

**NOTTINGHAM CITY COUNCIL**  
**JOINT COMMITTEE ON STRATEGIC PLANNING AND TRANSPORT**

**Date: Friday 20 September 2013**

**Time: 10.00am**

**Place: Ground Floor Committee Room 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: Martin Parker Direct dial - 8764303**

**A G E N D A**

**1 APPOINTMENT OF CHAIR**

**2 APPOINTMENT OF VICE-CHAIR**

**3 APOLOGIES FOR ABSENCE**

**4 DECLARATIONS OF INTERESTS**

**5 MINUTES**

Last meeting held on 22 March 2013 (for confirmation)

Attached

**6 GREATER NOTTINGHAM JOINT PLANNING ADVISORY BOARD  
– UPDATE**

Report of Joint Officer Steering Group

Attached

**7 WASTE CORE STRATEGY – UPDATE**

Report of Joint Officer Steering Group

Attached

**8 TRANSPORT ISSUES – UPDATE**

Report of Joint Officer Steering Group

Attached

**9 RAIL ISSUES – UPDATE**

Report of Joint Officer Steering Group

Attached

**10 DATES OF FUTURE MEETINGS**

To consider meeting at 10.00 am on the following Fridays:

13 December 2013

21 March 2014

**IF YOU NEED ANY ADVICE ON DECLARING AN INTEREST IN ANY ITEM ON THE AGENDA, PLEASE CONTACT THE CONSTITUTIONAL SERVICES 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.**

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<http://open.nottinghamcity.gov.uk/comm/default.asp>



**JOINT COMMITTEE ON STRATEGIC PLANNING AND TRANSPORT**

**MINUTES OF MEETING HELD ON FRIDAY 22 MARCH 2013 AT COUNTY HALL, WEST BRIDGFORD, NOTTINGHAM FROM 10.00 AM TO 11.35 AM**

**5**

**NOTTINGHAMSHIRE COUNTY COUNCIL**

- ✓ Councillor Butler
- A Councillor Greaves
- ✓ Councillor Heptinstall
- ✓ Councillor Jackson

**NOTTINGHAM CITY COUNCIL**

- ✓ Councillor Clark
- ✓ Councillor Malcolm
- A Councillor Neal
- ✓ Councillor Urquhart

- ✓ Indicates present at meeting

**MINUTES**

**RESOLVED 2013/001**

That the minutes of the last meeting on 21 September 2012 be agreed as a true and correct record and signed by the Chair.

**APOLOGIES FOR ABSENCE**

An apology was received from County Councillor Kevin Greaves who was on other County Council business.

**DECLARATIONS OF INTEREST BY MEMBERS AND OFFICERS**

Councillor Richard Jackson declared a private interest (non-pecuniary) in agenda item 4 – Greater Nottingham Joint Planning Advisory Board, as a Member of Broxtowe borough Council.

**GREATER NOTTINGHAM JOINT PLANNING ADVISORY BOARD UPDATE**

Matt Gregory, Greater Nottingham Growth Point Planning Manager, Nottingham City Council updated the Committee on the work of the Joint Planning Advisory Board (JPAB). He underlined the Board's consideration of

the Greater Nottingham Core Strategies at its last meeting on 21 February 2013, as detailed in the Committee report.

Further to paragraphs 7-9 of the Committee report, Members suggested that the Committee respond to Broxtowe Borough Council's further consultation on the Broxtowe, Gedling and Nottingham Aligned Core Strategies in relation to the High Speed Rail 2 (HS2) proposals. Members raised concerns about the current planning application for the site adjacent to the HS2 site and the potential negative impacts of committing to developments on this land at too early a stage. Members felt that development of this site could affect the wider economic opportunities around the HS2 site; other transport connectivity to that site and the Green Belt land between Bramcote and Toton. Members recognised that the Committee would not normally respond to such consultations in this way but agreed to do so on this occasion in light of the overall concerns and the relatively short response deadline.

An amendment to the report to insert the following additional recommendation, was proposed by Councillor Jackson and seconded by Councillor Urquhart:-

"That officers prepare a response to Broxtowe Borough Council's consultation on the Aligned Core Strategies on behalf of the Committee, supporting the approach and highlighting the need to ensure an appropriate mix of development to maximise the wider economic benefit on the site adjacent to the High Speed Rail 2 site."

Following a vote, the amendment was agreed.

In response to Members' queries about the Inspector's findings on Rushcliffe's Core Strategy, Mr Gregory clarified that the Inspector had not gone as far as endorsing JPAB's methodology for calculating the level of housing need but had felt that Rushcliffe had not provided sufficient evidence to convince them about why their figures should be out of line with those in other Greater Nottingham Core Strategies.

## **RESOLVED 2013/002**

- 1) That the report be noted.
- 2) That officers prepare a response to Broxtowe Borough Council's consultation on the Aligned Core Strategies on behalf of the Committee, supporting the approach and highlighting the need to ensure an appropriate mix of development to maximise the wider economic benefit on the site adjacent to the High Speed Rail 2 site.

## **WASTE CORE STRATEGY UPDATE**

Sally Gill, Group Manager, Policy, Planning and Corporate Services, Nottinghamshire County Council introduced the report and outlined the Waste Core Strategy consultation process and responses received. Mrs Gill reported

that the Waste Core Strategy Examination hearing would commence on 8 May 2013 at the National Water Sports Centre at Holme Pierrepont.

### **RESOLVED 2013/003**

That the report be noted.

