

**NOTTINGHAM CITY COUNCIL**

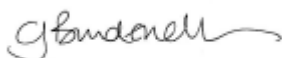
**JOINT COMMITTEE ON STRATEGIC PLANNING AND TRANSPORT**

**Date:** Friday, 16 June 2017

**Time:** 10.00 am

**Place:** LB 31-32 - Loxley House, Station Street, Nottingham, NG2 3NG

**Councillors are requested to attend the above meeting to transact the following business**



**Corporate Director for Strategy and Resources**

**Governance Officer:** Catherine Ziane-Pryor **Direct Dial:** 01158764298

**1 MEMBERSHIP**

To note the membership of the Committee for the 2017/18 municipal year:

Nottingham City Council

Nottinghamshire County Council

Councillor Jane Urquhart (Chair)  
Councillor Alan Clark  
Councillor Marcia Watson  
Councillor Jon Collins

Councillor Gordon Wheeler (Vice-Chair)  
Councillor Andy Brown  
Councillor Jim Creamer  
Councillor Eric Kerry

**2 APOLOGIES FOR ABSENCE**

**3 DECLARATIONS OF INTERESTS**

**4 MINUTES AND NOTES**

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**5 TRANSPORT UPDATE**

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**6 NOTTINGHAMSHIRE AND NOTTINGHAM WASTE LOCAL PLAN  
AND NOTTINGHAMSHIRE MINERALS LOCAL PLAN UPDATES**

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**7 HOUSING WHITE PAPER "FIXING OUR BROKEN HOUSING  
MARKET"**

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**8 JOINT COMMITTEE WORK PROGRAMME**

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## **9 FUTURE MEETING DATES**

To approve the following future meeting dates on Fridays at 10am in Loxley House:

8 September 2017

8 December 2017

9 March 2018

IF YOU NEED ANY ADVICE ON DECLARING AN INTEREST IN ANY ITEM ON THE AGENDA, PLEASE CONTACT THE GOVERNANCE OFFICER SHOWN ABOVE, IF POSSIBLE BEFORE THE DAY OF THE MEETING

CITIZENS ATTENDING MEETINGS ARE ASKED TO ARRIVE AT LEAST 15 MINUTES BEFORE THE START OF THE MEETING TO BE ISSUED WITH VISITOR BADGES

CITIZENS ARE ADVISED THAT THIS MEETING MAY BE RECORDED BY MEMBERS OF THE PUBLIC. ANY RECORDING OR REPORTING ON THIS MEETING SHOULD TAKE PLACE IN ACCORDANCE WITH THE COUNCIL'S POLICY ON RECORDING AND REPORTING ON PUBLIC MEETINGS, WHICH IS AVAILABLE AT [WWW.NOTTINGHAMCITY.GOV.UK](http://WWW.NOTTINGHAMCITY.GOV.UK). INDIVIDUALS INTENDING TO RECORD THE MEETING ARE ASKED TO NOTIFY THE GOVERNANCE OFFICER SHOWN ABOVE IN ADVANCE.

**NOTTINGHAM CITY COUNCIL**

**JOINT COMMITTEE ON STRATEGIC PLANNING AND TRANSPORT**

**MINUTES of the meeting held at LB 32 - Loxley House, Station Street, Nottingham, NG2 3NG on 9 December 2016 from 10.00 - 10.33**

**Membership**

Present

Councillor Jane Urquhart (Chair)  
Councillor Jim Creamer (Vice Chair)  
Councillor Steve Calvert  
Councillor Alan Clark  
Councillor Corall Jenkins

Absent

Councillor Tom Hollis  
Councillor Richard Jackson  
Councillor Nick McDonald

**Colleagues, partners and others in attendance:**

Kevin Sharman - Transport Team Leader ) Nottinghamshire County  
Johnathan Smith - Planning Section ) Council

Chris Carter - Transport Strategy Manager ) Nottingham City  
Dawn Alvey - Local Development Framework Manager ) Council  
Cath Ziane-Pryor - Governance Officer )

**1 APOLOGIES FOR ABSENCE**

Councillor Nick McDonald – personal

**2 DECLARATIONS OF INTERESTS**

None.

**3 MINUTES/NOTES**

Subject to the inclusion of apologies submitted by Councillor Jim Creamer, the minutes of the meeting held on 11 March 2016 were confirmed as a true record and signed by the Chair. The notes of the informal meeting held on 9 September 2016 were noted.

**4 MEMBERSHIP**

**RESOLVED to note the appointment of Councillor Steve Calvert in place of Councillor Kevin Greaves.**

**5 JOINT COMMITTEE ON STRATEGIC PLANNING AND TRANSPORT – TERMS OF REFERENCE**

Dawn Alvey, Local Development Framework Manager, presented the report which, asks members to review the Terms of Reference. A review is required every two years to ensure that relevance is maintained.

Councillors commented as follows:

- (a) the existence and operation of the Committee is essential for both Authorities to work together regardless of the political mix of each Authority, particularly as issues like air quality are not restricted to boundaries;
- (b) members should be proud of the Committee's achievement, particularly regarding railways;
- (c) the Committee is appropriate at this time but needs to be monitored against the remit, evolution and activities of other joint bodies to prevent duplication.

