

MEETING: CABINET MEMBER - REGENERATION
DATE: Wednesday 7 July 2010
TIME: 10.00 am
VENUE: Town Hall, Bootle (this meeting will be video conferenced to the Town Hall, Southport)

Councillor

DECISION MAKER: Maher
SUBSTITUTE: Fairclough

SPOKESPERSONS: Dorgan Hough

SUBSTITUTES: Pearson Sumner

COMMITTEE OFFICER: Olaf Hansen Committee Clerk
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The Cabinet is responsible for making what are known as Key Decisions, which will be notified on the Forward Plan. Items marked with an * on the agenda involve Key Decisions

A key decision, as defined in the Council's Constitution, is: -

- any Executive decision that is not in the Annual Revenue Budget and Capital Programme approved by the Council and which requires a gross budget expenditure, saving or virement of more than £100,000 or more than 2% of a Departmental budget, whichever is the greater
- any Executive decision where the outcome will have a significant impact on a significant number of people living or working in two or more Wards

If you have any special needs that may require arrangements to facilitate your attendance at this meeting, please contact the Committee Officer named above, who will endeavour to assist.

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AGENDA

Items marked with an * involve key decisions

<u>Item No.</u>	<u>Subject/Author(s)</u>	<u>Wards Affected</u>
1.	Apologies for absence	
2.	Declarations of Interest Members and Officers are requested to give notice of any personal or prejudicial interest and the nature of that interest, relating to any item on the agenda in accordance with the relevant Code of Conduct.	
3.	Minutes of the meeting held on 9 June, 2010	(Pages 5 - 12)
4.	Plugged-In-Places Programme - A Sub-Regional Bid To Introduce Electric Car Charging Points Report of the Planning and Economic Development Director	All Wards; (Pages 13 - 20)
5.	Carbon Reduction Commitment Scheme Joint report of the Neighbourhoods and Investment Programmes Director and the Interim Head of Corporate Finance and ICT Strategy	All Wards; (Pages 21 - 32)
6.	Climate Change Local Area Support Programme (CLASP) - Building The Adaptive Capacity Of Sefton's Businesses Project Joint Report of the Planning and Economic Development Director and the Environmental and Technical Services Director	All Wards; (Pages 33 - 38)
7.	Priority Order of Bids for National Affordable Housing Programme Funding for Affordable Housing in Sefton Report of the Neighbourhoods and Investment Programmes Director	All Wards; (Pages 39 - 46)

8. Exclusion of Press and Public

To consider passing the following resolution:

That, under Section 100A(4) of the Local Government Act, 1972, the press and public be excluded from the meeting for the following item of business on the grounds that it involves the likely disclosure of exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Act. The Public Interest Test has been applied and favours exclusion of the information from the Press and Public.

**9. OVH Empty Property & training scheme
FINAL -FD449**

Park

(Pages 47 - 52)

Report of the Neighbourhoods and Investment Programmes Director

THE "CALL IN" PERIOD FOR THIS SET OF MINUTES ENDS AT 12 NOON ON WEDNESDAY 16 JUNE, 2010. MINUTE NOS.8 AND 9 ARE NOT SUBJECT TO "CALL IN".

CABINET MEMBER - REGENERATION

MEETING HELD AT THE TOWN HALL, BOOTLE ON WEDNESDAY 9 JUNE 2010

PRESENT: Councillor Maher

ALSO PRESENT: Councillors Dorgan and Hough

1. APOLOGIES FOR ABSENCE

No apologies for absence were received.

2. DECLARATIONS OF INTEREST

No declarations of interest were received.

3. MINUTES OF THE MEETING HELD ON 14 APRIL, 2010

RESOLVED:

That the Minutes of the meeting held on 14 April 2010, be confirmed as a correct record.

4. RIBBLE COAST AND WETLANDS REGIONAL PARK

Further to Minute No.103 of the meeting of Cabinet Member – Leisure and Tourism held on 24 March 2010, the Cabinet Member considered the joint report of the Planning and Economic Development Director and the Leisure and Tourism Director updating on the development of the Ribble Coast and Wetlands Regional Park (RCWRP) and seeking approval to sign up to the Joint Working Agreement.

A copy of the draft Joint Working Agreement for the Ribble Coast and Wetlands Regional Park was attached as an annexe to the report.

RESOLVED: That

- (1) the draft Joint Working Agreement for the Ribble Coast and Wetlands Regional Park be approved;
- (2) the Interim Head of Corporate Legal Services and Leisure and Tourism Director be authorised to agree any minor amendments to the draft Joint Working Agreement for the Ribble Coast, and enter into the Agreement; and

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- (3) the Leisure and Tourism Director be requested to provide an update on progress when the agreement is due for renewal in May 2012.

5. FUNDING OPPORTUNITIES - PROGRESS REPORT 4

Further to Minute No. 13 of the meeting of Cabinet Member – Technical Services held on 26 May 2010, the Cabinet considered the report of the Strategic Director - Communities which provided details of the progress made with regard to Expressions of Interest submitted for funding from funding bodies and an update on further external funding opportunities.

RESOLVED: That

- (1) the Expressions of Interest as detailed in annexes A and B of the report be endorsed; and
- (2) the current Funding Opportunities available as shown in annexe C of the report be noted.

6. REECH (RENEWABLE ENERGY AND ENERGY EFFICIENCY IN HOUSING)

The Cabinet Member considered the report of the Strategic Director – Communities on the Renewable Energy and Efficiency in Housing Programme (REECH) indicating that the Regional Development Agency (RDA) issued a call for the submission of a sub-regional bid that sought to directly stimulate the market for low carbon and environmental technologies and renewable energies via their application within existing social and low income housing. The report informed that an expression of interest was submitted by Sefton Council in conjunction with other sub-regional authorities on Merseyside and Halton. Whilst the bid was successfully progressed to the concept stage, the RDA informed that the original allocation of £11m ERDF grant for the Merseyside sub-region had been reduced to £8.23m.

This item was a key decision and was included on the Council's Forward Plan of Key Decisions.

RESOLVED:

That the REECH (Renewable Energy and Energy Efficiency in Housing) report be noted.

7. JOINT EUROPEAN SUPPORT FOR SUSTAINABLE INVESTMENT IN CITY AREAS

The Cabinet Member considered the report of the Planning and Economic Development Director on the Joint European Support Sustainable Investment in City Areas (JESSICA). The report indicated that this was a £100m fund launched by the Northwest Urban Investment Fund and a new financial instrument created by the European Commission in conjunction with the European Investment Bank with the basic principle to take a more commercial approach to the use of public funds in delivering regeneration and economic development. JESSICA would enable ERDF and match funding to be invested by Urban Development Funds (UDFs) in Urban Projects via loans, equity and/or guarantees. Returns from these investments could then be used to make new investments in new projects, thereby creating a revolving fund for investment in the region.

A sub regional working group comprising The Mersey Partnership, Liverpool Vision, Wirral MBC and Liverpool City Council had been set up and was working with a consortium comprising of Igloo Regeneration Ltd, Aviva Investors Global Services, GVA Grimley Ltd, and Royal Bank of Canada Europe Ltd, to create a Merseyside Urban Investment Fund covering a mix of uses and flexible investment approaches

RESOLVED:

That the Joint European Support Sustainable Investment in City Areas report be noted.

8. PROVISION OF GRANT FUNDING FOR CAPPING LAYER AND GAS PROTECTION AT TANNERY SITE

The Cabinet Member considered the report of the Neighbourhoods and Investment Programmes Director that sought approval to provide 'gap' funding for a capping layer of top soil and gas protection measures to Bellway Homes Ltd. for the development of new housing for sale and rent at the Tannery site, Bootle, using funding from the Council's Housing Market Renewal Programme.

RESOLVED: That

- (1) the Provision of Grant Funding for Capping Layer and Gas Protection at the Tannery Site be noted; and
- (2) the Cabinet be requested to make available a Grant of £225,334 to Bellway Homes Limited subject to completion of the necessary grant agreement and Building licence for a capping layer and associated works at the Tannery site, Hawthorne Road, Bootle.

