	The Government Office for the South West
Issues and Options	Produced during the early production stage of the preparation of <i>Development Plan Documents</i> and published for consultation purposes.

LDF Scope & Timetable – (Plymouth's Local Development Scheme).

Key Diagram	Authorities may wish to use a key diagram to illustrate broad locations of future development.
Local Development Document	The term used in the Act for <i>Development Plan Documents</i> , <i>Supplementary Planning Documents</i> and the <i>Statement of Community Involvement</i> .
Local Development Framework	The portfolio of <i>Local Development Documents</i> . It consists of <i>Development Plan Documents</i> , <i>Supplementary Planning Documents</i> , the <i>Statement of Community Involvement</i> , the <i>Local Development Scheme</i> , and the <i>Annual Monitoring Report</i> . These documents will collectively provide the framework for delivering the spatial planning strategy for the local authority area, and may also include local development orders and simplified planning zones.
Local Development Scheme	A project plan that sets out the programme for preparing <i>Local Development Documents</i> . All authorities must submit a Scheme to the Secretary of State for approval within 6 months of commencement of the Act.
Local Strategic Partnership	A partnership of stakeholders who develop ways of involving local people in shaping the future of their area. They are often single non-statutory, multi-agency bodies which aim to bring together the public, private, community and voluntary sectors.
Local Transport Plan	5-year strategy prepared by each local authority for the development of local, integrated transport, supported by a programme of transport improvements. It is used to bid to Government for funding transport improvements.
Minerals and Waste Development Framework	In two tier areas, counties will be responsible for producing Minerals and Waste Development Frameworks and Schemes. The latter will be the equivalent of the <i>Local Development Scheme</i> . In unitary authorities and National Parks, minerals and waste policies should be included in their local development frameworks.
Office of the Deputy Prime Minister	The Government department with responsibility for planning and local government.
Planning Policy Statement	A statement of national planning policy guidance produced by the ODPM.
Preferred Options Document	Produced as part of the preparation of <i>Development Plan Documents</i> , and published for formal public participation.
Proposals Map	The adopted proposals map illustrates on a base map (reproduced for, or based upon a map base to a registered scale) all the policies contained in <i>Development Plan Documents</i> , together with any saved policies. It must be revised as each new <i>Development Plan Document</i> is adopted, and it should always reflect the up-to-date planning strategy for the area. Proposals for changes to the adopted proposals map accompany submitted <i>development plan documents</i> in the form of a submission proposals map.
Regional Planning Body	One of the nine regional bodies in England (including the Greater London Authority) responsible for preparing <i>Regional Spatial Strategies</i> (in London the <i>Spatial Development Strategy</i>).
Regional Spatial Strategy	Sets out the region's policies in relation to the development and use of land and forms part of the <i>development plan</i> . Planning Policy Statement 11 "Regional Spatial Strategies" provides detailed guidance on the function and preparation of Regional Spatial Strategies.
The Regulations	Town and Country Planning (Local Development) (England) Regulations 2004, and the Town and Country Planning (Transitional Arrangements) Regulations 2004.
Saved Policies or Plans	Existing adopted development plans are saved for three years from the commencement of the Act. Any policies in old style development plans adopted after commencement of the Act will become saved policies for three years from their adoption or approval. The <i>Local Development Scheme</i> should explain the authority's approach to saved policies.

LDF Scope & Timetable – (Plymouth's Local Development Scheme).

Site-specific allocations and policies	Allocations of sites for specific or mixed uses or development to be contained in <i>Development Plan Documents</i> . Policies will identify any specific requirements for individual proposals.
Statement of Community Involvement	Sets out the standards which authorities will achieve with regards to involving the local community in the preparation of <i>local development documents</i> and development control decisions. The statement of community involvement is not a <i>development plan document</i> but is subject to independent examination.
Strategic Environmental Assessment	A generic term, used to describe environmental assessment as applied to policies, plans and programmes. The European "SEA Directive" (2001/42/EC) requires a formal "environmental assessment of certain plans and programmes, including those in the field of planning and land use".
Supplementary Plan Documents	Provide supplementary information in respect of the policies in <i>Development Plan Documents</i> . They do not form part of the Development Plan and are not subject to independent examination.
Sustainability Appraisal	A tool for appraising policies to ensure they reflect sustainable development objectives (i.e. social, environmental and economic factors) and required to be undertaken for all local development documents.
SWRDA	South West Regional Development Agency