**RESOLVED to approve the Terms of Reference (Protocol) as set out in the appendix to the report.**

## **6 TRANSPORT UPDATE**

Chris Carter, Service Manager for Transport Strategy, presented the report of the Joint Officer Steering Group, which updated the Committee on:

- East Midlands Rail Franchise Prospectus.  
The first stage for bidding will soon be released and a 12 week public consultation will start in December. Whereas previously, Jim Bamford – County Council Rail Officer, provided a valuable contribution to the Committee with his in-depth knowledge and scrutiny, he has left the Authority and the post no longer exists. However, the East Midlands Council (EMC) will engage a consultant expert in franchising to assist with and help with consideration of the implications of the new Franchise on behalf of all East Midland's Authorities, and provide a collective response;
- Midland Mainline Electrification.  
MPs debated Midland Mainline Electrification on 7 November 2017 and a statement was issued confirming that electrification would be achieved to Kettering and Corby by 2019, but there was no indication of the timescales for electrification to Nottingham and Sheffield.  
There is serious concern that existing rolling stock is coming to the end of its life and new stock will need to be compatible with Midland Mainline electrification. However, if electrification is delayed beyond the initially proposed schedule of 2023, this could have a significant impact on the purchase and operation if new trains are provided within the new franchise. Councillors are requested to consider lobbying Central Government and promoting the benefits of electrification beyond Kettering and Corby;
- High Speed 2  
Station locations and the east line route have been announced and are different to the initial proposals in 2013. However, Central Government is undertaking consultations until 9 March 2017 on route refinement and property schemes. Until the scheme is finalised, Local Authorities have been requested to safe guard land initially identified along the preferred route;

- DEFRA Air Quality Grant Bid.  
The outcome of the Joint DEFRA Air Quality Grant Bid application for £200,000 is due to be announced in January 2017 and if successful, will need to be spent by March 2018;
- Autumn Statement.  
The Autumn Statement included an announcement that there is to be a significant increase in infrastructure funding, including that for Local Authority roads. The full details are yet to be released, but £1.1 billion has been allocated nationally for local roads and local transport funding, with a further £390 million to support 'transport for the future'.

Members of the Committee commented as follows:

- (a) it would be beneficial for members of this Committee to have access the EMC report and even meet with the consultant regarding the case to be presented on the implications on the East Midlands Rail franchise, particularly if electrification of the Midland Mainline is delayed;
- (b) Members of the Committee and the respective elected members with transport responsibility need to lobby local MPs on the electrification issue and a letter emphasising the importance of not delaying it should be sent from the Committee;
- (c) with regard to low/no emission vehicles and the 'clean air zone', care should be given to the phrasing of 'charging points' as this indicates a cost/toll;
- (d) there is concern as to how the allocation of funds for local roads will be calculated. Hopefully there will consideration of the volume of traffic using roads and not merely the length of roads.

## RESOLVED

- (1) to note the report;**
- (2) for the Transport Strategy Head of Service to request (and facilitate) a meeting of members of this Committee with the EMC Franchise Consultant;**
- (3) that once there is a clear understanding of the approach to be taken by the EMC with regard to the franchise and electrification, members of the Committee consider sending a letter of support for electrification to Central Government, with signatures invited from the respective Council Leaders and elected Members responsible for Transport.**

## **7 GREATER NOTTINGHAM JOINT PLANNING ADVISORY BOARD UPDATE**

Dawn Alvey, Local Development Framework Manager, presented the report which updates the Committee on the activity of the Greater Nottingham Joint Planning Advisory Board (GNJPAB).

The following points were highlighted:

- Ilkeston station is nearing completion and is scheduled to open during 2017;
- housing development is currently 20% below the anticipated rate. It was suggested that developers active within Greater Nottingham are invited to attend a workshop to help identify the reasons for the slower than predicted delivery;
- funding of the GNJPAB was discussed and it was suggested that each Council contribute to operational costs;
- GNJPAB and the HS2 Station Delivery Board meetings are to coincide to improve efficiency but it was decided that it was not appropriate to merge the Boards.

It is noted that the Nottinghamshire Minerals Plan has been approved by Nottinghamshire County Council and is now being considered by the Inspectorate.

**RESOLVED to note the report.**

## **8 JOINT COMMITTEE WORK PROGRAMME**

It is noted that the Waste Local Plan Update item scheduled for this agenda had not been submitted as there has not been any progress to report.

**RESOLVED to note the work programme.**

## **9 DATE OF NEXT MEETING**

**RESOLVED to note that the next meeting will be held on 10 March 2017 at Loxley House at 10am.**

**NOTTINGHAM CITY COUNCIL**

**JOINT COMMITTEE ON STRATEGIC PLANNING AND TRANSPORT**

**INFORMAL NOTES of the meeting held at LB 32 - Loxley House, Station Street, Nottingham, NG2 3NG on 10 March 2017 from 10:08 – 11:00**

**Membership**

Present

Councillor Jane Urquhart (Chair)  
Councillor Steve Calvert

Absent

Councillor Jim Creamer (Vice Chair)  
Councillor Alan Clark  
Councillor Tom Hollis  
Councillor Richard Jackson  
Councillor Steve Calvert  
Councillor Corall Jenkins  
Councillor Nick McDonald

**Colleagues, partners and others in attendance:**

David Young - SCP Transport, working on behalf of East Midlands Councils

Kevin Sharman - Transport Strategy Manager ) Nottinghamshire  
Steve Pointer - Team Manager Planning Policy ) County  
Sally Gill - Planning Group Manager ) Council

Chris Carter - Transport Strategy Manager ) Nottingham  
Matt Gregory - Growth Point Planning & Planning Policy Manager ) City  
Cath Ziane-Pryor - Governance Officer ) Council

**A APOLOGIES FOR ABSENCE**

Councillor Alan Clark –personal  
Councillor Nick McDonald – personal  
Councillor Corral Jenkins – personal  
David Pick

**B DECLARATIONS OF INTERESTS**

None.

**C MINUTES**

It is noted that with regard to minute 7, a letter supporting the electrification of Midland Mainline has been composed and signed by City Council Transport Portfolio Holder and is now with the County Council for signature before being sent to Central Government.

