

NOTTINGHAM CITY COUNCIL
JOINT COMMITTEE ON STRATEGIC PLANNING AND TRANSPORT

Date: Friday 13 December 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 APOLOGIES FOR ABSENCE

2 DECLARATIONS OF INTERESTS

3 MINUTES

Last meeting held on 20 September 2013 (for confirmation)

Attached

**4 GREATER NOTTINGHAM JOINT PLANNING ADVISORY BOARD
UPDATE**

Report of Joint Officer Steering Group

Attached

**5 EXAMINATION OF THE ALIGNED CORE STRATEGIES AND
OTHER LOCAL PLANS IN GREATER NOTTINGHAM**

Report of Joint Officer Steering Group

Attached

**6 NOTTINGHAMSHIRE AND NOTTINGHAM WASTE CORE
STRATEGY UPDATE**

Report of Joint Officer Steering Group

Attached

7 TRANSPORT ISSUES UPDATE

Report of Joint Officer Steering Group

Attached

8

RAIL ISSUES UPDATE

Report of Joint Officer Steering Group

Attached

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

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

JOINT COMMITTEE ON STRATEGIC PLANNING AND TRANSPORT

**MINUTES of the meeting held at Loxley House on 20 SEPTEMBER 2013 from
10.06 am to 10.57 am**

3**Nottinghamshire County Council**

- ✓ Councillor Jim Creamer (Vice-Chair)
- Councillor Kevin Greaves
- ✓ Councillor Stan Heptinstall
- Councillor Richard Jackson

- ✓ Councillor Steve Calvert (substitute for Councillor Kevin Greaves)

Nottingham City Council

- ✓ Councillor Alan Clark
- ✓ Councillor Ian Malcolm
- Councillor Toby Neal
- ✓ Councillor Jane Urquhart (Chair)

- ✓ Indicates present at meeting

Colleagues, partners and others in attendance

Jim Bamford	- Rail Officer)	
Sally Gill	- Group Manager, Policy)	Nottinghamshire County Council
Kevin Sharman	- Team Manager, Transport)	
	Planning and Programme)	
	Development)	
Chris Carter	- Transport Strategy Manager)	Nottingham City Council
Matt Gregory	- Growth Point Planning and)	
	Planning Policy Manager)	
Martyn Gould	- Nottingham Express Transit		

1 APPOINTMENT OF CHAIR

RESOLVED to appoint Councillor Jane Urquhart as Chair of this Committee for this municipal year (2013/14).

2 APPOINTMENT OF VICE-CHAIR

RESOLVED to appoint Councillor Jim Creamer as Vice-Chair of this Committee for this municipal year (2013/14).

3 APOLOGIES FOR ABSENCE

Councillor Kevin Greaves

4 DECLARATIONS OF INTERESTS

None

5 MINUTES

The Committee confirmed the minutes of the meeting held on 22 March 2013 as a correct record and they were signed by the Chair.

6 GREATER NOTTINGHAM JOINT PLANNING ADVISORY BOARD UPDATE

Matt Gregory, Growth Point Planning and Planning Policy Manager, Nottingham City Council, introduced the report of the Joint Officer Steering Group updating the Committee on the work of the Joint Planning Advisory Board (JPAB) on the Greater Nottingham Core Strategies considered at its meeting on 21 May 2013.

Matt informed the Committee that the JPAB will be reviewing its Terms of Reference and role and will be holding a workshop in the autumn to discuss the way forward. He provided the following information in response to questions and comments from the Committee:

- (a) the Planning Inspector has set aside 2 weeks for the public inquiry, but if there are groups that wish to speak at the inquiry then they should let her know as it may affect the time set aside. 2 weeks is the standard timeframe for an inquiry but this is a complex case;
- (b) the schedule for the inquiry is draft and the Inspector has the discretion to change it. When she reviews the statements she can decide that more time is needed to discuss all the elements.

RESOLVED to note the report.

7 WASTE CORE STRATEGY UPDATE

Sally Gill, Group Manager, Policy, Nottinghamshire County Council, introduced the report of the Joint Officer Steering Group updating the Committee on the progress of the Nottinghamshire and Nottingham Waste Core Strategy. It is expected that a draft report of an independent examination of the Strategy will be published on 27 September 2013.

RESOLVED to note the report.

8 TRANSPORT ISSUES UPDATE

Chris Carter, Transport Strategy Manager, Nottingham City Council, introduced the report of the Joint Officer Steering Group updating the Committee on the key transport issues for the Greater Nottingham area.

The Committee made the following comments:

- (a) there are frequent changes to regimes for funding for transport infrastructure which makes it difficult to plan. Certainty of funding is needed to plan for schemes;

- (b) issues with queuing at the Silverdale roundabout will be looked at again when the work to widen the A453 is completed;
- (c) both Councils need to work together to ensure that the County are aware of 20mph zones introduced in the City adjacent to County boundaries so that they can investigate whether there is any possible work the County can do to complement them.

RESOLVED to

- (1) **note the report;**
- (2) **request Chris Carter, Transport Strategy Manager, Nottingham City Council, and Kevin Sharman, Team Manager, Transport Planning and Programme Development, Nottinghamshire County Council, to draft correspondence to the Department for Transport regarding the difficulties encountered by the authorities caused by the frequent changes to the funding regime for transport infrastructure.**

9 RAIL ISSUES UPDATE

Jim Bamford, Rail Officer, Nottinghamshire County Council, introduced the report of the Joint Officer Steering Group updating the Committee on the key rail issues in and into Greater Nottingham and rail services across the local authorities' boundaries.

