

Public Document Pack

Date of meeting	Monday, 4th November, 2013
Time	7.00 pm
Venue	Council Chamber, Civic Offices, Merrial Street, Newcastle-under-Lyme, Staffordshire, ST5 2AG
Contact	Martin Stevens ext 2224

Economic Development and Enterprise Overview and Scrutiny Committee

AGENDA

PART 1 – OPEN AGENDA

1 Apologies for Absence

2 DECLARATIONS OF INTEREST

To receive declarations of interest from Members on items included in this agenda.

3 MINUTES (Pages 1 - 6)

To agree as a correct record the minutes of the meeting held on 10 September 2013.

4 PRELIMINARY DRAFT REPORT FROM THE HS2 WORKING GROUP (Pages 7 - 12)

The Preliminary Draft Report from the HS2 Working Group is attached. The Committee are asked for their input on the report before being considered by Council on the 27 November 2013.

5 PORTFOLIO HOLDER QUESTION TIME

The Portfolio Holder for Economic Development, Regeneration and Town Centres will give a statement on his priorities and work objectives for the next six months. The Committee will have the opportunity to ask questions following the statement. There will be an opportunity for the Portfolio Holder to flag up areas within their remit that may benefit from scrutiny in the future e.g. policy development.

6 NEWCASTLE AND KIDSGROVE TOWN CENTRE PARTNERSHIPS

The relevant Portfolio Holder will be in attendance to give a briefing and answer questions on the latest position of the Newcastle Town Centre Partnership and the Kidsgrove Town Centre Partnership.

7 WORK PLAN

(Pages 13 - 14)

To discuss and update the work plan.

8 URGENT BUSINESS

To consider any business which is urgent within the meaning of Section 100B(4) of the Local Government Act 1972

Members: Councillors Miss Baker (Vice-Chair), Cairns, Clarke, Holland, Jones, Loades, Matthews, Olszewski, Stringer (Chair) and Wilkes

Members of the Council: If you identify any personal training/development requirements from any of the items included in this agenda or through issues raised during the meeting, please bring them to the attention of the Democratic Services Officer at the close of the meeting.

Meeting Quorums :- 16+= 5 Members; 10-15=4 Members; 5-9=3 Members; 5 or less = 2 Members.

Officers will be in attendance prior to the meeting for informal discussions on agenda items.

ECONOMIC DEVELOPMENT AND ENTERPRISE OVERVIEW AND SCRUTINY COMMITTEE

Tuesday, 10th September, 2013

Present:- Councillor David Stringer – in the Chair

Councillors Miss Baker, Cairns, Clarke, Holland, Jones, Loades and Matthews

Cllr Terry Turner (Portfolio Holder)

The following Members attended in their capacity as a Member of the HS2 Working Group:

Cllr Becket and Cllr Studd

Neal Clifton (Executive Director for Regeneration and Development)
Simon Smith (Regeneration Manager)
Martin Stevens (Democratic Services Officer)
Louise Stevenson (Scrutiny Officer)

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Cllr Olszewski and Cllr Wilkes.

Cllr Tracey Peers, whilst not a Member of the Committee, sent her apologies for the item on HS2 as she was a Member of the HS2 Working Group.

2. DECLARATIONS OF INTEREST

There were no declarations of Interest.

3. MINUTES OF THE PREVIOUS MEETING

RESOLVED: That the minutes of the meeting held on 26 June 2013 be confirmed as a correct record.

4. HS2 WORKING GROUP STATUS

The Chair of the Scrutiny Committee, who was also the Chair of the HS2 Working Group, gave a status update on the work of the group. Their task had been to examine the available evidence and to determine if HS2 would be beneficial to the Borough. The Group had been unable to establish any substantial benefits outweighing the negative consequences. There had been significant bad press for HS2 in the national media recently. This included a statement by Alistair Darling stating that he no longer supported the project and the Institute of Directors had also announced their opposition. The accident in France could also not be forgotten and the spiralling costs of running a high speed services in Europe.

The proposed route had been acknowledged by one of the action groups as the best route. This route had been challenged by Stoke-on-Trent City Council who were looking at alternative routes. But even if the route was changed, it was acknowledged that one of the suggestions would be devastating for Kidsgrove. The HS2 Working Group was of the view that a significant change in the route was unlikely.

