

Public Document Pack

Date of meeting Wednesday, 5th February, 2020

Time 7.00 pm

Venue Lancaster Buildings - Lancaster Buildings, Newcastle, Staffs

Contact Denise French 01782 742211



**NEWCASTLE
UNDER LYME**
BOROUGH COUNCIL

Castle House
Barracks Road
Newcastle-under-Lyme
Staffordshire
ST5 1BL

Economy, Environment & Place Scrutiny Committee

AGENDA

PART 1 – OPEN AGENDA

1 APOLOGIES

2 DECLARATIONS OF INTEREST

3 MINUTES OF LAST MEETING (Pages 3 - 8)

To consider the minutes of the last meeting of the Committee held on

4 AIR QUALITY BRIEFING (Pages 9 - 20)

5 JOINT LOCAL PLAN - CONSULTATION (Pages 21 - 26)

6 WORK PROGRAMME (Pages 27 - 32)

7 PUBLIC QUESTION TIME

Any member of the public wishing to submit a question must serve two clear days' notice, in writing, of any such question to the Borough Council.

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 G White (Chair), G. Heesom (Vice-Chair), M. Olszewski, B. Panter, M. Reddish, J Tagg, A. Rout, D. Jones, A. Fear, Mrs J Cooper and Grocott

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.

SUBSTITUTE MEMBER SCHEME (Appendix 9, Section 4 of Constitution)

The Constitution provides for the appointment of Substitute members to attend Committees. The named Substitutes for this meeting are listed below:-

Substitute Members:	H. Maxfield	K. Owen
	A. Parker	G. Burnett
	P Waring	J. Walklate
	T. Kearon	

If you are unable to attend this meeting and wish to appoint a Substitute to attend in your place you need to:

- Identify a Substitute member from the list above who is able to attend on your behalf
- Notify the Chairman of the Committee (at least 24 hours before the meeting is due to take place) NB Only 2 Substitutes per political group are allowed for each meeting and your Chairman will advise you on whether that number has been reached

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

NOTE: THERE ARE NO FIRE DRILLS PLANNED FOR THIS EVENING SO IF THE FIRE ALARM DOES SOUND, PLEASE LEAVE THE BUILDING IMMEDIATELY THROUGH THE FIRE EXIT DOORS.

ON EXITING THE BUILDING, PLEASE ASSEMBLE AT THE FRONT OF THE BUILDING BY THE STATUE OF QUEEN VICTORIA. DO NOT RE-ENTER THE BUILDING UNTIL ADVISED TO DO SO.

ECONOMY, ENVIRONMENT & PLACE SCRUTINY COMMITTEE

Tuesday, 17th December, 2019
Time of Commencement: 7.00 pm

Present: Mayor's Consort - Councillor Gary White (Chair)

Councillors:	M. Olszewski	M. Reddish	A. Fear
	B. Panter	J Tagg	Mrs J Cooper
	A. Parker	A. Rout	

Officers:	Jayne Briscoe	Democratic Services Officer
	David Adams	Executive Director Operational Services
	Darren Walters	Team Leader Environmental Protection
	Caroline Elwood	Interim Head of Legal / Monitoring Officer
	Simon McEneny	Executive Director - Commercial Development & Economic Growth

Also in attendance:	Councillor Stephen Sweeney	Deputy Leader of the Council and Portfolio Holder - Finance and Efficiency
	Councillor Jill Waring	Portfolio Holder - Community Safety and Wellbeing
	Councillor Trevor Johnson	Portfolio Holder - Environment and Recycling

1. APOLOGIES

An apology was received from the Vice Chair Councillor G Heesom, who was represented by Councillor Parker.

2. DECLARATIONS OF INTEREST

There were no declarations of interest.

3. MINUTES OF 25 SEPTEMBER MEETING OF THE COMMITTEE

The minutes of the meeting held on 25 September 2019 were agreed as a correct record of the proceedings.

4. CLIMATE CHANGE MITIGATION

Following on from the special meeting of the Committee (25/11/2019) at which time members decided to set up a task and finish group to examine climate change mitigation, the Chief Executive set out the draft terms of reference for the group.

Agreed: That the terms of reference for the task and finish group now submitted to examine climate change mitigation be agreed.

5. UPDATE FROM CABINET

The Cabinet did not submit a specific updates report.

6. BENCHMARKING EXERCISE

On behalf of the Cabinet the Deputy Leader Councillor S Sweeney presented the Town Centre Benchmarking report. For each of the 7 towns selected - Nantwich, Wigan, Leek, Warrington, Lancaster, Market Drayton, and Stafford the report compared:-

Cost of town centre parking
Standard of town centre parking
Ease of use of town centre car parking
Town Centre attractions
Market offer
Anti-social behaviour

In response to questions from members concerning the Midway car park it was stated that new CCTV cameras were being installed, improvements to the lighting would be carried out during the next quarter and discussions would be held with street scene section with a view to manual brushing around the supporting pillars.

Individual shops within the town centre were promoted via Appetite who had organised events and the BID. In addition the markets and town centre offer was now heavily promoted on social media with messages posted daily on both Twitter and Facebook and shared by town centre stakeholders. The notice board was back in use for the traditional way of gathering/sharing information.