The Committee made the following comments:

- (a) everyone involved in the arrangements around the station closure did an excellent job. The outcome of the arrangements was worth all of the planning, and it is important to make sure that the experience gained is used for other projects;
- (b) in the draft response to the consultation on High Speed 2 it is important to challenge some of the presumptions they have made to ensure that the City remains well connected and that the service from the City is not reduced once the new station opens at Toton;
- (c) the tram extension will improve trade and footfall in the areas which will be served by it. The extension has also provided the opportunity to do some town centre refurbishment in Beeston.

RESOLVED to note the report.

10 DATES OF FUTURE MEETINGS

RESOLVED to meet at 10.00 am on the following Fridays:

**13 December 2013
21 March 2014**

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

Date **13 DECEMBER 2013** agenda item number

From **JOINT OFFICER STEERING GROUP**

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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 5th September 2013. The minutes of this meeting are not yet available, however the minutes of the previous meeting of 23rd May 2013 are attached to this report, as appendix 1.
- 3 The main item of business for the meeting of 5th September 2013 was consideration of the Greater Nottingham Core Strategies, summarised and updated as follows:

Ashfield District Council

- 4 Ashfield are preparing a 10 year Local Plan covering the whole of their District, and have published a revised plan for representations. The Council is currently considering representations prior to submitting the plan for public Examination

Erewash Borough Council

- 5 The Examination of the Erewash Core Strategy is ongoing. Following the receipt of representations on the Council's Main Modifications, the Inspector has requested a further Hearing Session be held to consider in more detail the issue of the 5 year supply of housing land in the Borough. This Hearing is to take place on Wednesday 27th November 2013.

Rushcliffe Borough Council

- 6 The Examination into the Rushcliffe Core Strategy is currently suspended whilst Rushcliffe undertake the remedial work to increase housing provision as requested by the Inspector.
- 7 A report presenting the findings and Proposed Modifications to the plan is to be presented to Rushcliffe's Full Council in November 2013.
- 8 If Rushcliffe agree at that meeting to amend their Core Strategy in line with the Inspector's request, the Inspector will reconvene the Examination and prepare a programme of Hearing Sessions.

Broxtowe, Gedling and Nottingham City

- 9 Broxtowe Borough Council, Gedling Borough Council and Nottingham City Council submitted their Aligned Core Strategies on 7 June 2013. Hearing Sessions have been held and concluded on 13th November 2013.
- 10 During the course of the Examination, the Inspector released a note (31st October 2013) which stated:-

"Having reviewed all the evidence in respect of housing requirements for the full plan area, I consider that Policy 2: The Spatial Strategy which states that "A minimum of 30,550 new homes (2011 to 2028) will be provided for" is sound.

Policy 2 sets out the expected rate of delivery of housing over the next 15 years in 5 year tranches. It also sets out housing numbers for each local authority, and gives information (sites and broad locations) on the expected distribution of new development. These aspects of the housing policy will be explored further under Matters 5-8 when the hearings resume. I have not reached any conclusions on the soundness or otherwise of these aspects of Policy 2 yet; I wait to hear from all the participants before so doing."

- 11 Subsequent hearing sessions considered these matters further, and the final hearing session was called to consider possible changes arising from the earlier sessions. As a result of this, the Inspector requested Broxtowe and Gedling Boroughs undertake further work. In the case of Broxtowe, this focused on providing more certainty to the scale and timing of growth around Toton, and for Gedling, including more housing at Teal Close and attributing some housing development to Gedling Colliery/Chase Farm later in the plan period, to allow for an increase in housing provision in the Nottingham main built up area, and a reduction elsewhere. This work is to be shared with Ashfield District Council, with the aim of producing a Statement of Common Ground to assist the Inspector. The Inspector then issued a further note adding more detail to the work she has requested, in particular, she has requested that the infrastructure implications of the work be considered in more detail.

- 2.9 This work is being progressed urgently, with the aim of passing it to the Inspector before Christmas. It will be open to the Inspector to programme a further hearing session to consider this work, preferably as early in the New Year as practical.
- 2.10 Once the Inspector has considered the further work, including any further hearing session, Main Modifications to the Aligned Core Strategies can be agreed. These will be subject to consultation, the results of which will be passed to the Inspector to inform her final report.

Other Matters

- 12 An Item on the Program of Development was also considered, and it was agreed that due to the Examinations on many of the Core Strategies concluding in the near future, it would be an opportune time to revisit the terms of reference of the Joint Planning Advisory Board in the light of changed circumstances. These include the new Duty to Cooperate. A seminar/workshop is to be organised to allow consideration of the future role and scope of the Board, to ensure it remains relevant under the new planning system.

Recommendation

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

Background Papers referred to in compiling this report

- 16 Greater Nottingham Joint Planning Advisory Board papers for 23rd May 2013 and 5th September 2013.

Contact Officer

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APPENDIX 1

3. MINUTES OF THE GREATER NOTTINGHAM JOINT PLANNING ADVISORY BOARD HELD ON THURSDAY 23 MAY 2013 AT 2.00 PM IN THE OLD COUNCIL CHAMBER, TOWN HALL, BEESTON

PRESENT

Broxtowe: Councillor Steve Barber (Chair);
Erewash: Councillor Geoffrey Smith;
Gedling: Councillor Darrell Pulk;
Nottingham City: Councillor Jane Urquhart;
Rushcliffe: Councillor D Bell

Officers in Attendance

Ashfield: Ms Christine Sarris;
Broxtowe: Mr Steve Dance;
Erewash: Mr Steve Birkinshaw;
Gedling: Mr Peter Baguley;
Growth Point: Ms Dawn Alvey, Mr Matt Gregory;
Nottingham City: Mr Chris Carter;
Nottinghamshire County: Ms Kathryn Haley;
Rushcliffe: Mr Paul Randle

Observers

Growth Point: Mr Matthew Grant;
HCA: Mr Alan Bishop;
Nottingham City: Councillor Ian Malcolm;
Signet Planning: Mr Paul Stone;
Member of the Public: Mr John S W Hancock, Mr Potter

Apologies:

Broxtowe: Mrs Ruth Hyde;
County: Councillor Jim Creamer, Mrs Sally Gill, Councillor Kevin Greaves,
Mr Andrew Warrington;
HCA: Mr Mark Bannister;
Nottingham City: Councillor Alan Clark

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**

Dawn Alvey announced that Mr Potter also attended the last meeting on 21 February. The Minutes of the last meeting were then approved. There were no matters arising.

