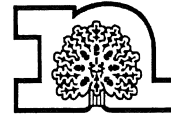




**Nottingham  
City Council**



**Nottinghamshire  
County Council**

**NOTTINGHAM CITY COUNCIL**

**JOINT COMMITTEE ON STRATEGIC PLANNING AND TRANSPORT**

**Date: Friday 23 March 2012**

**Time: 9.45am**

**Place: Committee Room 34 – Ground Floor at Loxley House, Station Street**

**Councillors are requested to attend the above meeting on the date and at the time and place stated to transact the following business.**

**Deputy Chief Executive/Corporate Director for Resources**

**Constitutional Services Officer: Noel McMenamin Direct dial - 8764304**

**AGENDA**

- 1 APOLOGIES FOR ABSENCE**
- 2 DECLARATIONS OF INTERESTS**  
Councillors, colleagues or other participants in meetings are requested to declare any personal or personal and prejudicial interest in any matter(s) on the agenda
- 3 MINUTES** Attached  
Last meeting held on 16 December 2011 (for confirmation)
- 4 STRATEGIC PLANNING UPDATE** Attached  
Report of JOINT OFFICER STEERING GROUP
- 5 GREATER NOTTINGHAM JOINT PLANNING ADVISORY BOARD UPDATE** Attached  
Report of JOINT OFFICER STEERING GROUP

- |          |   |          |
|----------|---|----------|
| <b>6</b> | <b>JOINT WASTE DEVELOPMENT PLAN - PROGRESS REPORT &amp; OTHER WASTE PLANNING ISSUES</b><br>Report of JOINT OFFICER STEERING GROUP | Attached |
| <b>7</b> | <b>TRANSPORT ISSUES UPDATE</b><br>Report of JOINT OFFICER STEERING GROUP  | Attached |
| <b>8</b> | <b>RAIL ISSUES UPDATE</b><br>Report of JOINT OFFICER STEERING GROUP   | Attached |

**IF YOU ARE UNSURE WHETHER OR NOT YOU SHOULD DECLARE AN INTEREST IN A PARTICULAR MATTER, PLEASE CONTACT THE CONSTITUTIONAL SERVICES OFFICER SHOWN ON THIS AGENDA, IF POSSIBLE BEFORE THE DAY OF THE MEETING, WHO WILL PROVIDE ADVICE IN THE FIRST INSTANCE.**

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

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**Nottingham**  
**City Council**

**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.**

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

Date **23 MARCH 2012** Agenda item number

From **JOINT OFFICER STEERING GROUP**

## **STRATEGIC PLANNING UPDATE**

### **Purpose of the report**

- 1 To inform the Committee of the progress of the Aligned Core Strategies.

### **Aligned Core Strategies**

- 2 The local planning authorities of Broxtowe, Erewash, Gedling and Nottingham City are to publish a 'Publication' draft of the Aligned Core Strategies, for a further period of Representation scheduled to start in June 2012.
- 3 Although Rushcliffe Borough Council has decided to prepare a separate Core Strategy, there has been continuing close working between all authorities. The situation in Ashfield is slightly different, as only the Hucknall part of the District is within Greater Nottingham.
- 5 The draft Aligned Core Strategies set a strategic planning framework for Nottingham City to 2028, including the broad scale and location of housing and economic growth over that period, together with supporting infrastructure and how environmental matters will be considered.
- 6 Core Strategies are part of the statutory Development Plan that all local planning authorities must prepare by law. 'Publication' is the first formal stage in the production of the document, and follows several stages of informal consultation.
- 7 The Core Strategies are part of this framework and provide the strategic vision for development across Greater Nottingham until 2028. Prior to its adoption, the document must go through a number of formal and informal consultation stages. Publication represents the first formal stage of preparation, and follows extensive informal consultation on the Issues and Options (2009) and the Option for Consultation (2010). Following publication of the plan for a formal period of representation, the Council will submit it to the Secretary of State for examination.
- 8 The City Council, together with Broxtowe, Erewash, Gedling and Rushcliffe Borough Councils published the "Option for Consultation" draft of their Aligned Core Strategies in February 2010. Following the election of coalition Government, and their announcement in May 2010 that

Regional Strategies were to be abolished, all the Councils commissioned further evidence to determine whether the level of housing provision set out in the Regional Strategy and included in the Aligned Core Strategies continued to be appropriate. Following a consultation exercise over the summer of 2011, the Boroughs of Broxtowe, Erewash and Gedling and the City Council have agreed that the evidence indicates that the levels of housing provision included in the Option for Consultation document continue to be appropriate.

