



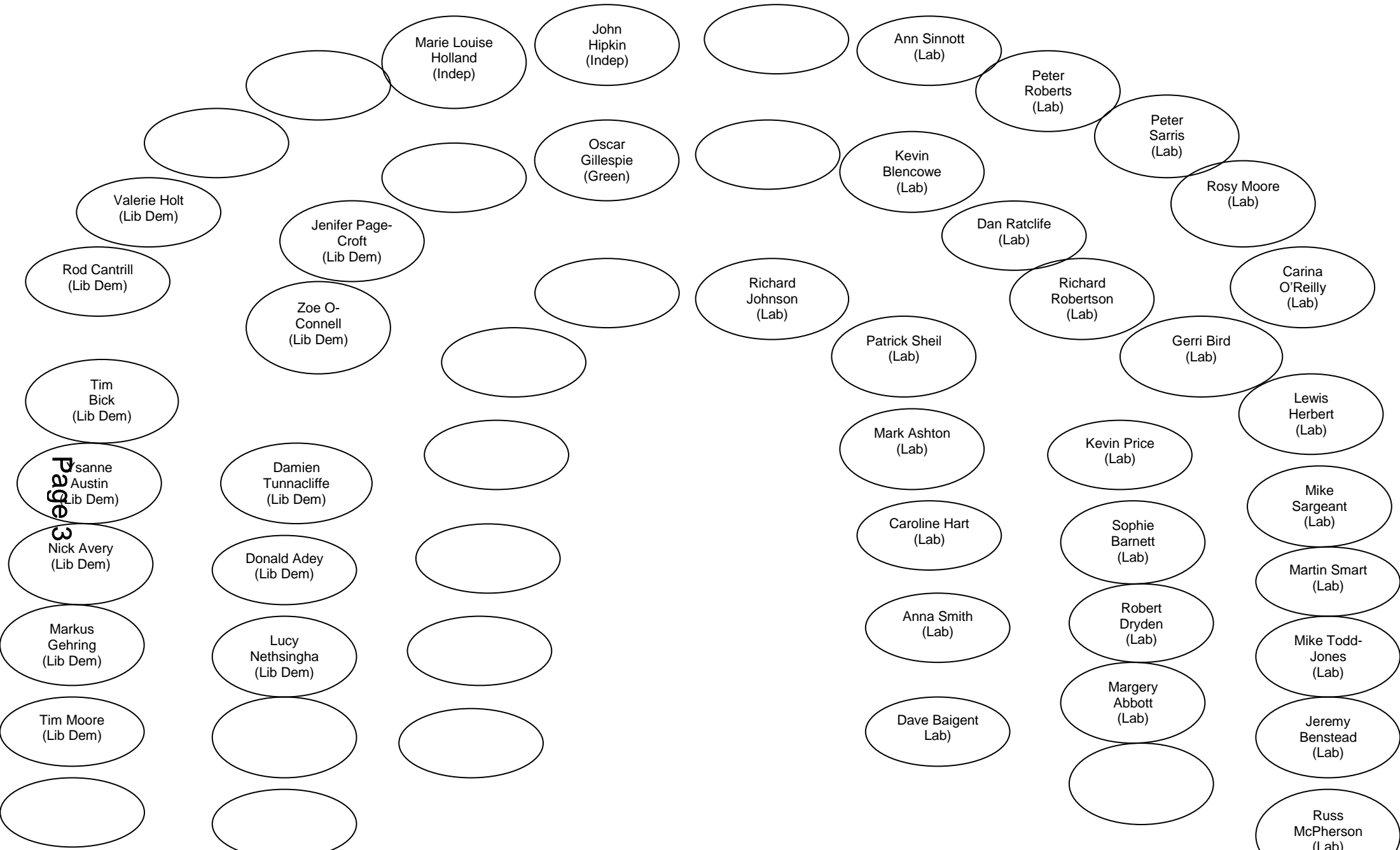
CAMBRIDGE CITY COUNCIL

INFORMATION PACK

Date: Thursday, 13 July 2017

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Key:
Lab - Labour
Lib Dem – Liberal Democrats
Indep – Independent
Green - Green

The Mayor's
Chaplain

The Deputy
Mayor
Nigel
Gawthrope

The Mayor
George
Pippas

Democratic
Services
Manager

The Chief
Executive

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AMENDMENT TO RECOMMENDATIONS PRESENTED TO CIVIC AFFAIRS BY THE INDEPENDENT REMUNERATION PANEL

Moved by Councillor Robertson

A note explaining these changes will be circulated to Council, along with an amended Excel spreadsheet.