The Chairman stated that the bodies representing local trade and commerce had stated that they broadly supported the HS2 proposals and urged local councils to be innovative and grasp the initiative. Most of their support hinged on the provision of a new stopping point to serve the conurbation of North Staffordshire. There was currently no provision for such a station but there were moves to propose sites close to the M6 motorway. The first of these would be near to Stafford Services and the second close to Junction 16. If there was to be an Interim station, the estimated cost was £600 million which was not currently in the HS2 finance model and would therefore have to be financed by other means. The fact that trains would need ten minutes to slow down and ten minutes to regain their optimum speed in addition to the time for passengers to depart and board would mean a possibly unacceptable increase in journey time.

The Chair identified that nationally, all of the three main political parties were officially supporting HS2. He was hopeful that the Council could join with Staffordshire County Council and other local Council's in opposition to HS2. If however the scheme was pushed through nationally it was important to ensure that the compensation arrangements were fair. There were however problems with the current arrangements that had been outlined by HS2. Areas which currently resided outside the area that qualified for automatic compensation could only claim compensation during a period of twelve months after the commencement of the HS2 service, in twenty years time. There was anecdotal evidence that residents were already experiencing a sharp fall in the value of their property. The demographics of the people affected in the Borough were of an aging population. If they wished to move before the completion of the project they would be adversely affected as they would not be entitled to compensation at that point. There was uncertainty with regard to the compensation arrangements associated with agricultural land. There was at least one farm that would be economically unviable due to the proportion of its area that would be lost to HS2. The Working Group was unsure of how the loss of agricultural land and the employment associated with it would be compensated.

The Chairman stated that he had been informed that the environmental impact in Whitmore had been slightly improved because there was going to be a tunnel rather than a cutting. Notwithstanding the use of cuttings and tunnels there would be a massive impact on the visual environment, particularly where the lines would be laid on embankments. There was also the noise pollution likely to be caused as trains exit from the tunnels. The working group were concerned that during the building phase, unless there were proper plans and monitoring processes in place, rural roads would suffer from severe traffic congestion. If HS2 did go ahead, it was critical to remain in contact with National Rail. Officers at Stoke-on-Trent City Council believed HS2 would have a catastrophic effect on the classic network. There would be less London Midland services per day from 13 a day to 8 and stopping at more locations resulting in a slower journey time to London. There would be less West Coast classic services through Stoke-on-Trent, from 30 a day to 3 a day (peak only) after phase 1, then only 16 a day (half from Glasgow and half from Edinburgh via Manchester Piccadilly) after phase 2.

The working group had identified one potential benefit of HS2 to the Borough, this was the increased availability for freight and the provision of quality commuter services due to the released capacity on the existing West Coast Main Line. The ability to despatch freight by rail could have a twofold benefit to the area. Firstly the reduction of HGV movements on the local motorway and trunk roads would have a positive impact on all other users of the road system through less CO2 emissions and easier movement owing to less congestion. Secondly the former railway goods sidings within the Borough could be brought back into operation to the aid of the thriving warehousing and distribution businesses.

The Chairman concluded his opening statement by stating that it was important for the Borough Council to join with other Councils in North Staffordshire in opposition to HS2. If however the scheme did go ahead it was critical for there to be appropriate compensation arrangements and support services in place. The Council should also work with the relevant parties to ensure that the environmental impact was kept to a minimum and with Network Rail to ensure that the provision of train services to London using the West Coast Main Line were as frequent as possible. When the final report of the HS2 Working Group was completed, he thought it was prudent to include a statement that the recommendations of the working group were based on the information they had available at the time and that if it was proved there were going to be significant economic benefits to the Borough then they would look at the issue again.

A Member of the HS2 Working Group stated that political support for HS2 was, according to a YouGov poll diminishing within the three main political parties. He could see no clear benefit to North Staffordshire. All Members of the Working Group were supportive of the Chairman's statement. The following points were raised by the Members of the working Group, that all three MPs in the area opposed HS2, that there would be significant destruction to local areas for little benefit and the substantial decrease in conventional train services through Stoke-on-Trent would have a detrimental effect.