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9. HOUSING CAPITAL PROGRAMME 2010-11

The Cabinet Member considered the report of the Neighbourhoods and Investment Programmes Director that sought approval of the Housing Capital Programme 2010-2011.

This item was a key decision and was included on the Council's Forward Plan of Key Decisions.

RESOLVED:

The Cabinet be recommended to request that the Council approve the Housing Capital Programme detailed at annexe A, which required the utilisation of £2.225m One Vision Housing capital receipts as a funding resource, together with other capital funding, be approved.

10. LIVERPOOL CITY REGION EMPLOYMENT AND SKILLS STRATEGY AND COMMISSIONING FRAMEWORK

The Cabinet Member considered the report of the Planning and Economic Development Director that provided information of the progress made on the production of the Liverpool City Region Employment and Skills Strategy as well as the Commissioning Framework and assessment of the opportunities for Sefton afforded by the development.

RESOLVED: That

- (1) the Liverpool City Region Employment and Skills Strategy and Commissioning Framework report be noted; and
- (2) the approaches to the City Region Employment and Skills Strategy and Commissioning Framework, as detailed within the report, be endorsed.

11. EMPLOYMENT AND SKILLS PROGRAMME PERFORMANCE OVERVIEW

The Cabinet Member considered the report of the Planning and Economic Development Director that provided information on the progress made on the suite of externally funded projects which together formed the Local Employment Programme for Sefton, managed through Planning and Economic Development's Department's Employment and Skills team.

The Cabinet Member expressed his concern regarding the performance of the Opportunities Shop.

RESOLVED: That

- (1) Employment and Skills Programme Performance Overview report be noted;
- (2) the Planning and Economic Development Director note the Cabinet Member's comments and be requested to provide further reports on the performance of the Opportunities Shop and Sefton@work;
- (3) the proposed Impact Assessment and Sustainability Plan for the Local Employment programme, as detailed within the report, be noted; and
- (4) the interim Work and Skills Plan for the Liverpool City Region, as detailed within the report, be noted.

12. BUSINESS NEIGHBOURHOODS AND SEFTON INTEGRATED BUSINESS SUPPORT

The Cabinet Member considered the report of the Neighbourhoods and Investment Programmes Director that presented a revised approach on the ways support to businesses in Sefton could be delivered, which would utilise existing Working Neighbourhoods Funds and mainstream resources along with Stepclever funding (still subject to approval).

RESOLVED: That

- (1) the Business Neighbourhoods and Sefton Integrated Business Support including the revised proposals, as detailed within the report, be noted; and
- (2) all resources associated with Business Village Partnerships and Town Centre Management be transferred to the Neighbourhoods Division.

13. SEFTON BUSINESS VILLAGE PARTNERSHIP REPORTS

Further to Minute No. 15 of the meeting of Cabinet Member – Technical Services held on 27 May 2010, the Cabinet Member considered the report of the Planning and Economic Development Director on the Sefton Business Village Partnership, outlining an update on the current projects and activities being developed and delivered by the Business Village Partnerships in Southport, Birkdale, Formby, Crosby, Waterloo, Bootle, and Altside, and indicating that a decision on the matter was required in order to comply with the standard portfolio reporting procedures

RESOLVED: That

- (1) the contents of report be noted; and

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- (2) the fact that further reports on activities undertaken by Sefton Business Village Partnerships would be presented, as appropriate, be noted.

14. EXCLUSION OF PRESS AND PUBLIC

RESOLVED:

That, under Section 100A(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 would involve the likely disclosure of exempt information as defined in paragraph 1, 3 and 7 of Part 1 of Schedule 12A to the Act. The Public Interest Test has been applied and favours exclusion of the information from the press and public.

15. INDEPENDENT LIVING CENTRE, SCARISBRICK AVENUE, SOUTHPORT

Further to Minute No. 21 of the meeting of the Cabinet held on 20 May 2010, the Cabinet considered the report of the Strategic Director - Communities which provided details of the progress made with regard to the development of the Independent Living Centre at Scarisbrick Avenue, Southport, and sought approval to the appointment of Thomas Barnes to undertake the fit-out works.

RESOLVED:

That the Independent Living Centre, Scarisbrick Avenue, Southport report be noted.

16. REMEDIATION CONTRACT AND WORKS: TANNERY AND PENPOLL SITES

The Cabinet Member considered the report of the Neighbourhoods and Investment Programmes Director that informed of unforeseen works and consequent increased remediation costs of land at Tannery and Penpoll sites in Hawthorne Road, Bootle.

RESOLVED:

That the increased costs and estimated out-turn costs in relation to the remediation contract for the Tannery and Penpoll sites in Hawthorne Road, Bootle, which can be met from within approved Housing Market Renewal budgets, be noted.

17. EMPTY PROPERTY ENFORCED SALE: 24 LANDER ROAD, LITHERLAND

The Cabinet Member considered the report of the Neighbourhoods and Investment Programmes Director that sought approval for the proposed enforced sale of a long-term vacant house at 24 Lander Road, Litherland.

RESOLVED: That

- (1) the disposal of 24 Lander Road to a preferred partner organisation, namely Liverpool Housing Trust, in the sum of £22,000, subject to the successful conclusion of the enforced sale process be approved; and
- (2) the provision of a capital grant of £40,000 to Liverpool Housing Trust towards the cost of refurbishment of this property be approved.

18. SEFTON ENTERPRISE AND BUSINESS SUPPORT UPDATE

The Cabinet Member considered the report of the Planning and Economic Development Director that provided an update on Enterprise and Business support activities.

RESOLVED:

That the Sefton Enterprise and Business Support Update report be noted.

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REPORT TO: Cabinet Member – Technical
Cabinet Member – Environmental
Cabinet Member – Regeneration

DATE: 30th June 2010
30th June 2010
7th July 2010

SUBJECT: Plugged-in-Places Programme – A sub-regional bid to introduce Electric Car Charging Points

WARDS AFFECTED: All Wards

REPORT OF: Andy Wallis – Planning and Economic Development Director

CONTACT OFFICER: Mo Kundi - 934 3447
Neil Ash –934 3473

**EXEMPT/
CONFIDENTIAL:** No

PURPOSE/SUMMARY:

To inform Members of the bid submitted by The Merseyside Transport Partnership (Knowsley, Liverpool, Sefton, St. Helens, and Wirral Councils, and Merseytravel), on behalf of sub regional partners, which if successful could see the introduction of Electric Car Charging Points in Sefton.

REASON WHY DECISION REQUIRED:

To comply with reporting procedures

RECOMMENDATION(S):

It is recommended that:-

Cabinet Members for Regeneration and Technical Services:-

1. Endorse the submission of Expression of Interest by The Merseyside Transport Partnership for the sub-regional Plugged in Places project

Cabinet Member for Technical Services:-

2. Endorse the submission of Expression of Interest by The Merseyside Transport Partnership for the sub-regional Plugged in Places project with further consideration to be given to the capital and revenue implications should a full bid be progressed.

Cabinet Member for Environment:-

3. Note the content of this report

KEY DECISION: No

FORWARD PLAN: No

IMPLEMENTATION DATE: Immediately after the call in period

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ALTERNATIVE OPTIONS: Road transport is responsible for over 24% of the Sefton's CO2 emissions and cars are responsible for the vast majority of this. The use of alternative fuels, like electricity, can help reduce these emissions, and in the case of electricity help alleviate local air quality problems. Not to participate in this sub-regional project would not only weaken the bid, but would make it more difficult to address this problem in the future.

IMPLICATIONS:

Budget/Policy Framework:

Financial:

It should be noted that Sefton Council has the option to opt out of this project before the bid is submitted in September. However, should Sefton Council wish to continue, the maximum amount of contribution required from each of the five participating local authorities would be £15,000 each, with Merseytravel being asked to contribute £50,000. The £15,000 would be spread over a three year period and is proposed that this could be met out of future Local Transport Plan Capital Programme allocations. There may also be some small revenue implications relating to a possible loss of car parking income as a result of the placing of electric charging points in some car parks. However, all cost implications would be brought back to Members prior to a full bid being progressed to enable an informed decision to be made.