To amend the recommendations of the Panel as follows:

- i. That ~~two~~ a new Special Responsibility Allowances (SRA) be created, Executive member without portfolio, for the ~~Chair of the City Deal Board (if that be a member of the City Council)~~ Council's representative and on th Greater Cambridge Partnership (Member of the City Deal) Board.
- ii. That the SRA for the Chair of Planning be raised in relation to the Chairs of all other committees.
- iii. That SRAs be removed from all committee members with the exception of the Planning Committee and regular attendees at Licensing Sub-Committees.
- iv. That the Chair and Vice-chair of the Planning Committee do not receive an additional SRA as a Member of that committee.
- v. That the SRA for the Minority Group Leader be removed.
- vi. That SRAs for spokespersons of both Opposition and Minority groups be retained for scrutiny committees only, with the Opposition spokes paid marginally more, and SRAs for spokes of other committees be removed.
- vii. That the number of SRAs that any Councillor may hold be limited to ~~two~~ three.
- viii. That the SRAs be set as in the Table below.

Role	Percentage of basic allowance
Leader	275%
Executive Councillor including Deputy Leader	200%
Exec Councillor without portfolio (Chair Member of City Deal <u>Greater Cambridge Partnership</u> board)	50%
Member of City Deal Board	25%
Chair of Planning	10 50%
Chair of Scrutiny	40%
Chair of Licensing	25 20%
Chair of Civic Affairs	25%
Chair of Area Committee	20%

Lead Councillor on JDCC	50%
Group leader, main opposition party (fixed multiple regardless of size of the group)	100%
a) Opposition and b) Minority spokes (fixed multiple regardless of size of the group)	a) 40% b) 30% 35%
Vice-chair of Planning	50%
Member of Planning	15%
Member of Licensing Sub-Committee where they attend at least 4 daytime hearings per year	10%

(The mover of the amendment, Councillor Robertson, stated the following at the recent Civic Affairs Committee

- i. Did not want to deter people from applying for the role of Councillor due to lack of financial support.
- ii. The work of the Planning Committee was not restricted to just the Chair. In respect of the onerous nature of the Committee's work and the amount of meetings scheduled, the responsibility paid to all Members should continue.
- iii. In acknowledgment to the time consuming nature of the work and gravity of decisions that were made by the Licensing Committee, the extra responsibility paid to Members should not be scrapped.
- iv. The remuneration of the SRA for the City Deal did not reflect the amount of the work and level of decision being undertaken.
- v. Immediate recognition of the Combined Authority and Crime Panel needed to be actioned.)

AMENDED RECOMMENDATION TO COUNCIL

- i. To agree the recommendations of the Independent Remuneration Panel on the Allowances Scheme for SRAs, with these amendments and implement for the full 2017/18 year
- ii. That the Council approves any budgetary requirement up to a maximum of £9,000 (including £2,240 for the Greater Cambridge Partnership (City Deal) from Reserves for 2017/18 and with subsequent years' funding coming from efficiencies in Democratic Services budgets.
- iii. That Council also ask the Panel to assess and report by November 2017 on appropriate and modest remuneration for other external Council representatives on

- the Combined Authority including as a Cabinet Member (1), and Council members on its Scrutiny (2) and Audit Committees (1)
- the Greater Cambridge Partnership Assembly (3)
- the Police and Crime Panel (1).

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PLANNING

5 July 2017
10.00 am - 6.00 pm

Present:

Planning Committee Members: Councillors Hipkin (Chair), Smart (Vice-Chair), Blencowe, Bird, Hart, Holt, Page-Croft and Tunnacliffe

FOR THE INFORMATION OF THE COUNCIL

17/126/PlanLGO Complaint 16 002 481

The Chair advised the Complainants they each had 3 minutes speaking time, plus an additional 2 minutes for supplementary points.