A Member of the Committee stated that if there was to be a spur off the line through Stoke-on-Trent then there could be substantial benefits. The construction of a spur would allow "classic compatibility" stock to use the existing line and then join the high-speed network. The capacity for the greater use of lines being used for freight due to HS2 also needed to be considered carefully. He did however believe there were better ways of spending the money which could also increase capacity on the railways lines and have greater economic benefits. These included local improvements to stations and a direct rail link from North Staffordshire to Manchester Airport. HS2 would not reduce carbon emissions, even when taking into account the reduction in road traffic. He believed any scheme to increase capacity should be part of an integrated Transport Plan.

5. NEWCASTLE ECONOMIC DEVELOPMENT STRATEGY - YEAR TWO ACTION PLAN

The Regeneration Manager stated that in May of last year the Council had agreed a five year strategy. A year two action plan had been drawn up which had received a number of comments by Cabinet and at the previous meeting of the Scrutiny Committee. The comments essentially centred on the suggestion for actions to be SMART targets. The appendix to the report reflected the modified and improved action plan. He pointed out some of the highlights within the action plan.

A Member asked for an update on the Ryecroft development scheme and the formulation of a simple guide to accompany the action plan and strategy. In response the Executive Director for Regeneration and Development stated that an outline business case was currently being formulated with the financial information being critically important to this to assess affordability. He hoped to have the outline business case ready for reporting within the next two cabinet cycles, including a range of options for future provision of office space for the Council. The guide was something which could be formulated in the future and could take the form of an A4 pamphlet focussing on the priority areas.

A Member thanked Officers for the progress on the new community facility at the former Silverdale Colliery Site he was hopeful that the facility would open in October.

RESOLVED:

A) That the revisions made to the Borough's Economic Development Strategy Year Two Action Plan be endorsed.

B) That the Committee supports the formulation of a simple guide to accompany the Economic Development Action Plan.

6. JCB AND BLUE PLANET

The Executive Director for Regeneration and Development stated that the report had tried to capture the layers of complexity involved in handling the inward investment enquiry. On the Cabinet agenda, there was a sister report which sought Members endorsement of the decision to dispose of land adjacent to Blue Planet, which had been an Officer decision under the Council's scheme of delegation. He summarised the key points in the report with a particular focus on the benefits that inter-agency working had achieved. The report was important because it highlighted the lessons for future working, as well as a number of areas of good practice which had assisted in achieving a successful inward investment decision.

A Member stated that the Regional Development Agency no longer existed and so this meant it was even more important to work with other partners. In response the Executive Director for Regeneration and Development stated that as part of City Deal, the Council was working with the Government and Local Enterprise Partnership and strategic Local Authority Partners in order to find more creative ways of bringing difficult sites to market. It was also important to make best use of the existing funding available. One particular aspect under review in discussions with the Government was the use of Tax Incremental Financing to fund investment in infrastructure in return for the business rate income obtained by the new development. A Member asked if there was adequate capacity within the Council to be able to exploit all the funding opportunities available. In response the Executive Director for Regeneration and Development stated that the Council was seeking different ways to leverage funds and referred to past occasions when the Council had taken a leadership role in preparing land for Development. Capacity was being built in the LEP to help find new ways of funding development models.

RESOLVED: That the contents of the report be noted and the Committee takes on board the good lessons learnt for the future.

7. LOCAL ENTERPRISE PARTNERSHIP PLANNING CHARTER

The Executive Director for Regeneration and Development presented an interim report on the Local Enterprise Partnership Planning Charter. Officers once they had met with the LEP consultants would be bringing forward proposals on the steps that were likely to be required to achieve Planning Charter Mark Status. The Planning Committee would be asked for its views and the comments of the Overview and Scrutiny Committee would also be sought.

RESOLVED: That the interim report be noted.

8. WORK PLAN

The Chair stated that it was hoped the Committee could consider Broadband as an item in December.

The Chair stated that Members should give consideration to inviting local organisations to the Scrutiny Committee. A Member suggested that the education sector and in particular Newcastle-under-Lyme College and Stoke-on-Trent Sixth Form College. The Committee could scrutinise the work being undertaken to improve skills. The LEP Education Trust was also suggested as a potential organisation to call to the Committee.