<u>CAPITAL EXPENDITURE</u>	2010/ 2011 £	2011/ 2012 £	2012/ 2013 £	2014/ 2015 £
Gross Increase in Capital Expenditure				
Funded by:				
Sefton Capital Resources				
Specific Capital Resources				
<u>REVENUE IMPLICATIONS</u>				
Gross Increase in Revenue Expenditure				
Funded by:				
Sefton funded Resources				
Funded from External Resources				
Does the External Funding have an expiry date? Y/N	When?			
How will the service be funded post expiry?				

Legal:

No

Risk Assessment: No

Asset Management: No

CONSULTATION UNDERTAKEN/VIEWS

FINANCE – FD436 – THE INTERIM HEAD OF CORPORATE FINANCE AND ICT STRATEGY HAS BEEN CONSULTED AND HIS COMMENTS HAVE BEEN INCORPORATED INTO THIS REPORT
 LEGAL
 ENVIRONMENTAL AND TECHNICAL SERVICES

CORPORATE OBJECTIVE MONITORING:

<u>Corporate Objective</u>		<u>Positive Impact</u>	<u>Neutral Impact</u>	<u>Negative Impact</u>
1	Creating a Learning Community		/	
2	Creating Safe Communities		/	
3	Jobs and Prosperity	/		
4	Improving Health and Well-Being	/		
5	Environmental Sustainability	/		
6	Creating Inclusive Communities		/	
7	Improving the Quality of Council Services and Strengthening local Democracy		/	
8	Children and Young People		/	

LIST OF BACKGROUND PAPERS RELIED UPON IN THE PREPARATION OF THIS REPORT

Plugged-In Places: The Electric Vehicle Charging Infrastructure Framework
 Application Guidance - The Office For Low Emission Vehicles (OLEV)

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1.0 BACKGROUND:

- 1.1 Plugged-in-Places is a national programme to support the installation of an electric vehicle charging infrastructure (EVCI). It pulls together £30 million from the Department for Transport (DfT), Department for Business Innovation & Skills (BIS) and the Department for Environment & Climate Change (DECC). Launched in November 2009, funding will be available between April 2010 and March 2013 for grants of up to 50% of a project's costs. Indicative funding available will be £10 million for each of the three years. The grants can only be used for capital costs. Bids are expected from consortia covering cities or regions.
- 1.2 Three bids were successful in the first round of applications, announced in February 2010 – London, Milton Keynes, and the North East. The deadline for the second wave of applications was 1st June 2010, with the final applications being submitted by 30 September 2010. Any grant awarded has to be spent during 2011/12 and 2012/13.
- 1.3 Initial interest in submitting a Merseyside bid did not have the necessary consortium backing a submission. However, a recent meeting brokered by the Low Emissions Strategies Partnership in which Sefton plays a leading role, brought together potential partner organisations from the public and private sectors, and it was agreed that a Merseyside bid was not only desirable and feasible, but was also likely to be regarded by the administrators of the Plugged-in-Places programme, OLEV (Office for Low Emission Vehicles), as a strong bid.

2.0 Strategic fit and desirability

- 2.1 The overall context of an EVCI is to support the need to reduce CO₂ emissions. Road transport is responsible for over 22% of the UK's CO₂ emissions and cars are responsible for the vast majority of this. An electric car powered from today's grid (the figures will get better as the grid incorporates more renewable energy) emits between 15% and 40% less CO₂ over its lifetime than a comparably sized petrol car.
- 2.2 The Liverpool City Region (LCR) has certain advantages. It is flat area that is bounded by a new £1 billion city centre to the south and the classic resort of Southport in the north. The distance between them is ideal for the range of the new vehicles that will be produced in 2011, and so will avoid what is known as 'range anxiety' and 'hill fatigue'. The area also has national and international environmental designations that help to put into focus the reasons for purchasing EV's.
- 2.3 The North East's first wave application was influenced by the location of Nissan in Sunderland that will build Nissan's new 5-seater EV ready by Spring 2011. The North East is also one of the government's designated Low Carbon Economic Areas, a status related to ultra-low carbon vehicles. The LCR is also a centre for the automotive industry with Vauxhall and Jaguar. With an EVCI in place, there should be potential to develop an exchange of support between local authorities and this industry.
- 2.4 The biggest cost issue with EV's is the initial outlay for purchase. Government grants (Plug-in Car Grant) will be available for up to £5000 towards the cost of a new vehicle, representing about 25% of the expected purchase price. The cost of fully charging an EV will be approximately £1.20 / 100kms. An EVCI would enable, for example, a local

authority when renewing its own vehicle fleet to consider using EV's, producing considerable savings on annual running costs.

3.0 eLive - The Sub-regional Bid

- 3.1 Whilst the Expression of Interest has been submitted (1st June 2010), it does not at this stage commit Merseytravel and its sub-regional partners to making a full bid by 30th September 2010.
- 3.2 The maximum total project cost is £2.1 million with a request for £1 million grant from OLEV. The balance of the funds is expected to be delivered through 1/3 public sector funding, 1/3 private sector funding and 1/3 planning process. However it should be noted that these are very much provisional figures with the potential call on Sefton being in the order of £15,000 over a three year period. During the preparation of a full bid, consideration will be required to this level of support funding coming from the Local Transport Plan capital funds, and to any potential loss of income, which might occur in the parking revenue accounts, as a result of the placing of electric charging points in car parks. More accurate cost implications would be brought back to Members should the bid be successful, and prior to any approval to progress with the scheme in Sefton.
- 3.3 The initial eLive project will run over two years and will deliver a series of projects within four distinct workstreams, namely:-

eSpots:

- 3.4 The infrastructure to support electric vehicles will include key locations identified as areas of demand and scalable demonstration zones.
- 3.5 Coverage of key locations within the region will be achieved by placing infrastructure at sites which fit broadly within five categories; home, work, shopping, transport interchanges, and the visitor economy. There will be blanket coverage across the region but with greater densities of infrastructure at district centres.
- 3.6 The demonstration zones will explore how electric vehicle use and demand can be managed and exploited. They are;
 - Toxteth: Investigating the realisation of economically efficient charging solutions.
 - Southport: Socio-economic factors suggest Southport would be a prime location for initial uptake of electric vehicles.
 - Ellesmere Port: The Ellesmere Port zone will focus around stimulating regeneration through early uptake of electric vehicles.

ePark:

- 3.7 In addition to making charging points available to support electric vehicles, the LCR is proposing a comprehensive set of measures to incentivise the use of electric vehicles. Ideas include;
 - Priority parking in key locations
 - Free charging and parking at key locations

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- Guaranteed space through online pre-booking
- eLive membership with discounts and priority booking at partner events and attractions
- Free home and business safety checks for planned or installed charging points
- Free 'profitability' analysis of electric vehicles for business use
- Electric vehicle hire scheme (investigated in parallel to the Plugged-in Places bid)

eSkills:

3.8 In addition to the incentives and promotion in the ePark workstream, the eLive partners intend to use the Plugged-in Places programme to stimulate skills and development. At the local level this will include safety training, household support, fleet management advice, and electric vehicle information. At a strategic level the Northwest Development Agency will lead on skills requirements.

eInnovate:

3.9 A number of innovative applications of electric vehicles are planned for the LCR and these demonstrations will help to shape the future of our electric vehicle strategy. These include; electric bus trials, an electric taxi demonstration, and rapid charging connecting the national road network.

Benefits

- 3.10 If successful the project would provide a unique opportunity to bring about the following benefits to the sub-region;
- 1) Electric vehicle use which is integrated into every day life
 - 2) Stimulate a market to draw future investment in electric vehicle technology to the LCR
 - 3) Improved air quality and associated health benefits
 - 4) Diversification of transport fuels away from fossil fuels
 - 5) Contribute to the LCR and LTP3 targets of environmental sustainability and economic regeneration.