### **NOTTINGHAMSHIRE MINERALS LOCAL PLAN AND LOCAL AGGREGATES ASSESSMENT - UPDATE**

Sally Gill, Group Manager, Policy, Planning and Corporate Services, Nottinghamshire County Council, introduced the report, underlining the process for calculating and consulting upon apportionment figures for aggregate minerals as part of the new Minerals Local Plan and the timetable proposed by Nottingham City Council for preparing its Land and Planning Policies Development Plan Document.

During discussions, Members queried the date when coal-powered power stations, such as the one at Radcliffe-on-Soar, were due to be decommissioned, with reference to the demand for related materials, including limestone. Mrs Gill agreed to seek to clarify that issue for Members. She added that supply and demand issues were considered as part of the Local Aggregates Assessment.

In response to Members' queries, Ms Gill clarified:-

- the Nottinghamshire Minerals Local Plan would make reference to shale gas, although at this stage it was not clear what form this reference would take. It was recognised that Nottinghamshire could contain shale gas although at this stage no detailed exploration had taken place. A lack of reference in the Plan could result in a presumption in favour of development;
- the Waste Local Plan promoted the reusing of aggregates wherever possible in favour of the use of landfill.

### **RESOLVED 2013/004**

That the report be noted.

### **TRANSPORT ISSUES UPDATE**

Chris Carter, Transport Strategy Manager, Development, Nottingham City Council introduced the report, updating the Committee on key transport issues including the ongoing work with Derby and Derbyshire to progress arrangements for a D2N2 Local Transport Board (ahead of the proposed devolution of local major transport scheme funding post 2015); the current extensive transport construction work in the Greater Nottingham area and the approach being taken to keep Nottingham 'open for business'; the main elements of the Nottingham Local Sustainable Transport Fund programme

comprising the WorkSmart programme; the expansion of the Community Smarter Travel Hubs; the Ucycle Nottingham project and the bids for funding from the Department for Transport's Cycle Safety Fund.

During discussions about the development of the D2N2 Local Transport Board, Members expressed concerns about the resources needed to establish new governance arrangements in light of the possibility of the creation of a new single combined economic regeneration fund at Local Enterprise Zone level. Mr Carter underlined that the new Board could still be required to prioritise any transport component of any combined fund but a decision would be needed at Local Enterprise Partnership level as to how much funding would be made available for transport (with both bodies therefore working in parallel from 2015). He further clarified that Bassetlaw currently falls both within the area covered by D2N2 and the Sheffield City Region. With regards to the final Local Transport Board geographies and funding allocations, the original guidance had stated that the Secretary of State would make the final decision but subsequent announcements stated that this would be a matter for local determination.

#### **RESOLVED 2013/005**

That the report be noted.

#### **RAIL ISSUES - UPDATE**

Jim Bamford, Rail Officer for the authorities, introduced the report, outlining the key enhancement schemes included in the Network Rail Strategic Business Plan (2014-19); the ongoing pursuit of a 20 minute reduction in the Nottingham-Leeds linespeed; the expected announcement about a possible new station at Ilkeston; and rolling stock issues for the East Midlands. Chris Carter underlined the progress being made with the Nottingham Station Hub scheme.

Mr Bamford gave a presentation on the High Speed 2 proposed network, highlighting the Government's plans for Phase 1 (London-Birmingham) and Phase 2 (Birmingham –East Midlands – Sheffield – Leeds and Birmingham-Manchester) of the High Speed network. Mr Bamford stated that the public consultation on the initial proposal, including the overall route and the proposed station at Toton, was due to start in Summer 2013 (likely to be July or September) and close in March 2014. The chosen route for Phase 2 was likely to be announced in late 2014. Construction was planned to commence in 2019 with Phase 1 opening in 2026 and Phase 2 opening in 2033 (although the HS2 company was being asked to see if that latter date could be brought forward). With regards to compensation, consultation on the proposed 'Exceptional hardship' scheme was due to close in April 2013, with the final version published in May / June 2013. Key issues for the East Midland Hub included the NET extension to the HS2 station, a new junction on the A52 for station access, railway connectivity and car parking (including fit with local transport policy).

During discussions, Members felt that Toton was the most appropriate location for the new station and underlined the need to promote the positive benefits of this location, mitigate negative impacts and address any concerns raised during the consultation period. For example, people had expressed concerns about the impact on the A52 junction close to the station and had queried whether a new motorway junction might be more beneficial. Concerns had also been expressed about noise pollution and the impact on local green area and overall quality of life in the area. It was reported that a recent public meeting held by Broxtowe Borough Council had been attended by a national pressure group which aimed to encourage the establishment of local groups in opposition. Members also queried whether the proposed scheme was ambitious enough, with reference to Japanese and Chinese networks where speeds currently exceeded those which the new line would deliver. Mr Bamford clarified that the trains would have a high speed of 350 kmh but as the route to London would go via Birmingham, the journey time was not optimal.

With regard to the forthcoming deadline for consultation on the compensation scheme, Members reported that compensation was only available for people living within 250m of the proposed lines but others living further way felt that they would be blighted in terms of views and noise. Mr Bamford stated that the Committee could make a representation on this scheme and added that further details could also be given to members of the public to enable them to make their own representations.

Mr Bamford agreed to clarify the overall consultation process and how the Committee could feed into that.

#### **RESOLVED 2013/006**

That the report and presentation be noted.

#### **DATE OF NEXT MEETINGS**

The following proposed dates of future meetings, which would be held at Nottingham City Council's Loxley House, were highlighted:-

- Friday 21 June 2013 – 10.00am
- Friday 20 September 2013 – 10.00am
- Friday 13 December 2013 – 10.00am
- Friday 21 March 2014 – 10.00am

The meeting closed at 11.35 am.