The Chair stated that a new item had been added to the work plan, "Portfolio Holder Question Time." The Scrutiny Officer stated that this was an opportunity for the Committee to question the Portfolio Holders on their priorities and work objectives for the next six months and to address any issues or concerns that they may be facing within their portfolio. It was also an opportunity for the Portfolio Holder to request Scrutiny support in any of the areas they were currently working on and to give a statement to the Committee. The item therefore helped to fulfil Scrutiny's role in holding the Executive to account but was also working with the Executive in a critical friend framework and in the development of future policy. The Chair stated that it would be helpful for the Portfolio Holder to receive questions from Members in advance.

The Executive Director for Regeneration and Development stated that the Asset Management Strategy could be considered by the Committee in December which could incorporate the latest position on the former St. Giles and St, George's School site, the latter site having been the subject of a question from a Member.

A Member stated that the Task and Finish Group which had reported on car parking in the Borough could receive an evaluation report after the six month trial period of parking initiatives which was agreed by Cabinet in July.

A Member suggested that there should be an interim meeting in November, due to the large gap in between meetings.

RESOLVED: That an interim meeting be held in November which will have the Portfolio Holder Question Time and the Town Centre Partnership on the agenda.

9. URGENT BUSINESS

There was no urgent business within the meaning of section 100B (4) of the Local Government Act 1972.

COUNCILLOR DAVID STRINGER
Chair

PRELIMINARY REPORT FROM THE HS2 WORKING GROUP

The above group was set up to explore the arguments for and against the proposed High Speed Rail link between the North of England and London. The findings of the Working Group are to inform the Cabinet in order that a stance by the Borough Council towards the proposed rail network can be determined.

At its initial meeting under its expanded membership the cross-party group decided that it would concentrate on how the proposal would affect North Staffordshire rather than the United Kingdom as a whole in relation to

- Environmental impact
- Compensation
- Economic benefits

It was also determined that the preferred method of obtaining the relevant information would be to offer all stakeholders the opportunity to present their case to a meeting of the Working Group. A wide range of stakeholders were invited to attend including Members of Parliament, local Authorities, representatives of local Chambers of Trade and Commerce, Keele University, protest groups and HS2 Ltd itself. Those unable to attend were invited to present a written submission.

This meeting was arranged for August 13th 2013 when the submissions of the stakeholders were heard. Stoke-on-Trent City Council accepted an invitation to attend at a later date and a number of written submissions were received. The only notable absentee to date is HS2 Ltd who were unhappy with the situation of appearing before a scrutiny body in public. HS2 have been invited to a closed meeting of the Working Group to take place on the 31 October.

During the time that the Working Group has been in existence there have been a number of negative statements regarding HS2. With a background of negative publicity from Continental Europe regarding the economic viability of similar rail schemes and an accident that produced considerable loss of life, prominent figures at Westminster and in the business world have voiced their doubts regarding the scheme.

However at the time of writing- and despite the comments from the Shadow Treasury team- all three main national political parties remain broadly in support of the scheme.

In addition there have been warnings from several quarters that the cost of the venture is set to spiral upwards. These forecasts have been contested by HS2 Ltd

The Route

The proposed route would run for 11.3 kilometres within the Borough's boundaries passing through the settlements of Baldwins Gate, Whitmore and Madeley. The line would consist of a series of tunnels, cuttings and embankments. When fully operational it is envisaged that there would be up to eighteen trains per hour per hour on a frequent basis. There is no envisaged station to service the proposed line within Staffordshire.

The protest groups concede that in their opinion the proposed route is by and large the best route but they do not support it because they do not see the economic benefits it will bring.

It has to be noted that Stoke-on-Trent has employed a firm of consultants in order to ascertain their stance to the Public Consultation process. The consultants are looking at a number of alternative proposals. Although it seems unlikely that these alternative proposals will be seriously considered it has to be recognised that if some of these were to come to fruition then there would be consequences for the Kidsgrove area of the Borough.

There are also plans to explore the possibility of two further alternatives that would give residents of North Staffordshire access to HS2 services.

The first of these is the construction of a spur off the HS2 route at Colwich that would allow “Classic Compatibility” stock to use the existing line from Stoke and then join the high-speed network. If this were to be economically viable it should be pursued.

The second alternative is the construction of an intermediate station within Staffordshire. This will be discussed later in this document.

Environmental impact

The scheduled route would pass through a largely rural area and the impact on the environment is likely to be huge both in the construction phase and during its operational life.

The settlements are largely serviced by a road network that is already heavily used at peak times and/or is unsuitable for the movement of the type of construction traffic that is likely to be required. The residents are nervous of the disruption to their normal life that is likely to occur during the construction phase.