- 9 However, Rushcliffe Borough Council have decided to take a different approach, and have determined a housing provision different from the Option for Consultation document. Accordingly, they are now preparing a separate Core Strategy, albeit aligned in most other respects.
- 10 The Duty to Cooperate, introduced through the Localism Bill, requires councils to work with their neighbours to address planning matters of cross boundary significance. By the Councils continuing to work closely, this Duty is addressed.
- 11 As Councils will be going through their own approval processes which are expected to be finally concluded in May, parts of the plan may be subject to change, and there may also be a need to make further minor editing changes to ensure consistency and accuracy. In addition to this, it is anticipated that the government will publish the final version of the National Planning Policy Framework (NPPF) prior to publication, should this prove to be the case it will be opportune to ensure the Core Strategy is consistent with the NPPF, which may entail some changes.
- 12 The 19 policies address the following strategic spatial planning issues:
  - Climate Change
  - The Spatial Strategy
  - The Nottingham-Derby Green Belt
  - Employment Provision and Economic Development
  - Nottingham City Centre
  - Role of Town and Local Centres
  - Regeneration
  - Housing Mix and Choice
  - Gypsies, Travellers and Travelling Show People
  - Design and Enhancing Local Identity
  - The Historic Environment
  - Local Services and Healthy Lifestyles
  - Culture, Tourism and Sport
  - Managing Travel Demand
  - Transport Infrastructure Priorities
  - Green Infrastructure, Parks and Open Spaces
  - Biodiversity
  - Infrastructure
  - Developer Contributions

- 13 Since the Option for Consultation draft, the policies have been subject to some amendment as a result of consultation responses, Sustainability Appraisal outcomes, other statutory appraisal processes, and to ensure they continue to reflect government planning policy. In most cases these changes are minor, but Policy 1 'Climate Change', Policy 2 'The Spatial Strategy' and Policy 4 'Employment Provision And Economic Development' have been more substantially redrafted. New policies covering the Green Belt (due to the Regional Strategy being abolished) and the Historic Environment (at the request of consultees, including English Heritage) have also been added.

### **What Happens Next?**

- 14 Subject to approval by all the partner councils, programmed between February and May, the Strategy will be published as soon as practical for a formal statutory public representation period.
- 15 The representations will be considered and detailed drafting changes may be proposed if any factual or other minor inaccuracies emerge. This is not, however a consultation stage. If the councils wish to make any substantial changes to the draft in response to the representations or other key factors, then it is likely that these will need to be subject to further consultation before a new draft is prepared for a further period of public representation. This would result in delays.

### **The Examination**

- 16 The draft Core Strategy, along with all representations received will then be submitted to Government to allow an independent Examination by an Inspector. The Inspector will examine the whole plan for its 'soundness', irrespective of whether or not any representations are received. The Examination is likely to include a public hearing session, when parties making representation may, at the Inspector's discretion, present their views in person.

### **Adoption**

- 17 The Inspector will issue a report that will either declare the Core Strategy sound or unsound. If sound, the Council can adopt the strategy. If the strategy is unsound, then it cannot be adopted.

### **RECOMMENDATION**

It is recommended that the Committee note the contents of the report.

#### **Contacts**

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

Date **23rd March 2012** agenda item number

From **JOINT OFFICER STEERING GROUP**

**GREATER NOTTINGHAM JOINT PLANNING ADVISORY BOARD UPDATE**

**Summary**

- 1 The Greater Nottingham Joint Planning Advisory Board (JPAB) oversees the preparation of Aligned Core Strategies across Greater Nottingham, and the implementation of the New Growth Point infrastructure projects. This report updates the Joint Committee on the work of JPAB.

**Background**

- 2 The last meeting of JPAB was held on 14<sup>th</sup> December 2011. The minutes of the December meeting are to be considered on 23<sup>rd</sup> March and are therefore not available for inclusion in this report.
- 3 On the 14<sup>th</sup> December, the main item of business was consideration of a draft of the Aligned Core Strategies prepared for formal Publication. The Aligned Core Strategies have now begun to undergo approval processes in the partner Councils, with this process expected to be completed by mid May, and publication as soon as practical thereafter. The City Council approved the parts of the Aligned Core strategies relevant to its area on 21<sup>st</sup> February 2012.
- 4 The meeting previous to the above took place on 20<sup>th</sup> October 2011, and the minutes of this meeting are attached (Appendix 1).

**Recommendation**

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

**Background Papers referred to in compiling this report**

Greater Nottingham Joint Planning Advisory Board papers 14<sup>th</sup> December 2011.

**Contact Officer**

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## Appendix 1

<b>ITEM 3</b>	<b>MINUTES OF THE GREATER NOTTINGHAM JOINT PLANNING ADVISOR'S BOARD (JPAB) HELD ON 20<sup>th</sup> OCTOBER 2011 AT BROXTOWE BOROUGH COUNCIL</b>
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### **PRESENT**

**Broxtowe:** Councillor S D Barber (Chair);  
**Erewash:** Councillor G Smith;  
**Gedling:** Councillor R Allan;  
**Nottingham City:** Councillor A Clark;  
**Nottinghamshire County:** Councillor Jackson;  
**Rushcliffe:** Cllr J Cranswick

### **Officers in Attendance**

**Ashfield:** Christine Sarris;  
**Broxtowe:** Steve Dance;  
**Erewash:** Steve Birkinshaw;  
**Gedling:** Peter Baguley, Alison Gibson  
**Growth Point:** Dawn Alvey, Matthew Grant, Matt Gregory;  
**Nottingham City:** Grant Butterworth;  
**Nottinghamshire County:** Sally Gill; ? Warrington  
**Rushcliffe:** Paul Randle, Richard Mapletoft

### **Observers**

**Environment Agency:** Naomi Doughty, Jim Davies;  
**Nottingham City:** Councillor I Malcolm;

### **Apologies**

**Ashfield:** Councillor Maxwell;  
**Broxtowe:** Ruth Hyde;  
**Derbyshire:** Chris Massey;  
**Erewash:** Yvonne Wright;  
**Nottinghamshire City:** Councillor J Urquhart;  
**Nottinghamshire County:** Councillor R Butler;  
**Rushcliffe:** Cllr Bell.