#### **CHAIRMAN**

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

Date **20 September 2013**

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 Programme of Development infrastructure projects. This report updates the Joint Committee on the work of JPAB.

### **Background**

- 2 Since the last Joint Committee, a meeting of JPAB was held on 23<sup>rd</sup> May 2013. The minutes of this meeting are not yet available, however the minutes of the meeting of 21<sup>st</sup> February 2013 are attached to this report, as appendix 1.
- 3 The main item of business for the meeting of 23 May 2013 was consideration of the Greater Nottingham Core Strategies, summarised and updated in line of recent developments as follows:

#### **Ashfield District Council**

- 2.1 Ashfield have commenced consultation on their Local Plan which covers the period up to 2024. The consultation period runs until 30th eptember 2013.

#### **Erewash Borough Council**

- 2.2 Following the close of Erewash's programme of hearings, the council has undertaken consultation on Proposed Main Modifications to the plan. The key matter of wider relevance to other councils relates to changes to targets for affordable housing in relation to viability/deliverability. The Inspector is currently reviewing representations on the Main Modifications, and following this, it is anticipated that the Inspector will issue his final report.



## **Rushcliffe Borough Council**

- 2.3 Following a cabinet meeting on 14th May, Rushcliffe Borough Council has accepted the Planning Inspector's offer of a temporary suspension of the examination process and has undertaken public consultation on options to increase housing numbers in the Borough by at least 3,550 more homes by 2028. This would take planned housing provision in Rushcliffe to a total of around 13,150 homes between 2011 and 2028.
- 2.4 Several workshops and public meetings have been held to consider:
- i. Increasing housing numbers at South of Clifton by approx 500 homes;
  - ii. Increasing housing numbers at Edwalton by approx 550 homes
  - iii. Identifying a new site East of Gamston, including the delivery of around 2,500 homes by 2028, and with capacity to provide around a further 1,500 homes post 2028.
- 2.4 The consultation has now closed, and the Borough Council is processing the representations. A report to Cabinet is planned for October 2013. If approved, Proposed Modifications to the Rushcliffe Core Strategy will be published for formal representations. These representations will be passed to the Inspector, and the examination will be resumed and hearing sessions will be arranged.
- 2.5 Broxtowe, Erewash, Gedling and Nottingham have responded to the consultation to confirm their in principle support for the additional housing provision and that subject to their inclusion in an approved Core Strategy, objections to the plan relating to housing numbers would be withdrawn.

## **Broxtowe, Erewash Gedling and Nottingham City**

- 2.6 The Aligned Core Strategies were submitted to the Secretary of State on 7th June. Jill Kingaby BSC(ECON) MSc MRTPI has been appointed as Inspector, she is also conducting the Examination into the Rushcliffe Core Strategy. An exploratory meeting was not required by the Inspector and an administrative pre-hearing meeting was held on 30th July. Two weeks of hearing sessions have been programmed for the Examination for the weeks commencing 15th October and 5th November. The Inspector may set additional days depending on progress of the early sessions. The Inspector will invite participants from amongst those who have made representations to the hearing sessions, which will take place at the Central Methodist Mission, 22 Lower Parliament Street, Nottingham, NG1 3DA. Whilst the sessions are open to the public, only invited participants will be eligible to speak.
- 2.7 A list of matters, questions and issues has been circulated (available at <http://goss.nottinghamcity.gov.uk/index.aspx?articleid=23495>).

Statements in response to these matters are required to be submitted to the Inspector by 19th September, and are currently in preparation.

- 2.8 In view of the Inspectors questions at the Pre Hearing Meeting on affordable housing, her matters, questions and issues, and Erewash's experience in this regard, a light touch update of the councils' affordable housing study is underway. Notes of the Pre Hearing Meeting are available from the web link in paragraph 2.7.
- 2.9 A draft Programme of Hearing Sessions has also been published, which includes those participants that have identified themselves to the Programme Officer, but this is subject to change.

### **Recommendation**

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

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

- 15 Greater Nottingham Joint Planning Advisory Board papers for 23<sup>rd</sup> May 2013 and 21<sup>st</sup> February 2013.

### **Contact Officer**

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## **APPENDIX 1**

### **MINUTES OF THE GREATER NOTTINGHAM JOINT PLANNING ADVISORY BOARD HELD ON THURSDAY 21 FEBRUARY 2013 AT 2.00 PM IN THE OLD COUNCIL CHAMBER, TOWN HALL, BEESTON**

#### **PRESENT**

**Broxtowe:** Councillor Steve Barber (Chair);

**Gedling:** Councillor D Pulk;

**Nottingham City:** Councillor Alan Clark;

**Nottinghamshire County:** Councillor Richard Butler, Councillor Richard Jackson;

**Rushcliffe:** Councillor D Bell

#### **Officers in Attendance**

**Ashfield:** Ms Christine Sarris;

**Broxtowe:** Mr Steve Dance, Mrs Ruth Hyde;

**Erewash:** Mr Steve Birkinshaw;

**Gedling:** Mr Peter Baguley;

**Growth Point:** Ms Dawn Alvey, Mr Matt Gregory;

**Nottingham City:** Mrs Sue Flack;

**Nottinghamshire County:** Mr Jim Bamford, Mrs Sally Gill,

**Rushcliffe:** Mr Richard Mapletoft; Mr Paul Randle

#### **Observers**

**DPDS Consulting:** Mr Chris Lindley;

**Environment Agency:** Mr Mark Candlin, Mrs Naomi Doughty;

**General public:** Mr John S W Hancock;

**Growth Point:** Mr Matthew Grant;

**HCA:** Mr Alan Bishop

**Nottingham City:** Councillor Ian Malcolm;

**Nottinghamshire County:** Mr David Pick;

**Oxalis Planning:** Mr Steve Harley;

**Signet Planning:** Ms Sophie Drury

#### **Apologies:**

**Erewash:** Councillor Chris Corbett;

**HCA:** Mr Mark Bannister;

**Nottingham City:** Councillor Jane Urquart

**1. Welcome and Apologies**

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

**2. Declarations of Interests**

There were no declarations of interest.