The Committee received representations by the Complainants who had lodged the complaint with the LGO.

The representations covered the following issues:

- i. Tabled handouts:
 - South Cambridgeshire District Council Householder Design Guide.
 - Mendip District Council guidance for Members: Exemptions Under Schedule 12a Of The Local Government Act 1972 (As Substituted By The Local Government (Access To Information) (Variation) Order 2006 (SI 2006/88): Exempt Information.
- ii. Asked for his concerns to be minuted.
- iii. Took issue with speaking time being limited to 5 minutes per person, 15 minutes would have been more appropriate given the complexity of the case.
- iv. Referred to LGO comments in the report presented to committee, referred to the ICI recommendations that the original planning permission should be revoked. Questioned why this recommendation has not be followed.
- v. Took issue with the way the City Council handled the planning application (which lead to the LGO complaint) and felt the Complainants had not received natural justice.
- vi. Listed concerns about how the planning application decision, revocation report and their complaint had been dealt with by the City Council. Made reference to feelings of bullying and intimidation.

- vii. Queried why visual dominance was not considered in the planning application.
- viii. Listed concerns that had arisen as a result of building work such as:
 - a. Noise and dust.
 - b. Work was estimated to take longer than originally planned.
- ix. Said there was public interest in how the City Council used resources (eg time and money) in this planning application.
- x. Asked for an apology from the City Council for stress caused to the Complainants.

The Committee received a report stating the LGO has upheld a complaint relating to the determination of a planning application for a single storey front extension, part two storey/part single storey rear extension following demolition of existing garden room and rear dormer roof extension. The LGO found that the failures identified amounted to 'injustice'.

The City Development Manager supplemented her introduction to the report to respond to a point made by the Complainant. The Independent Complaints Investigator had asked the Planning Committee to reconsider the Planning Officer's original decision, but did not have the power to revoke the decision.

The Complainant raised some supplementary points:

- i. Noted that the Officer's report and introduction correctly identified the title of the Independent Complaints Officer. This had incorrectly been referred to as the Internal Complaints Officer in previous reports and correspondence.
- ii. Took issue with details in the report that Officers had visited neighbours before 6 April 2016.
- iii. Considered that the application of schedule 21 (exclusion of the press and public) in relation to the revocation report was a disgrace
- iv. Re-iterated concerns about how the City Council handled the case.

The Committee:

Resolved unanimously to accept the officer recommendation to note that:

- i. The LGO has upheld a complaint relating to the determination of a planning application.
- ii. In these circumstances the Head of Legal Services as the Council's Monitoring Officer has an obligation to report the findings to Council and that Committee is satisfied with the action that has been taken (set out in Section 4 of the Officer's report).

17/127/PlanLGO Complaint 16 004 091

The Chair advised the Complainant they had 3 minutes speaking time, plus an additional 2 minutes for supplementary points.

The Committee received representation by the Complainant who had lodged the complaint with the LGO.

The representation covered the following issues:

- i. Took issue with the way the City Council handled the planning application (which led to the LGO complaint).
- ii. Referred to the LGO report and felt the City Council had not satisfactorily responded.
- iii. Took issue with:
 - Details in the Planning Officer's report.
 - Measurements supplied by the Applicant.
 - The City Council's response to the Complainant's concerns about details in the Planning Officer's report.
- iv. The LGO report did not go far enough in response to issues raised.

The Committee received a report stating the LGO has upheld a complaint relating to the determination of a planning application for two storey side extension and part two storey part single storey rear extension (following demolition of garage). The LGO found that the failures identified amounted to 'injustice'

The Complainant raised some supplementary points:

- i. Re-iterated that wrong information had been included in the Planning Officer's report which Planning Committee had based a decision upon.
- ii. The Planning Committee should hold Officers to account and ensure reports were accurate. The Committee had a responsibility to ensure that residents were protected from injustice.