1. **Welcome and Apologies**

Councillor Steve Barber, Chair, welcomed those attending and introductions were made.

2. **Declarations of Interest**

There were no declarations of interest.

3. **Minutes of the Last Meeting and Matters Arising**

The minutes of the meeting held on 20<sup>th</sup> October were approved. There were no matters arising.

4. **Aligned Core Strategies (ACS)**

MG gave a presentation summarising consultation responses on the Housing Provision Position Paper and the Climate Change Policy. The environmental sector generally welcomed the scenario based approach but would welcome lower housing figures. The development sector generally supported higher housing figures in line with the Household Projection figures published in October.

Cllr Clark noted that CPRE encouraged brownfield development first before greenfield but did not comment where greenfield development would be preferred first. MG – confirmed that the housing figures would require some green field development.

Cllr Barber commented that Greater Nottingham had many brownfield sites but infrastructure/remediation is a challenge particularly for short term delivery. It would be useful if this was understood at a national level to help make the case for extra resources.

Cllr Jackson – queried the possibility of a shorter plan period to avoid developers cherry picking sites. Matt Gregory – this issue could be discussed under Item 6.

Grant Butterworth – via the Decentralisation Minister Nottingham City are being asked to demonstrate plans for growth and resource requirements. Cllr Clark - need to play in Greater Nottingham infrastructure requirements.

Cllr Clark – queried whether councils are able to work to this current timetable for publication.

Cllr Barber – timetable tight but essential that all efforts are made to keep to plan.

MG set out the comments on the Climate Change policy highlighted that Government policy and general approach to carbon reduction had moved on from applying a basic 'Merton Rule' in favour of an energy hierarchy to achieve appropriate and sustained carbon reductions. Further work is required on the policy to review current guidance and to avoid confusion with references to the Building Regulations and Code for Sustainable Homes. A report of consultation is in preparation.

An overview of the draft vision and spatial portrait had been circulated. MG provided an overview – not policy but important is setting the context for the Core Strategies.

SB – Thought the vision readable and clear and invited comments from the board by 3<sup>rd</sup> November.

It was resolved to **NOTE** progress on the ACS.

## **5. Update from Rushcliffe Borough Council – Housing Provision**

Paul Randle presented an update on proposals for housing provision within Rushcliffe Borough Council. PR set out that the council were not in support of retaining the RSS housing figures and local consultation on housing growth had been undertaken. The council proposed a combination of growth on strategic sites and smaller settlements to provide around 7,400 homes up to 2028. Many of the sites support delivery in the early years of the plan. The council remain committed to joint working and an aligned approach.

Cllr Steve Barber queried whether the infrastructure requirements of sites such as Newton had been considered. Richard Mapletoft confirmed that there were no major constraints. Steve Dance queried whether sustainable urban extensions had now been ruled out. Paul Randle confirmed that there was little support for Gamston although Clifton South could be revisited if the A453 scheme approval came forward.

Cllr Smith – commented that the housing numbers were 7,000 short of the RSS figure.

Paul Randle – the housing figures for Rushcliffe were set within the context of the planned revocation of the RSS, a possible shorter plan period and opportunities for growth outside of the borough.

Cllr Barber – highlighted a recent appeal being allowed due to no Core Strategy being in place. Timescale is key.

A general discussion was held regarding the merits of a shorter plan period – although it may reduce the overall figures, it may exclude large brownfield sites which will take longer to bring forward.

Ruth Hyde – need to focus on the many common areas between the councils in moving the strategies forward.

## 6. Planning Inspectorate Visit

Matt Gregory presented an overview of the issues of 'soundness' discussed with the Planning Inspectorate on 7<sup>th</sup> October and the relative risks of options for alignment of:

- a) All councils continuing to align their Core Strategies
- b) A separate Core Strategy for Rushcliffe with other councils continuing to align
- c) Separate Core Strategies for all councils

The Planning Inspectorate commended joint working to date. He advised that option b held the least risk for all councils. It was also noted that developers were deliberately seeking plans to be found unsound so that the presumption in favour of development would take precedence where no up to date plan was in place. MG requested that councils should consider their preferred approach to alignment.

Cllr Barber – option b seemed to be the sensible way forward but councils would need time to consider and invited councils to confirm their preferred approach to alignment and timescales by 3<sup>rd</sup> November.