**3. Approval of Minutes of last meeting**

Cllr Clark queried item 7.4 referring to the needs of the City. PR agreed wording was correct. Amendment under 6.1 to delete dialogue. The Minutes of the last meeting were then approved. There were no matters arising.

**4. Core Strategies Update**

- 4.1 MG gave an update on progress. Ashfield are preparing a 10 year Local Plan covering the whole of their District, and following consultation on a 'Preferred Option' are considering representations with a view to publishing a revised plan in July/August 2013.

Erewash BC submitted their Plan to the Secretary of State in November 2012. The Inspector has sought clarification on some matters to which EBC has responded with input from the Growth Point team.

Rushcliffe BC, following an exploratory meeting has received a letter from their Inspector reiterating some of the issues around Duty to Cooperate, green belt policy and housing numbers. The Inspector produced a brief note of the meeting. She has also written to the council advising either to withdraw the Plan or complete necessary remedial work within a six-months temporary suspension period.

Both Gedling and Nottingham City Councils have approved their submission documents. However due to the announcement of High Speed Rail 2 Hub at Toton, Broxtowe is undertaking a short targeted consultation concerning development of land in that area. They are targeting a May approval for submission.

Evidence to support Examination is in place and is required for submission. An Examination Programme Officer has been appointed for all the core strategies to ensure the process runs as smoothly as possible.

Cllr Bell (RBC) – Wished to clarify Mr Saunders comment (made at the RBC Inspectors meeting with PINs) that if RBC provided for another 2,000 houses, then Broxtowe, along with other authorities, would be satisfied. Clarity needed on actual numbers. Cllr N Clark (Rushcliffe)

has written to other Leaders to convene a meeting. The Inspector's comments are important to all, not just RBC. Her reference to the 2008 projections suggests overall housing numbers are too low to meet the area's needs up to 2026. The consequences could be significant for all. RBC has planned for 13 years but a 15-year time horizon is preferred by PINs. Need to take full account of longer term requirements for whole of the market area. At the exploratory meeting the Inspector was unsympathetic towards housing not being delivered despite state of economy. The Inspector expects us to make it happen even if S106 Agreements need to be renegotiated. Lessons for everybody to learn.

SD (BBC) – important that technical work for Broxtowe, Gedling and Nottm City provides robust response to any new information from 2011 census. The Background Paper addendum concludes that a further 2,800 houses may need to be found in the HMA and this should inform Rushcliffe's approach.

Cllr Clark (City) – what was it the Inspector's view of Duty to Cooperate and does the Leaders meeting replace discussion at JPAB?

Cllr Bell (RBC) – No desire to bypass JPAB but it is not a decision making body.

PR (RBC) – could SD confirm housing numbers.

SD (BBC) – quoted 2,829. Common time line for plan periods would be welcomed. Commented that co-operation between planning officers continued regardless of differences on housing numbers.

Cllr Clark (City) – of the view that RBC did not dispute figures for Greater Nottingham but their distribution.

Cllr Bell – confirmed RBC had no objection to HMA targets but object to distribution entirely. Focused on RBC having a huge proportion. Being allocated 40% is an enormous undertaking.

SB to MG – What is the Inspector's view on the Greater Nottingham figure?

MG – she focused on the approach RBC has taken. From her correspondence it is not clear what her view on the area is as a whole but MG's view is that she would not have offered six months suspension if a way forward was not possible.

RH (BBC) - the Localism Act seem to provide a route for local determination of numbers but Examinations so far indicated that objectively assessed housing needs dictates the requirements.. All councils are comfortable with further dialogue on housing numbers but not on distribution.

PR (RBC) – RBC is not seeking a debate on redistribution of numbers to 2026. Conscious of Inspector’s comments re 2008 projections and the focus on growth. Inspector was quite bullish about green belt and that location of the A52 should not be a constraint to growth. Affordable housing also a key issue. Cllr N Clarke’s (RBC) meeting invite is not about redistribution of numbers but longer term issues and immediate difficulties of all numbers across the HMA not being seen as sufficient.

Cllr Clark (City) – Met with Nick Boles, Environment MP, last Friday – tone made it unlikely that RBC would have got a favourable response.

SBk (EBC) - EBC Inspector has requested a HMA housing figure and comparison between 2008 housing projections. Officers working with MG and Aligned authorities to draw on evidence base.

<b>It was resolved that JPAB NOTE the progress of the Greater Nottingham Core Strategies.</b>
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## 5. High Speed Rail 2 - Presentation

- 5.1 Jim Bamford gave a brief overview presentation of HS2 Phase 2 and its likely affect on the East Midlands and the HMA.

Broadly:

HS1 covers international link to Channel Tunnel  
HS2 has been divided into two phases

HS2 was described as a “Y” shape network from London to Birmingham and split western to Manchester and onward to Glasgow and the other route through the East Midlands, Sheffield, Leeds, Newcastle and Edinburgh as an engine for growth to bring everyone together to rebuild the national economy.

There will be a nine month consultation period. Any resident or commercial owner will be compensated throughout the 20-year process/scheme.

