



**Nottingham City Council
Joint Committee on Strategic Planning and Transport**

Date: Friday, 11 September 2020

Time: 10.30 am

Place: Remote hearing - via Zoom

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

Director for Legal and Governance

Governance Officer: Mark Leavesley **Direct Dial:** 0115 876 4302

	<u>Pages</u>
1 Appointment of Chair To be a City Council member	
2 Appointment of Vice-Chair To be a County Council member	
3 Apologies for absence	
4 Declarations of interests	
5 Minutes Last meeting held on 6 March 2020 (for confirmation)	3 - 8
6 Transport update Report of Joint Officer Steering Group	9 - 16
7 Planning for the Future white paper Report of Joint Officer Steering Group	17 - 22
8 Greater Nottingham Joint Planning Advisory Board Report of Joint Officer Steering Group	23 - 32
9 Nottinghamshire Minerals and Nottinghamshire and Nottingham Waste Local Plans Report of Joint Officer Steering Group	33 - 36

10 Work Programme
Report of Joint Officer Steering Group

37 - 42

11 Date of future meetings

To agree to meet at 10.30am on the following Fridays (either at Loxley House or via Zoom video conferencing, dependent upon the pandemic situation at the time):

11 December 2020

05 March 2021

If you need any advice on declaring an interest in any item on the agenda, please contact the Governance Officer shown above, if possible before the day of the meeting

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JOINT COMMITTEE ON STRATEGIC PLANNING AND TRANSPORT

**MINUTES of the meeting held at County Hall on 6 March 2020 from
10.30 am to 11:42 am**

Nottinghamshire County Council

- ✓ Councillor Jim Creamer
- ✓ Councillor Phil Rostance
- ✓ Councillor Kevin Rostance
- ✓ Councillor Gordon Wheeler (Chair)

Nottingham City Council

- ✓ Councillor Michael Edwards
- ✓ Councillor Sally Longford
- ✓ Councillor Adele Williams
- ✓ Councillor Linda Woodings

- ✓ Indicates present at meeting

Colleagues, partners and others in attendance

Nottinghamshire County Council

Martin Gately	- Democratic Services
Sally Gill	- Group Manager Planning
Suzanne Osborne-James	- Principal Planning Officer
Stephen Pointer	- Team Manager, Planning Policy
Kevin Sharman	- Team Manager, Transport
Nina Wilson	- Principal Planning Officer

Nottingham City Council

Chris Carter	- Development and Growth
Peter McAnespie	- Local Plans and Partnership Manager

1. MINUTES OF THE LAST MEETING HELD ON 6 DECEMBER 2019

The Committee confirmed the minutes of the meeting held on 6 December 2019 as a correct record, and they were signed by the Chairman.

2. APOLOGIES FOR ABSENCE

Councillor Kevin Rostance replaced Councillor Eric Kerry for this meeting only.

3. DECLARATIONS OF INTERESTS

None.

4. PRESENTATION – UPDATE FROM EAST MIDLANDS RAIL

The representative from East Midlands Rail was unable to attend, so the presentation was postponed to a future meeting.

5. NOTTINGHAMSHIRE MINERALS LOCAL PLAN AND NOTTINGHAM AND NOTTINGHAMSHIRE WASTE LOCAL PLAN

Sally Gill, Group Manager, Planning Policy, introduced the report and explained that the submission [on the minerals local plan?] had been made to the planning inspector towards the end of January. Nicholas Palmer has been appointed as the inspector and the consultation commences 28 April. The Waste Local Plan consultation on issues and options started on 28 February and concludes on 9 April. Mrs Gill encouraged Members to ask communities and colleagues to participate. Councillor Wheeler requested that Members be provided with the link to the consultation document.

In response to questions from Members, Mrs Gill indicated there were no plans for shale gas development in the county. There is a moratorium due to the Lancashire earth tremor issues, although it is not known at this stage if this will be permanent.

RESOLVED 2020/001

That:

- 1) the report be noted.

6. GREATER NOTTINGHAM JOINT PLANNING ADVISORY BOARD

Matt Gregory, [check job title] introduced the report and stated that Hucknall was still to prepare a local plan. Consultants will be attending the next meeting of the Joint Planning Advisory Board where the draft plan will be fed back to them.

Growth options are an important part of the consultation, which will take place in April/May. Previously, it had always been envisaged that Erewash would be

part of the Greater Nottingham consultation. However, they have gone earlier without meaningful engagement with partners. This could pre-empt and undermine strategy, especially around HS2. Although they have published earlier than the rest of the partnership, it would be beneficial to realign at the next stage of plan making.

The June JPAB meeting will be used as a Members' workshop in order to try to identify a potential way forward.

In response to questions from Members, Mr Gregory indicated that the methodology for the gypsy and traveller needs assessment will come from specialist consultants who understand how the communities work. There are probably fewer than 5000 gypsies and travellers living within the city boundary, and the Roma living in in Sneinton live in houses rather than travel.

In response to comments from Members regarding the construction of large amounts of student accommodation in the City, and particularly in the North Meadows, Mr Gregory said that the drive for rapid expansion had come from the universities. The universities only plan two or three years ahead, and further expansion is anticipated.

Mr Gregory added that HS2 will need to be prepared for even though it is recognised that it will not take place until the latter part of the plan period.

In response to further comments from Members, Mr Gregory indicated that the Ratcliffe-on-Soar power station was due to close in 2025. Further updates would be provided to the committee on possible future use for the site e.g. energy or incinerator.

RESOLVED 2020/002

That the report be noted.

7. TRANSPORT UPDATE

Chris Carter, Development and Growth Manager at the City Council and Kevin Sharman, Team Manager, Transport at the County Council introduced the report. Members heard that the programme to retrofit bus exhausts was proceeding well with 150 double deckers now having been fitted. Members also heard that there was also support for Hackney Carriage drivers to covert to Ultra Low Emission Vehicles (ULEVS), with 100 taxis currently compliant.

In addition, the Northern Rail franchise which includes the route from Nottingham to Leeds was brought under government control from 1st March 2020.

Regarding bus links from Rushcliffe villages to East Midlands Airport, officers are continuing to work with employers to improve connections, and are

currently looking at demand responsive services as well bidding for rural bus funds.

In response to comments from Members regarding the very severe congestion caused by the Clifton Bridge closure, Mr Sharman said that a lot of the traffic is not local traffic and is therefore not necessarily solvable by tram networks. Options are being carefully considered that will allow a move forward on modal shift. Members were keen that any future closures did not cause similar problems. Discussions regarding joint lobbying of Highways England should take place after the meeting.

In relation to the extremely long commutes still being experienced by people in the Hucknall area due to road works in Bulwell, Mr Carter explained that funding needed to be secured for the Hucknall Park and Ride expansion bid. Members requested a presentation on the ideas to alleviate traffic in and around the city, and the Chairman suggested that Councillor Rostance address the Hucknall congestion issue in detail with officers outside the meeting.

Members also referenced the supplementary planning document on air quality within the City and the requirement for net zero carbon emissions by 2028. Everything possible will be done to meet this, including the possible introduction of an anti-idling policy (e.g. for rail crossings and outside schools). This was likely to take two to three years to effectively introduce.

RESOLVED 2020/003

That:

- 1) The report noted.