It was resolved that councils would confirm their preferred approach to alignment and timescales by 3 <sup>rd</sup> November 2011.
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## 7. Draft National Planning Policy Framework Response

MG confirmed that a joint response on the Draft National Planning Policy Framework was submitted to the Department for Communities and Local Government on 17<sup>th</sup> October. The response had previously been circulated to the Board for comments.

It was resolved to <b>NOTE</b> the report.
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## 8. Programme of Development

The board were informed of the latest position regarding the programme of development.

It was resolved to:

1. **NOTE** the action of the Executive Steering Group in approving revenue expenditure to support viability and master-planning work;
2. **SAFEGUARD** the £1m allocation for Ilkeston Station until September 2012;

3. **NOTE** the update on Community Infrastructure Levy.

9. **Local Sustainable Transport Fund**

Grant Butterworth updated on the current status of bids for the Local Sustainable Transport Fund and emerging governance arrangements.

It was resolved to **NOTE** the report.

10. **Any other business**

Cllr Jackson request that a copy of the presentations made at the meeting be circulated.

The next meeting will be held at 2.00pm on 20 October 2011 at the Town Hall, Beeston.



meeting **JOINT COMMITTEE ON STRATEGIC PLANNING & TRANSPORT**

date 23 March 2012 agenda item number

from: **JOINT OFFICER STEERING GROUP**

## **Report**

### **JOINT WASTE DEVELOPMENT PLAN – PROGRESS REPORT & OTHER WASTE PLANNING ISSUES**

- 1.1 The County and City Councils are preparing a new Waste Core Strategy that will replace the existing Waste Local Plan.

#### **(A) Waste Core Strategy progress**

- 1.2 Progress on preparing the Waste Core Strategy was last reported at the meeting of 23 September 2011. That report set out the contents of the preferred approach and the results from the consultation were reported orally at the meeting.

- 1.3 Since then the responses have been fully considered. No fundamental changes from the strategy set out in the preferred approach resulted from this and a Draft Submission Document was approved by both Councils in January 2012. There was a minor delay due to procedural issues and the formal representation period started on 5 March 2012. This will end on 30 April 2012 after which the need for any material modifications will be assessed. Depending on the significance of the representations received and the need for modifications, submission is expected in June/July 2012.

#### **(B) Other waste issues**

##### **Current major planning proposals: Rufford energy from waste facility Public Inquiry –legal challenge**

- 1.4 As reported at the meeting of 23 September 2011, Veolia Environmental Services Nottinghamshire Ltd lodged a legal challenge against the Secretary of State's refusal to grant planning permission for the Energy Recovery Facility (ERF) at the former Rufford Colliery, Rainworth. At this stage there is nothing additional to report.

#### **Recommendation**

- 1.5 That the progress on the Joint Nottinghamshire and Nottingham Waste Core Strategy be noted.

## **Contact Officers**

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Meeting: **JOINT COMMITTEE ON STRATEGIC PLANNING AND  
TRANSPORT**

Date: **23 MARCH 2012**                      Agenda item number:

From: **JOINT OFFICERS STEERING GROUP**

## **TRANSPORT ISSUES UPDATE**

### **Purpose of report**

1. To update the Committee on key transport issues for the Greater Nottingham area.

### **Consultation on Devolving Local Major Transport Schemes Decision Making**

2. On 31<sup>st</sup> January the Department for Transport (DfT) published a consultation document on proposals for a new model for local major transport scheme prioritisation and investment for the next Spending Review period (2015 to 2019). Currently Major Schemes (defined as over £5m) are subject to Government assessment and prioritisation based upon the submission of substantial business cases, prepared and funded at risk by the promoting local authority. Following the abolition of the regional bodies last year no mechanism for seeking a local view exists in this prioritisation process.
3. The Government intends the new system to ensure the best outcomes for economic development whilst meeting carbon reduction objectives, and transfer power to local communities enabling more responsive decision-making based on local economic conditions.
4. The proposals include:
  - The establishment of democratically accountable Local Transport Bodies involving Local Enterprise Partnerships (LEP) and local authorities which will be responsible for establishing a prioritised programme of schemes for investment;
  - A population based formula to allocate funding. This is the Government's preferred option; other potential options could include economic contribution in terms of employed earnings and some measure of transport need;
  - A locally led assessment process for prioritising schemes;
  - The removal of the £5million major scheme threshold.

5. Decisions on prioritising investment will be devolved to the Local Transport Bodies but the responsibility for delivery will remain with the promoting local authority. A number of models are proposed on how the LEPs could be involved ranging from advisory to full decision-making; this will need to be locally determined. The Local Transport Body will be responsible for deciding who holds the funding; this could be a single local authority, a number of authorities or the LEP itself.
6. Consortia of Local Transport Bodies comprising neighbouring LEPs could be established to manage decision-making across LEP boundaries for some larger major schemes, however this will be discretionary. Such schemes could potentially include locally important improvements to the trunk road network not included in the Highways Agency's programme with their approval.
7. Scheme assessment will still be recommended to follow the Transport Business Case Framework and be appraised in line with DfT's webTAG guidance on transport scheme appraisal and evaluation, but will be assessed locally to inform investment decisions. However, Local Transport Bodies can develop their own assessment framework, if sufficient robustness can be demonstrated, to deliver assurances equivalent to the Transport Business Case approach.
8. In return for devolution the Government will require assurances regarding effective governance arrangements, financial management, transparent decision-making and meeting value for money criteria. This could provide Transport Bodies with a high level of autonomy subject to demonstrating that appraisals are robust and value for money criteria are being met.
9. The consultation proposes the following timetable:

Consultation deadline on process	2 <sup>nd</sup> April 2012
Publication of LEP area indicative allocations	August 2012
Submission of Local Transport Bodies' proposals for governance, financial management, accountability and meeting and testing value for money	December 2012
Local Transport Bodies agreed programme of prioritised schemes for delivery after 2015	April 2013
Major scheme business case preparation	2013 - 2015

## **City Deal**

10. Negotiations are continuing to take place with Government with regards unlocking barriers to growth through the City Deal process. Initiatives are being developed on a LEP wide, Core City and City Council basis as appropriate. Included in the Nottingham Deal are a number of transport asks including:

- Intercity rail: Midland Mainline speed up improvements and electrification: commitment to 'Nottingham in 90 minutes' outcome and further line straightening plus improved Core city connections with Birmingham and Leeds (LEP wide ask).
- Funding for Nottingham/Nottinghamshire Strategic Transit and Growth Plan Review: new partnership with Network Rail, Highways Agency, local transport providers and NET to develop new joint strategic sub-regional transport proposals to connect Core City, south Notts expansion sites, Nottingham East Midlands Airport, potential High Speed Rail station and other local communities (Core City ask).
- Local Transport Funding: enhanced funding for local transport which reflect the City Council's Growth plans - including new major infrastructure/programme to support development and growth opportunities (City Council ask).
- Further Quality Bus Partnership working: enhanced 'Better Bus Fund' Bid and better enforcement of quality standards (City Council ask).
- Increased Powers to manage traffic and tackle congestion: extended control over illegal traffic manoeuvres (eg ignoring banned turns/yellow boxes to improve traffic flow and public transport reliability (City Council ask).

11. It is expected that the Nottingham City Deal will be signed off by the end of April.

## **Local Sustainable Transport Fund update**

12. Progress with year one delivery of the £5 million Key Component elements of the Local Sustainable Transport Fund continues. Examples of early project delivery include:

- Kangaroo monthly season ticket product now available for multi operator tram, local train and bus travel.
- Targeted travel assistance for approximately 1,500 16 to 19 year old college students operational.
- Tender process to appoint organisation to operate pilot Community Smarter Travel Hub in Bulwell underway.

- Relaunch of Big Wheel Business Club travel planning resource tool targeted at employers to take place at Greater Nottingham Transport Forum event on 21<sup>st</sup> March.
  - Ucycle project being expanded to Further Education colleges.
13. The bid partnership submitted a Full Business Case for the £11 million Large Scale Bid on 20th December. An economic benefits assessment took place in January followed up by an assessment discussion in front of an expert panel in February. Announcements on successful bids are due to be announced in July 2012.

#### **A453 (M1 to Nottingham) widening scheme**

14. The decision in the Chancellor's Autumn Statement on 29th November 2011 to accelerate the A453 for delivery has been welcomed by both businesses and commuters locally. The County Council offered the government £20 million contribution to bring the scheme forward and the campaign to widen the road gained support from the local business community and other local councils, including a pledge of £500,000 towards the scheme from Rushcliffe Borough Council last year.
15. The scheme is now awaiting the Secretary of State's decision on the Orders following the public inquiry. The Highways Agency advise that subject to a favourable decision from the Secretary of State on the Statutory Orders (which is expected imminently) then advanced site clearance and accommodation works will commence in Summer 2012 with the main civil engineering works set to commence in Winter 2012. The aim is to complete the improvement scheme in late 2014 / early 2015.

#### **Nottingham Express Transit Phase Two**

16. The contract to build and operate the extended tram network to Clifton via Wilford and Chilwell via Beeston (NET Phase Two) and to take over the operation of the existing tramline (NET Line One) was let to Tramlink Nottingham on 15<sup>th</sup> December 2011. Works commenced on site in early January 2012, with services on the new lines planned to start in late 2014.
17. The works to date have concentrated on site clearance, and particularly the felling of trees as this work needs to be carried out before the bird nesting period in the spring. Utility diversions commenced in mid February in a number of locations. Over 400 plots of land have been possessed in order to build the scheme.
18. Communications and marketing activity has been primarily focused on informing those who are immediately affected by the works. The City Council communications teams and the Concessionaire have been working

closely to plan and manage the long-term communications programme. This will help to reduce some of the current criticism that early works are taking place with short notice to local residents.

19. A new operating website for NET Phase Two has been launched ([www.thetram.net/PhaseTwo](http://www.thetram.net/PhaseTwo)) and further work is underway to build an interactive section to help communicate the construction of Phase Two. A number of drop-in sessions will take place in late February and in March at which an invitation to community groups to help establish neighbourhood liaison groups will go out. Further details can be found on the website.

