

Committee: Environment & Transport

Date: 12 November, 2002

Agenda Item No: 4

Title: Flood Defence

Author: Phil Hunt (01799) 521510

Summary

- 1 This matter was considered at the Committee's last meeting where it was decided in relation to Bridge End that at this stage there should be no further practical works by the Council but the situation be kept under review. It was called in by the Scrutiny Committee at its meeting on 9 October, 2002. Following this it was resolved that it be referred back to the Environment & Transport Committee at its next meeting to reconsider its decision. The original report, minutes of the Scrutiny Committee and letter from the Lead Officer to the latter Committee are attached.

Background Papers: Madgate Slade Catchment Study

Committee: Environment & Transport
Date: 12 November, 2002
Agenda Item No: 5
Title: Proposed waiting restrictions – Farmadine Grove, Saffron Walden
Author: Area Manager Paul Hardy
(01371) 872888

Summary

- 1 To consider an objection received in response to the formal publication of proposals associated with the proposed waiting restrictions for Farmadine Grove, Saffron Walden.

Background

- 2 The measures have been prepared in association with amendments to existing waiting restrictions for a number of sites in Saffron Walden. The review has been undertaken following concerns relating to road safety and traffic congestion at these areas.
- 3 The informal consultation process on the proposals was undertaken in July 2002. The proposals were formally advertised from 5 September to 27 September 2002.
- 4 The proposals are shown in Appendix A and are supported by the Chief Constable and Town Council. One objection has been received and this is detailed in Appendix B.
- 5 The estimated cost of implementing the signs and road markings for Farmadine Grove is £172.00. The Order will be funded from the Locally Determined Budget, while the measures will be funded from the Residents Association due to the fact that the location is a private road.

Conclusions

- 6 The area in question falls within a private road, however the road does have highway rights. Concerns have been raised by the local police to the danger aspect caused by parked vehicles at the junction making it difficult for vehicles turning in and out of Farmadine Grove. The issue has also been raised by the local Road Safety officer regarding the vehicle pedestrian conflict when children are crossing the junction on their way to the two schools situated along South Road. The local Police have recorded five incidents since January relating to the junction. The situation is not helped by the 'blind spot' north of the junction caused by the bridge over the former railway line. The residents' of Farmadine Grove are in favour of the waiting restrictions. The restrictions will only cover the extent of the junction for a

distance of 20 metres within Farmadine Grove. Due to the layout of the road and congestion caused by the parked vehicles, it was felt that these restrictions would improve road safety at this location. Between 1 August 1999 and 31 July 2002 there have been no recorded injury accidents for the most recent three-year period for this location.

RECOMMENDED that notwithstanding the objection received, it is recommended that arrangements are made to introduce the no waiting at any time restriction, however it is recommended to reduce the length of the restriction by 5 metres on both sides to co-inside with the 15 metre length restriction on South Road at the junction.

Local County Member
Mr R P Chambers CC

Local District Members
Mr R C Dean DC
Mr R D Green DC

Background Papers: Correspondence on this matter is held at the Area Office, Great Dunmow.

OBJECTOR	GROUNDS FOR OBJECTIONS	AREA MANAGERS COMMENTS
<p>FARMADINE GROVE OBJECTOR:</p> <p>Mrs J McBride 27 South Road Saffron Walden CB11 3DW</p>	<ul style="list-style-type: none"> • Mrs McBride lives in the corner property between Farmadine Grove and South Road. Due existing restrictions in South Road outside number 27 currently parks at the side of number 27 in Farmadine Grove. • There is nowhere in this vicinity to park the car; other residents take up all the other spaces. • Somewhere should be provided for residents without parking space. 	<ul style="list-style-type: none"> • The proposed restrictions are for the area of the junction, loading and unloading will be permitted however Mrs McBride will not be able to park her vehicle outside her property. • There are areas in South Road and Farmadine Grove not covered by waiting restrictions • Farmadine Grove is a Private Road; Mrs McBride is not a resident of Farmadine Grove.