The Committee:

Resolved unanimously to accept the officer recommendation to note that:

- i. The LGO has upheld a complaint relating to the determination of a planning application.
- ii. In these circumstances the Head of Legal Services as the Council's Monitoring Officer has an obligation to report the findings to Council and

that Committee is satisfied with the action that has been taken (set out in Section 4 of the Officer's report).

The meeting ended at 6.00 pm

CHAIR

Council Meeting: Oral Questions in Order for Council

13 July 2017

Primary Questions

1) Councillor Baigent to the Leader

What has been the benefit of recent changes at the City Deal, now called the Greater Cambridge Partnership?

2) Councillor Cantrill to the Executive Councillor for Housing

The thoughts of this council and the people of Cambridge continue to be with those who tragically lost their lives and those impacted by the Grenfell Tower tragedy in London

The City Council has issued a number of press statements following the disaster regarding the fire safety measures and procedures for its housing stock

Can the Executive Councillor provide an update to reassure residents that every step is being taken to ensure their safety?

3) Councillor Bick to the Executive Councillor for Planning Policy and Transport

In the aftermath of the Grenfell fire and national concerns over the application of building regulations, does the Executive Councillor think that the vision and objectives of our Building Control Service (supplied in response my written question) adequately reflect an overriding focus on the safety of buildings and those who use them?

4) Cllr Ratcliffe to Executive Councillor for Streets and Open Spaces

What arrangements are in place to deal with the additional litter on public spaces over the summer?

5) Councillor Sheil to the Executive Councillor for Finance & Resources

What are the priorities and benefits from improving energy efficiency at the Guildhall?

6) Councillor Barnett to the Executive Councillor for Housing

How much affordable housing is planned at Mill Road Depot?

7) Councillor Todd-Jones to the Executive Councillor for Housing

Would the Executive Councillor for Housing please update council on how the Cambridge Street Aid programme is progressing?

8) Councillor Tunnacliffe to the Executive Councillor for Streets and Open Spaces

What precise measures are in place to ensure litter picking on Jesus Green and other public places, can cope with the huge increase in litter over the summer months, especially at weekends?

9) Councillor Page-Croft to the Leader

The emergency response of Kensington and Chelsea borough council to Grenfell fire has been widely criticised. How prepared would the city council be to coordinate the response to a similar housing-focused disaster in Cambridge?

10) Cllr Smart to the Executive Councillor for Streets and Open Spaces

The pictorial meadows have been highly successful. What are the next steps?

11) Councillor Austin to the Executive Councillor for Streets and Open Spaces

With insufficient bike racks in the city centre it is increasingly difficult for people to safely park their cycles without cluttering pavements. What plans are being considered for additional racks?

12) Councillor Roberts to the Leader

What were the outcomes from the recent Coercive Control event?

13) Councillor Sinnott to the Executive Councillor for Communities

What follow up is planned after the recent Council-led anti-poverty Conference?

Secondary Questions

None received

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Air Quality in Cambridge – LD Motion to Council

Council notes that in common with many towns and cities, air quality in parts of Cambridge periodically exceeds legal limits; that this has potentially serious public health consequences especially for children and the elderly from Nitrogen Dioxide and particulate matter; and that vehicle emissions, predominantly from diesel engines, are the leading contributor. It believes that tackling this problem requires both national and local government to take complementary action.

Council regards national governments over a long period of time as having failed the public by actively encouraging the use of diesel vehicles and by presiding over a regulatory regime allowing deception by manufacturers.

Council welcomes the direction set for zero emission vehicles by the current government's recent draft plan to improve air quality; however it is disappointed that while it is full of examples of what local authorities can do, the commitment for necessary central government action is largely absent.

Council in particular calls on the government to establish urgently a national scrappage scheme for diesel vehicles to enable owners to respond rapidly to new deterrents to their use without financial loss.

