

## **JOINT COMMITTEE ON STRATEGIC PLANNING AND TRANSPORT**

### **MINUTES OF MEETING HELD ON FRIDAY 16 DECEMBER 2011 AT LOXLEY HOUSE, FROM 9.49 AM TO 11.08 AM**

#### **NOTTINGHAMSHIRE COUNTY COUNCIL**

- ✓ Councillor Butler (Vice-Chair)
- ✓ Councillor Greaves
- ✓ Councillor Heptinstall (for minute 24 to 27 inclusive)
- Councillor Jackson

#### **NOTTINGHAM CITY COUNCIL**

- ✓ Councillor Urquhart (Chair)
- ✓ Councillor Clark
- Councillor Longford
- ✓ Councillor Malcolm
  
- ✓ Indicates present at meeting

#### **21 APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillors Jackson and Longford.

#### **22 DECLARATIONS OF INTERESTS**

No declarations of interests were made.

#### **23 MINUTES**

**RESOLVED** that the minutes of the meeting held on 23 September 2011, were agreed as a true record and signed by the Chair.

#### **24 STRATEGIC AND NATIONAL PLANNING UPDATE**

Further to minute 5 dated 24 June 2011, consideration was given to a report of the Joint Officer Steering Group, copies of which had been circulated.

Ms Gill summarised the report and drew councillor's attention to the following updates relating to the Localism Bill, which had received Royal Assent on 15 November 2011 and included the following key planning provisions:

- the Regional Spatial Strategies (RSS) were to be abolished once the Bill was enacted. The Government had decided to carry out an assessment of the likely significant environmental effects of the revocation. The assessments would be

carried out in line with the procedure set out in the European Strategic Environmental Assessment Directive;

- the Community Infrastructure Levy (CIL) was to be amended and the Act allowed for some of these funds to be passed to County Councils and neighbourhoods where the development had taken place;
- the Independent Infrastructure Planning Commission was to be replaced with a democratically accountable system where ministers took decisions on major infrastructure projects within the same timeframe as the current regime;
- there was a legal duty for local authorities and statutory bodies to co-operate in plan-making and other strategic planning activities;
- the introduction of a new tier of spatial planning – neighbourhood planning and the right for communities to create a Neighbourhood Planning Authority (NPA) which could develop its own plans and where planning permission would be granted for development specified by order.

During discussion the following concerns were raised and additional information provided:

- as a result of the abolition of the RSS Local Authorities would have the responsibility for ensuring planning systems contributed to environmental protection objectives, alongside the Environment Agency, Natural England and English Heritage. It was essential that the planning documents and aligned core strategies included all the relevant policies;
- some people assumed that the housing targets were being abolished with the RSS, the reality was there was still housing need and a requirement to build new homes;
- the report had raised more questions than providing answers but it was clear that all the activity taking place to align local plans had to continue and important that all districts produced their own local plans;
- pilot schemes to produce local neighbourhood plans were taking place in the County and it was possible that some parish councils would be sufficiently organised to produce their own local plans which would then need to be confirmed within the district plans;
- in relation to the CIL many local authorities had published tariffs for certain developments and how this would be spent, however, these were being revised as they had set tariffs too high;
- the CIL was designed for strategic issues which ranged across different areas and if some of the funding was to go to districts it would reduce the amount available for major strategic infrastructure work. Issues such as education would have to be considered at this strategic level;
- the City and County would be responding separately to the Government on the CIL proposals given the concerns over the ability to raise charges and ensure revenue was transferred to the appropriate authority especially as the proposals had not recognised the significant infrastructure demands on upper tier authorities in two tier areas.

**RESOLVED**

- (1) that a report be submitted to this Committee in March 2012 detailing progress on the Neighbourhood Planning pilot schemes being run in the County;**
- (2) that the report be noted.**

**25 GREATER NOTTINGHAM JOINT PLANNING ADVISORY BOARD - UPDATE**

Further to minute 17 dated 23 September 2011 consideration was given to a report of the Joint Officer Steering Group, copies of which had been circulated. The following update was provided on progress since publication of the report:

- the final amendments to the Aligned Core Strategy had been discussed and now had to be endorsed and approved by the relevant councils;
- due to the possibility of Rushcliffe Borough Council changing its housing targets a clear separation was needed in relation to Rushcliffe's position, whilst at the same time a common position in relation to the Aligned Core Strategies had been reached;
- the latest projections for housing need for most local authorities were higher than those originally specified in the RSS and it was reported that Rushcliffe Borough Council had formally approved the proposal for development of 8,400 houses.

**RESOLVED that the report be noted.**

**26 TRANSPORT ISSUES - UPDATE**

Further to minute 19 dated 23 September 2011 consideration was given to a report of the Joint Officer Steering Group, copies of which had been circulated. In addition to the information provided in the report the Government had made the following announcements which changed the position significantly:

- A453 – funding for the widening of the A453 had been approved although there were still some technical issues which needed approval from the Secretary of State. It was possible that work would start in 2012 and be finished by 2015 and further lobbying could be needed to ensure that the Highways Agency progressed this scheme as soon as possible and it was given top priority;
- further funding had been allocated to Local transport schemes;
- funding for Hucknall Town Centre Improvement scheme approved;
- funding for the Nottingham Ring Road project had been approved;
- NET Phase Two – a major milestone had been reached with Governmental project sign off on 15 December 2011 and work was expected to start on the construction in January 2012.

During discussion the following concerns were raised and additional information provided:

- it was confirmed that currently there existed two smaller satellite park and ride facilities in Cotgrave at the Miners Welfare and one at Stragglethorpe. Discussions were also ongoing with businesses to host other park and ride sites;
- the approval of the NET Phase 2 created many challenges in terms of dealing with the compulsory purchase orders for the removal of trees, demolition of properties and gardens as well as, businesses such as Wilkinsons in Beeston. The impact of the construction on local communities was acknowledged and assurance was given that the lessons learnt from Phase 1 were being applied in relation to ensuring clear communications for those directly affected and that help and support was also being provided.

## **RESOLVED**

- (1) that Governmental approval for the schemes for the A453, Hucknall Town Centre Improvements, Nottingham Ring Road and NET Phase 2 and their importance for both Nottingham City and Nottinghamshire County be recorded;**
- (2) report be noted.**

## **27 RAIL ISSUES - UPDATE**

Consideration was given to a report of the Joint Officer Steering Group, copies of which had been circulated. Mr Bamford highlighted the key points on progress as summarised below:

- the bid by East Midlands Trains for £20.6million to invest in the Midland Mainline had been unsuccessful;
- the recently published Initial Industry Plan included proposals for the Midland Mainline for the next five years and further information would be submitted to the next meeting of this Committee;
- there had been no mention of Midland Mainline in the Chancellor's pre-budget report or the National Infrastructure Plan which contained commitments for investment in a number of rail schemes;
- a decision on high speed rail was delayed until 2012 due to the Minister requesting further work on the proposal for a tunnel through the Chilterns;
- the public enquiry relating to the right of way across the bridge at Nottingham Railway Station had concluded it would remain and good progress was being made on the multi storey car park with all works to the Nottingham Station Hub scheme scheduled for completion by November 2014.

**RESOLVED that the report be noted.**