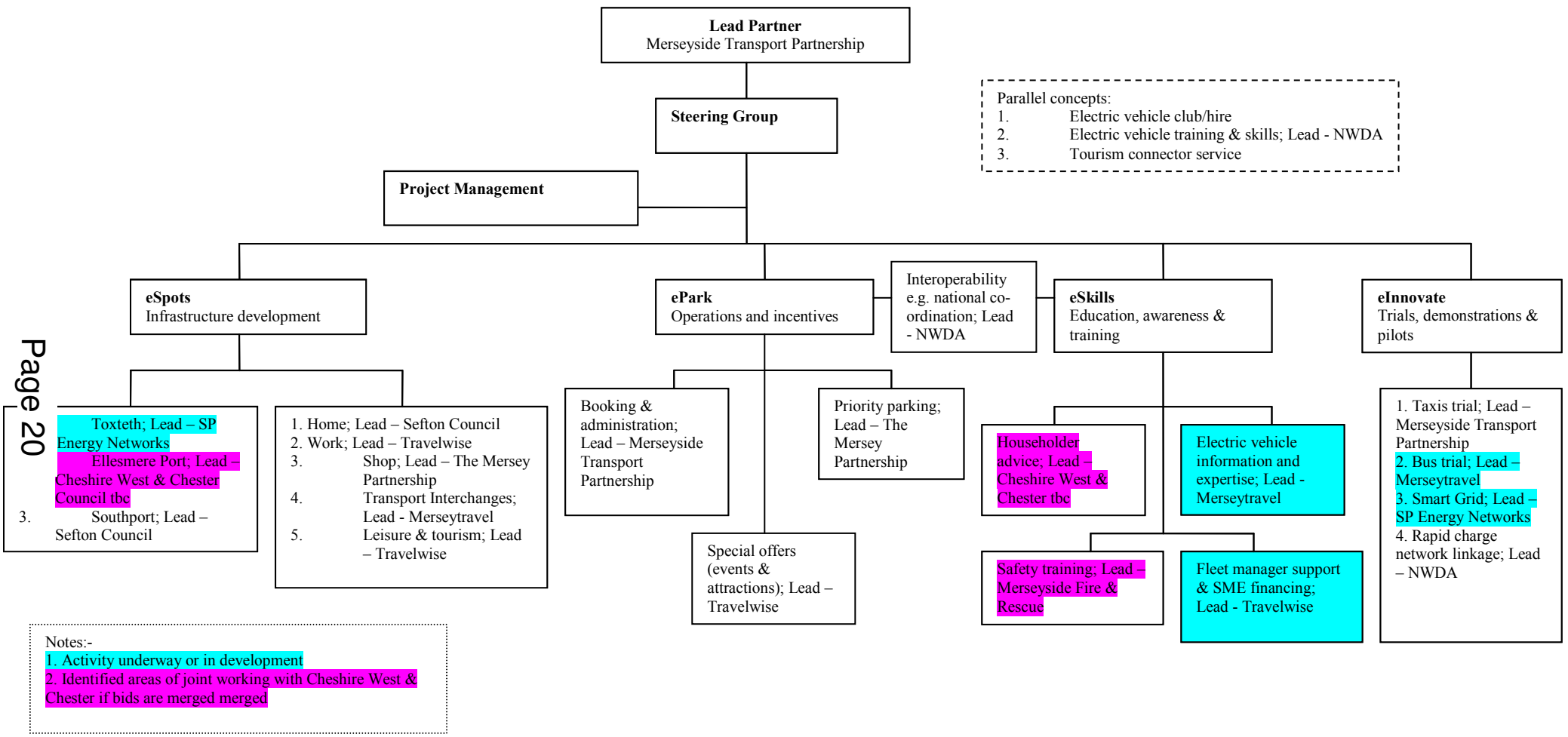
4.0 Summary

4.1 Road transport is responsible for over 24% of the Sefton's CO2 emissions and cars are responsible for the vast majority of this. The use of alternative fuels, like electricity, can help reduce these emissions, and in the case of electricity help alleviate local air quality problems.

4.2 The Plugged in Places project provides a unique opportunity to work with a range of sub-regional partners to commence the process of both providing the infrastructure required for the use of electric vehicles, and at the same time influence behaviour change away from fossil fuel consumption. Annex A attached provides at this stage an indicative Structure and organisation of eLive bid.

Structure and organisation of eLive bid

Annex A



Agenda Item 5

REPORT TO: Cabinet Member - Environmental
Cabinet Member - Regeneration
Cabinet
Council

DATE: 30 June 2010
7 July 2010
8 July 2010
8 July 2010

SUBJECT: Carbon Reduction Commitment Scheme

**WARDS
AFFECTED:** None

REPORT OF: Alan Lunt - Neighbourhoods and Investment Programmes
Director
John Farrell - Interim Head of Corporate Finance & ICT
Strategy

**CONTACT
OFFICER:** Ian Weller - Energy Team Manager Ext 4221
Kevin McBlain – Financial Management Ext 4049

**EXEMPT/
CONFIDENTIAL:** No

PURPOSE/SUMMARY:

To seek policy decisions on the operation of the Carbon Reduction Scheme, which became legislation from 1 April 2010.

REASON WHY DECISION REQUIRED:

Cabinet has delegated authority to deal with such matters.

RECOMMENDATION(S):

That Cabinet Member – Environmental

1. Notes the report and the intention to bring further reports as the scheme unfolds.

That Cabinet Member - Regeneration

1. Notes the report and the intention to bring further reports as the scheme unfolds.
2. Recommends Cabinet to change the Council's constitution to allow delegated responsibility for operation of the scheme to fall to the Head of Corporate Finance and ICT Strategy or, if a different person, the Officer

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acting in a section 151 capacity.

That Cabinet :

1. Agrees to recommend to full Council, a change to the Council's Constitution, delegating authority to the Head of Corporate Finance and ICT Strategy or, if a different person, the Officer acting in a Section 151 capacity, to act as the CRC Responsible person, to enable trading of Carbon Allowances using General Fund resources, and to sign off all future Carbon declarations and claims made through the Scheme to the Department for Energy and Climate Change.
2. Agrees for the first year of Carbon trading (2011/12), to adopt the approach of funding corporately, any penalty or reward arising from the CRC scheme, with a view to allowing Officers time to consider future options for the distribution of penalties and rewards. These would be the subject of a further report to Members at the appropriate time.
3. Agrees to allow Officers scope to explore the skills and support required to enable future market trading of Carbon Allowances.

That the Council:

1. Subject to a recommendation from Cabinet, agrees to change the constitution, delegating authority to the Head of Corporate Finance and ICT Strategy or, if a different person, the Officer acting in a Section 151 capacity, to act as the CRC Responsible person, to enable trading of Carbon Allowances using General Fund resources, and to sign off all future Carbon declarations and claims made through the scheme, to the Department for Energy.

KEY DECISION: No

FORWARD PLAN: No

IMPLEMENTATION DATE: Immediately following the expiry of the 'call in' period for the minutes of this meeting.

ALTERNATIVE OPTIONS: The Council has no option in joining the scheme, having met the Government's entry criteria, and no legal option to designating a named 'CRC Responsible Person'.

IMPLICATIONS:

Not working towards cutting the Council's Carbon Emissions through the CRC Scheme, could lead to the Council facing severe financial and legal penalties, on an increasing scale as the scheme progresses.

Budget/Policy Framework:

Financial: The Council's MTFP already includes £50k to address what is currently considered to be the maximum penalty we could incur in 2011/12 when the scheme's trading regime commences.

<u>CAPITAL EXPENDITURE</u>	2010 2011 £	2011/ 2012 £	2012/ 2013 £	2013/ 2014 £
Gross Increase in Capital Expenditure				
Funded by:				
Sefton Capital Resources				
Specific Capital Resources				
<u>REVENUE IMPLICATIONS</u>				
Gross Increase in Revenue Expenditure		50k		
Funded by:				
Sefton funded Resources		50k		
Funded from External Resources				
Does the External Funding have an expiry date? Y/N	When?			
How will the service be funded post expiry?				

Legal:

The scheme imposes statutory obligations on the Council.

Risk Assessment:

There are Financial risks associated with failure to reduce our stated Carbon Emissions, in the form of penalties, as well as risks associated with the trading of carbon allowances through the scheme. Other financial and civil penalties also exist for general non-compliance of the scheme regulations.