By summer 2013 to 2014 - 9 months public consultation  
By 2026 - Birmingham Phase 1 complete  
By 2033 - Phase 2 to East Midlands complete

SB - How could HS2 link onto HS1?

JB – There are constraints of time with planning aspects. The final service will be decided nearer the time. Working arrangements would be three trains per hour between Toton and London taking 45 mins and Toton to Birmingham taking 19 mins with one or two to Edinburgh taking approx 1.5 hours to Newcastle.

SF - would like a link to Nottingham City from Toton station using the MML as it would have benefits for both. Potential for rail and bus links between Toton and Nottingham stations including the tram line. Journey time between Nottingham and Birmingham would then only take 35 mins as it currently takes 75 mins.

CS - ADC welcome economic benefits that HS2 brings. Interested in local connections of HS2 scheme package and working with interested parties, local authorities and neighbouring authorities.

SD – has attended an HS2 Connectivity Working Party – has covered a rail network plan for Derby/Leicester/Nottingham extending the tram down to the station with costs met as part of the project but requires a substantial amount of car parking and bus connectivity. Other authorities and transport groups to be involved.

CS – will there be other parts of east/west connectivity?

JB - authorities should set out their requirements for supporting works to ensure connectivity.

SB - Toton will be the biggest station outside London.

DP – (GBC) welcomes scheme. Support City's point re need for enhanced connectivity into Nottingham city. Need to ensure good links are in place from middle of Nottingham to Toton otherwise missing opportunity. Suggested Carlton station as a suburban railway link to London. Much local work to be done to inform the scheme.

## 6. **Programme of Development**

### 6.1 DA produced a report giving a short presentation on capital programme progress.

DA is currently processing grant claims for 2012/13. Derbyshire County Council is submitting an application to bid for the Government's new station fund for Ilkeston Station by 25 February deadline – update to be provided at next meeting.

### 6.2 Capital Programme

DA gave a presentation on the Capital Programme. 49 projects supported of which 70% were complete.

DA suggested an end of year review of the programme sharing experiences and expertise across the councils and where savings have been made.

**It was resolved that JPAB**

- 1. NOTE the revenue and capital update as set out in the report, and**
- 2. CONSIDER the progress of the Ilkeston Station scheme and Growth Point allocation at the May JPAB meeting.**

**7. Local Sustainable Transport Fund**

- 7.1 DA – City and County Councils offering grant awards for a Smarter travel Hub.

SB – raised a slight concern for SmartCard development with one card for the area by the cheapest deal.

SF – City applying for various grants to help develop a single SmartCard incentive scheme but the difficulty is it will take time – so no quick fix.

**It was resolved that JPAB NOTE the report which sets out the approved LSTF programme. Views from Board Members are invited on the development of the Community Hubs programme across the urban area.**

**8. Any other business**

None.

**9. Date and venue of Next Meeting**

The next meeting will be held on Thursday 23 May 2013 in the New Council Chamber, Town Hall, Beeston at 2.00 pm.



This has been changed since the last meeting. Future meeting dates are confirmed as follows:

<b>DATE</b>	<b>STATUS</b>	<b>VENUE</b>
25 APRIL 2013	<b>CANCELLED</b>	ATTENBOROUGH NATURE RESERVE
23 MAY 2013	<b>NEW</b>	NEW COUNCIL CHAMBER, BEESTON
27 JUNE 2013	<b>CANCELLED</b>	OLD COUNCIL CHAMBER, BEESTON
29 AUGUST 2013	<b>CANCELLED</b>	OLD COUNCIL CHAMBER, BEESTON
5 SEPTEMBER 2013	<b>NEW</b>	OLD COUNCIL CHAMBER, BEESTON
31 OCTOBER 2013	<b>CANCELLED</b>	OLD COUNCIL CHAMBER, BEESTON
12 DECEMBER 2013	<b>NEW</b>	OLD COUNCIL CHAMBER, BEESTON
19 DECEMBER 2013	<b>CANCELLED</b>	OLD COUNCIL CHAMBER, BEESTON
13 FEBRUARY 2014	<b>NEW</b>	OLD COUNCIL CHAMBER, BEESTON

**All the above meetings will be held on a Thursday at 2.00 pm.**

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

Date **20 September 2013**

From **JOINT OFFICER STEERING GROUP**

## **WASTE CORE STRATEGY UPDATE**

### **Purpose of report**

1. To update the Committee on the progress of the Nottinghamshire and Nottingham Waste Core Strategy.

### **Information and Advice**

2. The preparation of the Waste Core Strategy has gone through a number of key stages as part of developing the final Plan. This has included several stages of formal and informal consultation as follows:
  - Issues and Options (2006);
  - Further Issues and Options (2010);
  - Preferred Approach (2011);
  - Proposed Submission Draft (March 2012); and
  - Schedule of Proposed Changes (October 2012).
3. Approval was obtained from Nottingham City and Nottinghamshire County Councils in December to submit the draft Waste Core Strategy to the Secretary of State, along with the Schedule of Proposed Changes, additional minor modifications and responses to consultations. These formed part of a bundle of submission documents which included the Sustainability Appraisal, Habitats Regulation Assessment screening, Strategic Flood Risk Assessment and other relevant evidence, statements and background papers.
4. The draft Waste Core Strategy was formally submitted to the Secretary of State for Communities and Local Government for independent examination on 14<sup>th</sup> January 2013 and the Planning Inspectorate appointed Inspector Susan Holland to conduct the examination.
5. The pre-hearing meeting was held on the 8<sup>th</sup> March 2013 and the hearing took place between 8<sup>th</sup> May 2013 and 17<sup>th</sup> May 2013.
6. Prior to the hearing sessions, officers identified some further additional minor modifications to the Core Strategy which, in the main, provided further clarity to some topic areas and also corrected some printing and typing errors. These were submitted to the Inspector in draft form and were discussed during the hearing sessions.
7. During the hearing sessions a number of other minor modifications to the Core Strategy were suggested addressing grammatical and typographical errors alongside some Major Modifications to include additional paragraphs to Policies

WCS3 & WCS4 which ensures that development in the Green Belt will need to demonstrate very special circumstances (as per the National Planning Policy Framework) as well as removing references to the East Midlands Regional Plan.