8. WORK PROGRAMME

The following items were suggested for inclusion in the future work programme:

- The deferred presentation from East Midlands Rail
- Supplementary planning documents e.g. on bio-diversity
- Anything from the budget on local transport issues
- Corporate update on development (September 2020)

9. DATE OF NEXT MEETING – 5 June 2020 – Loxley House

The meeting closed at 11:42 am

CHAIRMAN

Jt Strategic Planning & Transport

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Meeting:	JOINT COMMITTEE ON STRATEGIC PLANNING AND TRANSPORT
Date:	11 September 2020
From:	Joint Officer Steering Group

Transport Update

1 SUMMARY

- 1.1 This report provides an update on the transport related issues across the Greater Nottingham conurbation. The report gives an update on the response to the COVID – 19 crisis as well as information regarding recent funding awards.

2 BACKGROUND

Covid-19 Transport monitoring

- 2.1 In February this year the City Council began trialing a new system for collecting data related to the operation of the transport network. The system relies on sensors placed on lamp columns. Currently the sensors are located around the south west of the city covering an area from Beeston to the City Centre including Boots and the University of Nottingham. The sensors make use of artificial intelligence to provide classified counts of all vehicles together with counts of pedestrians and cyclists. The data from the trial has been used to understand the impact of the Covid 19 crisis on transport in Nottingham.
- 2.2 Appendix 1 to this report contains two charts showing graphical representations of the data collected since March 2020. The data has enabled us to draw a number of conclusions which are outlined as follows:
- Shortly after lockdown at the beginning of March, general traffic levels in the trail area dropped to around 25 - 30% of normal.
 - In April we saw Cycling levels increase in the trail area particularly at weekends where numbers were up to 200% higher than normal
 - As Lockdown eased during May and June traffic levels started to increase with HGV and LGV numbers increasing to above normal levels from the end of June onwards
 - General traffic levels (cars and motorcycles) are now at around 80-85% of normal levels
 - Bus and Tram returned to normal (summer service schedules) at the beginning of July however passenger numbers remain low at around a third of normal levels on buses and the tram is operating with around 23-25% of normal passenger numbers.

We expect passenger numbers to increase as school pupils return our response to this is outlined in Paragraph 2.12 onwards of this report.

Emergency Active Travel Fund

- 2.3 On the 27th May the Department for Transport (DfT) wrote to local authorities outlining indicative allocations for the first stage of the Emergency Active Travel Fund which was announced by the Secretary of State on the 9th May 2020.
- 2.4 The fund was intended to be used to allow for the creation of “pop-up” or temporary walking and cycling routes. Walking and cycling have a role to play in helping to avoid overcrowding on public transport whilst providing an alternative to single occupancy car

trips. The fund is made up of a total of £250 million of which £225 million will be provided directly to local transport authorities, while £25 million will go to help cycle repair schemes. The £225 million allocated to local authorities will be released in two Tranches.

2.5 The City Council received £570,000 and the County Council received £263,250 through Tranche one of the EATF to spend on introducing the following measures:

- Develop new routes in the north and east of the city – through temporary pop-up cycle lanes on key routes, including Mansfield Road, Hucknall Road, St Ann’s Well Road and Carlton Road
- Create a safer city centre, district centres and neighbourhoods – to help support social distancing and improve mobility as people return to work and need to access services. These measures include footpath widening and one-way streets in the Arboretum and Derby Rd areas and pop up cycle lanes in the Broadmarsh area.
- Create car-free school streets – to allow space and safety for walking and cycling to school. The scheme will be trialled at nine schools in the city
- Improve access to green spaces – to encourage their use for exercise and as locations for new cyclists to gain confidence, including Victoria Embankment and Colwick park
- Both the City and County Councils are working to provide improved facilities for cyclists and pedestrians in and around Trent Bridge
- In addition, measures will be put in place to promote and maximise use of the new schemes through supporting measures – such as Nottingham Bike Aid, which provided 165 bikes to key workers, improved signage on routes, and pop up cycle parking in the city centre.

The County Council’s EATF Tranche 1 funding allocation will be used to introduce the following measures in the Greater Nottingham conurbation:

- Temporary ‘pop-up’ segregated cycle facilities on the B684 Plains Road, Mapperley
- Temporary vehicle restrictions to enable enhanced walking and cycling in Bingham Market Place.

2.6 Tranche 2 of the EATF is for both temporary, low-cost schemes, and permanent schemes which are deliverable (or can be committed) by the end of the 2020/21 financial year. While both authorities have been given an indicative Tranche 2 allocation, the actual sums allocated to authorities are subject to bids to government. The schemes included in the bids are:

- A6200 Derby Road – Upgrade crossing to connect routes created in Tranche 1 with Nottingham’s wider cycle network, including access to the University of Nottingham and the QMC
- Carlton Road/Porchester Road – Build on measures introduced in Tranche 1 (segregated cycling facilities, temporary crossings and a quiet, signed route), to include more protected space for cyclists
- A60 Mansfield Road and London Road – Extend provision for cyclists along the length of Mansfield Road to the city boundary. This will link in with proposal for a low traffic neighbourhood in the Sherwood/Berridge area.
- St Ann’s Well Road – Upgrade existing traffic calming features, helping to enforce the 20mph speed limit
- Arboretum Low Traffic Neighbourhood – Reduce ‘rat running’ by introducing 11 one-way closures to vehicles, creating a quieter environment for walking and cycling
- City centre 20mph zone – Introduce a 20mph speed limit in the city centre to create a safer environment

- E-scooters trial
- Pop-up community cycle centres – Deliver cycle training in local parks, included tuition, bike maintenance and guided rides
- Broadmarsh Cycle Hub – Develop a 120-space secure cycle parking facility in the city centre
- Nottingham Bike Aid – further support for this important initiative which will be extended from keyworkers to also include jobseekers and those individuals that are most in need in areas where we are improving cycling facilities

The County Council's EATF Tranche 2 funding bid includes the following proposals in the Greater Nottingham conurbation:

- Beeston cycling improvements – introduction of a point closure to stop through traffic on Dovecote Lane (which links NCN6 to the town centre) to reduce rat-running and provide a quieter route for cyclists and pedestrians; and additional secure cycling hub at the nearby rail station
- Regatta Way, Gamston – upgrade of the existing facilities to create a new fully segregated cycleway connecting the existing cycling network to the proposed new Transforming Cities Funded cycle/pedestrian bridge over the River Trent; as well as to the National Water Sports Centre and country park at Holme Pierrepont
- A behaviour change support package specifically targeted along the Tranche 1 and proposed Tranche 2 infrastructure improvements (and the locations/town centres to which these routes provide improved, safer access), including:
 - Bike aid programme, providing county residents with a similar offer to that currently provided to city residents
 - Travel planning delivered through local businesses, schools, health providers and community groups.

All of the above proposals (in both the city and county) will be subject to the necessary approvals, detailed scheme design, consultation, safety audits and equality impact assessments.