**D EAST MIDLANDS RAIL FRANCHISE RENEWAL**

David Young, of SCP Transport, working on behalf of East Midlands Councils, delivered a presentation and highlighted the following points:

- (a) East Midlands Councils have pooled resources to engage David Young as a consultant to liaise with the Department for Transport (DfT) regarding tender specifications, tender scoring and what aspects to recommend as 'buy-in' enhancements for the East Midlands Rail Franchise;
- (b) by engaging David Young, the East Midlands Councils were ensuring a co-ordinated approach by which the specific needs of the East Midlands Communities and regional stakeholders can be directly input into the tendering process. Unlike Rail for the North, there is no intention to take over the tendering process from Central Government;
- (c) forward planning is being taken into consideration to ensure that the new franchise can meet potential passenger growth. This will be achieved through train lengthening or if trains cannot be made longer due to restrictions on platform length, then frequency of services will need to be increased;
- (d) growth figures are based on a shared intelligence of projections which consider increased areas of housing and commercial developments with newly created jobs. It is also recognised that if access to stations, stations and the environment around stations are improved, this will assist growth. The priority will initially be on improving accessibility of stations and then reviewing station quality. There are existing issues, such as at the Newark Crossings where a line bottleneck appears, but it is hoped that this could be addressed with a fly-over. The limitations of the tracks between Leicester and Coventry also stifle growth so needs to be addressed;
- (e) consideration of the different services and branding of linked lines (including HS2) and local services has to take place to ensure full co-ordination. This also includes service timings and connectivity to ensure efficient and effective passenger movement when switching between different services;
- (f) economic growth is the driver so speed is important, but this has to be balanced with connections which need to be carefully considered. For example, whilst an airport may request a station and a high speed train stop, the use of the airport at different times of day needs to be understood along with the profile of passengers and if they are travelling for business or pleasure. If airport passengers are not travelling for business, there may be less of an importance placed on promoting a high speed service. The broader impact of 'extra stops' has to be taken into consideration;
- (g) connectivity and integration between local and other regional lines is also important and mutually beneficial;
- (h) to date there are 3 potential bidders for East Midlands Rail Franchise. This includes Stagecoach, a joint bid from FirstGroup and Trenitalia, and Arriva;
- (i) to enable David Young to work with the DfT, he has had to sign a confidentiality agreement, so is unable to disclose DfT information, but is in a position to ensure that the what EMCs require is included within the tender, and challenge and influence aspects of the proposed tender document;



- (j) stakeholder consultation was expected to start last November for 12 weeks, but has been delayed and may be cut down to 8 weeks.
- (k) David Young and Andrew Pritchard will hold a consultation workshop for EMC members on 21 March to shape and form the consultation response as it's important that there is a clearly aligned approach to ensure the best results as consensus will provide a stronger case;
- (l) initially it was intended that the new contract would go live on 22 July 2018, but November 2018 is now the more likely implementation date;
- (m) the length of the new contract is likely to be 7-9 years to enable 2 franchise periods prior to the introduction of HS2;
- (n) Transport for the North is very much involved in both the Trans-Pennine and East Midlands franchises in a way EMC has not been able;
- (o) there are a whole host of issues regarding potential new rolling stock as there is unlikely to be electrification of the Midland Mainline line in the near future which affects the commissioning of much needed new rolling stock. A proportion of the existing rolling stock is reasonable, including the 222 class trains which parallel the performance of electric trains and provide the required braking and acceleration rates to provide a timely service, but the older HST stock is not suitable to continue using throughout the next contract session. It is possible that technology will progress to a point where hydrogen trains will be the preferred future option, but currently it is predicted that bi-mode stock may be the interim solution. Once electrification is available on the mainline, bi-mode stock can continue to be used whilst other rolling stock can be moved to other lines, as long as classic compatibility is maintained. Whichever mode, high quality, low operating cost rolling stock is required.

**AGREED to thank David Young for his interesting and informative presentation.**

**E DATE OF NEXT MEETING**

**AGREED to note that the next meeting is proposed to be held on 9 June 2017 at 10am in Loxley House.**

The Chair informed the Committee that she had attended a road safety meeting for pathfinders, with Lord Whitty, the Chair of the Road Safety Foundation, and Andrew James, Roads Minister in attendance. It was pleasing that Andrew James was aware, had visited and was impressed with the Nottingham Transport Hub.

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Meeting:	<b>JOINT COMMITTEE ON STRATEGIC PLANNING AND TRANSPORT</b>
Date:	16 <sup>th</sup> June 2017
From:	Joint Officer Steering Group

## **Transport Update**

### **1 SUMMARY**

- 1.1 This report provides the Committee with an update on the transport related issues across the Greater Nottingham conurbation. The report provides an update on the Revised Air Quality Plan, Cycling and Walking Investment Strategy, NPIF Funding Bid Opportunity, Midlands Connect Published Strategy and the East Midlands Rail Franchise.

### **2 BACKGROUND**

#### **Revised Air Quality Plan**

- 2.1 On the 5<sup>th</sup> May 2017, Central Government published the revised draft Air Quality Strategy as a result of a legal challenge which ruled the previous air quality strategy published in December 2015 as being insufficient.
- 2.2 Nottingham was considered one of the original six areas that were in breaches in air quality to consider implementing a clean air zone. The new plan extends this to 42 areas including Nottingham, highlighted as expected to be in exceedance by 2020 based on current forecasts.
- 2.3 The government has indicated that its preferred approach is the adoption of Clean Air Zones by Local Authorities – however, the report does not designate these zones directly, but instead indicates that the Local Authority must decide on the extent and measures put in place to ensure compliance “as soon as possible”. A designated Clean Air Zone can take two forms: A non-chargeable zone and a chargeable zone, and they are for local authorities to decide on the type of zone required.
- 2.4 Central government is consulting on the potential introduction of a scrappage scheme for diesel vehicles within the draft strategy although it indicates a low value for money case.