8. The Councils undertook a four week consultation on the main modifications between 24<sup>th</sup> June 2013 and 22<sup>nd</sup> July 2013. This generated one further objection and three representations of support which have been forwarded to the Inspector. A schedule of the main modifications for consultation can be found at [www.nottinghamshire.gov.uk/wastehaveyoursay](http://www.nottinghamshire.gov.uk/wastehaveyoursay). This also included a full list of the other minor modifications for information and transparency.
9. Government has also recently published a new Waste Management Plan for England and updated national waste planning policy for consultation. In light of this, the Inspector invited those who had previously made representations to submit further comments on possible implications for the Waste Core Strategy by 16<sup>th</sup> August and 21<sup>st</sup> August 2013 respectively. Two responses have been received and passed to the Inspector. It is anticipated that the Inspector will publish her draft report on 27<sup>th</sup> September 2013.

#### **Other Options Considered**

10. Not applicable as preparation of the Waste Core Strategy and other development plan documents is a statutory function of both authorities.

#### **Reason/s for Recommendation/s**

11. To ensure that members are aware of the progress of the Waste Development Framework.

#### **Statutory and Policy Implications**

12. This report has been compiled after consideration of implications in respect of finance, the public sector equality duty, human resources, crime and disorder, human rights, the safeguarding of children, sustainability and the environment and those using the service and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

#### **RECOMMENDATION**

- 1) It is recommended that Members of the Committee discuss and note the above report

#### **Contact officers:**

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

Date **20 September 2013**

From **JOINT OFFICER STEERING GROUP**

## **TRANSPORT ISSUES UPDATE**

### **Purpose of report**

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

### **Local Transport Bodies**

2. The Department for Transport (DfT) is devolving funding for local major transport schemes for local determination. Briefly the DfT are:
  - a. Devolving capital funding for local major transport schemes to new democratically accountable local transport bodies (LTB);
  - b. Allocating budgets to LTBs by formula based on population;
  - c. Within a common approach to assessing value for money and priority LTBs will determine their own programmes of local major transport schemes;
  - d. Putting both local transport authorities and local enterprise partnerships (LEP) in influential roles in the decision making arrangements of Local Transport Bodies over which transport schemes are delivered.
3. On 23<sup>rd</sup> January 2013 the DfT provided indicative funding allocations for the D2N2 LTB of approximately £46.8 million over a four year period. Where the D2N2 LEP overlaps the Sheffield City Region (SCR), the Secretary of State for Transport determined that the allocation for the four districts within the overlapping LEP area be shared 50:50 between the D2N2 LTB and the SCR. In July the DfT announced a revised lower confirmed level of funding of £31.2 million including the portion for the D2N2 overlap area.
4. An initial meeting of a shadow D2N2 LTB was held on 24<sup>th</sup> June that agreed

framework that has been approved by the DfT. Prioritisation of schemes in line with the revised budget allocations were then determined at a meeting held on 22<sup>nd</sup> July.

5. Six schemes were put forward by the County and three by the City for assessment. Along with schemes put forward by Derby and Derbyshire this provided a range of scheme types and geographic locations and included some schemes which could be delivered relatively quickly, as well as others that would require additional work to enable them to be delivered later in the period. As the funding has to be spent in a set time period (2015/16 – 2018/19) deliverability was a major selection criterion along with the need to provide high value for money.
6. Schemes that have been prioritised for funding by the LTB within Greater Nottingham and submitted to the DfT are:

**Southern Growth Corridor Transport Improvements (£6.1m contribution to £9.2m scheme)**

7. This City Council scheme comprises corridor improvements from Daleside Road in the east through to Beeston in the west connecting Racecourse park and ride site, the Creative Quarter, Waterside, the Southern Gateway Regeneration Zone (Broad Marsh and Turning Point south and the Station Hub), Queens Drive park and ride and the Nottingham Enterprise Zone (boots and satellite sites). The proposed improvements (which will include widening, junction remodelling and intelligent transport system solutions to benefit bus movements and including better facilities for pedestrians and cyclists) will provide the opportunity to deliver high quality public transport services linking with key regeneration and growth areas of the city, providing access to existing jobs and opportunities for new employment areas. This route could also link with the Gedling Colliery Strategic Housing site and proposals being promoted by Nottinghamshire County Council (Gedling Access Road) to improve the site's accessibility.

**Gedling Access Road (£10.8m contribution to £32.4m scheme)**

8. This County Council scheme is a contribution to complement proposals underway with the Homes and Communities Agency (HCA) and together provide a new access road proceeding to the east of Gedling village, Nottingham and thereby enabling the former Gedling colliery and adjoining lands to be redeveloped for a mix of residential and employment uses (1100 houses and 6Ha of employment land). Provides a relief road to Gedling village for through traffic. Gedling village is located on the eastern side of the Nottingham conurbation and straddles the A6211. The volume of traffic on the A6211 has increased significantly over recent years particularly since the opening of the A612 Nottingham Eastern Outer Loop Road. Gedling

village residents suffer from the adverse environmental impacts of through and Heavy Goods Vehicle traffic. The A6211 is narrow and in places has no footways which compounds the environmental problems and has led to a poor road safety record. The principle objectives of the scheme are two fold, firstly to accommodate additional traffic generated from the colliery redevelopment and secondly to provide traffic relief from through traffic using this part of the Strategic Road Network. The scheme is complimentary to the City Council's Southern Growth Corridor Transport Improvements scheme.