There are however, also rewards available through the scheme for good performance but

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these are dependent upon the Council's measurable reductions in Carbon emissions and its standing in a national League Table.

Asset Management:

There will be implications in due course, particularly in relation to the Council's Accommodation Strategy..

CONSULTATION UNDERTAKEN/VIEWS
Legal and Admin Services
Children Schools and Families
Finance Department FD443 – The Interim Head of Corporate Finance and ICT Strategy has been consulted and his comments have been incorporated into this report
Neighbourhoods and Investment Programmes Department

CORPORATE OBJECTIVE MONITORING:

<u>Corporate Objective</u>		<u>Positive Impact</u>	<u>Neutral Impact</u>	<u>Negative Impact</u>
1	Creating a Learning Community		✓	
2	Creating Safe Communities		✓	
3	Jobs and Prosperity		✓	
4	Improving Health and Well-Being		✓	
5	Environmental Sustainability	✓		
6	Creating Inclusive Communities		✓	
7	Improving the Quality of Council Services and Strengthening local Democracy	✓		
8	Children and Young People		✓	

LIST OF BACKGROUND PAPERS RELIED UPON IN THE PREPARATION OF THIS REPORT
 Report to Cabinet of 4 February 2010; Carbon Reduction Commitment Energy Efficiency Scheme (CRC).

1. INTRODUCTION

- 1.1 Members may recall a detailed report brought to Cabinet on 4 February 2010, outlining the workings of the Carbon Reduction Commitment Energy Efficiency Scheme (CRC), which became legislation on 1 April 2010.
- 1.2 This further report now seeks to get approval for a constitutional change which is required to enable the Council to operate the Scheme within the law, and to discuss briefly, the treatment of potential 'Penalties' or 'Rewards' arising from it, and to update Members on developments.

2. COMPLIANCE

- 2.1 As mentioned above, the CRC became law from 1 April 2010, and all Organisations who fall under the legislation, must now formally register electronically with the Department for Energy and Climate Change (DECC), for entry into the scheme no later than 01 September 2010 and at the same time, make a first declaration of estimated Carbon emissions for the 2010/11 financial year.
- 2.2 Statute requires that the initial registration and declaration, and all future declarations and reports required to be made under the Scheme, must be co-ordinated and signed off by the 'CRC Responsible Person' (see appendix A detailing the proposed framework). In the Council, this will be the responsible Officer for Finance, and therefore the Head of Corporate Finance and ICT Strategy or Officer acting in a Section 151 capacity, who will need to be given delegated authority to perform this duty.

3. PENALTIES AND REWARDS

- 3.1 The CRC Scheme is intended to work as an incentive to Public and Private Sector Organisations to invest in energy saving initiatives and thereby reduce their Carbon footprint and associated energy costs.
- 3.2 As detailed in the earlier report to Members on 4 February 2010, the Scheme contains a 'Penalty' and 'Reward' structure, whereby 'declared' and 'actual' Carbon emissions are compared, and following consideration of the Council's actions on energy saving measures in the year ('Metrics'), a National League Table will be drawn up.
- 3.3 The proceeds from the purchase of Carbon Allowances are then to be pooled, and redistributed through the ranking system in the CRC League Table. Those who perform well will receive their Carbon Allowance payments back, plus an added reward, whilst those who do less well may end up with a shortfall on their account. It should be noted that rewards and penalties are subject to annual

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floors and ceilings, with +/-10% in 2011/12 rising to +/-20% in 2012/13 up to +/-50% in 2015/16. Placing in the 'League' Table, however, may be just as much dependent on the performance of others within the scheme, as from our own direct efforts to reduce carbon emissions.

- 3.4 Members will be asked in the future, to consider how the Statutory CRC rewards/penalties should be apportioned within the authority and whether a localised reward and penalty structure should exist in Sefton, allocated to both the Corporate sites and functions (including street lighting), i.e those which are managed under central management, and to those sites which are not managed directly by the Council, for example schools, but which fall within the CRC Scheme.
- 3.5 Officers on the CRC Working Group have discussed some options, which may be worthy of consideration, but these will need time to develop and bring back to Members in the future.

4. A 2010/11 POSSIBLE OPTION WITH REGARD TO PENALTIES AND REWARDS

- 4.1 Officers propose, that for the first year of CRC trading (2011/12), the Council agrees to take no action to distribute penalties or rewards across energy users, and therefore keep and fund them corporately. This is considered as an initial step, to give time for Officers to develop other options for a possible localised system of dealing with penalties and rewards. Further options would then be brought in a later report to Members towards the end of 2011.
- 4.2 Delaying the introduction of a localised system for distributing penalties and rewards gives the Council the opportunity to concentrate on the early practicalities of the statutory scheme, and to focus resources accordingly towards any future finance and carbon saving support that will be required as the scheme accelerates.

5. FUTURE ISSUES

- 5.1 Officers are currently evaluating the levels of resources (both revenue and capital), which are available towards any energy saving measures, and are very mindful that limited resources will need to be used wisely in future to ensure minimum spend for maximum payback from energy measures. Priorities will need to be carefully established as the CRC ratchets-up, and the penalties arising from the scheme rise each year as explained above.
- 5.2 The Carbon data arising from the scheme will be a valuable tool in the future, to enable a clear evaluation of energy performance across the Council's assets.

Such data will enable informed decisions to be made on issues to do with future accommodation usage, and the determination of priority spending on energy schemes through the Accommodation Working Group, Technical Services Client and the Strategic Asset Management Group.

- 5.3 Similarly, the Building Schools for the Future team will need to be mindful of the potential scope for energy saving measures in new buildings, all supported and advised by the Corporate Energy Team.
- 5.4 The Energy Team are currently planning to roll out the use of Smart Meters to improve automated reading of energy consumption. As well as improving the immediacy and accuracy of available data, this investment will assist in efforts to improve the Council's standing in the National League Table.
- 5.5 The Energy Team works with all Council sites to discuss energy issues and to assist with support and advice where carbon and water emissions are not reducing, and indeed the CRC will enable failing sites to be identified and considered for future energy saving measures. However, this is done on a priority basis due to limited staff resource.
- 5.6 Schools are the major carbon producing Council assets, and so a visit and report to the Schools Forum has taken place in June and the Energy Division Manager and the Council's Corporate Finance Department have provided an update on the CRC scheme to schools, who up to now only have a limited knowledge of its existence and operation based on previous communications as the CRC has developed.
- 5.7 Other opportunities may exist to spread knowledge of the CRC system, and these will be considered by the Council's CRC Responsible Officer.

6 FINANCIAL ISSUES

- 6.1 In respect of the Carbon Trading itself, the Council is required to purchase Carbon Allowances in advance, soon after 1 April 2011. The cost of this purchase is likely to be in the region of £450k-£500k, based on initial CO2 estimates for 2010/11, which are required to be registered with DECC by 1 September 2010. The Council's 'actual' CO2 declaration for 2010/11 will be made in July 2011 and the National League Table and distribution of Penalties and/or Rewards will be made in October 2011. At this stage, the Council will receive its money back, adjusted depending on its performance.
- 6.2 Members should note that the floor and ceiling band is +/-10% in 2011/12 and therefore the maximum penalty that the Council could face in 2011/12 is estimated to be £50,000. The floor and ceiling band increases by +/-10% each year between 2012/13 and 2015/16 to a maximum of +/-50%, and therefore based on an equivalent purchase price of £500k, this could mean a maximum

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penalty in later years of £250k should the Council not improve its Carbon emissions and position in the league table.

- 6.3 The Costs of Carbon Allowances are also expected to rise sharply in the future, as the need to trade on the secondary energy markets for Allowances will arise after the first phase of the scheme comes to an end in 2013/14. It is expected that Carbon Allowances will become scarce over time, and with high demand, this will only increase market prices. Current secondary market prices for carbon are around £24 per tonne, which is twice as much as the initial phase 'fixed price' of £12 per tonne. It is therefore not difficult to see how the costs associated with the scheme may rise sharply in the future.
- 6.4 In respect of the actual mechanism for conducting the purchase and sale of Carbon Allowances, trading strategies will need to be considered in the light of experience and available financial support, most probably through the Corporate Finance Department's Treasury Group, who have considerable dealings with Financial institutions. However, should the need arise for additional market expertise, this will be brought to Members attention.