PLYMOUTH CITY COUNCIL

Subject: Capital Investment: Payroll Enterprise Platform
Committee: Cabinet
Date: 12 July 2011
Cabinet Member: Cllr. Ian Bowyer
CMT Member: Director for Corporate Support
Author: Mark Grimley, Assistant Director
Contact: Mark Grimley, Assistant Director
Ref:
Key Decision: No
Part: PART I

Executive Summary:

This paper sets out a request for Capital Approval of £1.9 million to transfer human resources and payroll information to a single enterprise suite. The anticipated costs are set out in a Part II paper as these are commercially sensitive.

The existing system requires a server and software upgrade and a review has been conducted looking at the on-going projected costs and immediate investment needed to maintain the existing system and develop further capabilities.

A full tender for licensing and services is required under procurement legislation.

Contract awards will be under delegated decisions from the Cabinet Member.

Corporate Plan 2011 – 2014:

This project contributes to the following city priorities:

Value for communities: reducing overheads and costs of the workforce and combining systems into the enterprise solution for Information Communications & Technology at a lower on-going cost.

Reducing Inequalities: providing a better, tactical solution than we have to ensure better community representation and opportunities for local employment and in-house development of higher skilled jobs.

Within the Corporate Plan this contributes to a single platform for information management for employee data and reducing the overall operational costs of service delivery.

**Implications for Medium Term Financial Plan and Resource Implications:
Including finance, human, IT and land**

£1.9million capital investment to fund hardware infrastructure, year one licencing, design and support (services) cost and backfill for Plymouth City Council implementation team. There is some provision within the existing ICT capital programme for replacement of existing hardware of £0.2m, the

remainder would be funded from unsupported borrowing with an annual revenue cost to Corporate Support of up to £0.4m per annum dependent on borrowing rates etc.

Other Implications: e.g. Community Safety, Health and Safety, Risk Management and Equality, Diversity and Community Cohesion:

No direct implications.

Recommendations & Reasons for recommended action:

Recommend to Cabinet that:

- Full Council is recommended to approve the addition to the capital programme of £1.9million over 2011/12 and 2012/13 for the implementation of this project.

Alternative options considered and reasons for recommended action:

Consideration was given to continuing on the current platform, including software and hardware upgrades. This option is cost prohibitive and a competitive tender to market for a lower cost solution would offer better value for money. Due to the timescales to replace the system alternative methods of delivery (outsourcing, part-sourcing and shared services) increased the level of risk to the project delivery to a level that was unacceptable due to the increase in relationships between the Council, suppliers and third parties.

Background papers:

None

Sign off:

Fin	djn111 2.003	Leg	12161 /AT	HR		Corp Prop		IT		Strat Proc	JK/SP U/251/ 0711
Originating SMT Member: Mark Grimley, Assistant Director Human Resources & Organisational Development											

1.0 CONTEXT

- 1.1 In 2004, the Council transferred payroll and human resources information systems to a single integrated product (SAP). This paper sets out a request to establish a capital programme for a replacement to the existing system.
- 1.2 The existing system requires a hardware and software upgrade equivalent to a new implementation of the system. Additional licencing requirements will also increase the costs of the upgrade and on-going licence fees. This comes at a time when the number of employees on the platform is decreasing due to the transfer of school payrolls (Academies) to alternative providers and the transfer of staff to Plymouth Community Homes. This makes the existing system less efficient and lower value for money over the lifetime of the system following upgrade.
- 1.3 Consideration has been given to the functionality and capacity of the existing system and market testing suggests that better value for money can be achieved through approaching the market for alternative solutions that better integrate into the ICT architecture of the Council, including established desktop products used across the Council.
- 1.4 The provision of payroll is a business-essential system. Around £12 million of transactions is conducted to payroll our workforce each month, interface with HM Revenue and Customs and the Council's financial systems.
- 1.5 Consideration has been given to alternative models of operation, including the upgrade of the existing system, outsourcing some of part of the operations, and shared services. Given the timescales to replace the system before the year-end upgrade is required, each of these options would either be cost prohibitive or introduce an unacceptable level of risk to the project.