4. **Core Strategy Update** - Matt Gregory

4.1 Ashfield

ADC is preparing a 10-year Plan but after consultation on their 'Preferred Option' will be publishing their revised plan in July/August 2013.

4.2 Erewash

EBC's Core Strategy hearings closed on 3 May. The Inspector raised three possible outcomes:

1. Agree with main modifications proposed.
 2. Agree with variations/modifications made although he would write to EBC with reasons.
 3. Significant matters of concern.
- He will set out his overarching conclusions in a letter with reasons for his concerns.

EBC need to consult over main modifications proposed during the Examination.

4.3 Rushcliffe

RBC previously reported their exploratory meeting. Since the last JPAB meeting there has been a further technical meeting to fully understand requirements following the Inspector's report. On 14 May RBC's cabinet resolved to accept the Inspector's offer of a temporary suspension whilst further work and consultation takes place on an additional 3,550 homes adjacent to the Principal Urban Area. Examination to be reconvened with a report to full council in October.

4.4 Broxtowe, Gedling and Nottingham City

Following further consultation of HS2 and hub stations, Broxtowe Borough Council has now approved its Core Strategy. All three authorities will submit their documents to the Secretary of State by 7 June which will mark the beginning of the examination process. Likely that hearing sessions will take place in September/ October if no exploratory meeting is required.

Background evidence has been submitted including the housing background paper which considers the government's 2011 based interim household projections.

Cllr Urquhart expressed her thanks for Broxtowe Borough Council to consider additional work of HS2 to pave the way for co-operation between councils, making the most of Toton station which offers the best opportunities in terms of economic development for both borough and city.

Cllr Barber concurred that there were wider benefits for other authorities.

SD – positive outcome with the City over economic work through consultation to provide a case for the station.

Cllr Urquhart – would benefit economic development to the whole region.

Cllr Barber – this is the only area in the country that a joint planning board has shown this level of co-operation and works extremely well which will hopefully be recognised when examinations take place.

It was resolved that Joint Planning Advisory Board NOTE the progress of the Greater Nottingham Core Strategies.
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5. Programme of Development – Dawn Alvey

5.1 Revenue Budget

A more detailed work programme will be reported to the next JPAB meeting.

ESG requested a contribution to support a case for Toton station under Delegated Authority for approximately £35,000 to support a study by Nottingham City Council.

Capital update

Good progress continues with a further three projects completed. DCC has been successful with their Small Stations Fund bid for Ilkeston

Station. Approval for this report by the Board is required to safeguard this application.

It was resolved that Joint Planning Advisory Board:

- 1. NOTE the revenue and capital update as set out in the report, and**
- 2. APPROVE the continued safeguarding of the allocation for the Ilkeston Station scheme and receive a progress update from Derbyshire County Council at the next meeting.**

6. Strategic Transport Update - presentation

- 6.1 A presentation was given by Chris Carter (Nottingham City Council) with regards to the significant transport investments taking place at present in and around the Greater Nottingham area:

- NET Phase 2 – Chilwell and Clifton
- A453 widening to J24 of the M1
- Nottingham Ring Road major scheme awaiting final approval
- Works in Nottingham City Centre – Creative Quarter and City Deal worth £8m
- Nottingham Railway Station £70m+ investment

All the above works are being carried out at the same time which will apply pressure to transport networks.

- 6.2 Construction of the new bridge across Nottingham Station and Hub works will temporarily reduce traffic movement around the station and programmed track and signal works will entail the station to be closed between 20 July and 25 August 2013. Rail replacement buses will be provided during this period.
- 6.3 Road widening of A453 ongoing from January 2013 with investment of £150m. The Highways Agency will keep the road open, although reduced to one lane, throughout the construction period. Works expected to be completed by Summer 2015.
- 6.4 The Nottingham Ring Road will have selected widening especially around junctions. Work is expected to commence end of June/beginning of July.
- 6.5 Of a further £8m investment for Nottingham City Centre, £3m will be spent on public realm work to develop the Creative Quarter around Trinity Square. A further £5m will be allocated to create two-way traffic around A60 Lower Parliament Street near the Ice Stadium giving bus priority around Broadmarsh Bus Station.

- 6.6 In order to keep Nottingham Open for Business there will be a dedicated resource within each agency to communicate through weblinks, social media networks and using the best technology available, providing updated traffic information, to ensure pre-scheduled main events in the area, during these major travel disruptions, are fully supported.
- 6.7 Both Northern and Cross Country rail services will provide discounted tickets or group travel discount options as an alternative means to help reduce traffic from these major roads. There will be volunteers/ambassadors to encourage other forms of travel.
- 6.8 Cllr Urquhart – This is a significant level of investment for the area creating local employment to deliver these schemes.
- 6.9 Cllr Barber – At QMC there is currently no proposed public access directly from the tram to the private treatment centre. This should be reviewed.

We need to support local traders by advertising that they are still Open for Business during the tram works in Beeston. When roads were closed in Beeston last year street parties were held which proved successful. There are plans to hold street parties again this Autumn during further expected road closures.

This £750m investment programme is for our infrastructure. Congratulations to all involved and to officers to ensure the projects run as smoothly as possible.

7. **Any other business**

None.

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

The next meeting will be held on Thursday 5 September 2013 in the Old Council Chamber, Town Hall, Beeston at 2.00 pm.