Committee: Environment & Transport
Date: 12 November, 2002
Agenda Item No: 6
Title: Proposed waiting restrictions – Four Acres, Saffron Walden
Author: Area Manager Paul Hardy
(01371) 872888

Summary

- 1 To consider an objection received in response to the formal publication of the proposed waiting restrictions for Four Acres, Saffron Walden

Background

- 2 The measures have been prepared in association with amendments to existing waiting restrictions for a number of sites in Saffron Walden. The review has been undertaken following concerns relating to road safety and traffic congestion at these areas
- 3 The informal consultation process on the proposals was undertaken in July 2002. The proposals were formally advertised from 5 September to 27 September 2002.
- 4 The proposals are shown in Appendix A and are supported by the Chief Constable and Town Council. One objection has been received and this is detailed in Appendix B.
- 5 The estimated cost of implementing the signs and road markings for Four Acres are £747.00. The measures will be funded from the Locally Determined Budget.

Conclusions

- 6 Concerns have been raised to the Town Council to the problems caused by parked vehicles at certain times of the day by commuter and parent parking in Four Acres due to the close proximity of R A Butler School. Although the road is predominately a residential road and the most recent three year injury accident details indicate no recorded accidents it is felt that these restrictions will ease access in and out of Four Acres and particularly for Stanley Wilson Lodge. The proposals have been drafted with the view of reducing congestion at key areas for potential road users, in particular emergency vehicles requiring access in and out Stanley Wilson Lodge.

RECOMMENDED that notwithstanding the objection received, it is recommended that arrangements are made to introduce the waiting restrictions as published and described in the schedule at Appendix A in accordance with the County Council's Standard Order Making Procedure.

Local County Member
Mr R P Chambers CC

Local District Members
Mr R C Dean DC
Mr R D Green DC

Background Papers: Correspondence on this matter is held at the Area Office, Great Dunmow.

OBJECTOR	GROUNDS FOR OBJECTIONS	AREA MANAGERS COMMENTS
<p>FOUR ACRE OBJECTOR: Mr S E Manning 26 Four Acres Saffron Walden CB11 3JD</p>	<ul style="list-style-type: none"> • The proposed areas for the restrictions are constantly used for parking by Stanley Wilson Lodge employees, South Road residents and staff/parents at R A Butler School. • The remaining spaces will be used by the above people rendering the area unusable for tenants and visiting families. • Hospital vehicles will be unable to park while collecting the less able. 	<ul style="list-style-type: none"> • These locations have known 'double parking' causing congestion problems at certain times of the day. • Stanley Wilson Lodge has recently extended their car park and the loop road of Four Acres has been widened. • The restrictions will allow greater access for these vehicles to gain access to Stanley Wilson Lodge.

Committee: Environment & Transport
Date: 12 November, 2002
Agenda Item No: 7
Title: Proposed waiting restrictions – Harvey Way, Saffron Walden
Author: Area Manager Paul Hardy
(01371) 872888

Summary

- 1 To consider the objections received in response to the formal publication associated with the proposed waiting restrictions for Harvey Way, Saffron Walden

Background

- 2 The measures have been prepared in association with amendments to existing waiting restrictions for a number of sites in Saffron Walden. The review has been undertaken following concerns relating to road safety and traffic congestion at these areas
- 3 The informal consultation process on the proposals was undertaken in July 2002. The proposals were formally advertised from 5 September to 27 September 2002.
- 4 The proposals are shown in Appendix A and are supported by the Chief Constable and Town Council. One objection letter with a petition has been received and this is detailed in Appendix B.
- 5 The estimated cost of implementing the signs and road markings for Harvey Way are £160.00. The Order will be funded from the Locally Determined Budget.

Conclusions

- 6 The junction has been highlighted on several occasions at the District Council's Local Road Safety Committee. Concerns have been raised with regard to vehicles turning into Harvey Way and being confronted by vehicles exiting the road on the wrong side due to the parked vehicles on the eastern side. The junction currently has 15 metres of no waiting at any time restriction on both sides with its junction with Ashdon Road. Due to the layout of the road and the potential vehicle conflict caused by the parked vehicles, it is proposed to extend the restrictions on the eastern side only by a further 15 metres. Between 1 August 1999 and 31 July 2002 there have been no recorded injury accidents for the most recent three-year period for this location.

RECOMMENDED that notwithstanding the objections received, it is recommended that arrangements are made to introduce the no waiting at any time restriction, however, in light of the injury accident record and the comments received it is recommended that the length of the proposed restriction is reduced by 8 metres bringing the total length of the restriction to 22 metres on the eastern side.

Local County Member
Mr R P Chambers CC

Local District Members
Mrs D Cornell DC
Mr R J O' Neill DC

Background Papers: Correspondence on this matter is held at the Area Office,
Great Dunmow.