#### **Cycling and Walking Investment Strategy**

- 2.5 On the 21<sup>st</sup> April 2017, the Department for Transport published a Cycling and Walking Investment Strategy. This document outlines the government’s ambition to make cycling and walking a natural choice for shorter journeys or as part of longer journeys by 2040. Whilst funding was identified within the strategy, no new funding has been made available through this programme, instead indicating use of Local Transport Plan Integrated Transport Block Funding and the Local Growth Fund.
- 2.6 Local Authorities however, have been tasked with the production of a Local Cycling and Walking Investment Strategy in response to this national strategy.

#### **National Productivity Investment Fund (NPIF) 2018-20 Funding Bid opportunity**

- 2.7 On the 6<sup>th</sup> April 2017, the Department for Transport announced further details relating to the National Productivity Investment Fund (NPIF) in future funding years of 2018/19 and 2019/20, following the allocation of funding to local authorities in 2017/18. Over 2018/19 and 2019/20, a further £490million nationally is being made available for funding local

transport improvements targeted towards tackling local congestion, unlocking economic growth and job creation opportunities or to support the delivery of housing development.

- 2.8 Funding for 2018/19 and 2019/20 are to be provided on a competitive bidding process. The bid documentation has been released, with bids to be submitted by local authorities required no later than the 30<sup>th</sup> June 2017.

#### **Midlands Connect Published Strategy**

- 2.9 Midlands Connect have now published a Transport Strategy for the Midlands. This sets out aspirations for journey time reductions for strategic road and rail links between key locations across the East and West Midlands, and proposes strategic transport projects to enable these aspirations to be met. The strategy has been published on the Midlands Connect website.

#### **East Midlands Rail Franchise Update**

- 2.10 Three companies have been shortlisted for the renewal of the East Midlands Rail Franchise: Arriva, First/Trenitalia and Stagecoach (the current holder). A consultation on the proposed specification for the new franchise has been deferred due to the General Election.

### **3 RECOMMENDATION(S)**

- 3.1 It is recommended that the Committee note the contents of this report.

### **4 BACKGROUND PAPERS REFERRED TO IN COMPILING THIS REPORT**

- 4.1 DfT Cycling and Walking Investment Strategy, April 2017.  
Joint Air Quality Unit Draft Air Quality Strategy, May 2017.  
DfT NPIF for the Local Road Network – Bid Guidance, April 2017.  
Midlands Connect Strategy: Powering the Midlands Engine, March 2017.

#### **Contact Officers**

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Meeting:	<b>JOINT COMMITTEE ON STRATEGIC PLANNING AND TRANSPORT</b>
Date:	16 June 2017
From:	Joint Officer Steering Group

**NOTTINGHAMSHIRE AND NOTTINGHAM WASTE LOCAL PLAN AND NOTTINGHAMSHIRE MINERALS LOCAL PLAN UPDATES**

**1 SUMMARY**

- 1.1 This report informs committee of progress with preparing:
- the Nottinghamshire and Nottingham Replacement Waste Local Plan; and
  - the replacement Nottinghamshire Minerals Local Plan.

**2 BACKGROUND**

*Waste*

- 2.1 The Nottinghamshire and Nottingham Replacement Waste Local Plan is being prepared jointly with Nottingham City Council. The Plan is being prepared in two parts. The first part of Plan, the Waste Core Strategy, was adopted by both Councils in December 2013 and sets out the overall vision and strategic planning policies for the development of future waste management facilities across Nottinghamshire and Nottingham.
- 2.2 The second part of the Replacement Waste Local Plan (Part 2 Waste Local Plan) will set out detailed development management policies to minimise the potential environmental impacts of waste facilities. Where necessary, this will also identify specific sites appropriate for waste treatment and disposal in line with the strategic policies set out in Part 1: the Waste Core Strategy.
- 2.3 Until both parts of the replacement Plan are in place, key policies from the existing Waste Local Plan (Jan 2002) have been saved.
- 2.4 The proposed timetable for preparing the second part of the Plan is set out within the County Council's Minerals and Waste Development Scheme which was most recently updated in April 2016. This anticipated informal consultation on draft policies and proposed site allocations/areas of search taking place in June 2016.
- 2.5 Unfortunately, additional unforeseen demands on the resources of both the County and City Councils has meant that work on the Part 2 Waste Local Plan has not progressed as timetabled. The County Council has been simultaneously preparing its replacement Minerals Local Plan which has been submitted for Examination with hearings scheduled to start on 27 June 2017. Nottingham City Council is at an advanced stage of preparing its Land and Planning Policies document, which will sit alongside the Greater Nottingham

Aligned Core Strategies, but has recently had to carry out further assessments of deliverability on the allocated sites.

- 2.6 County Council officers have carried out an assessment of options for the way forward with the Waste Local Plan, given the elapse of time and in light of present circumstances. This assessment has considered the scope and approach to the Plan going forward. Officers of both Councils have met to discuss these options further.
- 2.7 Officers conclude that a Waste Local Plan should continue to be prepared jointly by the City and County Councils in order to effectively plan for waste management across Nottingham and Nottinghamshire. Further to the adopted Part 1 Local Plan (Core Strategy), it now appears unnecessary for the Part 2 Local Plan to make site specific allocations given current trends on managing and developing waste streams. The Part 2 Local Plan would therefore only contain more detailed development management policies.
- 2.8 However the objectives and policies of the adopted Part 1 Local Plan (Core Strategy) are acknowledged as in need of review. An alternative option would be to incorporate strategic priorities, locational guidance and development management policies into a new single Waste Local Plan to replace the Waste Core Strategy.
- 2.9 The City Council are currently prioritising the completion and submission of the Nottingham Local Plan (Land and Planning Policies) document. The County Council is willing to undertake work on the City's behalf to prepare revisions to the Joint Waste Local Plan, with appropriate agreement
- 2.7 Officers will discuss further these two options and report on the scope and timetable for reviewing the Joint Waste Local Plan to the next Committee.