At the next meeting it further discussion will take place on how the authorities can continue to work together now that the Core Strategies work is coming to an end.

Future Meetings:

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DATE	STATUS	VENUE
12 DECEMBER 2013	NEW	OLD COUNCIL CHAMBER, BEESTON
13 FEBRUARY 2014	NEW	OLD COUNCIL CHAMBER, BEESTON

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

Date: **13 December 2013**

agenda item number:

From: **JOINT OFFICER STEERING GROUP**

EXAMINATION OF THE ALIGNED CORE STRATEGIES AND OTHER LOCAL PLANS IN GREATER NOTTINGHAM

Purpose of report

1. To provide an update on the Greater Nottingham Aligned Core Strategy Examination and other Local Plans in Greater Nottingham

Information and Advice

2. The Broxtowe Gedling & Nottingham City Aligned Core Strategies were submitted to the planning inspectorate on 7th June 2013.
3. The Examination of Aligned Core Strategies covered 8 sitting days between 15th October to 13th November 2013. An Independent Appointed Inspector reviewed the strategy and will report on its soundness.
4. After the first 3 days of sitting the Inspector produced a note on 23rd October 2013 to the Councils clarifying her position on overall housing numbers. She requested a mathematical fact check from the ACS Councils, and on 30th October 2013 she issued a follow up note. A key part of the note was that 'Having reviewed all the evidence in respect of housing requirements for the full plan area, I consider that Policy 2: The Spatial Strategy which states that "A minimum of 30,550 new homes (2011 to 2028) will be provided for" is sound'. The Inspector had not reached any conclusions on further aspects of Policy 2 at that stage.
5. Rushcliffe: The Examination into Rushcliffe Borough Council's Core Strategy was suspended in April 2013 to allow additional work to be undertaken. During June and July consultation was carried out on further proposals for housing development. These proposals include the allocation of a new site east of Gamston/north of Tollerton, and the identification of additional housing development on land to the south of Clifton and on land at Melton Road, Edwalton. Consultation was also carried out on a Draft Green Belt Review. In September 2013, the Planning Inspectorate agreed to extend the suspension period to allow for additional transport work to be completed. It is now anticipated that a full set of modifications to the plan will be put forward at the full Council meeting on 12th December.
6. Erewash are having a focussed hearing day on 27th November 2013. This will only cover the new information on the housing land supply in the Borough. No other aspects of the Core Strategy or the proposed main modifications will be discussed.
7. Ashfield consultation on the Ashfield Local Plan Publication Document took place until 30th September 2013. The City and County Councils responded. Ashfield intends to submit the Plan to the Secretary of State for independent examination.

8. Consultation on the Broxtowe Site Allocations Issues and Options has commenced and will end on 10th January 2014.
9. Gedling Borough Council is consulting on Issues and Options for their Local Planning Document. They are also consulting on their Statement of Community Involvement and Community Infrastructure Levy documents between 21st October and 16th December 2013.
10. Consultation on the Preferred Option for the City Council's Land and Planning Policies Development Plan Document commenced on 7 October and ended on 2 December 2013.

Recommendation

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

Contact officers:

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

Date: **13 December 2013**

agenda item number:

From: **JOINT OFFICER STEERING GROUP**

NOTTINGHAMSHIRE AND NOTTINGHAM WASTE CORE STRATEGY UPDATE

Purpose of report

1. To inform Committee of the outcome of the independent examination into the soundness of the Nottinghamshire and Nottingham Waste Core Strategy and to outline the formal adoption process.

Information and Advice

2. The Nottinghamshire and Nottingham Waste Core Strategy has been prepared jointly with Nottingham City Council. It is the first in a series of new waste policy documents which will progressively replace the existing joint Waste Local Plan which was adopted in 2002. When adopted, the Waste Core Strategy will set the strategic direction for all future all proposals for waste development such as recycling plants, energy from waste plants and landfill. Subsequent policies will deal with site allocations and development management issues.
3. In line with European and national legislation and policy, the Waste Core Strategy sets out the overall vision and strategic planning policies for the development of future waste management facilities across Nottinghamshire and Nottingham. Key principles are the need to manage waste according to the 'waste hierarchy' which promotes waste prevention and re-use followed by recycling, recovery and finally disposal; and the 'proximity principle' which seek to ensure that waste is managed at one of the nearest, most appropriate facilities. The strategy therefore seeks to encourage the movement of waste away from landfill with an ambitious target of 70% recycling for all waste by 2025. This is supported by a moderate increase in energy recovery where appropriate, and a reduction in landfill disposal to approximately 10% or less of all waste arisings.
4. The Waste Core Strategy identifies broad locations where future development is likely to be acceptable but does not allocate any specific sites as this will be carried out in separate, supporting, policies that will be subject to further consultation and public examination. In broad terms facilities for the sorting, processing and treatment of waste are supported in, or close to, the main urban areas of Nottingham, Mansfield/Ashfield, Newark, Worksop and Retford. Within these broad locations development will be focused on existing or proposed employment sites and other derelict or previously developed land in order to minimise environmental impacts. Limited provision is also made for small-scale recycling or recovery facilities in rural locations where these can meet a specific local need; especially where this would allow for the re-use of existing farm or forestry buildings.
5. Although the Waste Core Strategy aims to minimise future waste disposal as far as possible, it is recognised that there will still be a need for the disposal of residual

waste which cannot be further recycled or recovered. Where there is a proven need for disposal, the strategy promotes a sequential approach which favours the extension of existing sites where this would be environmentally acceptable, followed by the restoration and/or re-working of old colliery tips and other mineral voids.