OBJECTOR	GROUNDS FOR OBJECTIONS	AREA MANAGERS COMMENTS
<p>HARVEY WAY OBJECTORS:</p> <p>Mr G M Housden 7 Harvey Way</p> <p>Stewart 5 Harvey Way</p> <p>O’Keefe 6 Harvey Way</p> <p>Robertson 9 Harvey Way</p> <p>Goodwin 2 Harvey Way</p> <p>Derouish 10 Harvey Way</p> <p>Riccio 11 Harvey Way</p> <p>Dobson 12 Harvey Way</p> <p>Hunnings 12A Harvey Way</p>	<ul style="list-style-type: none"> • Properties from No.2 to No.12A are reliant on the ability to park on the eastern side of Harvey Way. • The Garages immediately behind these houses have been sold separately to the houses and are rented by other people around the town, preventing residents parking in this area. • There is a shortage of parking in this area already the restrictions will reduce it further. • At times, other residents at the northern end of Harvey Way park in this area also reducing the available spaces further. • Whilst vehicles are parked it prevents vehicles travelling at speed, particularly as a number of families with young children live in the area. • Introducing these restrictions will force residents to park on the west side, merely transferring the problem. • Before the changes are considered a detailed impact study on the immediate area should be undertaken. • The report and revised plan should clearly show the reduced parking available and suggestions as to where these residents should park. • The problem is compounded by residents in Ashdon Road also parking at the location of the proposed restrictions. 	<ul style="list-style-type: none"> • The parked cars cause problems for vehicles exiting the road. • Comment noted. Properties 3,5,7,9 & 11 have driveways. • A number of the properties have driveways – no need to park on the road. • As above. • Parked vehicles can act as a traffic calming measure and help reduce vehicle speeds. • Possibly but there are driveway entrances on the western side. • Not considered necessary. • The current scaled plan clearly shows the extent of the revised restrictions.

Committee: Environment & Transport
Date: 12 November 2002
Agenda Item No: 9
Title: Essex, Southend and Thurrock Waste Strategy Response
Author: Peter Dickson (01799) 510597

Summary

- 1 Essex Authorities' Waste Management Advisory Board (WMAB) is a group that advises elected members across the county on waste management issues.
- 2 The WMAB has employed technical consultants (ERM) to formulate a draft waste strategy and communication consultants (Weber Shandwick) to run a public consultation exercise.
- 3 The draft Waste Strategy introduces six broad options that have been agreed by the WMAB. Weber Shandwick has produced a consultation brochure summarising the full draft strategy document. All Members have a copy of this.
- 4 The public consultation period is 1 October to 30 November 2002 and the purpose of this report is to introduce the draft strategy consultation and recommend this authority's response.

Background

- 5 In addition to public and political will, there is legislation requiring a significant move away from the traditional practice of landfilling waste. It is now essential that Essex authorities start planning for the next round of disposal contracts to be let by the Waste Disposal Authorities (Essex County, Southend and Thurrock Councils).
- 6 A countywide Municipal Waste Strategy is the first major step towards achieving an integrated waste strategy that will be provided partly or wholly by such a contract.
- 7 In the Essex Authorities' *Working Together* statement, it was agreed that recycling levels of 40% by 2004 and 60% by 2007 should be the targets.
- 8 Statutory waste management and recycling targets have been set through various pieces of legislation. Those relevant to this Council are:

UDC Statutory Targets	Waste Strategy 2000	EC Landfill Directive
24% Recycling by 2003/04	40% Recovery ** by 2005	2010 – 75% of 1995 levels *
36% Recycling by 2005/06	30% Recycling by 2010	2013 – 50% of 1995 levels *
	45% Recovery ** by 2010	2020 – 35% of 1995 levels *
	33% Recycling by 2015	
	67% Recovery ** by 2015	

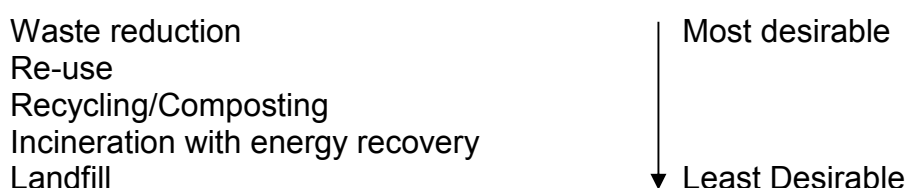
* Reduction of biodegradable waste to landfill

** Recovery includes recycling, composting and any technique that recovers energy from waste

- 9 All the options proposed by the draft waste strategy for consultation are designed to meet countywide targets at the very minimum.