### *Minerals*

- 2.8 The replacement Nottinghamshire Minerals Local Plan is being prepared by Nottinghamshire County Council and covers the County (the City's minerals policies are included in its draft Part 2 Local Plan). The Plan has been through various stages of public consultation, with the most recent being the formal period for representation on the Submission Draft, which took place in February-March 2016.
- 2.9 The Plan was submitted to the Secretary of State for independent examination on December 15 2016. Following elections to the County Council in May 2017, the County Council at its meeting on 26 May voted to withdraw the Plan from examination and request that officers re-examine the level of provision being made for aggregates in light of recent evidence regarding levels of past sales. The Plan has now been withdrawn and consultees are being informed. A timetable for publishing a new Plan is now being prepared.

### **3 RECOMMENDATION(S)**

3.1 It is recommended that the Joint Committee note the contents of this report.

### **4 BACKGROUND PAPERS REFERRED TO IN COMPILING THIS REPORT**

4.1 None.

#### **Contact Officer**

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Meeting:	<b>JOINT COMMITTEE ON STRATEGIC PLANNING AND TRANSPORT</b>
Date:	16 June 2017
From:	Joint Officer Steering Group

## **HOUSING WHITE PAPER “FIXING OUR BROKEN HOUSING MARKET”**

### **1 SUMMARY**

- 1.1 The Housing White Paper “Fixing Our Broken Housing Market” was published on February 7<sup>th</sup> 2017, with a closing date of 16<sup>th</sup> May 2017. This report highlights some of the implications for the Joint Committee, which have been highlighted in the response to consultation. The White Paper is available at <https://www.gov.uk/government/publications/fixing-our-broken-housing-market>.

### **2 BACKGROUND**

- 2.1 The White Paper is aimed at solving the housing crises in England through increasing the supply of homes and providing homes for all. The Government proposes measures to enable the development of housing in the right places, accelerate the delivery of housing, and to diversify the housing market.
- 2.2 The White Paper does not create policy in itself, but it sets out the government’s intentions and how they plan to implement them through policy and legislation.
- 2.3 Being aimed at housing delivery, many of the proposals in the White Paper are of direct relevance to the Greater Nottingham Joint Planning Advisory Board (JPAB), and a more detailed report on the White Paper which was considered by JPAB on 2<sup>nd</sup> March 2017 is appended to this report. JPAB resolved a response to the White Paper be prepared and submitted on its behalf. Both Councils have also submitted their own responses to the consultation.
- 2.4 The Housing White Paper addresses matters wider than housing provision, including planning policy and Local Plan preparation, and therefore has implications beyond housing matters, and may have direct relevance to other Local Plans which fall within the remit of this Committee, in particular Waste and Minerals Local Plans.
- 2.5 The specific proposals within the White Paper which fall into this category are as follows:
- (a) The Government intends to Legislate (through the Neighbourhood Planning Bill) to ensure every area has an up to date Local Plan. Government will support local authorities in achieving this aim, but will also intervene as a backstop where necessary.
  - (b) The Government will introduce regulations to ensure Local Plans are reviewed in whole or in part every 5 years, and thus remain up to date and relevant.
  - (c) The Government intends to remove the NPPF expectation that there will be a single Local Plan for each Local Planning Authority area which will give more flexibility in plan preparation, and follows the approach adopted by the two Councils in preparing the Waste Local Plan.

- (d) The Government intends to clarify the meaning of what constitutes “exceptional circumstances” in terms of removing Green Belt for development purposes through the Local Plan process. Local Planning Authorities will have to demonstrate they have first considered all reasonable alternative options in meeting their development needs. The Government proposes that where land is removed from the Green Belt, Local Plan policies should require the impact to be offset by compensatory improvements to the Green Belt. (Improved access, qualitative benefits etc).
- (e) The Government intends to tackle unnecessary delays to development caused by planning permissions by prohibiting conditions that do not meet policy tests, and pre commencement conditions can only be used with agreement with the applicant.
- (f) A simplified approach to habitat management of protected species will be introduced.

2.6 Points (a) to (e) are broadly supported in JPAB and the two Councils’ responses to the consultation. Point (f) was not part of the consultation, but clarity is required on how any new simplified approach would be resourced and implemented. The Government is expected to flesh out its approach to these matters over the coming months, and where relevant, further reports will be prepared for Joint Committee

### **3 RECOMMENDATION(S)**

3.1 It is recommended that the Joint Committee note the contents of this report.

### **4 BACKGROUND PAPERS REFERRED TO IN COMPILING THIS REPORT**

4.1 Housing White Paper “Fixing Our Broken Housing Market”, Feb 2017

#### **Contact Officer**

Matt Gregory, Planning Policy and Research Manager  
Development and Growth  
Nottingham City Council  
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## Appendix 1

### ITEM 5 Housing White Paper “Fixing Our Broken Housing Market”

#### 1.0 SUMMARY

1.1 This report informs JPAB of the main strategic planning proposals of the Government’s Housing White Paper “Fixing Our Broken Housing Market”, which was published in February 2017.

#### Recommendation

It is recommended that JPAB **CONSIDER** the implications of the strategic planning proposals put forward in the White Paper, and that a response to the consultation on strategic planning matters be **DELEGATED** to Executive Steering Group.

#### 2.0 Housing White Paper “Fixing Our Broken Housing Market”

2.1 The Housing White Paper was published on Tuesday 7<sup>th</sup> February (available here <https://www.gov.uk/government/publications/fixing-our-broken-housing-market>). It is based on the premise that the housing market is broken, and the cause is a long term under supply of new housing. From a planning perspective, the WP revolves around three themes:

1. A new planning policy landscape
2. Getting better use out of land
3. Improving delivery

2.2 A bullet point summary of the White Paper is given below. Many of the proposals will impact on the work of JPAB, and the most significant of these are highlighted in in section 3.