6. The Waste Core Strategy has been through a number of stages of consultation and was submitted to the Secretary of State for Communities and Local Government on 14th January 2013. The Planning Inspectorate subsequently appointed Inspector Susan Holland to undertake the independent examination of the Core Strategy to determine whether or not the Strategy is legally and procedurally sound. This included public hearing sessions held at the National Water Sports Centre between 8th May and 17th May 2013. These resulted in three main modifications to the Waste Core Strategy in relation to Green Belt policy and clarifying the basis of the plan estimates. These modifications were approved by both Councils in June 2013 and subsequently advertised for public consultation. A number of other minor modifications were also made for reasons of clarity which did not need to be advertised or consulted on but were published at the same time for information.
7. Shortly after the hearing sessions, the Government published a new Waste Management Plan for England, and updated national waste planning policy, for consultation. These were reported to both Councils in October 2013. In light of this national consultation the Inspector invited those who had previously made representations to submit further comments on possible implications for the Waste Core Strategy. Two additional responses were received at this stage and passed to the Inspector.
8. The Inspector's final report was received on 7th October 2013 and concludes that the Waste Core Strategy is sound and provides an appropriate basis for the planning of the area over the next 15 years, subject to the inclusion of the main modifications referred to above. A copy of the Inspector's Report is appended to this report and has been published on the Councils websites and made available for inspection. All those who made formal representations, or who have asked to be kept informed, have been notified of separately.
9. The two Councils can now proceed to adopt the Waste Core Strategy subject to the formal approval of both waste planning authorities. County Council Members approved the adoption of the Nottinghamshire and Nottingham Waste Core Strategy on 21st November 2013. Similar approval will be sought at the City Council meeting on 9th December 2013. Subject to these final approvals the Waste Core Strategy will be adopted on 10th December 2013. There is then a six week period during which anyone aggrieved by the adoption of the Waste Core Strategy can make a legal challenge on procedural grounds.
10. For reasons of clarity the final Waste Core Strategy document, when printed, will be re-titled as the Nottinghamshire and Nottingham Replacement Waste Local Plan Part 1: Waste Core Strategy. The policies within the Plan will also be re-numbered to accommodate the inclusion of the model policy on the presumption in favour of sustainable development. This will be numbered as Policy WCS1 and all other policies will be re-numbered accordingly.
11. Following adoption of the Waste Core Strategy, work will continue with the preparation of the site specific and development management policies

development plan document which will form Part 2 of the Replacement Waste Local Plan. This will again be subject to several stages of public consultation which are due to start early next year.

Recommendation

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

Contact officers:

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

Date: **13 DECEMBER 2013** Agenda item number:

From: **JOINT OFFICERS STEERING GROUP**

TRANSPORT ISSUES UPDATE

Purpose of report

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

Local Sustainable Transport Fund

2. **Smartcard development and integrated ticketing:** A number of retail network ticket vending machines have been placed on order and installation is to be complete over the next 4-6 months. Ticketing vending machines will be placed at key public transport interchanges including along tram platforms on all three corridors and at key bus stops across the Kangaroo area. An order has also been placed with Payzone to allow “top up” stations to be implemented at a variety of newsagents promoting greater accessibility. Associated with the vending machines is an online web retail system. The purchasing software is currently in its testing stage to ensure effective integration with the Citycard product.
3. **Community smarter travel hubs:** Following a successful grant award process Nottingham City Council, Nottinghamshire County Council and Gedling and Broxtowe Borough Councils have appointed four Neighbourhood Smarter Travel Coordinators (NSTC’s) to establish and deliver a programme of smarter travel services to help local people into jobs and access services. National cycling charity Sustrans have been commissioned to establish hubs in the central and southern localities in the city whilst local cycle training charity RideWise have been commissioned to operate in the Gedling and Broxtowe boroughs. Service level agreements are being finalised for all four hubs to underpin the arrangements for delivering outputs, outcomes and evaluation activities.
4. **Car club:** A Nottingham car club tender process is currently underway to establish a commercially viable car club scheme utilising LSTF funding. Following informal meetings in the summer with two potential Car Club Operators in the summer, a scheme specification was drawn up and an

Open Invitation to Tender published at the beginning of November. It is proposed to initially establish the scheme in the city centre with future phases including car club locations introduced in surrounding areas and district centres. Once a preferred Car Club Operator is selected these options will be considered. An indicative launch is aimed for March 2014 subject to procurement and approvals.

5. **Future LSTF funding:** Existing LSTF funding is due to end March 2015. In early November an LSTF funding announcement was received from Norman Baker prior to his departure regarding the future LSTF funding. The letter explained that from April 2015 a new process for LSTF funding will be in place. £100m capital funding is being made available to the Local Enterprise Partnerships through the Single Local Growth Fund process. It is important to note that whilst LSTF funding is going into the Single Local Growth Fund, the funds will no longer stay ring fenced for sustainable transport measures. Therefore local authorities must argue the case for funding sustainable transport schemes in the context of supporting economic growth through their Strategic Economic Growth Plans. A further £78.5m revenue funding for LSTF projects has been announced for 2015/16 to be held centrally by the Department for Transport. The funding will be allocated through a competitive bidding process, however further details are awaited.