Draft Waste Strategy Options

- 10 The draft strategy clearly agrees with the waste management hierarchy as set out in the Government's Waste Strategy 2000:



- 11 Innovative technologies, as yet unproven, such as mechanical biological treatment are described in the full draft strategy document and the consultation brochure previously circulated to all Members.
- 12 The main thrust of the draft strategy recommends choosing one of six broad options to form a countywide waste strategy to 2020. The final recommendation may be a combination of more than one option, but the six are summarised as follows:

	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6
Recycling (%)	27	27	22.5	22.5	16.5	16.5
Composting (%)	33	33	22.5	22.5	16.5	16.5
MBT* (%)	2	0	0	47	0	19
Thermal Treatment (%)	0	6	30	0	44	33

Direct to Landfill (%)	38	34	25	8	23	15
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* Mechanical Biological treatment

- 13 This Council's recycling performance for 2001/02 was 16.85.
- 14 There are three levels of recycling and composting in these options, each with two different strategies to deal with the residual waste:

Options 1 + 2	60% (Very high level of recycling)
Options 3 + 4	45% (High level of recycling)
Options 5 + 6	33% (Medium level of recycling)

- 15 This authority has repeatedly shown its commitment to increasing recycling services and rates, so this report will examine each pair of options with the emphasis on recycling.

Medium levels of recycling

- 16 The recycling and composting levels alone in these options would not meet this authority's statutory targets for 2005/06.
- 17 Even if the options were adapted to achieve the statutory target of 36%, longer term targets would need to be met relying on either unproven technologies or large amounts of energy from waste incineration.
- 18 The small proportion of waste sent direct to landfill, supplemented by the recycling and composting levels would meet the targets in both Waste Strategy 2000 and the EC Landfill Directive.

High levels of recycling

- 19 Whilst termed "high" levels of recycling, 45% recycling and composting is considerably greater than any countywide performance in the UK.
- 20 The high recycling option with an element of thermal treatment leaves 25% of waste to go directly to landfill. Depending on the composition of this 25%, it could be recycled, leaving the remaining, largely unrecyclable, 30% for thermal treatment, i.e. allowing for a theoretical recycling performance of 70%, but not relying on it. This would not necessarily mean energy from waste incineration. By the time such a facility were required, it is assumed that many alternative forms of technology would be commercially available and proven.
- 21 The other high recycling option relies heavily on Mechanical Biological Treatment (MBT - a technique explained in the consultation brochure), which is unproven technology for UK waste streams and is assumed to involve landfilling the inert output (80% by weight of the input).

Very high levels of recycling

- 22 Combined recycling and composting levels of 60% relies heavily on public participation. Even in the Essex high diversion trials in Witham, West Mersea and South Woodham Ferrers involving intensive promotion and funding, the highest recycling rate achieved is 56%, including Civic Amenity Site performance.
- 23 In consultation with the waste management industry, Options 1 and 2 are universally described as “high risk” as a result of their reliance on public participation and therefore questions are raised regarding their achievability.
- 24 The combination of a strong emphasis on recycling and composting, and the fact that small-scale capital-intensive thermal treatment and MBT plants would be required make options 1 and 2 the most expensive (due to required investment in collection infrastructure and a lack of economies of scale with small processing plants).
- 25 This also means that Options 1 and 2 have the heaviest reliance on waste sent direct to landfill. Assumptions have been made that high recycling levels will be in opposition to thermal treatment and residual waste will have relatively little calorific value for energy recovery.

Future Work

- 26 Once the consultation period is complete, a final strategy will be published around March, 2003
- 27 At this stage, each Waste Collection Authority will need to develop a strategy to meet its recycling ambitions.
- 28 From these collection strategies, there will be a clear indication of the facilities required. It is anticipated that a countywide contract strategy can be built on this information sometime during late 2003/2004.
- 29 What is clear, however, is that whichever option is chosen, a step change in funding will be required by this authority to provide the appropriate collection systems.

Comment

- 30 This authority’s commitment to high levels of recycling requires an option that provides facilities with adequate sorting and baling capacity. There must be an emphasis on local facilities, especially for a rural area such as Uttlesford. These local facilities could feed into larger regional Materials Recycling Facilities (MRFs).
- 31 Options 5 and 6 do not cater for the recycling aspirations of this authority.
- 32 Options 1 and 2 rely heavily on public participation and are perceived as high risk. There is no contingency in terms of other disposal routes if public participation and commitment is not sufficient to achieve 60% recycling and composting. These are also the most expensive options.