7 RECOMMENDATIONS

That Cabinet Member – Environmental

1. Notes the report and the intention to bring further reports as the scheme unfolds.

That Cabinet Member - Regeneration

1. Notes the report and the intention to bring further reports as the scheme unfolds.
2. Recommends Cabinet to change the Council's constitution to allow delegated responsibility for operation of the scheme to fall to the Head of Corporate Finance and ICT Strategy or, if a different person, the Officer acting in a section 151 capacity.

That Cabinet :

1. Agrees to recommend to full Council, a change to the Council's Constitution, delegating authority to the Head of Corporate Finance and ICT Strategy or, if a different person, the Officer acting in a Section 151 capacity, to act as the CRC Responsible person, to enable trading of Carbon Allowances using General Fund resources, and to sign off all future Carbon declarations and claims made through the Scheme to the Department for Energy and Climate Change.
2. Agrees for the first year of Carbon trading (2011/12), to adopt the approach of funding corporately, any penalty or reward arising from the CRC scheme, with a view to allowing Officers time to consider future options for the distribution of

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penalties and rewards. These would be the subject of a further report to Members at the appropriate time.

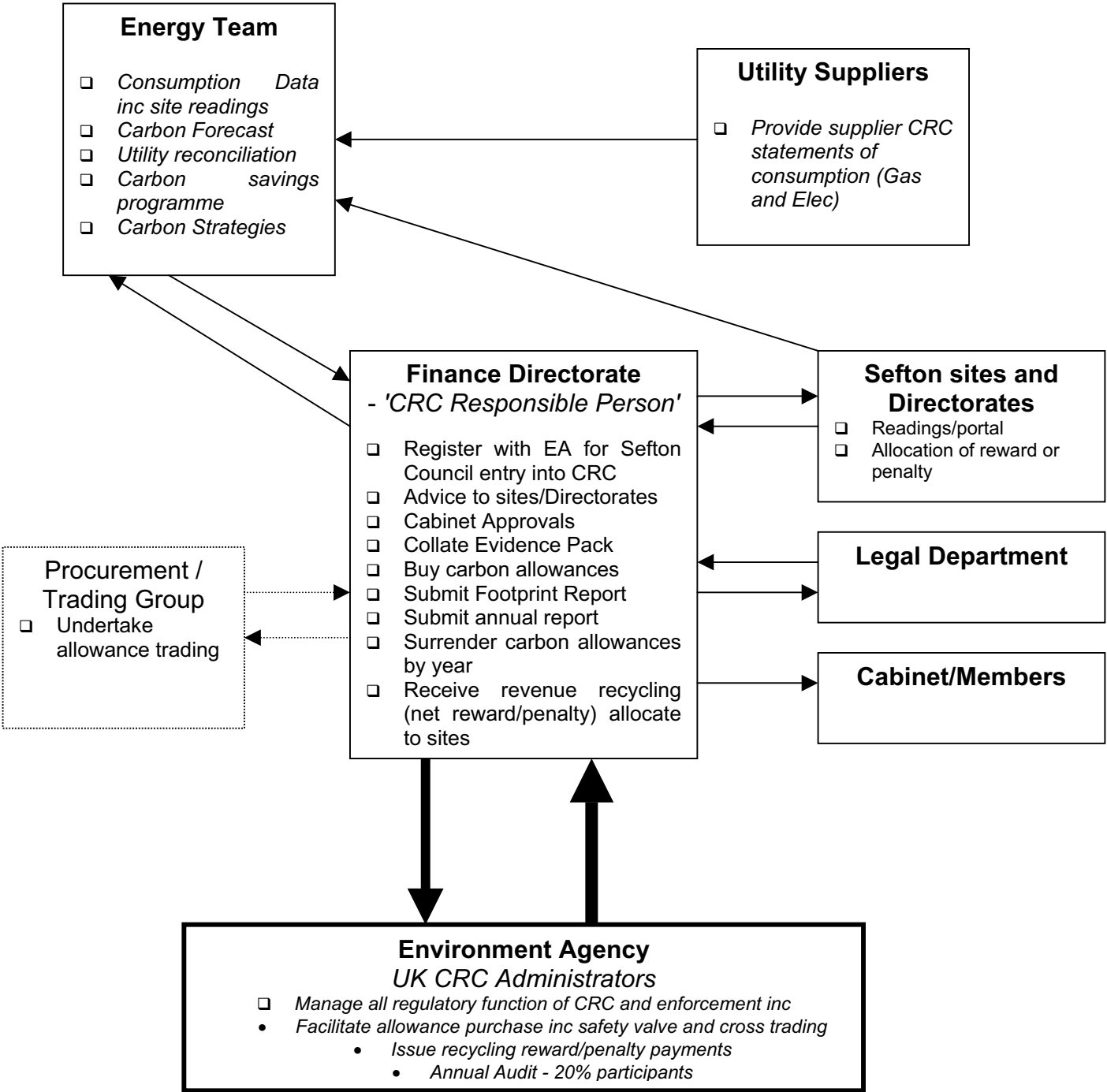
3. Agrees to allow Officers scope to explore the skills and support required to enable future market trading of Carbon Allowances.

That the Council:

1. Subject to a recommendation from Cabinet, agrees to change the constitution, delegating authority to the Head of Corporate Finance and ICT Strategy or, if a different person, the Officer acting in a Section 151 capacity, to act as the CRC Responsible person, to enable trading of Carbon Allowances using General Fund resources, and to sign off all future Carbon declarations and claims made through the scheme, to the Department for Energy.

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SEFTON COUNCIL - CRC FRAMEWORK



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REPORT TO: Cabinet Member – Technical
Cabinet Member – Environmental
Cabinet Member – Regeneration

DATE: 30th June 2010
30th June 2010
7th July 2010

SUBJECT: Climate Change Local Area Support Programme (CLASP) –
Building the Adaptive Capacity of Sefton’s Businesses Project

WARDS AFFECTED: All Wards

REPORT OF: Andy Wallis – Planning and Economic Development Director
Peter Moore – Environmental and Technical Services Director

CONTACT OFFICER: Mo Kundi – 934 3447
Gary Mahoney – 934 4300

**EXEMPT/
CONFIDENTIAL:** No

PURPOSE/SUMMARY:

To inform Members of the outcome of a bid submitted under the Climate Change Local Area Support Programme – Local Partnerships Small Projects Fund.

REASON WHY DECISION REQUIRED:

To comply with reporting procedures

RECOMMENDATION(S):

It is recommended that:-

Cabinet Members for Regeneration, Technical Services, and Environment:-

1. Note the success of the bid,
2. Request further progress reports.

KEY DECISION: No

FORWARD PLAN: No

IMPLEMENTATION DATE: Immediately after the call in period

ALTERNATIVE OPTIONS: The main aim of this project is to engage with local businesses in Sefton to introduce the importance of Climate Change adaptation and the opportunities that may arise from it. Not to undertake this work could leave businesses unable to respond thus leading to businesses closure and loss of jobs.

IMPLICATIONS:

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Budget/Policy Framework:

Financial: The total cost of the project is £18,600, of which £11,100 is being funded by CLASP, with the balance of £7,500 being met from an existing 'Regeneration Programmes' Earmarked Reserve account (BZ 901). This reserve account has been verified as having sufficient funds by the Finance Department.