### 1 PLANNING POLICY

#### Problem

Too few places have an up to date Local Plan. Plan making is a complex, bureaucratic and lengthy process. There are major delays in getting Local Plans in place, and a key element of delay is the process and arguments around defining housing requirements.

#### White Paper solution – Getting Plans in Place

- Legislate (Neighbourhood Planning Bill) to ensure every area has an up to date Local Plan. Government will support, but also intervention as backstop.
- Regulations will be introduced to ensure Local Plans are reviewed in whole or in part every 5 years.

- Where housing need cannot be met locally, Local Planning Authorities must work with their neighbours to ensure the full need is met across the wider area. NPPF will require a Statement of Common Ground setting out how they will work together to meet housing requirements (and other strategic planning matters) will be met.
- Ensure every Local Planning Authority has a Local Plan, but remove the expectation that there is a single Local Plan. More proportionate evidence base, and definition of soundness changed to be less onerous.
- Enable strategies prepared by Mayors/Combined Authorities to designate strategic sites.
- Improve digital tools to make plans and plan making more accessible, review consultation and examination requirements.
- The current approach to identifying housing need is complex, ambiguous and open to manipulation. Government will consult on options for introducing a standardised approach to assessing housing need this year. Local planning Authorities would need very strong justification to adopt a different approach. Introduced by April 2018, to apply to 5 year housing land calculations, where no up to date Local Plan exists.
- Local Plans expected to have clear policies for addressing the needs of older people.
- Ownership and interests in land to be much more publically accessible, HM Registry to be enhanced. Will include options over land.

### **White Paper solution – Making Enough Land Available in the Right Places**

- NPPF to make it clear that Local Planning Authorities should have a clear strategy to maximise the use of suitable land, in order to be clear how much development can be accommodated.
- Identified housing need should be accommodated unless other policies of the NPPF provide strong reasons for restricting development, or adverse impacts of doing so demonstrably outweigh the benefits.
- Presumption in favour of Brownfield development, Brownfield land is suitable for development unless there are clear and specific reasons to the contrary (eg flood risk).
- Make better use of public land, make it easier to allow Local Planning Authorities to dispose of land with Planning Permission that they have granted to themselves, consult on disposal at less than best consideration, and consult on further powers for land assembly.
- Encourage Local Planning Authorities to consider benefits of Estate Regeneration.
- Encourage more smaller sites to come forward for development, this increases choice, is sustainable, and supports smaller developers.
- Local Plans should support the development of infill windfall sites, and indicate great weight should be given to small undeveloped sites within settlements.

- NPPF to be beefed up to provide stronger support for affordable housing sites, highlighting opportunities for Neighbourhood Plans to identify sites suitable for housing, expect Local planning Authorities to identify opportunities for villages to thrive.
- At least 10% of sites allocated in Local Plans should be of half hectare or less.
- Work with developers to encourage the subdivision of sites.
- Encourage greater use of Local Development Orders.
- Legislate to allow for locally accountable New Town Development Corporations.
- Green Belt 'exceptional circumstances' to be clarified. Green Belt boundaries to be amended only when it is demonstrated that all other reasonable options have been examined. (Making better use of Brownfield land and estate regeneration, making better use of under used land, optimising densities, exploring whether other authorities can help to meet need.)
- Where land is removed from the Green Belt, Local Plan policies should require the impact to be offset by compensatory improvements to the Green Belt (improved access, qualitative benefits etc). The Government will explore appropriateness of higher contributions from land removed from Green Belt.

### **White Paper solution – Strengthening Neighbourhood Plans**

- Further funding to Neighbourhood Groups.
- Neighbourhood Groups to be able to request a housing figure from Local Planning Authorities.
- Local Plans and Neighbourhood Plans to include clear design expectations.
- Strengthen importance of Pre Application discussions with local communities.
- Recognise the value of using widely accepted design standards, such as Building for Life.
- Plans and development proposals should make efficient use of land, and avoid building homes at low densities where there is a shortage of land to meet need.
- Address the scope for higher densities in urban areas well served by public transport. (Mentions homes replacing or built above low density uses such as car parks, retail warehouses etc).
- Government will review the Nationally Described Space Standard to ensure greater local choice.

## **BUILDING HOMES FASTER**

### **Problem**

Significant gap between plans, planning approval and delivery on the ground.

### **White Paper solution – Providing more certainty**

- Introduce an opportunity for Local Planning Authorities to have housing land supply agreed on annual basis, and fixed for one year.
- Where Neighbourhood Plans are in place, these are not out of date unless there is a significant lack of land supply.
- Increase fees by 20% if Local Planning Authorities commit to invest in planning services. A further 20% for those LPAs delivering the homes communities need.
- £25 million of new funding for ‘ambitious’ Local Planning Authorities to support planning for new housing and infrastructure.
- Consult on introducing a fee for planning appeals.

### **White Paper solution – timely provision of infrastructure**

- Target the £2.3 billion Housing Infrastructure Fund at the areas of greatest need.
- National Policy amended to ensure where new infrastructure (such as HS2) is planned, Local Planning Authorities make the most of the opportunities for new housing that this unlocks.
- Consult on requiring Local Planning Authorities to have planning policies setting out how high quality digital infrastructure will be delivered.
- Government will review if anything can be done to ensure utilities planning and delivery keeps up with housing delivery.

### **White Paper solution – supporting developers to build more quickly**

- Tackle unnecessary delays to development caused by planning permissions by prohibiting conditions that do not meet policy tests, and pre commencement conditions can only be used with agreement with the applicant.
- Simplify approach to habitat management of protected species
- CIL/S106 announcement in Autumn Budget 2017.