- 33 Options 3 and 4 have ambitious recycling and composting targets and have a reasonably low reliance on landfill (the option at the bottom of the waste management hierarchy). Option 4 relies on the as yet unproven MBT, with the assumption that 80% of the material processed ends up in landfill.
- 34 While Option 3 includes thermal treatment for 30% of the waste stream, it could allow for recycling or composting the remaining 70%. In this instance thermal treatment could complement recycling as opposed to the inhibiting reputation it has developed over the years. 60% recycling and composting levels could be achieved without the high-risk reliance shown in options 1 and 2.
- 35 In focus groups held by Weber Shandwick as part of the draft strategy consultation, members of the public showed a commitment to recycling, but accepted thermal treatment as almost inevitable and preferable to landfill.
- 36 Even with high recycling levels of 45-60%, there is a need to deal with the residual waste in a positive way, using landfill as little as is practically possible. For Essex authorities to commit to an unproven technology such as MBT that, without further advancement in technology, relies on landfill, would represent not only significant risk, but less of a move away from the current reliance on landfill when compared to thermal treatment. The waste management industry has also shown concern over reliance on unproven technologies.
- 37 By the time a thermal treatment plant is required in Option 3, a less controversial alternative to incineration is likely to be available. Even if this is not the case any such plant will need to comply with stringent requirements of the EC Waste Incineration Directive.
- 38 Regardless of which option is chosen, recycling levels way in excess of current performance will be required. To achieve this voluntary public co operation is essential. Not only will this require first class services, but a continuous and effective *hearts and minds* publicity campaign. Officers feel that this could be dealt with most effectively through a countywide programme.

Conclusions

- 39 On balance, Option 3 presents the most realistic and prudent option for this authority to achieve its recycling aspirations.
- 40 The effect would be high recycling levels allied with little reliance on landfill.
- 41 To achieve its targets, this authority needs to invest both in collection infrastructure and publicity to achieve maximum public support.

RECOMMENDED that

1. The principle of Option 3 is put forward as this authority's preference of the six options, with an emphasis on continuing to strive for the

- recycling targets adopted in the Essex Authorities' Working Together document.
2. Attention is given to the need for local bulking or sorting facilities to achieve recycling targets.
 3. The need for a continuous countywide coordinated publicity campaign to achieve the ambitious recycling targets of Essex Authorities is highlighted.

Background Papers: A Municipal Waste Management Strategy for Essex, Southend and Thurrock (ERM, 2002)
Waste Strategy 2000 (DETR, 2000)
EC Landfill Directive (EC, 2000)

Committee: ENVIRONMENT & TRANSPORT
Date: 12 NOVEMBER 2002
Agenda Item No: 10
Title: Eastern Sector Redevelopment, Great Dunmow
Author: John Mitchell (01799) 510450

Summary

- 1 This report updates Members on the progress of the revised application reported to the Development Control & Licensing Committee and recommends that:
 - a) the legal agreement which allows, *inter alia*, the transfer of land and infrastructure monies from the Council be confirmed and
 - b) the motion to allocate the car park extension site for the new library in exchange for some affordable housing at Haslers Lane be considered.

Background

- 2 Members will recall that a motion from full Council on 11th April 2002 was referred to the meeting of this Committee on 11 June 2002. The motion stated:

“(1) Council’s agreement in principle to the sale of land at White Street Car Park, Great Dunmow, to enable development of the ‘Eastern Sector’ be rescinded.

(2) Negotiations be commenced with Essex County Council for the transfer of land at White Street Car Park to the County Council as a site for the building of a new library for Dunmow, in exchange for land at Haslers Lane which should then be earmarked for the provision of affordable rented housing.

(3) Provision be made in the Capital Programme for the re-provision of car parking spaces should any be lost as a consequence of (2) above.”

- 3 The Committee resolved to take no action over the Motion until an anticipated revised planning application including the Dunmow Inn has been submitted and determined by the DC&L Committee, and that the matter be the subject of a further report consequent upon the decision of that Committee, or sooner if no application is submitted.
- 4 In August a revised comprehensive application was received from joint applicants including the Dunmow Inn and incorporating five requirements (set out in para 5 below) listed by the Committee. The application was considered by the Development Control & Licensing Committee on 4th November when it was decided to grant conditional planning permission.