<u>CAPITAL EXPENDITURE</u>	2010/ 2011 £	2011/ 2012 £	2012/ 2013 £	2013/ 2014 £
Gross Increase in Capital Expenditure				
Funded by:				
Sefton Capital Resources				
Specific Capital Resources				
<u>REVENUE IMPLICATIONS</u>				
Gross Increase in Revenue Expenditure	£18,600			
Funded by:				
Sefton funded Resources	£7,500			
Funded from External Resources	£11,100			
Does the External Funding have an expiry date? Yes	When? 2010/11			
How will the service be funded post expiry?	N/A			

Legal: No

Risk Assessment: No

Asset Management: No

CONSULTATION UNDERTAKEN/VIEWS

FD 437 The Head of Corporate Finance & Information Services has been consulted and his comments have been incorporated into this report

LEGAL

ENVIRONMENTAL AND TECHNICAL SERVICES

CORPORATE OBJECTIVE MONITORING:

<u>Corporate Objective</u>		<u>Positive Impact</u>	<u>Neutral Impact</u>	<u>Negative Impact</u>
1	Creating a Learning Community		/	
2	Creating Safe Communities		/	

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3	Jobs and Prosperity	/		
4	Improving Health and Well-Being	/		
5	Environmental Sustainability	/		
6	Creating Inclusive Communities		/	
7	Improving the Quality of Council Services and Strengthening local Democracy	/		
8	Children and Young People		/	

LIST OF BACKGROUND PAPERS RELIED UPON IN THE PREPARATION OF THIS REPORT Climate Change Local Area Support Programme – Guidance for Applicants

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1.0 BACKGROUND:

1.1 CLASP – the Climate Change Local Area Support Programme - provides free support for all North West Local Authorities and Local Strategic Partnerships on climate change mitigation and adaptation. This includes the reduction of CO2 emissions from their own estate and wider local areas, with particular emphasis on the implementation and progression of National Indicators 185 (Percentage CO2 reduction from LA operations), 186 (Per capita CO2 emissions in the LA area) and 188 (Planning to adapt to Climate Change).

1.2 The programme has 5 core activity themes:-

- Network & Communications
- LSP and LA Member Support
- Regional Events, Training and Workshops
- Sub-regionally Specific Support
- Further Advice & Support Services

1.3 CLASP is funded by NWIEP (North West Improvement and Efficiency Partnership) and NWDA. The programme is hosted by Liverpool City Council on behalf of the region.

1.4 The North West Climate Change Local Area Support Programme (CLASP) – has created the Local Partnerships Small Projects Fund in order to: *Increase the pace of delivery, develop leadership and encourage the effective co-operation of Local Authority led sub-regional and local partnerships to tackle carbon emission reduction and resilience to climate change, with a specific focus on NI 185, 186 and 188.*

1.5 CLASP issued a call for projects in early 2010 that would cover most, if not all, of the objectives listed below:-

- Tackle critical and immediate barriers to improvement on NI 185, 186 and 188
- Develop best practice and stimulate innovation in carbon reduction, adaptation and efficiency savings
- Share best practice within the North West
- Accelerate progress towards a low-carbon and well adapting public sector
- Develop sub-regional and local leadership on climate change

1.6 Subject to meeting the above criteria, CLASP is making available the following grant rate and award value:-

- Grants to support discrete, small, short-timescale projects (usually completed within 6 months).
- Funding for work that is truly additional, over and above activities that are already planned, expected or required.
- 100% grant funding in exceptional cases, however 50% expected to be the typical contribution.

- A minimum grant of £1,000 and typical grants expected to be in the range of £5,000 - £10,000. Awards above £15,000 will be considered only in exceptional circumstances.

3.0 Sefton Project

3.1 Sefton Council submitted a project to CLASP entitled 'Building the Adaptive Capacity of Sefton's Businesses' that would engage with local businesses to introduce the importance of Climate Change adaptation and the opportunity that may arise from it. In particular the project would highlight why adaptation is important to businesses, in terms of cost savings, improve productivity, and identifying opportunities that would provide adaptation solutions locally. This would involve the following steps:-

- Consultation business organisations to identify which businesses to target and what information they might need
- Develop concise information about Climate Adaptation as an A5 size leaflet/small booklet. This will be set out as familiar areas of concern that maybe relevant to them, such as their premises, staff, customers, market, money as well as less familiar areas such as dependency on external factors.
- The leaflet/booklet will be delivered to all 4,000 business addresses throughout Sefton
- To support businesses, the leaflet/booklet will signpost engaged businesses towards an online resources that will provide more in depth Climate Adaptation information; for instance future weather scenarios as well as tools to take them through a self assessment process to look at their own business and evaluate threats & opportunities specific to them. The materials will also signpost businesses toward Carbon reduction support.
- Develop the online resources as outlined above as well as signposting to information sources that already exist on specific topics of concern as well as provide a facility for online feedback/questionnaire
- Work with selected and engaged businesses that have particular examples of adaptation after initial referral from Invest Sefton Business Support service. To act as demonstration to other businesses of the importance of adaptation and how to deliver adaptation.
- Consultants employed will support the development of future bids for European funding. To include the assessment of the results of "the Building the adaptive capacity of Sefton's businesses" project and production of recommendations for how the learning gained can assist the development of larger bids to progress the work begun in this project and future business related Climate issues

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- 3.2 Members will be pleased to learn that the above bid was successful and is expected to start in late June 2010, and be completed by December 2010.

4.0 Financial Implications

- 4.1 The total cost of the project is £18,600, of which £11,100 is being met by CLASP, with the balance of £7,500 coming from an existing Planning and Economic Regeneration Reserve account (BZ901). This Reserve account has been verified as having sufficient resources by the Finance Department.

5.0 Summary

- 5.1 Sefton Council, like other public sector organisations is under obligations to address the adverse impacts of Climate Change. This is reflected in the range of national indicator targets that have to be met.
- 5.2 This project provides an opportunity to assist businesses to adapt to or exploit any opportunities arising from a changing climate, and at the same time strengthens the economic performance of businesses in Sefton.

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REPORT TO: Cabinet Member - Regeneration

DATE: 7th July 2010

SUBJECT: Priority order of bids for National Affordable Housing Programme funding for affordable housing in Sefton.

WARDS AFFECTED: All

REPORT OF: Alan Lunt - Neighbourhoods and Investment Programmes Director

CONTACT OFFICER: Tom Clay, HMR Programme Manager
0151-934 4849

EXEMPT/CONFIDENTIAL: No

PURPOSE/SUMMARY:

To seek the approval of Cabinet Member – Regeneration to the proposed priorities for bids to the Homes and Communities Agency (HCA) for National Affordable Housing Programme (NAHP) Grants for affordable housing projects within Sefton.

REASON WHY DECISION REQUIRED:

To agree the priorities and provide the required support for affordable housing schemes seeking funding from the HCA within Sefton.

RECOMMENDATION(S):

That the Cabinet Member – Regeneration approve the priority order and bids for National Affordable Housing Programme to be made to the Homes and Communities Agency by Registered Social Landlords for affordable housing schemes within Sefton as set out in Table 1 attached to this report.

KEY DECISION: No

FORWARD PLAN: N/A

IMPLEMENTATION DATE: Upon the expiry of the call in period for the minutes of the meeting

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ALTERNATIVE OPTIONS: If the Council was not to support the proposed bids, it would be very unlikely that any of the bids would receive HCA grant support. The proposed schemes within the bid are critical to assisting in meeting affordable and social housing needs within the borough and to the Housing Market Renewal programme in South Sefton.

IMPLICATIONS:

Budget/Policy Framework: None

Financial:

None for the authority

<u>CAPITAL EXPENDITURE</u>	2009 2010 £	2010/ 2011 £	2011/ 2012 £	2012/ 2013 £
Gross Increase in Capital Expenditure				
Funded by:				
Sefton Capital Resources				
Specific Capital Resources				
<u>REVENUE IMPLICATIONS</u>				
Gross Increase in Revenue Expenditure				
Funded by:				
Sefton funded Resources				
Funded from External Resources				
Does the External Funding have an expiry date? Y/N	When?			
How will the service be funded post expiry?				

Legal: No implications

Risk Assessment: N/A

Asset Management N/A

CONSULTATION UNDERTAKEN/VIEWS

The Director of Planning and Economic development has been consulted in the preparation of this report.