2.0 DETAIL

- 2.1 The Council's existing SAP platform provides payroll and workforce management services. This was implemented from a traditional paper-based and 'green screen' stand-alone payroll product in 2004/05.
- 2.2 At this stage in the systems' cycle, we have undertaken a review prior to the next major upgrade and planned server replacement programme to consider value for money and system sustainability over the next 5 years, including future development costs.
- 2.3 This review conducted a soft-market testing exercise with a number of alternative systems identifying implementation costs, hardware costs, support and licence fees, need for specialist skills and training and integration within the Council's existing platform and systems.
- 2.4 The conclusion of this review suggested that the overheads of the system would continue to increase on a cost-per-employee basis without any significant savings through increased functionality of the system. Additionally, it has been indicated that the licence cost is likely to increase above the rate of inflation.
- 2.5 The cost of the upgrade, including new servers and business continuity arrangements would also provide a one-off capital cost similar to the market for alternative systems implementation, with additional revenue costs year-on-year for the next five years, making the continued use of SAP less effective in financial and capability terms.
- 2.6 The Council is seeking to consolidate existing core business applications onto a single platform. Again, SAP requirements pre-determine the additional applications that are required for interfaces with the system. This is contrary to the Council's approach to consolidation and reducing

applications, servers and programming language required. It also creates additional cost for external support and expertise as training on additional platforms outside of the system for the provision of intelligence reporting, self-service and programming.

3.0 CURRENT COSTS

- 3.1 The costs of the platform add to the overheads of managing the workforce through business process systems and is measured by CIPFA benchmarking. Over the past 3 years, the service has reduced costs through staffing reductions (natural turnover) although this has now reached a deminimus limit. With a reducing employee base and reduced external traded accounts, the current system is now increasing the percentage overheads for administering the workforce. Based on a cost-per-employee basis, the cost of the system is likely to be around 20 per cent more expensive per employee by year 3.
- 3.2 The current costs of the platform add significant overheads to the service, this creates an uncompetitive position for the Council when providing services to schools and Academies when compared to the market.

4.0 FUTURE DEVELOPMENT

4.1 The Council is seeking to implement the most efficient system for managing the workforce, delivering payroll and improving the timeliness of workforce reporting whilst reducing the overall cost of workforce administration. This includes:

- (a) Online forms and automated transactions
- (b) Real-time reporting and performance dashboard for managers
- (c) Prompted actions and triggers for managers to know what action to take and when
- (d) Automated absence and attendance management
- (e) Electronic calculations of entitlements and pay
- (f) Online booking and development management
- (g) Policy compliance monitoring
- (h) Case management (disciplinary and grievances)
- (i) Electronic personnel filing
- (j) Improved, tailored communications
- (k) Electronic payslips.

4.2 Through implementing this system and modules, the Council can further develop a new business model for attracting income streams for our partners and explore shared services across the city and other local authorities.

PLYMOUTH CITY COUNCIL

Subject:	Corporate, Education, Social Care and Wheelchair Accessible Taxis Tender Award
Committee:	Cabinet
Date:	12 July 2011
Cabinet Member:	Councillor Bowyer and Councillor Sam Leaves
CMT Member:	Director for Corporate Support Director of Services for Children and Young People
Author:	Phil Bees – Product Portfolio Manager
Contact:	Tel: 01752 304485 e-mail: philip.bees@plymouth.gov.uk
Ref:	Contract 10098
Key Decision:	Yes
Part:	I

Executive Summary:

Plymouth City Council spent in excess of £ 1.1 Million on the provision of Corporate, Education, Social Care and Wheelchair Accessible Taxis in 2010/11.

Two Contracts let for Taxis in April 2007 are due to expire at the end of July 2011. A formal tender was therefore advertised through a Restricted Procedure on 24th September 2010. Following consultation with Children's Transport and Legal a decision was reached to abort the process at the Pre Qualification Questionnaire stage due to the extremely low response, which it was considered would prevent genuine competition between the tenderers and reduce the opportunity to the Council to achieve value for money.