9. In addition to these two schemes in Greater Nottingham one further County Council scheme was prioritised for funding.

#### **Worksop A57/A60 Roundabout (£1.8m contribution to £3.2m scheme)**

10. An at-grade improvement to the junction of the A60 / A57/ B6024 / St Anne's Drive, Worksop. The proposal is to enlarge and convert the existing 5 arm roundabout to traffic signal control thereby providing both additional entry capacity for traffic and further traffic signal controlled pedestrian and cycle crossings. The A60 / A57/ B6024 roundabout junction in Worksop is a key traffic 'hotspot' on the County Council's Strategic Road Network. Peak period traffic congestion is significant which in turn leads to drivers seeking unsuitable alternative routes through adjoining residential areas. The primary objective of the scheme is to remove the peak period congestion, improve journey times and journey time reliability and hence improve local business efficiency and productivity. The scheme will also support economic growth objectives i.e. proposed regeneration / development proposals in Worksop being promoted through the Bassetlaw Local Development Framework.
11. Other schemes that were assessed but not prioritised were identified as potential candidates for new Single Local Growth Funding. These schemes are:

#### City schemes

Ring Road – Basford Bridge widening (congestion management scheme)  
City Centre North Place Making (Roadspace reallocation and public realm scheme)

#### County schemes

Ollerton Roundabout – Major junction improvement (congestion management scheme)  
A60 Mansfield Bus Priority – Town centre (Bus priority scheme)  
Kelham Bypass – Regeneration route (Regeneration and congestion management scheme)  
Dukeries Rail Line – Re-opening of railway for passenger use (Rail scheme)

12. Further information on the D2N2 Local Transport Board and its meetings is available on the D2N2 LEP web site at <http://www.d2n2lep.org/D2N2LTB>

### **Local Sustainable Transport Fund (LSTF) update**

13. The City and County Councils along with Gedling and Broxtowe Borough Councils have progressed work to fund four Neighbourhood Smarter Travel Coordinators (NSTCs) which will help expand the number of Community Smarter Travel Hubs in place across the urban area. An assessment exercise offering a grant award opportunity to local third sector/community organisations to set up and recruit these NSTCs was competed in June with the local sustainable transport organisation, Ridewise, successfully being awarded funding to run Hub services in the Broxtowe and Gedling Boroughs and sustainable transport charity, Sustrans, successfully being awarded funding (supported with public health funding) to establish Hub services in the central and southern localities within the City. Both organisations have access to an LSTF intervention budget to commission locally focused sustainable travel services to promote low carbon and active travel options identified through local engagement.
14. Further progress on the development of smartcard integrated ticketing is being made. The main bus operators are all now reading national standard concessionary cards with their newly fitted readers/machines part funded by the LSTF and orders have been placed to support the development of a conurbation wide smartcard retail network. This includes on-street ticket vending machines for key bus stops along bus corridors allowing passengers to top up and renew passes. Other bus operators plus rail and the tram will have the same capabilities by the end of November 2013.
15. In early July, a transport social media plan was launched to encompass the use of media channels. A Twitter account has been created as the first phase and a calendar of key messages/events has been set up to promote the programme of LSTF projects but to also support the major partnership transport schemes currently being progressed. Since its launch the Twitter site has been used to signpost access to timetables and alternatives to travel during the Station Closure. The LSTF team is working closely with all partners to ensure that an integrated approach is being progressed with joint promotion of activities, events and information covering a wide range of transportation modes. Follow the Transport Team on Twitter @Transport\_Nottm

### **Cycle City Ambition Fund**

16. In April Nottingham submitted a bid for £6.1 million for the Government's Cycle City Ambition Fund. The bid proposed significant improvements to on



road cycle facilities including through the City Centre, extension of an off-road route alongside the River Leen and to invest in parks, signing improvements in neighbourhoods and expansion of the Citycard cycle hire and cycle parking scheme. Unfortunately the bid was unsuccessful. The intention is now to seek alternative funding sources for the measures included within the bid.

### **Recommendation**

17. 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 **20 September 2013**

From **JOINT OFFICER STEERING GROUP**

## **RAIL ISSUES UPDATE**

### **Purpose of the report**

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

### **Nottingham station re-signalling**

2. The track and signals at and around Nottingham Station were installed in 1969. They had become life-expired and in need of complete renewal. The renewal required every piece of track and all the old signals to be stripped out, with 6 miles of track and 143 new signals installed.
3. In 1969 there were 173 trains per day, and the station layout was designed for that level of traffic. However, rail use has virtually doubled to over 6 million passengers per annum at Nottingham, and the number of trains has more than doubled to over 400 per day, making the 1969 layout severely congested. This is why so many trains were halted just outside the station, waiting for another train to clear the track or platform.
4. Since all the old track and signals were being removed, this offered an ideal opportunity to install the new track in a much improved layout that has much greater capacity. All tracks have been signalled to allow trains to run in either direction, with more crossovers between tracks to allow greater flexibility. Speed limits have been raised. These enhancements have produced a layout with greater capacity, and improved reliability. More trains will be able to run, more reliably, more quickly and without delay.
5. The additional cost of the enhanced layout is £11.6million, funding for which was secured by the Councils in 2008. The closure would have been for the same length of time – 37 days – whether or not the old layout or the improved layout was installed.
6. The work was done between 20<sup>th</sup> July and 25<sup>th</sup> August and necessitated the complete closure of the station and replacement bus services. The work was completed on time and the station has now re-opened.
7. Works continue on the complimentary scheme to comprehensively upgrade the passenger facilities at Nottingham Station, as reported to previous joint committee meetings. These works will continue until Spring 2014.