#### **Workplace Parking Levy update**

20. The City Council's Workplace Parking Levy (WPL) commenced on 1<sup>st</sup> October 2011 requiring all businesses to hold a WPL license without charge. Since January 2012 communications activities have been focused around encouraging employers to renew their licenses by 31<sup>st</sup> March 2012. Targeted communications activities are also taking place aimed at those businesses using workplace parking places that aren't licensed.
21. From 1<sup>st</sup> April 2012 charging for the Workplace Parking Levy will commence with organisations legally obliged to hold a valid WPL licence and make payments (if they hold 11 or more liable workplace parking places).

#### **Recommendation**

22. It is recommended that the Committee note the content of this report.

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

Date **23 March 2012** Agenda item number

From **JOINT OFFICER STEERING GROUP**

## **RAIL ISSUES UPDATE**

### **Purpose of the report**

1. To update the Committee on key rail issues in and into the Greater Nottingham Local Transport Plan (LTP) area and rail services across local authority boundaries. The work of the two Councils, although separate, is complementary, and of mutual benefit.

### **Midland Main Line (MML)**

#### Initial Industry plan

2. September 2011 saw the publication of the 'Initial Industry Plan' (IIP) for the railway network for the next 5 year funding period, 2014 - 2019, known as 'Control Period 5' (CP5). It contains a number of proposals for enhancements to the MML : -
  - Lengthening of platforms to allow the lengthening of trains to 11 coaches from the current maximum of 9 coaches;
  - The second phase of the linespeed works, including easing the curve and the speed limit at Market Harborough, although it is not clear whether or not this is just the most severely curved section through Market Harborough station, or whether it also includes (as it should do) the mile northwards to Great Bowden;
  - An improved layout at Leicester, with extra tracks and an improved layout to reduce conflicting movements between MML trains and east -west trains (including freight trains) which cause timetabling constraints;
  - An enhanced layout at Derby;
  - Electrification of the what the IIP calls the 'core' of the MML from London to Nottingham, Derby & Sheffield;
 for each of which funding is requested for CP5.
3. Inclusion of these schemes in the IIP is most welcome. However, the IIP is merely a set of proposals. The process of determining what will actually happen is
  - July 2012 - announcement by the Minister of the funding for CP5 and a 'High Level Output Statement' (HLOS) which sets out the Government's formal requirements for CP5: the HLOS will be limited to just the couple of most important schemes;
  - August & September 2012 - consultation on the outputs that Network Rail should deliver

- January 2013 - Network Rail publishes its Strategic Business Plan for CP5, effectively a reviewed version of the IIP amended to take account of the Government announcement on funding, the HLOS, and the consultation on outputs;
  - February & March 2013 - consultation on NR's Strategic Business Plan;
  - June 2013 - Office of Rail Regulation (ORR) publishes its 'draft (i.e. initial) determination' of what should be included
  - June - August 2013 - consultation on ORR's draft determination; and
  - October 2013 - ORR publishes its final determination. It is only at this stage that it will become certain which schemes will be funded in CP5.
4. Thus there are a number of stages at which the MML schemes could be excluded. On the other hand there are just 2 stages at which the MML schemes could gain a definitive approval :-
- In July 2012. If anything is specified in the HLOS then that is an absolute Government requirement, and Network Rail and the ORR must deliver during CP5; and
  - In October 2013, when the ORR gives its final approval to the funding for all CP5 schemes.

#### Details of the MML schemes

5. The main element of the **second phase of the linespeed works is easing the curve and the speed restriction at Market Harborough**. This is the scheme that has been extensively reported to previous Joint Committee meetings, and for which we have been trying to obtain funding over the past 3 years, including from the Regional Growth Fund. To be done fully and to get the full benefit, the works need to extend for a mile to Great Bowden, and we will need to lobby to ensure this is done.
6. The **schemes at Leicester and Derby** are the equivalent of the enhancements at Nottingham for which the authorities successfully obtained funding of £11.6million in 2008. The work at Nottingham will be undertaken in August 2013.
7. At the time when we were campaigning for the funding for Nottingham, we were supported by Derby City/shire and Leicester City/shire Councils, not least because the railway is an integrated network and easing congestion at one location produces benefits at adjacent places. In the same way that the enhancements at Nottingham in 2013 will also benefit trains running through Derby & Leicester, the enhancements at both Derby and Leicester in CP5 would also benefit trains to & from Nottingham, and it is very much in our interests that they proceed.
8. The benefit at Leicester is the potential elimination of the conflicts between Nottingham - London trains on the MML and trains on the east - west Birmingham - Cambridge/Felixstowe route that crosses the MML at Leicester. In December NR reported that their initial post 2014 MML timetable assessment showed that Nottingham - London trains could be delayed by 4 minutes at Leicester by conflicts with east-west trains. Such conflicts will



become more likely in future as the number of freight trains from Felixstowe passing through Leicester is increasing rapidly.