Should construction go ahead the Council should do all within its powers to persuade the developers to use the route under construction for the importation of manpower and materiel and the removal of minerals and waste. The current road network should be used as little as possible.

Following construction –notwithstanding the use of cuttings and tunnels -there will be a massive impact on the visual environment, particularly where the lines will be laid on embankments and viaducts.

Whilst approval for the acquisition of the necessary land and the construction of the line would be achieved via a Hybrid bill through Parliament, certain relatively minor details would still require approval, and subject to the Council as a Local Planning Authority agreeing to certain standards of performance (in terms of the handling of applications), it could have a future role in the consideration of these minor details.

There is also the noise pollution likely to be caused as trains exit from the tunnels. Residents are unconvinced by the assertions that noise levels would be acceptable and would like further evidence to prove HS2’s case. They also have concerns about the impact on livestock.

It has to be stressed at this point that should Stoke-on-Trent win its case for a change of route then the Working Group feels that the impact on the urban areas of Kidsgrove would bring into serious doubt any support that NULBC could give to the project.

Compensation

Although it would be impossible to quantify the emotional losses to a family that will lose a home that has been lovingly maintained maybe over several generations, it is accepted that in financial terms there is adequate compensation available. It is also favourably noted that this Council has worked alongside others to enhance the Compensation scheme to look favourably on those who may have to vacate their property before the allotted time.

There do remain two areas of uncertainty that need to be addressed.

The first of these concerns residents who currently reside outside the area that qualifies for automatic compensation. The current situation is that they will not be able to apply for compensation until a period of twelve months after the commencement of the HS2 service. This in reality means a period in excess of twenty years.

There is anecdotal evidence that these residents are already experiencing a sharp fall in the value of their property. Given the demographics of the settlements many of the owners or their families will over the course of the construction period need to vacate for purposes of downsizing, serious illness or death. Residents are extremely concerned that they will be in a lose-lose situation as they face maintaining residences that are unable to be marketed at a reasonable commercial level.

The second area of uncertainty is with regard to agricultural land. There is at least one farm that would be economically unviable due to the proportion of its area that will be lost to HS2. The Working Group is unsure of how the loss of agricultural land and the employment associated with it will be compensated. Clarification is required.

Economic Benefits

It has to be stated at the beginning of this section of the report that no evidence was found to suggest that the proposed HS2 would bring economic benefit to the area of North Staffordshire. This is despite the fact that the Working Group made great efforts to find any such evidence. The recent KPMG report on the effects on regions shows Stoke and North Staffordshire as one of the areas that would lose out

The bodies representing local trade and commerce stated that they broadly supported the proposals and urged local councils to be innovative and grasp the initiative. However most of the support hinged on the provision of a new stopping point to serve the conurbation of North Staffordshire.

As already stated there is currently no provision for such a station but there are moves to propose sites close to the M6 motorway. The first of these would be near to Stafford Services and the second close to Junction 16, but this would require a different route through the Borough.

There would be possible plusses for Newcastle if either of these should happen. In addition to a link to the High Speed system there would be a need for the respective councils to finally sit down and discuss a properly-integrated transport system. This could take some pressure off the existing road network and help to regenerate areas with the Borough should a tramway system be evolved.

Kidsgrove possesses the only rail station in the Borough with lines to Crewe and Manchester and the Town Council has outline permission from the County Council to turn the existing car park into a

turning circle for buses and coaches plus facilities for taxis. The adjoining wasteland would then be available for a Park and Ride scheme.

There are significant doubts to cast against the proposal for an interim station. Financially there is no provision for such a scheme within the HS2 budget meaning that the local councils would have to find an estimated £600 million for its construction.

The fact that trains would need ten minutes to slow down and ten minutes to regain their optimum speed in addition to the time for passengers to depart and board would mean a possibly unacceptable increase in journey time. There would also be problems accompanied with the planning of effectively a new town in Green Belt land.

It is doubtful that the general public has any stomach for the spending of such large amounts on this scheme with public opinion turning against the scheme. Opponents have myriad ways in which the £50 billion pounds could be better used to improve our rail infrastructure. It would take too long to mention all of the proposals but two that are seen as ideal solutions locally would be the refurbishment of the closed station at Etruria and a new station at Trentham serving the Britannia Stadium.