Considerations

- 5 The issue is whether the revised development as now proposed would meet the Committee’s five requirements as agreed on 11 June, so that the legal agreement can be confirmed and the car park land released. The requirements are:
 - the provision of a public library,
 - the provision of 10 affordable dwellings,
 - the servicing and layout of the area reserved for car parking in DLP Policy GD3 (the “gas board” land), with a net gain of 40 spaces,
 - the pedestrianisation of the White Street car park entrance and
 - a new two-way access by The Dunmow Inn.
- 6 The library will be provided early on in the development, with the ten affordable flats above. The library meets the requirements of the ECC and the flats will be rented by a Housing Association with nomination rights by the Council. The car park extension will be serviced and resurfaced by the developers as part of the reorganisation of the car park, at no cost to the Council. There will be a net increase of 40 spaces. The existing White Street entrance will be pedestrianised and a new two-way access road provided from the High Street, both as part of the scheme funded by the Council’s committed infrastructure monies. Some of these requirements are covered by conditions and the rest could be accommodated by a commercial agreement between the Council and the applicants to cover the transfer of part of the car park.

Conclusion

- 7 It is considered that negotiations over the last three years have resulted in a comprehensive redevelopment scheme in line with Council policy, which will regenerate the town centre.

RECOMMENDED that

- 1) Members confirm that the conditional permission and legal agreement meet their requirements for the release of the car park land.
- 2) the motion be considered.

Background Papers:

Application files nos: UTT/1185/02/FUL, UTT/1186/02/CA, UTT/1654/00/FUL
Report to Planning & Development Committee 9 September 1999
Report to Policy & Resources Committee 11 January 2000
Report to Development Control & Licensing Committees on 26
November 2001, 18 March 2002 and 14 October / 4 November 2002

Motion to Council 23 April 2002
Report to E&T Committee, 11 June 2002.

Committee: Environment and Transport
Date: 12 November 2002
Agenda Item No: 11
Title: Best Value Review of Planning Services
Author: John Mitchell (01799) 510450

Background

- 1 Members will recall that at their meeting of 11th June 2002 it was agreed to postpone the outcome of the Best Value Review of Planning Services until July 2003. Essentially the review is taking place at a time when there is an abnormally high workload for the planning service, while there were in June (and to a lesser extent there still remain) staffing difficulties. Members agreed that efforts should be concentrated on core service delivery matters if customer demands are to be met. The Best Value Review is the only significant issue affecting the Service where there is a choice over timing.

Current situation

- 2 The Review Team has continued to meet every two months (although one meeting was postponed for a month). Since the decision was made to postpone the Review improvements have continued to be introduced: these include the introduction of public speaking at DC&L meetings, increased delegation of planning decisions to Officers, further streamlining of processes in Development Control and the cautious introduction of details of planning applications on the internet. Surveys of the public who attend DC&L Committee have commenced, and the Review Team recently agreed to proceed with surveys of Parish Councils to assess interest in a seminar to discuss better communications and inter-relationships with the Planning

Service. Surveys of people using the Planning Information Desk will also be carried out.

- 3 At the same time the significant issues facing the service remain, as set out in the previous report. To that list must now be added the consultation exercise on the SERAS Report. Moreover, the move of the Service from Great Dunmow to Saffron Walden, which in June had still not been finalised, has now been agreed and is scheduled for mid-January.
- 4 As Members will be aware, the latter project arose out of a Best Value review of corporate assets. Nevertheless the Planning Service is actively involved in its organisation and management, and it impacts on all staff. A Best Value Review has to involve all staff so far as is possible otherwise it will not be possible to carry forward the Improvement Plan effectively.
- 5 At its June meeting the Committee agreed that the Improvement Plan should be finalised by July 2003. It may still be possible to achieve this target, but Members are advised that there may be some delay. In the meantime it remains Officers' view that the best use of staff resources would be to concentrate on the delivery of our core service business and to ensure the office move proceeds as smoothly as possible.

RECOMMENDED that the Committee note and agree that the completion date of the formal Best Value Review of Planning Services may extend beyond July 2003 but no latter than October, 2003, and that the Scrutiny 2 and Development Control and Licensing Committees be advised accordingly.

Background Papers: Best Value Review terms of Reference, E&T Committee, 19th March 2002.
Report to E&T Committee, 11th June 2002.