9. The ideal solution at Leicester is a flyover. That would completely separate east-west trains from MML trains, eliminate all conflicts and permanently resolve the problem. However, it would be possible to put in an enlarged set of ground-level junctions which would have greater capacity than at present for east-west & MML trains to pass each other. This would be cheaper to install than a flyover (though it would be more expensive to maintain). Network Rail is assessing the costs and benefits of both options, but there is a real danger that the initially cheaper option will be chosen, even though it produces a more limited benefit. The Councils will need to lobby strongly for a flyover on the grounds that only a flyover will eliminate the problem of timetable conflicts, and only a flyover can cope with whatever future levels of traffic may turn out to be.
10. At Derby the enhancement would benefit trains from Sheffield and Derby to London, though not Nottingham's MML trains. It would also produce very big benefits for Nottingham - Derby trains, and is key to reducing the Nottingham - Birmingham journey time to 60 minutes from the current 77 minutes.
11. To get the full benefits needs a set of enhancements that is broadly similar to those which will be installed at Nottingham in 2013, with
  - more track,
  - more (and better located) places at which trains can pass each other
  - an additional platform, and
  - higher speeds,which would enable more trains to run, with all trains running faster, at optimum times, and more reliably.
12. Network Rail is currently assessing a number of options which have various permutations of cost and benefit. As with Leicester it is possible that a partial scheme might produce a lot of benefit, albeit not the full possible benefit, and it will be necessary to lobby hard to ensure that we get the full scheme and the full, future-proofed benefit.
13. Both the Leicester and Derby schemes are once-in-a-generation opportunities to future-proof the layouts at relatively modest cost because the enhancements will cost less if they are done at the same time as other work that has to be done in CP5. Conversely, if the opportunity is not taken now to do a full job then it would cost a huge amount more to do if/when it proved to be necessary in the future.

#### Lobbying for the MML schemes

14. Partly as a result of the initiatives taken by the Nottinghamshire County Council and Nottingham City Council, other stakeholders along the Midland Main Line (MML) are paying increasing attention to the need for investment and enhancement of the Line. East Midlands Councils was one of the sponsors of the November 2011 event in the House of Commons, and is devoting considerable energy into promoting the needs of the MML. In

December, the Mayor of Leicester launched a local press campaign calling for electrification of the line. And on 28<sup>th</sup> February Leicester MPs spoke in the House of Commons and then met the Minister, Theresa Villiers, to press for electrification of the line.

15. At the instigation of the Managing Director of East Midlands Trains, a meeting of key stakeholders was held in February 2012, at which it was agreed to undertake a high profile campaign to lobby the Government to approve the following enhancements;-
  - The second phase of the linespeed works, including easing the curve and the speed limit at Market Harborough through to Great Bowden;
  - An improved layout at Leicester, in particular building a flyover to eliminate conflicting movements and hence timetabling constraints;
  - A fully improved layout at Derby;
  - Electrification of the what the IIP calls the 'core' of the MML from London to Nottingham, Derby & Sheffield; and
  - Electrification of most of the South Yorkshire local network (Sheffield - Leeds and Sheffield - Doncaster).

The lengthening of the services is not being highlighted in the campaign, on the presumption that it will have to happen anyway to cope with the growth of passengers which is currently running at around 7% per annum.
16. It should be noted that each of the first 4 elements in the stakeholders' list are proposed in the IIP. However the South Yorkshire local lines in the stakeholders' list are not proposed for funding in the IIP. Rather the IIP notes them as "additional route options (which) are being developed as potential increments to the core (electrification) scheme". Clarification is being sought as to whether they include the route used by Nottingham - Leeds trains.
17. The total cost of these enhancements, is believed to be (in approximate round figures)
 

• Second phase of linespeed works	£ 30m
• Improved layout and flyover at Leicester	£ 50m
• Improved layout at Derby	£ 65m
• Electrification of the MML,	£600m
• Electrification of the South Yorkshire local network	£200m ?
• <b>Total</b>	<b>£945m</b>

of which around half would be incurred in CP5 and the remainder in the following 'Control Period' (CP6: 2019 - 2024).
18. A leaflet has been produced by Network Rail, East Midlands Councils and South Yorkshire ITA, setting out the basics of the campaign - a copy is attached as appendix A.
19. The stakeholders are going to organise a lobbying event in the spring - exact date to be determined, but probably May - at which MPs, the Local Enterprise Partnerships (LEPs), Chambers of Trade & Commerce, and other business bodies and stakeholders could make the case to the Minister.
20. One of the few MPs who attended the November event in the House of Commons was Nicky Morgan MP for Loughborough. In February, along with

Andrew Pritchard from East Midlands Councils, I met and briefed her on the MML, and she has agreed to try to organise an adjournment debate in parliament, and/or a debate with the Minister in Westminster Hall.