Meanwhile Council welcomes measures being explored or undertaken locally:

- *to consider a Clean Air Zone in Cambridge, potentially with financial penalties for polluting vehicles providing fair alternatives are in place;*
- *to encourage bus companies to acquire and operate lower emission vehicles*
- *to progressively convert this Council's fleet to electric vehicles*
- *to encourage taxi operators to purchase electric or hybrid vehicles*
- *to provide charging facilities for electric vehicles*

It now also requests the Executive to bring reports on the following further measures which are or could be within our control, to change the behaviour of some drivers in allowing their vehicle engines to idle while they are out of traffic, which adds to air pollution:

- *a general campaign on the practice as operated by Westminster City Council, and further consideration of an application for statutory enforcement powers, as adopted by Islington Borough Council;*
- *an increase in the levels of enforcement of existing rules against engine idling that lie in our own conditions for taxis and the County Council's Quality Bus Partnership.*

Briefing Note on Liberal Democrat motion to Council on improving Air Quality

This motion can be summarised in two parts.

- raising awareness of current air quality issues and actions; stating the Council's position on air quality in its relationship with Central Government; and support for actions on improving air quality that are under consideration;
- a request to report to council the issues and feasibility of implementing further action to reduce vehicle idling in Cambridge with reference to existing regulatory activity and powers taken up by both Westminster and Islington Council (amongst others).

1. Raising Awareness and the Current Air Quality situation.

- Air Quality in Cambridge exceeds current health based objectives for Annual Mean Nitrogen Dioxide at a number of locations in the City Centre with considerable variation from year to year.
- Some improvements have been seen in recent years with the 2016 exhibiting the fewest monitoring locations exceeding the objective in the last five years. (Details can be found in our most recent Statutory Annual Status Report)
- Only a proportion of the pollutant experienced in Cambridge is locally derived and only a proportion of that can be impacted using local action - therefore there is a need for both local and national action to be consistent and coordinated.
- It has been clearly established through detailed study both nationally and locally in Cambridge that traffic is the dominant local source of measured air pollution and diesel engines are the dominant traffic source of Nitrogen Oxides.

1. The Council's position on air quality in relation to Central Government

- Central Government has recently consulted on 'Tackling Nitrogen Dioxide in our Towns and Cities'
- Council has responded robustly in line with the response of a number of interested parties criticising the inadequacy of the government's draft plan.
- Taking the specific point raised in the motion about a diesel scrapple scheme our consultation response states: *'Government should aim to phase out diesel cars altogether and incentivise ultra-low emission vehicles and hybrid petrol electric vehicles with proven, genuine low emission credentials, where range is an issue..'* and *'Funding should be targeted directly at measures which reduce emissions: For example, direct assistance to owners and companies to replace polluting vehicles, or retrofit those, which are too new, or cannot easily be economically scrapped, such as buses and specialist vehicles. Funding should be targeted at the worst offenders first.'*

2. Actions under consideration or underway

As stated in the motion the following actions are in process or underway:

- to consider a Clean Air Zone in Cambridge, potentially with financial penalties for polluting vehicles providing fair alternatives are in place;

- to encourage bus companies to acquire and operate lower emission vehicles
- to progressively convert this Council's fleet to electric vehicles
- to encourage taxi operators to purchase electric or hybrid vehicles
- to provide charging facilities for electric vehicles

Consideration of a clean air zone is a joint priority of both the City Council and the Greater Cambridge Partnership and has recently had resource allocated to it. A feasibility study and implementation plan will be prepared over the coming year for consideration by the GCP Executive board and Environment Scrutiny Committee.

The Council is currently preparing to procure up to 21 fast and rapid charge point locations to support a transition to low emission and electric taxis funded by City Council, Greater Cambridge Partnership and Central Government Funding.

The Council is undertaking a full review of its Air Quality Action plan and preparing the new Air Quality Action Plan 2017 – 2022. A high level set of actions was approved by the Environment & Scrutiny Committee in March 2015. The new Air Quality Action Plan will be circulated for internal consultation in September. Full public consultation on the first Final Draft is planned for October.

Anti-idling enforcement is a theme under consideration for inclusion in the new Plan. This would fall under the EU Category 'Traffic Management' and Classification 'Anti-Idling Enforcement'. Anti-idling publicity campaigns would fall under the EU Category 'Public Information', which includes the classifications of leaflets, social media, radio, TV Internet and other. We plan a range of information over the lifetime of the AQAP, including articles on Idling, Switch Off, Switch Off by schools etc.