Recommendation

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

Contact officers

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

Date **13 December 2013**

Agenda item number

From **JOINT OFFICER STEERING GROUP**

RAIL ISSUES UPDATE

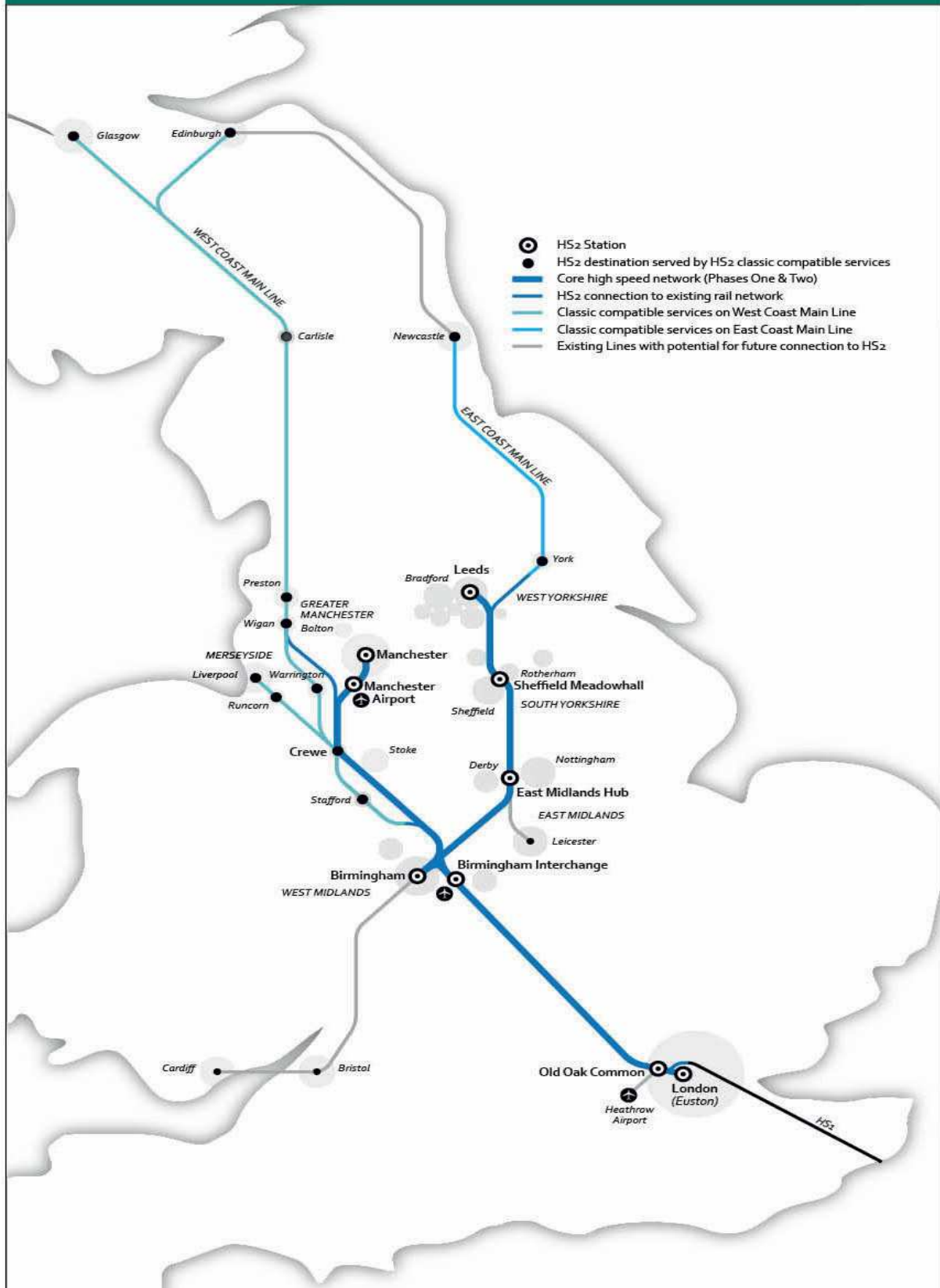
Purpose of the report

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

High Speed 2

2. In July 2013 the Government published a consultation document on its plans for a High-Speed Rail network. The proposal is for a Y-shaped network, as shown in the map on the next page, with an East Midlands station at Toton. The network is known as High-Speed 2 (or HS2 for short): HS1 is the first British High-Speed rail line from London to the Channel tunnel.
3. The Executive summary of the DfT document, setting out the DfT's proposals and the reasons for them, is reproduced in Appendix 1 to this report. The full document can be downloaded by any interested member of the public at www.hs2.org.uk/route-consultation. Detailed maps are also available from the same website address.
4. The Government has set up a company, HS2 Ltd, to take forward its plans for the HS2 network. HS2 has published a lot of information about the proposals, which can be accessed by any member of the public at: www.hs2.org.uk/phase-two. The HS2 Ltd Public Enquiries Team can be contacted on 020 7944 4908 or HS2enquiries@hs2.org.uk. Public information events have been held by HS2 Ltd in Long Eaton on 15th November and in Bilborough on 30th November.
5. A period of extensive consultation is now under way. It is open to any interested member of the public, or any organisation, to make whatever representations they might wish. The consultation closes at 17.00 on 31st January 2014, and any responses must be submitted by that time. Responses can be submitted
 - online through the HS2 Ltd website: www.hs2.org.uk.
 - by email to: HS2PhaseTwoRoute@ipsos.com; or
 - by post to: Freepost RTEL-YAZX-HAZT, Phase Two Route Consultation, PO Box 1152, HARROW, HA1 9LH

A Vision for High Speed Britain



6. Both Councils are preparing formal submissions, based on the following principles :-
 - Nil detriment to existing plans to upgrade and electrify the Midland Main Line, including enhancements at Derby, Leicester & Market Harborough;
 - Nil detriment to existing services and train frequencies to Nottingham Station. If following the introduction of HS2 a significant shift in passenger numbers do occur a reduction in train size should be considered before any reduction in service frequency is implemented to preserve service levels to intermediate destinations from Nottingham such as Leicester and Loughborough;
 - Use of existing rail capacity released by HS2 to reduce journey times and develop more regular services to and from Nottingham Station;
 - Adverse environmental impacts of the line and new Hub Station should be avoided where possible, or minimised and mitigated through excellent design;
 - Full compensation for people and businesses who are adversely effected by the new line and Hub Station at the earliest opportunity;
 - Development of high quality frequent 'classic rail' shuttle services between the new Hub Station and Nottingham Station and to Derby and Leicester;
 - Maximum access to the new Hub Station by tram, bus, walking and cycling;
 - Minimum impact of the new Hub Station on local and strategic roads;
 - Effective connectivity between HS2 and existing rail lines, including the option to run 'classic compatible' trains from Nottingham and elsewhere on HS2;
 - Ensuring that rail engineering and construction companies based in the East Midlands have a fair opportunity to win contracts to build the new line and rolling stock;
 - Procurement processes are set up to encourage and support the use of local employment and apprenticeships for young people living in Nottingham; and
 - Ensure development plans for the area around the proposed East Midlands Hub Station are integrated with local planning strategies