Midlands Connect MRN Preparation fund

- 2.7 In 2017, the Department for Transport announced the development of a Major Road Network (MRN) of selected "A" classified roads operated by local authorities. Funding for proposed improvements on the MRN would be provided through the newly created National Roads Fund (2020-2025). A map of the MRN in Nottingham is attached. In its role as Sub-National Transport Body, Midlands Connect developed a first round of shortlisted schemes for the Midlands area throughout 2018. These were later submitted to the DfT in June 2019.
- 2.8 Midlands Connect has now announced that it has set up an MRN Preparation Fund amounting to a minimum of £300,000 per year to 2023. These scheme will be developed in preparation for the next round of MRN funding which is currently assumed to be 2023. The purpose of the fund is to enable the development of another round of schemes to a minimum of pre- Strategic Outline Business Case (SOBC) level but preferably to SOBC level. The schemes would primarily be aimed at reducing traffic congestion and enabling economic growth. The MRN preparation fund will provide 50% of the value required to develop a scheme to SOBC level with the remaining 50% being provided by the scheme promoter. Any submission to Midlands connect must demonstrate:

- The proposed scheme must be either directly on the MRN or designed primarily to benefit the MRN (e.g. a new off-line intervention to divert traffic away).
- The scheme development undertaken utilising the Preparation Fund is likely to generate a scheme that will have a £20m to £50m construction value; although there is some flexibility with the lower value.
- The submitting authority must be able to demonstrate that a 15% capital contribution will likely be supported by their authority if it were eventually submitted to DfT.

A scheme which receives funding through the Preparation Fund will firstly go forward to prioritisation process run by Midlands Connect. Scheme promoters or Local Highway Authorities may submit multiple schemes however Midlands Connect will only provide funding for one scheme per promoter. The prioritisation process will evaluate all submitted schemes consistently using a framework agreed by the region.

- 2.9 Initial conversations between officers at the City and County Councils regarding the potential to submit a bid to the MRN preparation fund to enable the preparation of a scheme around the A6002 / A610 junction close to Junction 26 of the M1. Details of the scheme are yet to be finalised however the scheme would be aimed at reducing congestion both through the junction and also on the approach arms to the junction. Further details of the scheme and next steps will be reported to the next Joint Committee.

Air Quality

- 2.10 In 2017 Nottingham was named by the government as one of the cities with levels of Nitrogen Dioxide above the air quality directive limit of $40\mu\text{gm}^{-3}$. The City Council submitted its plan to improve air quality to Defra in September 2018. The plan had a number of measures aimed at improving air quality. The main measure was a program of bus exhaust retrofitting, aimed at reducing Nitrogen Dioxide emissions from the bus fleet in Nottingham. Other measures include a program of awareness raising grants and support aimed at helping hackney carriage drivers to convert to Ultra Low Emission Vehicles (ULEVs).
- 2.11 The bus retrofitting program for NCT vehicles was completed in March this year. All NCT vehicles now meet the highest emissions standards. It was reported to the January Joint Committee that Trent Barton would complete bus retrofitting by the end of April 2020. Due to the Covid – 19 all work on the project ceased as engineers were unable to work in close proximity to each other. The original schedule has therefore been severely affected. Trent Barton have now reported that their retrofitting program will be complete by Jan 2021. Trent Barton have also reported that they will be unable to complete their planned investment in euro VI buses to run on the “Threes” service – running from Victoria Bus Station due to a collapse in passenger revenue. Trent Barton have been granted an exemption from running Euro VI buses on this service until 1st Jan 2022. CT4N are also continuing to retrofit their fleet of busses and are confident the project will be complete before the end of this year.
- 2.12 The City Council is also continuing to work with Hackney Carriage drivers in order to help with the transition away from older vehicles towards ULEVs by providing a ULEV try before you buy project together with grants for the licensing of new ULEV vehicles and home charge points. As of the end of July 130 Hackney carriages now meet the new age and emission specification policy, 100 are Euro 6 diesel and 30 are ULEVs. A further 4 ULEV hackney carriage vehicles will be operating in the city as the beginning of September.

Public Transport and preparing for the return to school in September

- 2.13 Following the significant reductions in public transport services during lockdown, bus and tram services in Nottingham have now returned to near normal summer levels. (in terms of network coverage and frequencies) but patronage levels and fare revenues continue to be suppressed.
- 2.14 Social distancing requirements mean that on vehicle capacities are reduced to below 50% of seats available with no standing which typically means up to 32 people on a tram and between 20 and 40 people on a bus depending on the configuration of the vehicle. All operators are required to comply with Government guidance for operators and passengers. Face coverings are mandatory both on vehicle and within indoor terminals.
- 2.15 During lockdown passenger levels dropped to below 10% of normal levels. As lockdown measures have been released and services reinstated patronage levels have recovered to approximately 40% on bus and 25% tram of pre-covid levels. Tram recovery has in part been slower due to a partial closure of the system during July for City Centre track works but have been picking up since these works were completed.
- 2.16 A high proportion of pupils in Nottingham walk or cycle to school relative to many other areas but a significant proportion do use public transport. Those who do use public transport predominantly use the commercial bus and tram network. We are talking to the operators about the potential to increase capacity on key routes. NCT will increase capacity depending on demand on core routes as required. The tram system is less flexible. The mitigation for the tram will be to run additional dedicated bus/coach services to schools on key legs should overcrowding occur.
- 2.17 There are two dedicated contracted routes that serve three different schools in the north west of the City. The plan here is to increase the number of buses operating the services from four to six and separate journeys to each of the school groups.
- 2.18 The City and County councils are working together to address any issues affecting school pupils who travel from the City to County schools. In the opposite direction there are predominantly 16 – 19 students that travel to FE colleges from County areas into the City again largely on the commercial network. Marshalling may be required at some locations particularly to regulate access to services at key points particularly at the end of the school day where there is potential for school pupils to overcrowd particular services.
- 2.19 As reported in paragraphs 2.4 and 2.5 of this report efforts to reopen public transport are being coordinated with the delivery of the Emergency Active Travel Fund include funding to work with schools to implement safer school streets schemes and travel to school behavior change initiatives to encourage more pupils to walk or cycle to school to help relieve the pressure on public transport. School travel messaging is also being prepared to be coordinated with central communications.

3 RECOMMENDATION(S)

- 3.1 It is recommended that the contents of this report be noted.

4 BACKGROUND PAPERS REFERRED TO IN COMPILING THIS REPORT

4.1 None.

Contact Officers

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Appendix 1: Covid -19 Transport analysis charts Nottingham

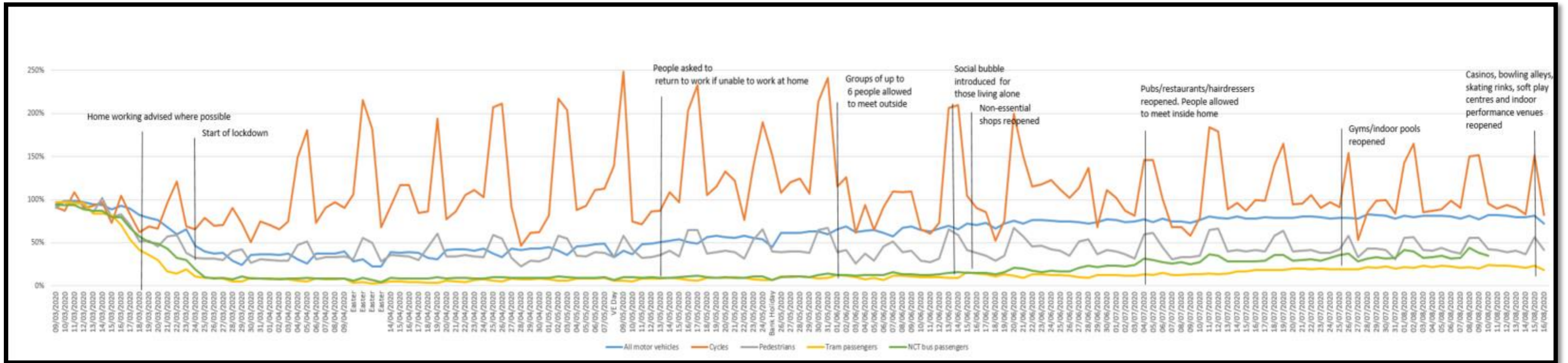


Chart 1: (above) Mode of Travel in Nottingham Daily Flows expressed as a percentage of the equivalent daily flow in week commencing March 2nd 2020