A further formal tender was therefore advertised through the Accelerated Restricted Procedure on 24th December 2010.

The tender has resulted in a recommended contract award value at £6,353,385 for five years, with a possible option of additional one plus one years, separated into two contracts. For reasons of commercial confidentiality, the full details of the proposed contract award are included within a separate Part II Report.

Corporate Plan 2011 – 2014:

At the commencement of the tender process, the principal aims were to ensure 1) Improving Customer service, 2) keeping Children safe and 3) providing better value for money.

The recommended solution supports the Corporate Improvement Priorities identified in the corporate plan 2011 – 2014 as follows:-

- Reduce inequality – Access to services and opportunities through transport provision
- Provide value for communities – Customer satisfaction with the council offering VFM

Implications for Medium Term Financial Plan and Resource Implications: Including finance, human, IT and land

The recommended solution will increase spend by approximately £163,113 per year over the contract duration (five years + optional one plus one year). However, costs will remain fixed for 5 years for 68% of the total spend and for 3 years for the remainder of the spend.

Other Implications: e.g. Community Safety, Health and Safety, Risk Management, Equalities Duty and Equalities Impact Assessment:

- Health and Safety – to ensure the safe transportation of vulnerable children and adults from home to school and other establishments
- Risk Management – to ensure that Plymouth City Council meets its legal obligations in the transport vulnerable children and adults from home to school and other establishments
- Equalities Duty - eliminating discrimination, advancing equal opportunities and fostering good relations
- Equalities Impact Assessment – not undertaken as the provision of transportation is a legal requirement

Recommendations & Reasons for recommended action:

That two contracts for the provision of Corporate, Education, Social Care and Wheelchair Accessible Taxis be awarded according to the report's recommendations. The contracts will be for up to seven years (five years initially with an option for the authority to extend for up to a further two years subject to the providers' satisfactory performance).

For reasons of commercial confidentiality, the full details of the proposed contract award are included within a separate Part II Report.

Alternative options considered and reasons for recommended action:

The authority could operate without a corporate contract, however this would increase not only costs but also expose the authority to increased legal risks.

The contract could be awarded to another contractor, however the award report details a fair and transparent evaluation process which identifies the best value for money for the authority. Reversing the evaluation panel's decisions may have legal implications and make the council subject to commercial risks.

Background papers:

Contract Award Report (Part II)

Sign off:

Fin	MC SRA/C hSO33 7/16.6. I	Leg	SC 9973	HR	MCG MG 1106/0 01	Corp Prop		IT		Strat Proc	PWC 1112.003
Originating SMT Member: Malcolm Coe – AD for Finance, Assets and Efficiencies											

PLYMOUTH CITY COUNCIL

Subject: Education, Social Care and Wheelchair Accessible Minibuses and Coaches Tender Award

Committee: Cabinet

Date: 12 July 2011

Cabinet Member: Councillor Bowyer and Councillor Sam Leaves

CMT Member: Director for Corporate Support
Director of Services for Children and Young People

Author: Phil Bees – Product Portfolio Manager

Contact: Tel: 01752 304485
e-mail: philip.bees@plymouth.gov.uk

Ref: Contract 10099

Key Decision: Yes

Part: I

Executive Summary:

Plymouth City Council spent in excess of £ 850k on the provision of Education, Social Care and Wheelchair Accessible Minibuses and Coaches in 2010/11.

A Contract let for Minibuses and Coaches in April 2007 is due to expire at the end of July 2011. A formal tender was therefore advertised through a Restricted Procedure on 23rd September 2010. Following consultation with Children's Transport and Legal a decision was reached to abort the process at the Pre Qualification Questionnaire stage due to the extremely low response, which it was considered would prevent genuine competition between the tenderers and reduce the opportunity to the Council to achieve value for money.

A further formal tender was therefore advertised through the Accelerated Restricted Procedure on 24th December 2010.

The tender has resulted in a recommended contract award value at £4,670,143 for five years, with a possible option of additional one plus one years, separated into two contracts. For reasons of commercial confidentiality, the full details of the proposed contract award are included within a separate Part II Report.