The LD motion requests reports on measures to affect behaviour change in respect of vehicle idling:

The motion is calling for Council to report on how more action can be taken on idling. Detailed work would need to be carried out, to establish the forecast costs, staffing and enforcement implications. This in itself would require some officer time. Currently air quality staff are fully committed on issues including implementation of Electric taxi charging infrastructure, Clean Air Zone work, Air Quality Action Plan and planning workload.

Issues to be taken in to account when looking at reducing idling of motor vehicles:

Against:

- There is little evidence or quantification of improvements for implementing measures to curb vehicle idling.
- There is cost and resource required to adopting powers, consultation and publicising the issue
- There is a significant cost to setting up and implementing effective enforcement

For:

- It is an offence under Regulation 98 of the Road Vehicles (Construction and Use) Regulations 1986 to leave a vehicle engine idling unnecessarily whilst stationary

- powers are available to authorised local authority officers to issue fixed penalty notices of £20 to drivers who allow vehicle engines to run unnecessarily whilst stationary.
- It easy for the public to grasp
- There are varying levels of commitment that could be considered to reduce the cost
- There is no safe level of pollution and any action to reduce emissions, even if it can't be quantified accurately, is to be welcomed

Other possible actions

Publicity campaigns – Following up on the recent publication of the NICE (National Institute of Health and Care Excellence) guidance on outdoor air quality and health and other high profile Air Quality media releases there is an opportunity to publicise the law on idling to a discreet audience such as schools. This is something we are discussing with our public health colleagues actively.

There is a role for publicity actions, such as this, in the Air Quality Action Plan 2017 - 2022, which is currently being drafted.

We could consider asking the County Council to take up the anti-idling enforcement powers to be enforced by existing civil parking enforcement officers. They would need to apply to the Secretary of State to become a designated local authority with the powers to issue fixed penalty notices for idling (and other emissions offences).

Local Enforcement

Cambridge City Council has not taken up any powers under the Road Traffic (Vehicle Emissions) (Fixed Penalty) (England) Regulations 2002.

Buses

There is currently a voluntary, Quality Bus Partnership agreement between the County Council and the Bus operators which has strict requirements for bus engine standards to improve air quality. Idling in the Bus Station is not permitted, and there are not usually any compliance issues. There are no explicit requirements within the Quality Bus Partnership regarding idling at bus stops. This is a particular issue in Emmanuel Street and St Andrews Street, where there are many buses emptying and filling. Some newer buses have stop-start technology, which should help.

The current Quality Bus Partnership between Cambridgeshire County Council and the bus operators in Cambridge is due to be renegotiated next year and this will provide an opportunity for the City Council officers to raise the idling issue in any new agreement.

Taxis

The fact that idling whilst stationary for a period is illegal is set out in our Taxi Drivers handbook <https://www.cambridge.gov.uk/sites/default/files/hackney-carriage-and-private-hire-handbook.pdf> (Pg12). It is practice for licensing officers to bring this to drivers'

attention from time to time or in response to a complaint but there is no formal route to enforcement. This could be revisited in policy terms as the City Council is the licensing authority.

Information on Other Authorities referred to in the Motion

Westminster – Experimental Traffic Order

Westminster City Council has made the City Of Westminster (Restriction of Engine Idling) (No. 1) Experimental Order 2017 “which came into force on an experimental basis on 4 February 2017” for a maximum of six months.

The Order will prohibit engine idling by waiting vehicles, with certain exceptions, to facilitate civil enforcement of the contravention (through the issue of penalty charge notices under the provisions of the Traffic Management Act 2004). It will apply to any area of carriageway in the City of Westminster designated as a parking place, loading bay, recharging point, taxi rank or terminal point, and to any length of street where waiting is restricted.

Marshals are out on the streets talking to drivers about the impact idling has on pollution, noise and health. From Monday 6 February 2017, if a driver is asked to turn their engine off by a Marshal and refuses they could be issued with an £80 Penalty Charge Notice.

There are only minimal financial implications for Westminster in enforcement as traffic marshals have extended their working practices to include idling vehicles. They are employed by an external contractor and are not ‘officers of the Council’. No additional staff required and no additional income, as the role of the marshals is to increase parking compliance. The volume of FPN is expected to be minimal.