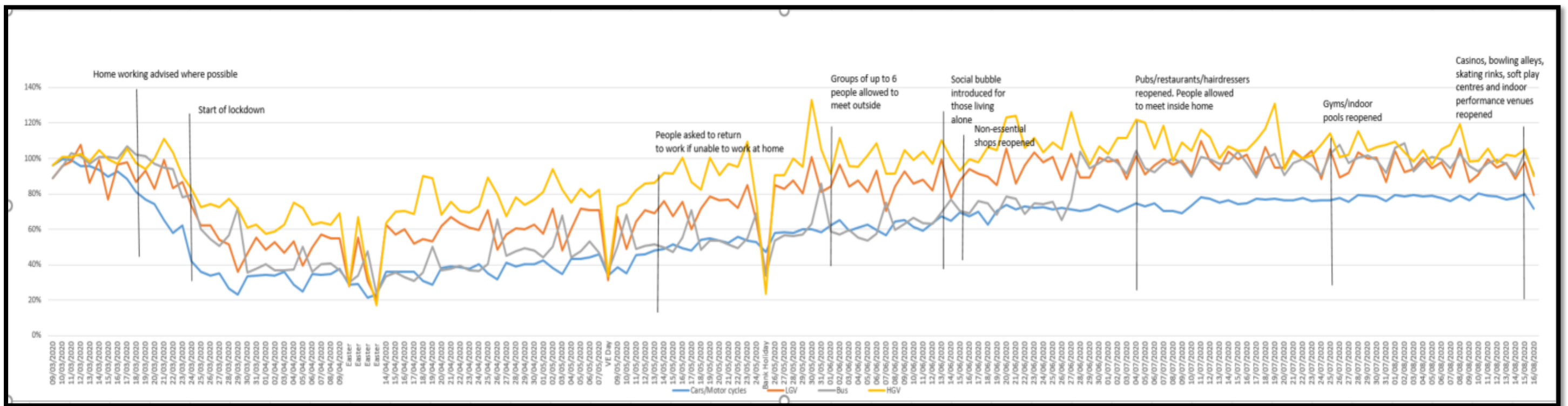


Chart 2: (Above) Mode of travel by vehicle class in Nottingham Daily flows/numbers expressed as a % of the equivalent daily flow/number in week commencing 2 March 2020

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Meeting:	Joint Committee on Strategic Planning and Transport
Date:	11 September 2020
From:	Joint Officer Steering Group

Planning for the Future White Paper

1 Summary

- 1.1 The Ministry of Housing, Communities and Local Government published its much-anticipated Planning for the Future white paper on 6th August 2020. The white paper contains far-reaching proposed changes to the planning system, which will impact on the work of this Committee. The consultation on the white paper closes on 31st October 2020.

2 Background

- 2.1 The Government has long held the view that the planning system is outdated, slow and bureaucratic. The publication of the Planning for the Future white paper proposes a wholesale review of both plan making, decision taking and developer contributions. The white paper can be viewed at <https://www.gov.uk/government/consultations/planning-for-the-future>. Its main proposals are summarised below.
- 2.2 Local plans would be simplified and focus on identifying three categories of land – "growth areas" that are "suitable for substantial development"; "renewal areas" that are "suitable for development"; and "protected areas". In "growth areas", outline approval would be automatically granted for forms and types of development specified in the plan. Development in renewal areas would "cover existing built areas where smaller scale development is appropriate" and could include the "gentle densification" of residential areas, development in town centres, and small sites in and around villages. There would be a "statutory presumption in favour of development" specified in the plan. Protected areas, including green belt, conservation areas and Areas of Outstanding Natural Beauty (AONBs), would still be subject to "more stringent" development controls and full planning applications would be required for new schemes.
- 2.3 Local plans should be subject to a single and "simplified" statutory "sustainable development" test, replacing the existing "tests of soundness". This new test "would consider whether the plan contributes to achieving sustainable development in accordance with policy issued by the secretary of state", the consultation states. The test could also "become less prescriptive about the need to demonstrate deliverability".
- 2.4 Instead of general policies for development, the document says, local plans would be required to set out site- and area-specific requirements for development, alongside locally-produced design codes. The National Planning Policy Framework (NPPF) "would become the primary source of policies for development management".
- 2.5 The legal duty to cooperate, which requires local planning authorities to continuously and effectively engage with neighbours on strategic issues such as housing need, "would be removed". However, it adds that "further consideration will be given to the way in which strategic cross-boundary issues, such as major infrastructure or strategic sites, can be adequately planned for, including the scale at which plans are best prepared in areas with significant strategic challenges".

- 2.6 The government is considering scrapping the five-year housing land supply requirement. The document says its "proposed approach should ensure that enough land is planned for, and with sufficient certainty about its availability for development, to avoid a continuing requirement to be able to demonstrate a five-year supply of land". However, it proposes to "maintain the housing delivery test and the presumption in favour of sustainable development as part of the new system".
- 2.7 Councils and the Planning Inspectorate would be required through legislation to meet a statutory timetable of no more than 30 months for plan preparation with "sanctions for those who fail to do so". The average time taken from plan publication to adoption rose from an average of 450 days in 2009 to 815 days in 2019, the paper states, while there is "currently no statutory requirement around timescales for key stages of the plan-making process".
- 2.8 The need for sustainability appraisals alongside plans would be abolished and instead a "simplified process for assessing the environmental impact of plans, which would continue to satisfy the requirements of UK and international law and treaties".
- 2.9 Local plans would need to be "visual and map-based, standardised, based on the latest digital technology and supported by a new standard template", the document says.
- 2.10 The planning process would be increasingly digitised, moving from "a process based on documents to a process driven by data". Local authorities would be helped to use digital tools to support "a new civic engagement process for local plans and decision-making".
- 2.11 Under a proposed new "fast-track for beauty", proposals for high-quality developments that reflect local character and preferences would benefit from "automatic permission". New development would be expected to create a "net gain" to areas' appearance.
- 2.12 Design codes, which would be expected to be prepared locally, would be made "more binding" on planning decisions. A new body would be established to support the delivery of design codes across the country.
- 2.13 The standard housing need method would be changed so that the requirement would be "binding" on local planning authorities who would "have to deliver [it] through their local plans". The new method "would be a means of distributing the national housebuilding target of 300,000 new homes annually". It says the requirement would be focused on areas where affordability pressure is highest and on brownfield land. It would also have regard to the "size of existing urban settlements" in an areas and the "extent of land constraints".
- 2.14 A new 'single infrastructure levy' will replace the existing developer contributions system of section 106 agreements and the community infrastructure levy. The government says the new levy will be a nationally-set, flat rate charge and would be based on the final value (or likely sales value) of a development. It says it intends the new levy to raise more revenue than under the current system of developer contributions, and deliver "at least as much" affordable housing, and on-site affordable housing, as at present
- 2.15 The new levy could be used to "capture a greater proportion of the land value uplift that occurs through the grant of planning permission, and use this to enhance infrastructure delivery. But such a move "would need to be balanced against risks to development viability".