Corporate Plan 2011 – 2014:

At the commencement of the tender process, the principal aims were to ensure 1) Improving Customer service, 2) keeping Children safe and 3) providing better value for money.

The recommended solution supports the Corporate Improvement Priorities identified in the corporate plan 2011 – 2014 as follows:-

- Reduce inequality – Access to services and opportunities through transport provision
 - Provide value for communities – Customer satisfaction with the council offering VFM
-

**Implications for Medium Term Financial Plan and Resource Implications:
Including finance, human, IT and land**

The recommended solution will increase spend by approximately £482,332 over the contract duration.

Other Implications: e.g. Community Safety, Health and Safety, Risk Management, Equalities Duty and Equalities Impact Assessment:

- Health and Safety – to ensure the safe transportation of vulnerable children and adults from home to school and other establishments
- Risk Management – to ensure that Plymouth City Council meets its legal obligations in the transport vulnerable children and adults from home to school and other establishments
- Equalities Duty - eliminating discrimination, advancing equal opportunities and fostering good relations
- Equalities Impact Assessment – not undertaken as the provision of transportation is a legal requirement

Recommendations & Reasons for recommended action:

That two contracts for the provision of Education, Social Care and Wheelchair Accessible Minibuses and Coaches be awarded according to the report's recommendations. The contracts will be for up to seven years (five years initially with an option for the authority to extend for up to a further two years subject to the providers' satisfactory performance).

For reasons of commercial confidentiality, the full details of the proposed contract award are included within a separate Part II Report.

Alternative options considered and reasons for recommended action:

The authority could operate without a corporate contract, however this would increase not only costs but also expose the authority to increased legal risks.

The contract could be awarded to another contractor, however the award report details a fair and transparent evaluation process which identifies the best value for money for the authority. Reversing the evaluation panel's decisions may have legal implications and make the council subject to commercial risks.

Background papers:

Contract Award Report (Part II)

Sign off:

Fin	MC SRA/Ch SO336/ 16.6.1	Leg	MS 11960	HR		Corp Prop		IT		Strat Proc	PWC 1112.004
Originating SMT Member: Malcolm Coe – AD for Finance, Assets and Efficiencies											

PLYMOUTH CITY COUNCIL

Subject: Modernisation & refurbishment of Western Approach car park
Committee: Cabinet
Date: 12 July 2011
Cabinet Member: Councillor Wiggins
CMT Member: Director of Development and Regeneration
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Ref: WACPPOF
Key Decision: No
Part: I

Executive Summary:

This report seeks cabinet approval for a £350k 'invest to save' capital scheme to modernisation and refurbish Western Approach multi-story car park.

Corporate Plan 2011-2014

These proposals support the delivery of the Council's Priorities, in particular "Delivering Growth" (Ensure land, property and transport infrastructure is in place to support growth and that jobs and wealth targets are met).

**Implications for Medium Term Financial Plan and Resource Implications:
Including finance, human, IT and land**

This £350,000 scheme is to be funded as a capital 'invest to save' initiative, with the annual project cost being charged to the car park trading account. It is estimated that the scheme will generate net savings and surplus income to cover this amount.

Other Implications: e.g. Section 17 Community Safety, Health and Safety, Risk Management, Equalities Impact Assessment, etc.

No further implications. An EIA has been carried out in respect to the modernisation and improvement works proposed at the car park.

Recommendations & Reasons for recommended action:

It is recommended that Cabinet recommend this capital scheme for approval to Council on 25 July 2011.

Alternative options considered and reasons for recommended action:

No alternative options considered. Not approving this scheme would not support the delivery of the Council's priorities, in particular "Delivering Growth", would not support the economic wellbeing of the city centre, particularly the West End, and would not support shoppers, retailers and provide customers with a high quality and value choice to private sector competition.

Background papers:

Briefing report

Sign off:

Fin	SG/ Dev FII 120 011. 15.0 6.11	Leg	JTR	HR		Corp Prop		IT		Strat Proc	
Originating SMT Member: Clive Perkin											

1. INTRODUCTION

- 1.1. This report seeks Cabinet approval for a £398k capital 'invest to save' scheme at Western Approach car park.