#### Letters to/from the Minister

21. On behalf of the two Councils, Cllr Jackson and Cllr Urquhart wrote to the Minister of State for Transport, Theresa Villiers on 14<sup>th</sup> October 2011, and again in November 2011, making the case for investment in the MML, and in particular the scheme at Market Harborough.
22. On 20<sup>th</sup> February a letter was received by Councillor Jackson, written by a DfT civil servant on behalf of the Minister. The letter was a lot less positive than the Minister had been in her previous letter of November 2010. Since the Minister was at that time in hospital it is not known if the less positive tone of the letter accurately reflects the Minister's view. It appears that no corresponding reply was received by the City Council.
23. It is proposed that a further letter be sent to the Minister, seeking continuation of the support she expressed previously.

#### High Speed Rail

24. In January 2012 the Secretary of State, Justine Greening, announced that, following the public consultation during 2011, the Government had decided to confirm the strategy it had announced in 2011 for a high-speed rail network for Britain. It has two main elements
  - A detailed proposed route between London and Birmingham, and
  - An in principle commitment to a network that includes two 'arms' north from Birmingham,
    - one to Manchester and the north west, and
    - one to the East Midlands, Sheffield, and Leeds, with connections onwards to Newcastle and Edinburgh,plus short sections connecting directly to Heathrow and to the Channel tunnel line to Paris, Belgium, Germany and beyond.
25. Following this 'in-principle' commitment to an eastern arm serving the East Midlands, details will be published in summer 2012 of proposed route and station options. This will be followed by a period of full public consultation. Details will be reported to future Joint Committee meetings.

#### **RECOMMENDATION**

25. It is recommended that the Committee note the contents of the report.

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## Low-carbon economic growth for the South Yorkshire and the East Midlands

### Upgrading and electrifying the Midland Main Line

Upgrading and electrifying the Midland Main Line is imperative for economic growth. It would reduce travelling times between key cities, meet business demand for rail freight, improve performance, reduce costs and carbon emissions, and deliver £450m in wider economic benefits. Local councils, businesses and Local Enterprise Partnerships from across the East Midlands and South Yorkshire are united in their support for this crucial investment.

In July 2012, Government will announce whether it will fund the proposals to electrify the line and undertake improvements at key locations as part of its High Level Statement of Outputs (HLOS). Even in times of austerity, the case for this investment is compelling.

**Low-carbon economic growth**  
The environmental case is clear. Electrifying the line from Bedford to Sheffield could **cut carbon emissions by 13,000 tonnes per year**. Meeting growing demand for **rail freight** would lead to further emission reductions as more lorries are encouraged off roads and on to rail.

The business case is clearer still. The Midland Main Line connects **four of the largest cities and one of the fastest growing areas in England** to London and each other. Reducing journey times between these cities will help businesses access markets, and improve the effectiveness of labour markets.

An independent report prepared for East Midlands Councils and South Yorkshire Passenger Transport Executive by consultants Arup estimated that upgrading and electrifying the Midland Main Line would **generate £450m worth of wider economic benefits** in terms of higher productivity of business.

#### Reducing Costs

Electrification reduces significantly the costs of rolling stock, energy, track access and maintenance. The latest estimates suggest that electrifying the line from Bedford to Sheffield would **save up to £60m every year in industry costs**. That means within ten years of completion, the electrification of the line between Bedford and Sheffield will have paid for itself and will continue to reduce the cost of rail to the taxpayer year on year.

#### Key benefits

- Cut rail industry costs by up to £60m per year
- Reduce journey times between London and Sheffield by up to 14 minutes
- Slash carbon emissions by up to 13,000 tonnes a year
- Create hundreds of jobs during construction
- Add £450 million of wider economic benefits
- Improve freight access by providing W10 gauge clearance throughout the route
- Widen access to HS2 from areas not directly served by new stations

**Faster journeys**

Upgrading and electrifying the line could **reduce journey times by 13-14 minutes** between London and Sheffield. This will also enable journey time reductions to Derby, Leicester, Nottingham and Northamptonshire, working towards locally agreed aspirations for Sheffield in 100 minutes, Nottingham in 90 and Leicester in 60.

**Long-term growth**

The upgrade and electrification of the Midland Main Line will provide the first step towards creating a **modern, efficient inter-urban rail system for the East Midlands and Sheffield City Region**. It is an essential prerequisite to creating an integrated fast long distance rail system, ahead of, and alongside High Speed 2. The schematic map opposite, prepared by Arup for East Midlands Councils and South Yorkshire Passenger Transport Executive, shows the proposed upgrades and estimated journey time improvements on the line. They comprise:

- Improvements to enable higher line speeds scheduled to be delivered by 2014;
- Line speed improvements and electrification of the line from Nottingham to Chesterfield via Langley Mill;
- Line speed improvements and additional electrification to 'in-fill' the gaps on selected routes between Sheffield and Leeds;
- Accommodating train lengthening for high speed services (up to 11 car formations), which will be realised through procuring an extra 13 train units;
- Derby station track re-modelling;
- Dore Junction re-doubling;
- Further line speed improvements at Market Harborough;
- Upgrading Sheffield Station, including track remodelling;
- platform extensions to enable longer trains;
- Re-signalling and track remodelling in the Leicester area; and
- Electrification of the line from Bedford to Sheffield via Leicester and Derby, Trent Junction to Nottingham, plus Kettering to Corby.