Islington – uptake of powers under Road Traffic (Vehicle Emissions) (Fixed Penalty) (England) Regulations 2002

Islington council will from August 1 begin issuing on-the-spot fines to idling motorists in the London borough in a bid to boost air quality.

In what the borough council believes is the ‘first campaign of its type’ in UK, drivers in the borough will be educated on the air quality impacts of running their engine while the vehicle is stationary. Those who fail to turn off their engine after being asked to do so by an authorised council officer will be issued with on-the-spot fines under the Road Traffic (Vehicle Emissions) (Fixed Penalty) (England) Regulations 2002.

According to the council, an idling engine can release as much pollution into the air as a moving vehicle, so turning off the engine when stationary reduces the amount of harmful pollutants being released while also saving on fuel costs.

Islington has also been working with Transport for London (TfL) to encourage high-polluting buses to switch off their engines when idling at bus stops at driver switch-over points and bus stops at the end of routes.

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Labour Amendment to Item 7: Air Quality in Cambridge (Deleted text struck through, additional text underlined):

Proposed by Councillor Rosie Moore

Council notes that in common with many towns and cities, air quality in parts of Cambridge periodically exceeds legal limits; that this has potentially serious public health consequences especially for children and the elderly from Nitrogen Dioxide and particulate matter; and that vehicle emissions, predominantly from diesel engines, are the leading contributor. It believes that tackling this problem requires both national and local government to take complementary action.

Council regards national governments over a long period of time as having failed the public by actively encouraging the use of diesel vehicles and by presiding over a regulatory regime allowing deception by manufacturers.

Council welcomes the direction set for zero emission vehicles by the current government's recent draft plan to improve air quality; however it is disappointed that while it is full of examples of what local authorities can do, the commitment for necessary central government action is largely absent.

Council in particular calls on the government to establish urgently a national scrappage scheme for diesel vehicles to enable owners to respond rapidly to new deterrents to their use without financial loss.

Meanwhile Council welcomes measures being explored or undertaken locally:

- to consider a Clean Air Zone in Cambridge, potentially with financial penalties for polluting vehicles providing fair alternatives are in place;
- to encourage bus companies to acquire and operate lower emission vehicles
- to progressively convert this Council's fleet to electric vehicles
- to encourage taxi operators to purchase electric or hybrid vehicles
- to provide charging facilities for electric vehicles

~~It now also requests the Executive to bring reports on the following further measures which are or could be within our control, to change the behaviour of some drivers in allowing their vehicle engines to idle while they are out of traffic, which adds to air pollution:~~

- ~~a general campaign on the practice as operated by Westminster City Council, and further consideration of an application for statutory enforcement powers, as adopted by Islington Borough Council;~~
- ~~an increase in the levels of enforcement of existing rules against engine idling that lie in our own conditions for taxis and the County Council's Quality Bus Partnership.~~

This Council notes that anti-idling measures are currently being considered for inclusion in the new Air Quality Action Plan for 2017-2022, wherein the Council is currently undergoing a full review of all existing and new measures to reduce air pollution.

This Council notes that the Environmental Quality and Growth Team are currently preparing the new Air Quality Action Plan 2017-2022, which is scheduled to be circulated internally in September and for public consultation in October. The report, which covers the feasibility of anti-idling measures alongside other options to improve air quality, will also be brought before Environment Scrutiny Committee for further debate.

This Council resolves to hold a full briefing for members on the Air Quality Action Plan 2017-2022 ahead of the public consultation, wherein councillors may ask detailed questions at the first available opportunity about the measures under consideration.

Written Question Submitted by Councillor Bick

To the Executive Councillor for Planning Policy and Transport

What is the agreed vision and objectives of the new 3C shared Building Control service?

The vision and objectives of the 3C Building Control Service which are taken from the 2017/18 business plan approved at Environment Scrutiny Committee on 27 June 2017 as set out below.