- 2.16 The scope of the levy "could be extended to capture changes of use through permitted development rights". Such a move "would allow these developments to better contribute to infrastructure delivery and making development acceptable to the community.
- 2.17 Big development sites would be split between developers to accelerate delivery. The government proposes to revise the NPPF to make it clear that masterplans and design codes for sites prepared for substantial development should seek to include a variety of development types from different builders, which would allow more phases to come forward together.
- 2.18 Community consultation at the planning application stage is to be "streamlined". Instead, there would be "a new emphasis on engagement at the plan-making stage", the document says.
- 2.19 The determination of planning applications "should be faster and more certain, with firm deadlines". The "well-established time limits of eight or 13 weeks for determining an application from validation to decision should be a firm deadline – not an aspiration which can be got around through extensions of time as routinely happens now".
- 2.20 Applications should be "shorter and more standardised". There should be just "one key standardised planning statement of no more than 50 pages to justify the development proposals", the paper proposes.
- 2.21 Penalties for councils that fail to determine an application within the statutory time limits could involve "the automatic refund of the planning fee for the application". Ministers also "want to explore whether some types of applications should be deemed to have been granted planning permission if there has not been a timely determination". Where applications are refused and the decision is overturned at appeal, the paper proposes that "applicants will be entitled to an automatic rebate of their planning application fee".
- 2.22 Each local planning authority would be required to have a chief officer for design and place-making.
- 2.23 Fees should continue to be set nationally but "cover at least the full cost" of processing applications, "based on clear national benchmarking". It added that this "should involve the greater regulation of discretionary pre-application charging to ensure it is fair and proportionate". The costs of operating the planning system should be "principally funded" by developer contributions "rather than the national or local taxpayer". Currently, the document says, "the cost of development management activities by local planning authorities is to a large extent covered by planning fees". However, the "cost of preparing local plans and enforcement activities is now largely funded from the local planning authority's own resources".
- 2.24 The government has promised to "develop a comprehensive resources and skills strategy for the planning sector to support the implementation of our reforms". Proposals for "improving the resourcing of planning departments" will be published "later this year", it adds.
- 2.25 Councils "should be subject to a new performance framework which ensures continuous improvement across all planning functions from local plans to decision-making and enforcement – and enables early intervention if problems emerge with individual authorities".

- 2.26 Consultation on the white paper proposals run for 12 weeks until October 29. The suggested changes to local plans, developer contributions and development management will require primary legislation followed by secondary legislation. The white paper expects new local plans to be in place by the end of the Parliament.
- 2.27 Clearly, these are very significant changes to the planning system, which will require a considered response. Both Councils will be responding in their own right, but it will also be recommended that a joint response be prepared on behalf of the Greater Nottingham Joint Planning Advisory Board, on matters of strategic interest where there is a consensus of view.
- 2.28 In parallel with the white paper, the government has also published “Changes to the current planning system: Consultation on changes to planning policy and regulations”. Of most relevance to this Committee, it proposes a revised standard methodology to determine housing need. This consultation has an earlier deadline of 1 October 2020.
- 2.29 Changes in the standard methodology, if unchanged by the consultation, would result in the following housing need:

Area	Existing standard methodology	Proposed standard methodology
Ashfield	481	813
Broxtowe	368	490
Erewash	392	344
Gedling	458	534
Nottingham City	1,149	897
Rushcliffe	604	1,054

3 Recommendation(s)

3.1 The Joint Committee:

- (a) considers the content of the white paper in so far as it relates to the work to the Committee; and
- (b) notes the intention of both councils to respond to the consultations, and for a joint response to be prepared and submitted by the Greater Nottingham Joint Planning Advisory Board.

4 Background papers referred to in compiling this report

4.1 Planning for the Future white paper, MHCLG, August 2020

Contact Officer

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Meeting:	Joint Committee on Strategic Planning and Transport
Date:	11 September 2020
From:	Joint Officer Steering Group

Greater Nottingham Joint Planning Advisory Board Update

1 Summary

1.1 The Greater Nottingham Joint Planning Advisory Board (JPAB) oversees the preparation of aligned Local Plans across Greater Nottingham, and the implementation of projects funded through the partnership. This report updates the Joint Committee on the work of JPAB, and other strategic planning matters within the remit of the Committee.

2 Background

2.1 The last meeting of JPAB was held on 30 June 2020. The latest available minutes are from the meeting held on 17 December 2019, and these are appended to this report.

2.2 A summary of the main issues discussed at the 30 June meeting is provided below, updated as necessary.

2.3 The JPAB received two presentations. The first concerned the Toton Supplementary Planning Document, which will provide guidance on the development of the area around the HS2 Hub Station. This document is to be subject to public consultation later in the year. The second was a presentation from AECOM consultants, who have prepared a 'Growth Options Study' for Greater Nottingham. This is a key part of the evidence base for the forthcoming Greater Nottingham Strategic Plan, and is now available to view at <http://www.gnplan.org.uk/evidence-base/>. It assesses broad locations around Greater Nottingham in terms of their potential to accommodate development. It does not make any recommendations as to the most appropriate locations, this being a matter for the Strategic Plan. Specific sites included in the Brief were also considered in the light of the assessments of broad locations, however the report acknowledges that these sites will need to be subject to further assessment before they could be considered for inclusion in the next versions of Strategic Plans

2.4 JPAB also considered a report on the progress of the early stages of Strategic Plan preparation in Greater Nottingham.

2.5 It was noted that Erewash BC began consultation on a separate "Options for Growth" document covering their Borough only. The document presents the Borough's preferred option, proposing sufficient sites to meet the housing needs of the Borough based on the government's current Standard Methodology. Consultation was due to end on Monday 20 April, however the process was 'paused' due to Coronavirus, and the consultation was extended until Monday 20 July. A joint response was submitted on behalf of Broxtowe, Gedling, Nottingham City and Rushcliffe, urging Erewash to realign their strategic planning with the other local planning authorities in Greater Nottingham.

2.6 It was also noted that consultation on the Greater Nottingham Strategic Plan (covering Broxtowe, Gedling, Nottingham City and Rushcliffe) was imminent, starting on 6 July and ending on 14 September 2020. The approach is different from that of Erewash, as it does not present a preferred strategy, but instead invites views on a number of alternative strategies, which will inform the preferred strategy to be included in the next version of the Strategic Plan. A website (www.gnplan.org.uk) has been established to

provide information and links to consultation material.

- 2.7 Update reports were also presented, on the Waste and Minerals Local Plans, on on Homes England Capacity Funding Projects Monitoring and on the JPAB Budget.
- 2.8 The meeting agenda papers are available to view at <http://www.gnplan.org.uk/about-gnpp/joint-planning-advisory-board-meetings/>.