7. The Chancellor of the Exchequer, George Osborne, has set up a task force led by Lord Deighton to assess the benefit of HS2 to the national economy and to regional economies across England. The Deighton Task Force recently visited the East Midlands to take evidence, and the two Councils made strong representations about :-
 - the need to have good rail connectivity to Toton that didn't impose any journey time penalty or any other disadvantage on to the existing rail connectivity for services to/from Nottingham/Nottinghamshire i.e. that existing services should not be diverted via Toton and have their journey times extended by up to 10 minutes; and
 - the need for direct city-centre to city-centre services from Nottingham to Birmingham and from Nottingham to Leeds and/or the north-east.

8. The two Councils, in conjunction with Broxtowe Borough Council, have commissioned a report from consultants Volterra about the economic impact of a station at Toton. A copy of the report is available on request.
 - East Midlands Councils in conjunction with a number of Councils including Nottingham City and Nottinghamshire has commissioned a report from consultants ARUP about the provision and value of having direct connections from the existing rail network onto the new HS2 line to enable through trains

to run directly to/from Nottingham City-centre to/from Birmingham, Leeds and/or York/Darlington/Newcastle. A copy of the report is available on request.

Nottingham station

9. 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 new track and 143 new signals installed.
10. 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 used to be stopped just outside the station, waiting for another train to clear the track or platform.
11. 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.
12. 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.
13. The work was done between 20th July and 25th 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.
14. 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.

December 2013 timetable

15. The winter timetable comes into effect as from 9th December 2013. It will see significant improvements for Nottingham and Beeston.
16. The first phase of the Midland Main Linespeed scheme will be completed, as well as the enhancements in the Nottingham area. These two enhancement schemes will allow
 - a first phase of reduction in journey times to & from **London**; and
 - a first phase of journey time reduction to & from **Birmingham**

17. To/from London, for most of the day there are 2 trains per hour
- A 'fast' train with 3 intermediate stops (at East Midlands Parkway, Leicester, and Market Harborough), and
 - A 'semi-fast' train with 7 intermediate stops (at Beeston, Loughborough, Leicester, Market Harborough, Kettering, Wellingborough, Bedford, and Luton Airport)

The pattern becomes somewhat irregular in the peak periods, with an express in the morning which makes only 2 stops, enabling it to be the fastest train of the day, but extra stops in some evening peak trains which extends their journey times.

18. The new service, taking advantage of the two enhancement schemes (phase 1 of the Midland Main Line scheme, and the Nottingham station area remodelling) gives an improvement of
- **7 minutes** on the morning express to London,
 - **4 minutes** on the 'fast' trains throughout the day in both directions, and
 - **7 minutes** on the 'semi-fast' trains throughout the day in both directions, as shown in the table

Service	Frequency	Journey time now	New Journey time	Time saving
southbound				
Nottingham – London peak express	1 per day	1 hour 38 minutes	1 hour 31 minutes	7 minutes
Nottingham – London fast	1 train every hour	1 hour 45 minutes	1 hour 41 minutes	4 minutes
Nottingham – London semi-fast	1 train every hour	1 hour 58 minutes	1 hour 51 minutes	7 minutes
northbound				
London – Nottingham fast	1 train every hour	1 hour 44 minutes	1 hour 40 minutes	4 minutes
London – Nottingham semi-fast	1 train every hour	1 hour 56 minutes	1 hour 49 minutes	7 minutes

19. To/from Birmingham there are also 2 trains per hour.
- a 'fast' train with 3 intermediate stops (at Derby, Burton-on-Trent, and Tamworth), and
 - a 'semi-fast' train with 6 intermediate stops (at Beeston, Long Eaton, Derby, Burton-on-Trent, Tamworth and Wilnecote)

20. The new times are shown in the table

Service	Frequency	Journey	New Journey time	Time
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		time now		saving
westbound				
Nottingham – Birmingham fast	1 train every hour	1 hour 13 minutes	1 hour 14 minutes	1 minute slower
Nottingham – Birmingham semi-fast	1 train every hour	1 hour 17 minutes	1 hour 15 minutes	2 minutes
eastbound				
Birmingham - Nottingham fast	1 train every hour	1 hour 13 minutes	1 hour 9 minutes	4 minutes
Birmingham – Nottingham semi-fast	1 train every hour	1 hour 16 minutes	1 hour 14 minutes	2 minutes

As can be seen the new service, taking advantage of the two enhancement schemes (phase 1 of the Midland Main Line scheme, and the Nottingham station area remodelling) gives

- an improvement of 4 minutes on the fast trains from Birmingham,
- an improvement of 2 minutes on the 'semi-fast' trains throughout the day in both directions, but
- 1 minute slower on the 'fast' trains to Birmingham.