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FD 452 - The Interim Head of Corporate Finance & Information Services has been consulted and has no comments on this report

CORPORATE OBJECTIVE MONITORING:

<u>Corporate Objective</u>		<u>Positive Impact</u>	<u>Neutral Impact</u>	<u>Negative Impact</u>
1	Creating a Learning Community	X		
2	Creating Safe Communities	X		
3	Jobs and Prosperity	X		
4	Improving Health and Well-Being	X		
5	Environmental Sustainability	X		
6	Creating Inclusive Communities	X		
7	Improving the Quality of Council Services and Strengthening local Democracy		X	
8	Children and Young People	X		

LIST OF BACKGROUND PAPERS RELIED UPON IN THE PREPARATION OF THIS REPORT

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Background

1. In the past, there has been a regular annual, and for 2008 to 2010 triennial cycle for Registered Social landlords (RSLs) to bid for funding for affordable housing as part of the National Affordable Housing Programme (NAHP).
2. Since 2008, the then Housing Corporation introduced a system of 'Regular Market Engagement', where further bids against reserved monies could be made from time to time as viable and appropriate schemes came forwards. The reserve fund was supplemented by allocations which had been made to schemes which had fallen by the wayside.
3. The Housing Corporation and English Partnerships, both non-departmental government bodies, were then combined to form the Homes and Communities Agency (HCA), and the roles of both agencies absorbed into the new body.
4. RSLs have since been retitled 'Registered Providers'.
5. On May 24th 2010, central Government's Treasury announced a wide range of reductions in public spending by the HCA. This included a reduction of £100 million from the NAHP in the current financial year, to be sought from unallocated expenditure.
6. At the same time, the Treasury indicated that it will 'recycle' £170million of the £500 million of Government savings back to the HCA to reinvest in social rented housing.
7. This would appear to be a £70 million increase in the NAHP, although the statement does not make clear in which year these funds will arise. In itself, this is equates to only 2.9% of the current annual programme.
8. At the present time, however, all new allocations are frozen until after the Chancellor's '50 Day' budget on 22nd June 2010.
9. The HCA has said that, following this Budget, it will then engage in a round of discussions through the 'single conversation' with Local Authorities. In Merseyside, the HCA proposes that this should be done through City Region arrangements via the MAA. The details of this process are not yet clear, nor how each Local Authority within the City Region will have its proposals considered and prioritised through the MAA..
10. It is therefore critical that Sefton Council is prepared to put forwards a robust case and supporting detail for the schemes it wishes to see funded, both in the immediate term i.e the remainder of the current financial year, and also for the longer term.
11. The criteria for Council support, reflecting those in the Regional Housing Statement and the Council's own Housing Strategy, are as follows;

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- Regeneration in the South of the Borough and in the Housing Market Renewal area in particular to provide affordable new and refurbished housing for residents displaced by redevelopment and to rebalance the housing market and provide an improved housing 'offer' to support in-migration.
 - Affordable housing in areas of undersupply, and in particular social rent in Southport and 'Prime Sefton', to reflect the needs identified in the work Fordham's have done for the Council on housing need.
 - Bringing vacant stock back into use and the refurbishment of older stock in South Sefton and Southport to prevent it falling out of use.
 - Meeting gaps in the provision of supported housing for people with special needs, and improving the quality of the existing supported housing offer, including the provision of extra care housing.
12. Given the diminished length of time between now and the end of the current Financial Year, in addition to these criteria, deliverability will be a critical factor. Therefore schemes which may have substantial delivery issues, for instance, planning permission and/or land ownership still unresolved have either been placed lower in the priority list or included in the list for funding after March 2011.

TABLE 1: NAHP UNFUNDED BID PRIORITIES

DATED: 22/6/2010

Priority	Partner	Scheme	Scheme Type	Planning Status	Post	Total
YEAR 2010/11.		Name	(NB HB, RH R etc)	(None/outline submitted/outline approved/full submitted/full approved)	code	Units
1	Gtr Hornby	Bedford Queens 1b/2 (Part 2)	NB R	Full approval	L20	9
1	Gtr Hornby	Bedford Queens 1b/2 (Part 2)	NBHB	Full approval	L20	13
2	Gtr Hornby	2 Wadham (<i>Rebmission</i>)	NB R	Full approved	L20	3
3	LHT	Palmerston Rent (<i>Rebmission</i>)	NB R	Full approved	L21	24
3	LHT	Palmerston H'buy (<i>Rebmission</i>)	NB HB	Full approved	L21	12
4	Adactus	Upper Aughton Road NB Rent	NB R	Full approved	PR8	18
5	Riverside	Orrell school Phase 2/3	NBR	Pre-submission	L20	11
6	Adactus	Klondyke 1A Rent	NB R	Full approved (to be revised)	L20	20
6	Adactus	Klondyke 1A HB	NBHB	Full approved (to be revised)	L20	15
7	Gtr Hornby	Kings Centre	RH R	Pre-submission	L20	5
8	Plus Dane	Knowsley Road	NB INTER	Pre-submission	L20	10
9	Greater Hornby	19-29 Stanley Road	NB R	Pre-submission	L20	6
10	Adactus	Captains Green 2 (The Mount)	NB R	Submission June 2010	L20	18
11	Cosmopolitan	Langdale Street	NB R (supported)	None	L20	5
12	Gtr Hornby	Evolve IFHB 08	RH HB	Not required	L20	5

PRIORITY	Partner	Scheme	Scheme Type	Planning Status	Post	Total
YEAR 2011/12 ON		Name	(NB HB, RH R etc)	(None/outline submitted/outline approved/full submitted/full approved)	code	Units

submitted/full approved)						
PRIORITY	Partner	Name	(NB HB, RH R etc)	Planning Status	code	Units
1	Adactus	Klondyke 1B Rent	NB R	Outline approval	L20	15
1	Adactus	Klondyke 1B Homebuy	NB HB	Outline approval	L20	12
2	Gtr Hornby	BQ2Regency Phase 3	NB R	Outline approval	L20	19
2	Gtr Hornby	BQ2Regency Phase 3	NB HB	Outline approval	L20	5
3	Riverside	Pinegrove S/O	NB HB	Pre-submission	L20	6
3	Riverside	Pinegrove Rent	NB R	Pre-submission	L20	10
4	Adactus	Klondyke Phase 2	NB R	None	L20	33
4	Adactus	Klondyke Phase 2	NB HB	None	L20	17
5	Cosmopolitan	Southport Hospital Trust	NB R (Supp)	None	PR8 6PN	78
6	TBA	Johnsons	NB R (Supp)	Full approved – to be revised	L20	68
6	TBA	Johnsons	NB HB	Full approved – to be revised	L20	8
7	Riverside	Akenside Phase 1	NB R/HB	None	L20	TBA
7	Riverside	Akenside Phase 2	NB R/HB	None	L20	TBA
8	Adactus	Fairfield, Crosby.	RH R	Planning to be submitted July 2010	L23	TBA
9	Arena	Kew, Southport	NB R/HB (supported)	Pre-submission	PR8	65
10	Gtr Hornby	Evolve IFHB 09	RH R/HB	Not applicable	L20	5
10	Gtr Hornby	Evolve IFHB 10	RH R/HB	Not applicable	L20	5
11	Adactus	Southport Refurb Rent Yr 1	RH R	Not applicable	PR9 9HL	6
11	Adactus	Southport Refurb Rent Yr 2	RH R	Not applicable	PR9 9HL	6
12	Plus Dane	HOLD Project	NB R (supported)	Not applicable	L20	10
13	TBA	Coffee House Bridge	NB R	SPD (Development Brief)	L20	24
13	TBA	Coffee House Bridge	NB HB/INTER	SPD (Development Brief)	L20	12
14	Vicinity	Liverpool Rd, Formby	NB R	None	L37	TBA
2011 ON (cont)	Partner	Scheme	Scheme Type	Planning Status	Post	Total
		Name	(NB HB, RH R etc)	(None/outline submitted/outline approved/full submitted/full approved)	code	Units
15	Riverside	Knowsley Peel Infill	NB	None	L20	TBA
16	TBA	Albert Road, Southport	NB R	None	PR8	TBA
17	New Progress	Freshfield Leonard Cheshire	RH R	None	L37	TBA

18	Adactus	Brooke St, Crossens, S'port	(Supported) NBR	None	PR8	15
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By virtue of paragraph(s) 3 of Part 1 of Schedule 12A of the Local Government Act 1972.

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