### **White Paper solution – Holding developers and Local Planning Authorities to account**

- Government will require more information from developers about timing and pace of delivery.
- An applicant’s track record of delivery on previous similar housing schemes could be a material consideration in determining planning applications.
- Shorter period for planning permission to be implemented (2 rather than 3 years).

- Simplify and speed up the Completion Notice process
- Considering encouraging the use of CPOs to support the build out of stalled sites. Keep CPO processes under review.
- New housing delivery test for Local Authorities. Where housing is not delivered in accordance with the Local Plan, sanctions should apply, in a phased way. Ultimately leading to the NPPF “Presumption” applying to housing development.

## **DIVERSIFYING THE MARKET**

### **Problem**

Lack of competition, reliance on large builders who have specific business models restricting delivery.

### **White Paper solution – new housebuilders.**

- Continuing support for the custom build sector.
- Change the NPPF to ensure Local Planning Authorities plan positively for Build to Rent.
- Make it easier for Build to Rent schemes to offer affordable private rental homes.
- Ensure family friendly tenancies are available.
- Support Housing Associations to deliver more housing.
- Look at all options for increasing supply of affordable housing, including Council Housing.
- Interested in the scope of ‘deals’ with ambitious authorities in high demand areas.
- Re-launch the HCA as ‘Homes England’.

## **HELPING PEOPLE NOW**

### **Problem**

High house prices and worst affordability in the OECD (Organisation for Economic Co-operation and Development).

### **White Paper solution – Helping struggling households**

- Introduce a lifetime ISA.
- Continue with Help to Buy.
- Starter homes to be available to those that need them, ie on incomes of less than £80,000.

- 15 year repayment period for starter homes.
- Starter homes to be provided as part of a wider package of affordable homes (ie there is less emphasis on starter homes than previously indicated), but LPAs will still have a duty to promote starter homes.
- Amend the NPPF to introduce an expectation that housing sites deliver a minimum 10% affordable home ownership units. More discretion for Local Planning Authorities to work on the mix of starter homes and other affordable housing options.
- NPPF changed to allow more brownfield land to be released for developments with a higher proportion of starter homes.
- Starter Home Land Fund to support preparation of brownfield land for starter home development.
- Affordable Homes Programme opened up to affordable rent.
- Promote family friendly (ie longer) tenancies in new build properties.
- Secretary of State to provide guidance on for Local Planning Authorities on how Local Plans can meet housing need of older and disabled people.

### **3.0 Main Implications for JPAB**

#### **Statutory Local Plans**

- 3.1 The proposal to legislate to ensure all areas have an up to date Local Plan will ensure Local Authorities plan proactively for their areas. Whilst the requirement to review Local Plans at least every 5 years will ensure plans are kept up to date, plan making is a long and complex process, and the white paper is short on detail as to how this process can be simplified and shortened. (However, it should be noted that the White Paper introduces a requirement for Local Plans to include a range of new Policy areas). The Core Strategies covering Greater Nottingham were commenced in 2008, and adopted in 2014. Whilst this period included major planning policy change, such as the abolition of Regional Strategies, nonetheless without significant simplification of the preparation process, five year reviews are likely to be both challenging and resource intensive.
- 3.2 Removing the NPPF expectation that there will be a single Local Plan for each Local Planning Authority area gives more flexibility in plan preparation, and reflects the current model in Greater Nottingham of Core Strategies supported by Part 2 Local Plans.

#### **Duty to Cooperate**

- 3.3 The Government has identified the failure to cooperate across housing market areas as a problem in some parts of the Country. However, working across administrative boundaries is precisely what JPAB has been doing since its inception. The requirement to prepare a Statement of Common Ground setting out how councils are working



together in Greater Nottingham can build on the past work and track record of JPAB, and is considered to be a sensible proposal.

## **Housing Need**

- 3.4 The Government has rightly identified the process of determining objectively assessed housing need and housing requirements as a significant drag on the Local Plan making process, being both lengthy and open to challenge from developers and environmental groups. A more standardised and transparent approach would be welcome in that it would reduce the scope for challenge, but the detail of the methodology will be important, as it should reflect the reality of housing need and have sufficient flexibility to deal with locally specific matters, such as how student households are dealt with within the need calculation.

## **Presumption in favour of Brownfield Land and delivery on small sites**

- 3.5 The more explicit presumption in favour of brownfield development is welcomed, although there will need to be some safeguards for land that is of high biodiversity value. Likewise, the support for small infill sites (whether brown or greenfield) if subject to similar safeguards is sensible, in that such development can make best use of existing infrastructure, and reduce the need for Green Belt release to accommodate housing.
- 3.6 The White Paper also suggests that 10% of Local Plan allocations should be small sites of less than 0.5 hectare. However, the 10% level is arbitrary, and linked to the totality of other allocations in the Local Plan. For instance, a plan relying on a small number of large sites is likely to be at greater risk of not delivering its housing supply, but would be required to allocate only a small number of sites under 0.5 hectares. Equally, where a Local Plan is providing for development over a large number of sites, where the risk of non delivery is likely to be less, will be required to allocate a larger number of sites under 0.5 hectare. The measure could increase the complexity of plan preparation, and is unlikely to address the issue it is designed to target.

## **Green Belt “Exceptional Circumstances”**

- 3.7 The White Paper clarifies what can constitute exceptional circumstances allowing for the release of Green Belt sites for housing development through a Local Plan. Green Belt boundaries are only to be amended when it is demonstrated that all other reasonable options have been examined, such as making better use of brownfield land and estate regeneration, making better use of under used land, optimising densities, and exploring whether other authorities can help to meet need.
- 3.8 This approach chimes with the Judgment handed down on the legal challenge to the Aligned Core Strategies, where The Hon. Mr Justice Jay identified the inherent constraints on supply/availability of land suitable for sustainable development as an important part of the planning balance in coming to a decision as to whether exceptional circumstances apply. Equally, the Government’s proposal that Green Belt release be offset by compensatory improvements to the Green Belt was also touched on in the Judgment (“the extent to which the consequent impacts on the purposes of the Green

Belt may be ameliorated or reduced to the lowest reasonably practicable extent”). The Government’s proposals in this regard appear to reflect good practice, and are supported.