21. There is no apparent reason why the fast train to Birmingham should be 1 minute slower than previously, and 5 minutes slower than the fast train from Birmingham. The Council is querying this with Cross Country, and will pursue the possibility of a reduction in the Nottingham to Birmingham fast time.
22. These reductions in journey times are very welcome in themselves, but in both cases they are a first phase, and should be followed by further reductions in journey times over the next few years after completion of the various enhancement schemes for which the Councils have been working towards securing the funding – particularly at Derby, Leicester, and Market Harborough. For example, the new Birmingham – Nottingham fast train will have to wait for 8 minutes at Derby because of current congestion: under the new Derby layout that should reduce by at least 5 minutes, which would bring the Birmingham – Nottingham time down to 64 minutes or less. And if Birmingham – Nottingham could be done in 64 minutes then it should be possible to do Nottingham – Birmingham in 64 minutes or less.

RECOMMENDATION

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

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Appendix 1

Executive Summary of DfT document

HIGH SPEED RAIL: INVESTING IN BRITAIN'S FUTURE

Consultation on the route from the West Midlands to Manchester, Leeds and beyond

The number of people travelling by train has doubled over the last decade. Demand for intercity journeys, commuting and freight rail transport is rising fast and will continue to do so in the future. This means that Britain's railways are already over-stretched and will get more and more overcrowded over the next 10 to 20 years.

HS2 will tackle this problem by building a new railway line and the first line north of London for 120 years. Phase One will tackle the congestion and over crowding on the West Coast Main Line. Phase Two will do the same for the East Coast and Midland Main Lines.

Not only will HS2 provide more frequent inter-city services for passengers. It will also significantly reduce journey times, provide better connections between our major towns and cities, and release capacity on the existing railway network for new inter-city, commuter and freight services.

This improvement will make our railways fit for the next 50 years and beyond. With HS2, our railways will get better and better. Journeys will be shorter, our towns and cities will be closer together, there will be more regular and reliable services, our economy will benefit, and industry will get a boost from the construction of the new railway. Without HS2, our railways will get worse. Journeys will be less reliable and more over crowded. And our economy will not benefit from a modern, high speed transport system.

That is why the Government believes that this project - expensive though it is - is vital for the future well being of our country.

The Project

The HS2 network will provide high capacity, high speed links between London, Birmingham, Leeds and Manchester, with intermediate stations in the East Midlands and South Yorkshire.

Trains will be able to run onto the existing rail network, continuing at conventional speed to a wide range of additional destinations in the UK, without the need to change trains. This means that journeys to and from places including Liverpool, York, Newcastle and Glasgow and Edinburgh will be quicker than they are today.

Under HS2 many long-distance, inter-city rail services will transfer to the high speed rail network, which will allow us to use the capacity freed up on the

existing network, especially the congested lines to the north of London, to run extra commuting, regional and freight rail services.

The Need

Our previous investment in rail infrastructure has not kept pace with the growth in our population and changes in our country. The UK has an ever increasing demand for inter-city, commuting and freight travel. Over twice as many inter-city journeys are being made today compared with 10 years ago, despite the recent challenging economic circumstances.

This will only get worse as our population grows and more of the population lives in the main cities of the UK. Our north-south transport links are amongst our most important national assets, but they will be most exposed to future pressures. For the UK to prosper and succeed in the global race, the Government needs to deliver a reliable transport network connecting our population; to allow people to travel easily and quickly between cities for business or for leisure; and to allow goods to be transported to where they are needed.

The Options

We have already looked hard at the alternative ways of providing this capacity:

- Construction of a new motorway network;
- Greater use of domestic air travel;
- The use of telephone and internet communications replacing the need for long-distance travel;
- Investment in the existing rail network; or
- Building a new conventional speed railway line.

We have concluded that none of these options offer an effective long-term solution to the challenges we face, in particular crowding on our main transport corridors. High speed rail networks are in place around the world. The technology has been demonstrated over many years.

The Transformation

HS2 will link eight of Britain's largest cities, with shorter journeys bringing two-thirds of the population of northern England to within two hours of London. This will radically re-shape the economic geography of the nation, bringing our cities closer together and rebalancing growth and opportunities. The shorter journey times will transform peoples' opportunities to travel and work in the UK - Birmingham, the East Midlands, Sheffield and Leeds will all be connected by journeys of less than 20 minutes.

HS2 will be integrated with the nation's airports: direct services to Manchester and Birmingham; a quick, direct 11 minute link to Heathrow via a connection at Old Oak Common, with the option for a spur to Heathrow in the future; and short connections to East Midlands Airport from the East Midlands hub station at Toton.

HS2 is forecast to generate over £50 billion in benefits for the UK¹. These effects will start to be felt even before the first trains start running in 2026 - some estimates suggest that Phase One alone will add £4.2 billion to the economy between 2011 and 2027². By significantly reducing journey times and boosting capacity, HS2 will help our major cities form a national economic unit that can be globally competitive.

HS2 will help to reshape Britain's economic geography and stimulate development. Overall we estimate that in excess of 100,000 jobs will be created by HS2. However, the Core Cities group - representing eight of England's largest city economies outside London - predict that HS2 will underpin the delivery of 400,000 jobs³.

The Government is committed to realising lasting benefits from HS2 by supporting the country's engineering base in the construction of the network, bringing new jobs and opportunities for new skills. Our ambition is to make the new network an engine for growth across the country, accessible to all and providing a legacy of jobs, connectivity and growth across the UK.

This document

This document explains the Government's proposals for Phase Two of HS2 which includes:

- The routes from the West Midlands to Manchester and Leeds with stations at Manchester Airport, Manchester City Centre, in the East Midlands close to Derby and Nottingham, Sheffield and Leeds; the connections to the existing railway at Crewe, south of Wigan and south of York to allow the trains to serve even more destinations; and the supporting infrastructure required, for example depots;
- Seeking your views on whether there should be any additional stations on either leg;
- An explanation of the sustainability impacts of the proposed route;
- Ideas on how the rail capacity freed up on the existing rail network could be used to spread the benefits of HS2 to other towns and cities; and
- How we could integrate HS2 with other utilities, like water or electricity, alongside the line to maximise the benefits of this investment.