The crumbs of comfort for those in support of HS2 were provided recently by the Minister of State For Transport. Although all of the main direct financial benefits mentioned would go to the nodes on the network, he did state that there would be benefits to the non-users of HS2. These would include the increased availability for freight and the provision of quality commuter services due to the released capacity on the existing West Coast Main Line.

The ability to despatch freight by rail could have a twofold benefit to the area.

Firstly the reduction of HGV movements on our local motorway and trunk roads would have a positive impact on all other users of our road system through less CO2 emissions and easier movement owing to less congestion. Secondly the former railway goods sidings within the Borough could be brought back into operation to the aid of our thriving warehousing and distribution businesses.

The provision of quality commuter services to Manchester and Birmingham could see our Borough thrive as a sustainable commuter base. It could certainly be argued that such a situation would allow the extended provision of quality housing and an increased prosperity to the Borough.

However the rail services to London may be seriously curtailed, The worst-case scenario is that there would be just eleven services daily from Stoke-on-Trent to London with just three of these being provided by the current Virgin franchise. The remainder would be operated by the current London Midland route. One of the difficulties the working group has had is the conflicting and complexity of information from various sources on this matter.

Recommendation

The above report leads the Working Group to recommend to Cabinet that it should oppose the HS2 proposals. In so doing they should join forces with Staffordshire County and the other Councils within Staffordshire to establish a joint policy of opposition but not necessarily link in with any national protest movement

However in the event that the scheme is given assent in Parliament the following recommendations are made

- The Council should work with the relevant parties to ensure that the environmental impact is kept to a minimum. Wherever possible land should be restored to its original condition after the completion of construction
- The Council should work with the relevant parties that compensation is full and fair with particular reference to those who live outside the area where compensation is automatic and those who are owners of agricultural land
- The Council should work with Network Rail to ensure that the provision of train services to London from Stoke are as frequent as possible. Also that quality commuter services are initiated at the earliest possible opportunity.
- The Council should continue to seek opportunities to enhance the development of business and employment that may arise from the rail network.

Conclusion

There has been some criticism that the above recommendations could have been made some months ago. However the Working Group are satisfied that the process employed has allowed it to make an informed decision that would stand the test of an external audit.

Councillor Dave Stringer

Chair

HS2 Working Group

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SCRUTINY COMMITTEE WORK PLAN



Committee Name:	Economic Development & Enterprise Overview and Scrutiny Committee
Chair:	Cllr David Stringer
Vice-Chair:	Cllr Sophia Baker
Portfolio Holder(s) Covering the Committee's Remit:	Cllr Terry Turner – Economic Development, Regeneration & Town Centres Cllr Mike Stubbs – Finance and Resources
Work Plan Correct As At:	30 September 2013

Date of Meeting	Item	Reason for Undertaking
4 November 2013 (Agenda despatch – 25 October 2013)	Newcastle and Kidsgrove Town Centre Partnerships	Action from June meeting to invite the Portfolio Holder for Economic Development, Regeneration and Town Centres to discuss the Newcastle Town Centre Partnership and the Kidsgrove Town Centre Partnership.
	Portfolio Holder(s) Question Time	An opportunity for the Committee to question the Portfolio Holder(s) on their priorities and work objectives for the next six months and an opportunity to address any issues or concerns that they may currently be facing. It's also an opportunity for the Portfolio Holder(s) to flag up areas within their remit that may benefit from scrutiny in the future e.g. policy development.
	HS2	Preliminary Draft Report from the Task and Finish Group

Date of Meeting	Item	Reason for Undertaking
18 December 2013 (Agenda dispatch 6 December 2013)	Newcastle Housing Advice Service Contract	Request from Cabinet to receive further scrutiny.
	Asset Management	Suggestion by Executive Director, Regeneration and Development for the Committee to consider this.
12 March 2014 (Agenda dispatch 28 February 2014)	Annual Review of the Scrutiny Committee's Work	To evaluate and review the work undertaken during 2013/14.

Task and Finish Groups:	HS2 Working Group Town Centre Car Parking
Future Task and Finish Groups:	
Suggestions for Potential Future Items:	Broadband Newcastle Economic Development Strategy Community Infrastructure Levy Former St. Giles and St. Georges Site.