3 Recommendation(s)

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

4 Background papers referred to in compiling this report

- 4.1 JPAB Papers, 30 June 2020

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APPENDIX 1

ITEM 3	MINUTES OF THE GREATER NOTTINGHAM JOINT PLANNING ADVISORY BOARD (JPAB) MEETING HELD AT 2PM ON TUESDAY 17th DECEMBER 2019 AT BROXTOWE BOROUGH COUNCIL
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PRESENT

Ashfield: Councillor M Relf

City: Councillor M Edwards

Erewash: Councillor M Powell

Gedling: Councillor J Hollingsworth

Nottinghamshire County: Councillor T Harper (Chair); Councillor G Wheeler

Officers in Attendance

Ashfield: Christine Sarris

Broxtowe: Ruth Hyde; Steffan Saunders; Tom Genway

Erewash: Steve Bikinshaw, Oliver Dove

Gedling: Alison Gibson

Growth Point: Matthew Gregory; Peter McAnespie

Nottingham City: Paul Seddon

Nottinghamshire County: Sally Gill

Rushcliffe: David Mitchell

Observers

Barratt Homes: Robert Galij

Environment Agency: Joe Drewry

Green4Architects: Steve Binch; Adrian Cox

Peeverill Homes: Paul Stone

Apologies

City: Councillor L Woodings

Derbyshire: Councillor Tony King; Steve Buffery

Homes England: Sandhya Ward

Natural England: Laura Alvey; Louisa Aspden

Savills: David Bainbridge

Rushcliffe: Councillor R Upton

1. **Introductions and Apologies**

Councillor T Harper (Chair) welcomed those attending and apologies noted.

2. **Declarations of Interest**

There were no declarations of interest.

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

3.1 The minutes of the meeting held on 24 September 2019 were approved by Councillor Harper and seconded by Councillor Powell.

4. **Local Plans Update** (Steffan Saunders)

Overall good news with BBC and RBC having now adopted their Local Plans.

4.1 **Ashfield**

ADC is working on their new Local Plan to prepare the necessary evidence. They have an 'emerging plan' for Hucknall town centre and two Neighbourhood Plans.

4.2 **Broxtowe**

BBC's Nuthall Neighbourhood Plan has now been adopted and a further nine Neighbourhood Plans are emerging.

4.3 **Erewash**

EBC's Ilkeston Gateway SPD is in place, Stanton is awaiting a purchasing announcement. There are two emerging Neighbourhood Plans.

4.4 **Gedling**

GBC adopted their Local Plan two years ago. They have four Neighbourhood Plans with others emerging. An SPD for three housing allocations in Arnold including Willow Farm will be considered by Cabinet in the New Year.

4.5 **Nottingham City**

Nottingham City adopted their Part 2 Local Plan in January. The Waterside SPD was adopted in June and there are several SPDs emerging. There is one Neighbourhood Forum covering Sneinton.

4.6 **Rushcliffe**

RBC's Part 2 Local Plan has been adopted. There are three adopted Neighbourhood Plans, two nearing completion, and five emerging.

4.7 **Minerals and Waste Plans**

4.7.1 Nottinghamshire/Nottingham

Nottinghamshire County Council (NCC) is currently preparing a new Minerals Local Plan covering the period up to 2036. NCC and Nottingham City (N.City) are preparing a joint Waste Local Plan in 2020 which, on adoption, will replace the 2013 Waste Core Strategy.

4.7.2 Derbyshire/Derby

Work is progressing on a range of minerals topics for Derbyshire County and Derby City Councils with consultation programmed for 2020. Background and evidence papers on local and strategic waste are being consulted on early 2020 and will include drop in events around the County.

4.7.3 **Implementation of Core Strategies and Delivery of Strategic Sites**

We are generally on target. Gamston/North of Tollerton is subject to some delays due to land ownership. Other sites are making good or reasonable progress.

4.7.4 ME reported following his Joint Strategy and Planning Transport meeting that Nottingham universities were attracting more student numbers. This would require an additional 3,000 to 6,000 bedspaces within the next few years. He continued to say that we needed universities to provide provisions of required numbers of student bedspaces. He also suggested BBC to become more involved due to bordering the university in order to supply student accommodation.

4.7.5 MG advised that the problem is trying to be addressed with impacts on the city centre and university campuses. Ideally need to develop more student accommodation to free up existing HMOs.

4.7.6 TH was concerned that Nottingham University was putting pressure on local councils for student accommodation and wished to be kept updated.

Joint Planning Advisory Board was resolved to NOTE the progress with the Local Plans covering Greater Nottingham and the progress on the implementation of strategic sites included in the Local Plans covering Greater Nottingham.

5. **Core Strategy (Strategic Planning Policies) Review** (Matt Gregory)

5.1 MG firstly reported a change in personnel with Derek Stebbing now providing PAS planning support and advice. He previously provided advice on a Statement of Common Ground for the partnership. He will be providing at least 8.5 day's support over the coming year.

5.2 A timetable set out at para 2.2 envisages that the Strategic Plan will be submitted for Examination in January 2021. However, it is important to note that the key dates are reliant on evidence based studies being carried out/completed. Any slippage of this evidence may have an impact on the timetable. The red squares illustrated on the timeline indicated proposed JPAB meetings although, if necessary, these could be adjusted to highlight key elements.

5.3 The first public phase will be a draft Growth Options document in April 2020 with a round of council approvals prior to this.

- 5.4 Following the Growth Options consultation the next formal consultation will be the Preferred Options consultation in the Summer of 2021. This is a very challenging timetable.
- 5.5 The HMA boundary study has been completed as has a Strategic Housing Land Availability Assessment review.
- 5.6 AG will give a presentation on the Sustainable Appraisal during this meeting.
- 5.7 AECOM have been commissioned to undertake a Growth Options Study. BBC is leading on this study which is due for completion at end of February. This will inform the draft Growth Options consultation.
- 5.8 A Housing Needs Assessment is being undertaken by Icenl and it will look at housing need across Greater Nottingham and Ashfield, breaking down elements of this need such as affordable housing, student need and the needs of the elderly. Nottingham City Council is the lead authority for this work.
- 5.9 RBC will be leading on a Gypsy and Traveller and Travelling Showpeople Housing Needs Assessment. This is due to be completed Summer 2020.
- 5.10 A Green and Blue Infrastructure brief is also being prepared. This will be a two stage process and consultants will be appointed to undertake the elements of the work that cannot be completed in house.
- 5.11 Retail and Economic Land Requirements Studies will also be commissioned.
- 5.12 A consultation portal (Inovem) is being progressed to consult on strategic plans across Greater Nottingham. It was previously agreed that this is to be funded from JPAB's existing budget.
- 5.13 It is intended to recruit a Temporary Conurbation Planning Manager as a secondment from partner councils early in the New Year. The post is intended to lead the progression of the Core Strategy/Strategies and will be part funded from the Planning Delivery Fund.
- 5.14 DM agreed it was a busy programme and to include ME's point to look at students' needs and to invite the university to the Group to understand how they can help.
- 5.15 MG advised that the City Council already liaised with the two Nottingham universities and has excluded Nottingham City's student housing need from the brief. He suggested that Broxtowe can be part of this process due to its close proximity to the university campus.
- 5.16 MP was concerned that any slippage in the programme could have an affect later on and that we had already lost a few months. He continued that we needed to commit to making a start talking to developers and understanding their practices.
- 5.17 ME considered it was difficult to predict timeframes. He asked how many extra gypsies and travellers there were since the last census. If they had moved into private or council housing then we would be unaware of numbers and they may

have moved between authorities. MP also said that we were working with fluid figures as they could have even moved out of the area.