Aims & Priorities

The aims of creating the Building Control Shared Service are to:

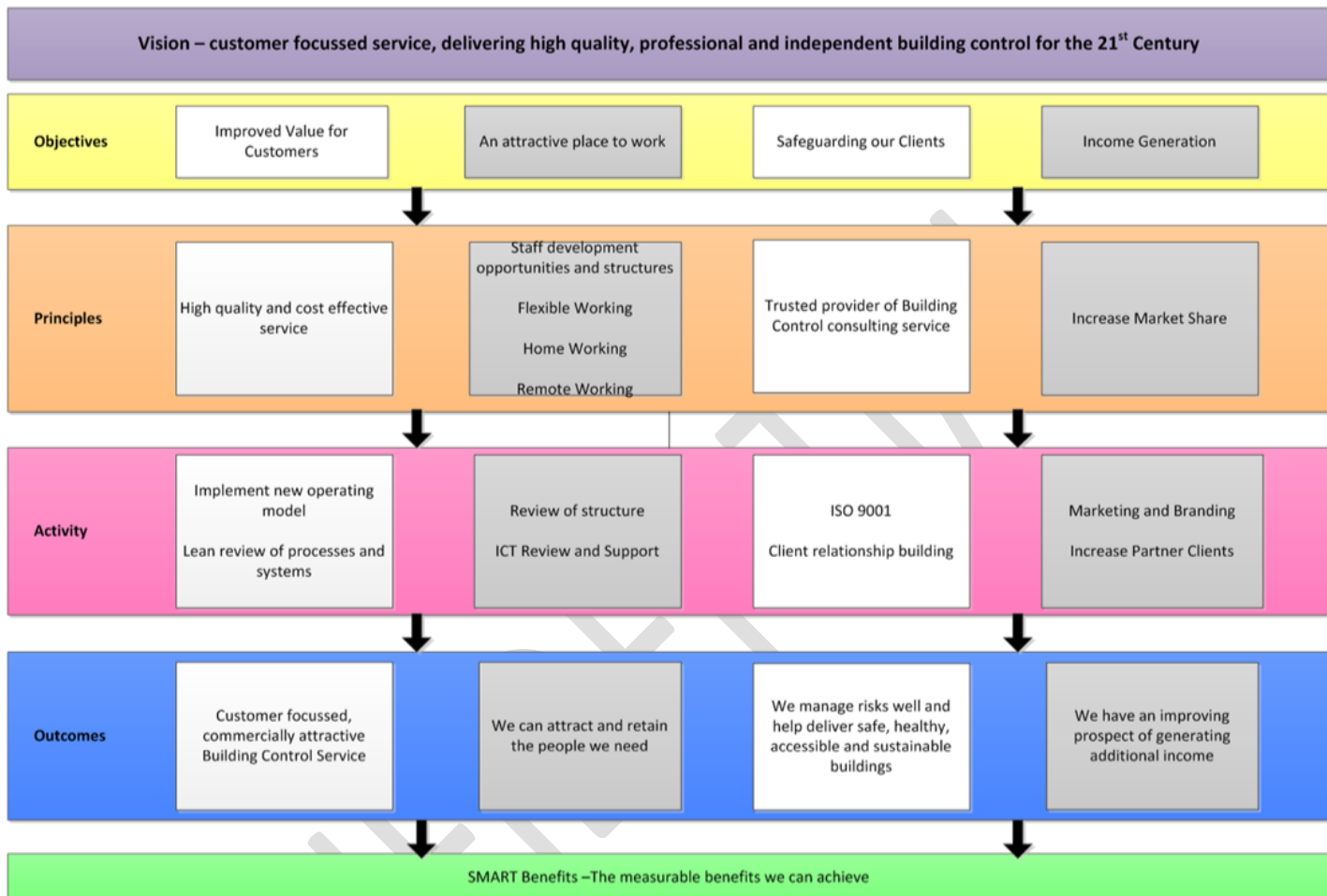
- i. Improved value for customers
- ii. An attractive place to work
- iii. Safeguarding our clients, and income generation

In addition, the ongoing aims of the BC Service are:

- i. Delivering a statutory service to ensure the safety and quality of the built environment, and to contribute to the creation of excellent building.
- ii. Maintaining and improving service quality and transparency
- iii. Achieving a balanced budget through increased partnership income, appropriate fee charges, and effective management of costs.

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Vision



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