### **5 Year Housing Supply Calculations**

- 3.9 The opportunity for Local Authorities to have their 5 year land supply calculations independently tested, and then for the calculations to be fixed for a year is likely to be helpful only in a small number of cases. The limited time that the supply is ‘fixed’ for may make the process and expense of independently examining the supply unattractive for many Local Authorities, unless they are exposed to the imminent threat of planning appeals.

### **Fee increase**

- 3.10 The prospect of increasing fees to help resource the planning process is welcomed.

### **Housing Delivery test**

- 3.11 The proposed housing delivery test would apply sanctions to Local Authorities who have planned positively for new housing and have an up to date Local Plan in place. It is likely to be for reasons outside of the local authorities that are leading to housing not being delivered, such as market fluctuations. This position will not be improved by the proposals, which would significantly reduce Local Authorities’ ability to control the location of new housing.

### **Starter Homes**

- 3.12 The Government is proposing a more flexible approach to starter homes, recognising that the provision of affordable housing is best decided at the local level. However, the White Paper includes proposals that 10% of provision of new homes should be for affordable home ownership, rather than social rent, affordable rent or intermediate housing, to support the Government’s objectives of widening opportunities for home ownership.

## **4.0 Next Steps**

- 4.1 Many of the proposals in the White Paper are subject to consultation, which closes on 2<sup>nd</sup> May, 2017. It is proposed that a response be prepared on those matters that are relevant to JPAB. The consultation closes prior to the next JPAB, accordingly it is proposed that preparing and submitting the response be delegated to the Executive Steering Group.

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Meeting:	<b>JOINT COMMITTEE ON STRATEGIC PLANNING AND TRANSPORT</b>
Date:	16 June 2017
From:	Joint Officer Steering Group

## **JOINT COMMITTEE WORK PROGRAMME**

### **1 SUMMARY**

- 1.1 To consider the Committee's work programme from June 2017 to March 2018.

### **2 BACKGROUND**

- 2.1 The Joint Committee work programme will assist the management of the committee's agenda, the scheduling of the committee's business and forward planning. The work programme will be updated and reviewed at each pre-agenda meeting and committee meeting. Any member of the committee is able to suggest items for possible inclusion.
- 2.2 The attached work programme includes items which can be anticipated at the present time. Other items may be added to the programme as they are identified.
- 2.3 The work programme for June 2017 to March 2018 will be prepared for the next meeting, and Councillors are invited to identify any specific issues to be addressed.

### **3 RECOMMENDATION(S)**

- 3.1 That the Joint Committee's work programme be noted and consideration be given to any future items.
- 3.2 That Joint Committee identify any work areas where partnership working between the two authorities would be mutually beneficial.

### **4 BACKGROUND PAPERS REFERRED TO IN COMPILING THIS REPORT**

- 4.1 None

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**JOINT COMMITTEE ON STRATEGIC PLANNING AND TRANSPORT**

**WORK PROGRAMME JUNE 2017 TO MARCH 2018**

<b><u>Report Title</u></b>	<b><u>Brief summary of agenda item</u></b>	<b><u>For Decision or Information?</u></b>	<b><u>Lead Officer</u></b>	<b><u>Report Author</u></b>
<b>16 June 2017</b>				
JPAB Update	To provide an update on the work of JPAB.	Information	Matt Gregory	Matt Gregory
Housing White Paper	To inform Committee of the implications of the White Paper	Information	Matt Gregory	Matt Gregory
Waste and Minerals Local Plan Update	To provide an update on progress with preparing the Nottinghamshire and Nottingham Replacement Waste Local Plan.	Information	Sally Gill/Matt Gregory	Suzanne Osborne-James
Transport Update	To provide an update on key sustainable transport issues (including rail issues) for the Greater Nottingham area.	Information	Chris Carter/Kevin Sharman	Rasita Chadasama/ Kevin Sharman
<b>8 September 2017</b>				
JPAB Update	To provide an update on the work of JPAB.	Information	Matt Gregory	Matt Gregory
Waste and Minerals Local Plan Update	To provide an update on progress with preparing the Nottinghamshire and Nottingham Replacement Waste Local Plan.	Information	Sally Gill/Matt Gregory	Suzanne Osborne-James
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<b>8 December 2017</b>				
JPAB Update	To provide an update on the work of JPAB.	Information	Matt Gregory	Matt Gregory
Waste and Minerals Local Plan Update	To provide an update on progress with preparing the Nottinghamshire and Nottingham Replacement Waste Local Plan.	Information	Sally Gill/Matt Gregory	Suzanne Osborne-James
Transport Update	To provide an update on key sustainable transport issues (including rail issues) for the Greater Nottingham area.	Information	Chris Carter/Kevin Sharman	Rasita Chadasama/ Kevin Sharman
<b>9 March 2018</b>				
JPAB Update	To provide an update on the work of JPAB.	Information	Matt Gregory	Matt Gregory
Waste and Minerals Local Plan Update	To provide an update on progress with preparing the Nottinghamshire and Nottingham Replacement Waste Local Plan.	Information	Sally Gill/Matt Gregory	Suzanne Osborne-James
Transport Update	To provide an update on key sustainable transport issues (including rail issues) for the Greater Nottingham area.	Information	Chris Carter/Kevin Sharman	Rasita Chadasama/ Kevin Sharman