5.18 MG explained that this matter had been raised previously. How many travellers were living in homes and other types of accommodation is part of the Gypsy and Traveller study. The census figures could be provided following the meeting. MG advised that the study would not be concluded until the summer to take into consideration the winter caravan count and also to allow time for consultations with the gypsy and traveller and travelling showman population in order to understand their needs.

5.19 The programme plan was approved unanimously.

Joint Planning Advisory Board resolved to:

- (a) NOTE the progress with the preparation of the Strategic Plan;**
- (b) APPROVE the Project Plan set out below; and**
- (c) NOTE that Executive Steering Group has agreed that a secondment be offered to existing planning colleagues in partner Councils for a temporary planner/project manager post to support the preparation of the Strategic Plan for a period of 24 months.**

6. Core Strategy Review Sustainability Appraisal Scoping Report
(Alison Gibson)

6.1 AG gave an update on the Sustainability Appraisal Scoping Report. The process involves a series of Stages A to E in line with the government's planning practice guidance. Stage A has been completed (Stage A2 was completed from the Housing Delivery Workshop in February 2019).

6.2 AG presented a list of 16 objectives which illustrated areas for improvement to help shape the SA Framework. Stages B and C will be covered in further workshops with key stakeholders. AG advised that good progress was being made and this would feed into the Growth Options process.

6.3 ME mentioned that target dates needed to be set to meet N.City's ambitious policy to be carbon neutral by 2028. Council emissions could be reduced by measures such as loft insulation, using mine water for heat capture/cooling, solar panels and greener cars. He suggested a presentation be given by N.City to share their best practices.

6.4 MG reflected on the recent Seminar for securing sustainable housing developments and asked that the work could be shared across the conurbation bearing in mind the Government's target to be carbon neutral by 2050.

Joint Planning Advisory Board was resolved to NOTE the report.

7. Homes England Capacity Funding projects monitoring
(Peter McAnespie)

7.1 PMc reported each councils funding summaries for the second quarter of Year 3. Although the project bids had continued to rise there was no additional spend in the last quarter. There were variations how the money was to be spent which has been

agreed with Homes England. There has been a lack of progress with Stanton for EBC and GBC's Rolleston Drive. EBC will update early in the New Year. The proposed re-purposing of grant funding for Rolleston Drive, Gedling will be brought back to the Group at a future meeting for noting.

Joint Planning Advisory Board was resolved to NOTE the report.

8. **Joint Planning Advisory Board Future Funding** (Matt Gregory)

8.1 MG advised that ESG considered the current budget and agreed a proposal to increase contributions from £59k to approximately £71k.

8.2 The reasons for the increase were based on an increase of workload for the Strategic Plan preparation. MG explained that there had been considerable savings of approximately £1m made by joint working and with grant monies received. ESG sent the proposal round for councils to endorse. It was noted that ADC, BBC, GBC and RBC will be responding positively.

Joint Planning Advisory Board was resolved to NOTE the report.

9. **Housing Developers Forum verbal feedback**
(Dave Mitchell/All)

9.1 DM reported that it was agreed to support, across the wider Nottingham area, a Housing Development Forum on 6 December. He has not yet received full feedback from the 80 attendees.

9.2 The responses he had received were positive including comments that there were excellent presentations. There was a mixed attendance from developers, council officers and agencies.

9.3 JH (ADC) gave her congratulations saying that the event was tremendous bearing in mind it was not straight forward with regards to carbon emissions. It was interesting and a learning exercise to hear from experts in their fields; it was exactly what was asked for.

9.4 Cllr Relf (ADC) focused on what was tangible and what differences could be made to be more efficient. He was aware that it will be difficult therefore time would be of the essence.

9.5 TH suggested inviting a Cabinet Minister to a future meeting.

9.6 Mr Galij (developer) found the workshop informative however the venue's acoustics could have been improved. The subject matter was very interesting with councils and industry playing their part going forward. He believed that we need to be realistic and pragmatic - "delivery is everything".

Joint Planning Advisory Board recommended to REFLECT ON the Housing Developers Forum held in December 2019.

10. **Any other Business**

10.1 Cllr Powell advised that EBC would be responding to the call for sites in January.

11. **Future Meetings 2020**

DATE	TIME	VENUE
Tuesday 24 March	2.00 pm	Council Chamber, Ground Floor, Council Offices, Beeston
Tuesday 30 June	2.00 pm	Council Chamber, Ground Floor, Council Offices, Beeston
Tuesday 22 September	2.00 pm	Council Chamber, Ground Floor, Council Offices, Beeston
Tuesday 15 December	2.00 pm	Council Chamber, Ground Floor, Council Offices, Beeston

MEETING CLOSED AT 3.10 PM

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Meeting:	JOINT COMMITTEE ON STRATEGIC PLANNING AND TRANSPORT
Date:	11 September 2020
From:	Joint Officer Steering Group

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

1 SUMMARY

1.1 This report informs committee of progress with preparing:

- The Nottinghamshire Minerals Local Plan.
- The Nottinghamshire and Nottingham Waste Local Plan;

2 BACKGROUND

Minerals

- 2.1 The County Council is preparing a revised Minerals Local Plan. It will cover the County area (policies for the City are included in its Land and Planning Policies document - Part 2 Local Plan).
- 2.2 Following completion of several stages of consultation, including an Issues and Options stage and consultation on a Draft Minerals Plan document, the County Council approved the Plan for formal publication at its meeting on 11 July 2019 and it was published for representations in September/October 2019.
- 2.3 The Plan was submitted for examination along with the supporting evidence in February 2020. An Inspector, Nick Palmer, has been appointed and a set of Matters, Issues and Questions issued in February to which responses were submitted by all interested parties in mid-April. Following the COVID -19 outbreak, the planned hearing sessions in late April were postponed but the timetable for receipt of responses maintained. A set of Supplementary Questions were issued by the Inspector in early May with responses submitted by 19 June.
- 2.4 At the time of drafting this report, no dates for the Hearing sessions have been published. It is possible that part or all the Hearing sessions will be conducted virtually by video conferencing systems and broadcast via YouTube and the County Council has indicated its willingness to hold the sessions by this means if necessary. A verbal update will be made to the Committee.

Waste

- 2.4 Following the County and City Councils decision to prepare a single Joint Waste Local Plan to replace the Waste Core Strategy, adopted by both Councils in December 2013, an initial consultation on the new Local Plan including a “Call for Sites” was launched on 28 February and concluded on 7 May 2020 (extended by a month in light of the COVID-19 outbreak)
- 2.5 The consultation also included consultation with statutory bodies on the scope of Sustainability Appraisal for the Plan and a “Call for Sites” to help establish if operators wish the Councils to consider making specific site allocations for waste management.
- 2.6 The consultation exercise generated 270 representations on the “Issues and Options” document, from a wide range of people including members of the public, statutory consultees, industry leaders, parish councils and local authorities.
- 2.7 Officers are currently assessing the representations received and will feed the responses into the next stage of the Waste Local Plan. We intend to brief the Members Working Group on the findings of the consultation exercise in the Autumn. The next steps in the Waste Local Plan process will be the completion of a report of consultation, the updating of the Waste Needs Assessment and preparation of a Draft Plan for consultation.
- 2.8 In terms of the Call for Sites, nine sites were put forward for potential waste development/facilities across the Plan Area including several sites proposed for inert disposal, waste transfer, recycling and recovery (including energy from waste). Further consideration will be made of the need to include site allocations or indicate broad locations / criteria based policies to promote development in the Draft Waste Plan.