2. BACKGROUND

- 2.1. Plymouth City Council's parking service has been through a period of significant change and modernisation. These changes have seen the introduction of new systems and technology to improve the service, drive efficiency and further improve the customer experience. Since 2008/9 a total investment of £911k has been made in modernising and improving our car parks and the customer experience. These improvements have included: -
 - 2.1.1. A £641k modernisation and improvement of the Theatre Royal car park including the introduction of a pay on foot payment system (widely regarded as the customers most preferred system of payment), dedicated floor for parents and toddler parking, brand new customer lift, new CCTV system, new customer signage and improved decoration throughout and the Council's first permanently staffed car park with a team of customer service staff available to assist customers.
 - 2.1.2. A £120k modernisation and improvement of the Regent Street car park including the introduction of a pay on foot system, improved CCTV, new customer signage and improved decoration throughout.
 - 2.1.3. A £150k investment in new state of the art payment machines for the pay and display car parks. The new, easier to use machines, expand the number of car parks which accept debit, credit and/or contactless payments and negate the need to have change to hand.
 - 2.1.4. Mobile phone payment for parking was introduced in July 2010 making payment for parking even more convenient. This system enables customers to make payment for parking easily and conveniently over a mobile phone and was launched across all pay and display car parks. This system negates the inconvenience of the customer to cut their trip short to return to the car park to 'top up' their time, or to call an end to their trip or, in some cases, simply run the risk of a parking ticket.

3. CURRENT POSITION

- 3.1. On 20 May 2011 the Capital Delivery Board approved a £398k 'invest to save' scheme to deliver a range of modernisation and improvement works at Western Approach car park.

4. PROPOSAL

- 4.1. The proposed refurbishment scheme is centred around improving customer experience through a range of modernisation and improvement works which include: -
 - 4.1.1. Introduction of a pay on foot payment system, as used at both Theatre Royal and Regent Street car parks, which only charges customers for the their period of stay, at the end of their visit, and provides a greater range of payment methods.
 - 4.1.2. A new customer services office will be built, similar to the 'Customer Services Lodge' within the Theatre Royal car park, raising customer service and experience.

- 4.1.3. New lighting and CCTV cameras will be installed on the parking floors and in corridors and walkways. Images will be displayed within the Councils main CCTV Control Centre and within the new customer service office; with monitors placed in such a way to further reassure customers of a safe and secure experience.
- 4.1.4. The internal décor will be thoroughly refurbished with columns with newly painted Parking floors, columns and walkways.
- 4.1.5. New customer focused signage will be installed throughout the car park.
- 4.2. This scheme is expected to be completed during September 2011. This would see the scheme completed in time to support some of this years key events, Christmas shopping and support the general wellbeing of the City Centre; particularly the West End businesses, retailers and shoppers.
- 4.3. The delivery of this scheme will significantly improve the customer experience within Western Approach car park and, through maintaining value parking tariffs, will encourage greater use and give customers a further choice to private sector competition; through the provision of high quality, value, safe and secure parking.
- 4.4. This scheme supports the Councils accommodation strategy, where the creation of new office space will see some staff will relocate to the car park, reducing occupancy within the Civic Centre. The relocation of operational staff to the car park will deliver efficiencies within our decriminalised parking operation.
- 4.5. The scheme will improve customer service and experience through provision of a new, customer friendly, payment system which will accept a greater range of payment options including coins, notes and credit/debit cards. The transfer to a pay on foot payment system will significantly reduce the risk of customers receiving penalty charge notices which may currently be issued to customers whom exceed their purchased stay, or may even not purchase a pay and display tickets, as the car park is barrier controlled and ensures compliance.

5. RECOMMENDATION

- 5.1. It is recommended that Cabinet recommend this capital scheme for approval to Council on 26th July 2011.

6. FINANCIAL IMPLICATIONS

- 6.1. The total cost of this scheme, including all works and the full borrowing costs, is £398k. This scheme will generate savings, through increased turnover and reduced operating costs, of £398k within 4 years (by 31 March 2015). Figure 1 below illustrates the savings generated over the 4 years.

Figure 1 – Payback Period

Year	2011/12	2012/13	2013/14	2014/15	Total
Saving	£69k	£88k	£108k	£133k	£398k

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