## **Devolution of 'Rail in the North'**

8. As reported to the June 2012 Joint Committee, the Government is considering devolving responsibility for rail services in the north of England to a consortium of Integrated Transport Authorities (formerly Passenger Transport Authorities) – provisionally called 'Rail in the North'.
9. The service affected in the Joint Committee area would be Nottingham – Sheffield – Leeds, plus Retford – Worksop – Sheffield in the north of Nottinghamshire.
10. Extensive discussions are underway, in which the Councils have been involved. As part of those discussions a preliminary submission has been made about the train service improvements that we would seek.
11. For the Nottingham – Sheffield – Leeds service, the preliminary submission restates the longstanding aspirations of the Councils for improved journey times - to be progressively reduced to:
  - 100 minutes (49mph) as from April 2016, with a Sheffield – Nottingham journey time of no more than 50 minutes ;
  - 90 minutes (55mph) from 2018, with a Sheffield – Nottingham journey time of no more than 45 minutes; and
  - 82 minutes (60mph) at the earliest opportunity, but no later than 3 years after it has been applied to services between the other Rail North Core Citiesplus a way in which those aspirations could be achieved.
12. It also restates the Councils' longstanding commitment to a reduction in the Nottingham – Manchester journey time to 90 minutes after completion of the 'Northern Hub' enhancement works which are within the 'Rail in the North' area – expected to be from 2017. As reported to the June 2012 Joint Committee, the Government is considering devolving responsibility for rail services in the north of England to a consortium
13. For the Retford – Worksop – Sheffield service the preliminary submission calls for
  - a doubling of frequency between Worksop and Sheffield, from the current 1 train every hour to a train every 30 minutes throughout the day, with 1 train running non-stop; and
  - cutting the Worksop – Sheffield journey time to 20 minutes – a reduction of 9 minutes on the current time.
14. A long-term rail strategy is being drawn up by 'Rail in the North' which will set out whether and how these aspirations (and aspirations of other Councils across the 'Rail in the North' area) will be taken forward. The treatment of these enhancements is an acid test of whether 'Rail in the North' would be beneficial to Nottinghamshire and Nottingham City. The draft long-term rail strategy is planned to be available for comment in October, and how it treats our aspirations will be crucial factor in determining whether or not we should support such devolution of rail services.

## **Ilkeston Station**

15. Ilkeston has a population of around 40,000, but its 3 former stations all closed by 1967. The re-opening of the Robin Hood Line to Mansfield and Kirkby left Ilkeston as the biggest place in the East Midlands, and one of the ten biggest towns in England, without a train service. Since the 1990s Derbyshire County Council has been pursuing a scheme to re-open a station at Ilkeston.
16. It is estimated that over 120,000 passenger journeys per annum would be made, generating revenue of over £500,000 per annum. The service would be served by the Nottingham - Leeds service, giving one train per hour to & from both Nottingham and Chesterfield/Sheffield and the north – plus a couple of additional trains in the morning and evening peak periods.
17. The main benefits for Greater Nottingham would be:
  - for travel to & from Awsworth (population 2,600), both into Nottingham and to/from the north, and
  - by taking approximately 50,000 car journeys per annum off our roads, particularly the A6096/A610 and the A609
18. In 2009 the scheme was awarded £1million from the Growth Point Fund, leaving around £4million still to be found.
19. On 25<sup>th</sup> January 2013 the Government announced a £20million 'New Stations' fund, stating that "*Because this fund is designed to support station proposals which are already well developed we expect bids to be received by the end of February 2013 with a recommendation from the panel before the end of March 2013.*" At the last meeting it was reported that Derbyshire had submitted a bid.
20. On 15<sup>th</sup> May 2013, the Secretary of State, Patrick McLoughlin, announced that DfT had awarded £4.5 million towards Ilkeston. This should allow construction to start later this year, with opening in December 2014.

## **High Speed 2**

21. The Government published for consultation a formal proposal for the route, including station locations, in July. The consultation runs until 31<sup>st</sup> January 2014. A draft response to this consultation will be reported to the December Joint committee meeting.
22. The Councils have commissioned a study from consultants Volterra into the economic benefits of a station at Toton to help inform responses to the forthcoming consultation.
23. Following strong objections from Leicestershire County Council, and a potential developer, the Government has announced a change of the proposed alignment just to the west of East Midlands Airport. The initial

preferred route would have seen the new rail line cross the site of the proposed Strategic Rail Freight Terminal, which has the potential to create 7,000 jobs in the region, and threaten the feasibility of the proposed development. After discussion with the developers the government has now published a revised option involving extending the proposed tunnel under the East Midlands Airport, avoiding the majority of the proposed SRFI site.

24. HS2 Ltd is the company established by the Government to take forward its plans for a high speed rail network. HS2 has established working groups to consider:
- the question of access and other issues relating to the proposed station at Toton; and
  - the practicalities of how it should conduct localised consultation with people directly affected along the line of route, and meetings have commenced.

### **RECOMMENDATION**

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

### **Contact Officers**

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