3 RECOMMENDATION(S)

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

4 BACKGROUND PAPERS REFERRED TO IN COMPILING THIS REPORT

- 4.1 None.

Contact Officers

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Meeting:	JOINT COMMITTEE ON STRATEGIC PLANNING AND TRANSPORT
Date:	11 September 2020
From:	Joint Officer Steering Group

Joint Committee Work Programme

1 SUMMARY

- 1.1 To consider the Committee's work programme from September 2020 to September 2021.

2 BACKGROUND

- 2.1 The Joint Committee work programme will assist the management of the committee's agenda, the scheduling of the committee's business and forward planning. The work programme will be updated and reviewed at each pre-agenda meeting and committee meeting. Any member of the committee is able to suggest items for possible inclusion.
- 2.2 Due to the Corona Virus, and the cancellation of the June 2020 meeting, the work programme requires reconsideration by the Committee. New items may be added to the programme as they are identified.
- 2.3 The work programme to September 2021 is attached for the consideration of the Committee. Items for the cancelled meeting in June 2020 are also included, to allow reprogramming where necessary.

3 RECOMMENDATION

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

Contact Officers

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**JOINT COMMITTEE ON STRATEGIC PLANNING AND TRANSPORT
WORK PROGRAMME: MARCH 2020 TO DECEMBER 2020**

Report Title	Brief summary of agenda item	For Decision or Information?	Lead Officer	Report Author
June 2020				
Midlands Connect Rail Strategy	To provide an overview of the strategy and its implications for Nottingham and Nottinghamshire	Information	Chris Carter	Chris Carter Stephan Pauling from Midlands Connect
Nottingham Air Quality Strategy	To update the joint committee on the strategy and enforcement issues associated with delivery of the objectives	Information	TBC	TBC
Cycle Provision (Broadmarsh and Rail Station area)	To discuss cycle provision within the southern part of the City Centre	Information	TBC	TBC
Minerals Local Plan Update	To provide an update on progress with preparing the Nottinghamshire Minerals Local Plan.	Information	Stephen Pointer	Steven Osborne James
Joint Waste Local Plan Update	To provide an update on progress with preparing the Nottingham and Nottinghamshire Waste Local Plan	Information	Stephen Pointer / Matt Gregory	Stephen Pointer / Matt Gregory
Transport Update	To provide an update on key sustainable transport issues (including rail issues) for the Greater Nottingham area.	Information	Chris Carter/Kevin Sharman	James Ashton / Kevin Sharman
Greater Nottingham Joint Planning Advisory Board Update	To provide an update on the work of JPAB.	Information	Matt Gregory	Matt Gregory

11 September 2020				
Minerals Local Plan Update	To provide an update on progress with preparing the Nottinghamshire Minerals Local Plan.	Information	Stephen Pointer	Steven Osborne James
Joint Waste Local Plan Update	To provide an update on progress with preparing the Nottingham and Nottinghamshire Waste Local Plan	Information	Stephen Pointer / Matt Gregory	Stephen Pointer / Matt Gregory
Transport Update	To provide an update on key sustainable transport issues (including rail issues) for the Greater Nottingham area.	Information	Chris Carter/Kevin Sharman	James Ashton / Kevin Sharman
Greater Nottingham Joint Planning Advisory Board Update	To provide an update on the work of JPAB.	Information	Matt Gregory	Matt Gregory
Planning for the Future White Paper	To provide an overview and allow discussion on the Government's proposals for reforming the planning system.	Information	Matt Gregory	Matt Gregory
11 December 2020				
Midlands Engine – Development Corporation proposals	To provide an update on the proposals for a Development Corporation within Nottinghamshire	Information	Ken Harrison	Ken Harrison
Minerals Local Plan Update	To provide an update on progress with preparing the Nottinghamshire Minerals Local Plan.	Information	Stephen Pointer	Steven Osborne James
Joint Waste Local Plan Update	To provide an update on progress with preparing the Nottingham and Nottinghamshire Waste Local Plan	Information	Stephen Pointer / Matt Gregory	Stephen Pointer / Matt Gregory
Transport Update	To provide an update on key sustainable transport issues (including	Information	Chris Carter/Kevin	James Ashton / Kevin Sharman

	rail issues) for the Greater Nottingham area.		Sharman	
Greater Nottingham Joint Planning Advisory Board Update	To provide an update on the work of JPAB.	Information	Matt Gregory	Matt Gregory
Planning for the Future White Paper	To provide an overview and allow discussion on the Government's proposals for reforming the planning system.	Information	Matt Gregory	Matt Gregory
05 March 2021				
Minerals Local Plan Update	To provide an update on progress with preparing the Nottinghamshire Minerals Local Plan.	Information	Stephen Pointer	Steven Osborne James
Joint Waste Local Plan Update	To provide an update on progress with preparing the Nottingham and Nottinghamshire Waste Local Plan	Information	Stephen Pointer / Matt Gregory	Stephen Pointer / Matt Gregory
Transport Update	To provide an update on key sustainable transport issues (including rail issues) for the Greater Nottingham area.	Information	Chris Carter/Kevin Sharman	James Ashton / Kevin Sharman
Greater Nottingham Joint Planning Advisory Board Update	To provide an update on the work of JPAB.	Information	Matt Gregory	Matt Gregory
June 2021				
Minerals Local Plan Update	To provide an update on progress with preparing the Nottinghamshire Minerals Local Plan.	Information	Stephen Pointer	Steven Osborne James
Joint Waste Local Plan Update	To provide an update on progress with preparing the Nottingham and Nottinghamshire Waste Local Plan	Information	Stephen Pointer / Matt Gregory	Stephen Pointer / Matt Gregory

Transport Update	To provide an update on key sustainable transport issues (including rail issues) for the Greater Nottingham area.	Information	Chris Carter/Kevin Sharman	James Ashton / Kevin Sharman
Greater Nottingham Joint Planning Advisory Board Update	To provide an update on the work of JPAB.	Information	Matt Gregory	Matt Gregory
September 2021				
Minerals Local Plan Update	To provide an update on progress with preparing the Nottinghamshire Minerals Local Plan.	Information	Stephen Pointer	Steven Osborne James
Joint Waste Local Plan Update	To provide an update on progress with preparing the Nottingham and Nottinghamshire Waste Local Plan	Information	Stephen Pointer / Matt Gregory	Stephen Pointer / Matt Gregory
Transport Update	To provide an update on key sustainable transport issues (including rail issues) for the Greater Nottingham area.	Information	Chris Carter/Kevin Sharman	James Ashton / Kevin Sharman
Greater Nottingham Joint Planning Advisory Board Update	To provide an update on the work of JPAB.	Information	Matt Gregory	Matt Gregory

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