An electricity supply to the market stalls, initially for lighting, would be completed early in the New Year.

Work had started to relocate poorly sited stalls, including a busier location for the Farmers Market.

A monthly visiting late market was being explored.

A new trader initiative had been successful in attracting a handful of new traders to the general market and specific traders would be targeted.

The Antique Forum Group had extended its trading days to include Saturday so that there is both a general market and an antique market offer that day.

Councillor Rout asked that the Arts and Heritage Group be included in discussions to relocate a part of the Brampton collection within the Town Centre during works at the Museum building.

Agreed: That the report be noted.

7. STATUTORY GUIDANCE ON OVERVIEW AND SCRUTINY COMMITTEES

The Chief Executive submitted a report and made a presentation which updated members on the recent statutory guidance issued by the Ministry of Housing, Communities and the Local Government to help Councils carry out their Overview and Scrutiny functions effectively. This was supported by the launch of the recent Good Scrutiny Guide by the CfPS. Both papers was to ensure that councils were aware of the purpose of the Overview and Scrutiny, recognise effective Scrutiny and understand how to conduct it together with the benefits it can offer. A link to the report and guidance is attached:-

[\\$StatutoryGuidanceOverviewAndScrutinyCommittees3002.doc.pdf](#)

In line with the decision of the Finance, Assets and Performance Committee (16/12/2019) members decided to adopt the following recommendations:-

- Agreed:**
1. That the requirements within the Statutory Guidance and the recommendations within the CfPS Good Scrutiny Guide be noted.
 2. That current practice be benchmarked against the Statutory Guidance and the Good Scrutiny Guide.
 3. That an Action Plan be developed based on the recommendations within the Statutory Guidance and the Good Scrutiny Guide.
 4. That an "Executive-Scrutiny Protocol" be developed in accordance with the guidelines at Appendix A.
 5. That focussed and concise in house training relevant to the specific needs of the Scrutiny Committee be programmed throughout the year to enable members to build on their current skills in undertaking effective scrutiny reviews.
 6. That the Chief Executive convene a meeting of the Group Leaders together with the Chairs of the Scrutiny Committee.

8. RECYCLING SERVICE UPDATE

The Executive Director Operational Services reported on the progress on the introduction of the new recycling collection service. Members viewed a short film of a similar operation in another local authority area and members asked for this to be included on this authority's website at the appropriate time and commented that the successful introduction of the new scheme was heavily dependent on the work of the communications team. In this connection residents would be informed that the collection services for obsolete household electrical items would be withdrawn on the implementation of the new service and alternative disposal listed.

Round modelling had been completed and was now moving towards the pilot testing phase which will be carried out over the summer, in advance of the whole service roll out.

Procurement of the following items had been completed:-

- Wheeled bins to hold glass, cans and plastic
- Weighted bags to hold cardboard and paper
- Vehicles for the supply of at least 7 split body RCV's and 7 food waste vehicles
- A recycling material recovery contract with Biffa for the processing of glass and plastic

The Chair asked if the authority had a legal obligation to collect the old boxes which would no longer be required by the new service.

Agreed: That the report be noted.

9. TOWN CENTRE FUNDING UPDATE

The Regeneration Manager submitted a report which updated members on the progress and key deadlines in respect of the Future High Street Fund and Town Deal.

The key deadlines for the Future High Street Fund phase 2 bid are:-

- Early First Draft Business Case Submission 15 March 2020
- Full Business Case Submission 30 June 2020
- Announcement of successful places Autumn 2020

A partnership led by Peter Brett Associates had been appointed to lead on completing an options appraisal for the site and developing a business case for investment.

The key deadlines for the Town Deal Investment Proposals are:-

- Submission of a Readiness Checklist on 19 December 2019
- Towns Deal Boards to have been convened and the boundaries of the Town Deal areas published by the end of January 2020
- Further guidance on the development of Town Deal Investment Plans published in early 2020
- Town Investment Plans produced in Summer 2020
- Town Deals agreed 2020-21

The Council has been allocated a total of £335,048 capacity funding to develop the two Town Deals - £173029 for Newcastle Town and £162019 for Kidsgrove Town.

The Officer reassured that there was sufficient staffing resource to meet the timelines and went on to explain how the bid would be priced to help achieve the objectives.

Agreed: That the report be noted.

10. HOMELESSNESS AND ROUGH SLEEPING STRATEGY

Councillor Jill Waring, Portfolio holder for Community Safety and Wellbeing, presented a report which reviewed the Homelessness Strategy 2019. The Strategy set out how the authority would prevent and reduce homelessness and provide support to those affected by it.

Since the last strategy, together with its partners, Newcastle Borough Council had achieved the following:-

- Successful implementation of the Homelessness Reduction Act 2017 within the Newcastle Housing Advice Service (NHA)
- Joint commissioning of the rough sleepers outreach service
- Review of the Housing Allocations Policy
- New temporary accommodation units
- Successfully bid to recruit a Rough Sleeper Coordinator for the Borough
- MHCLG Domestic Abuse funding
- Recommissioning of a borough wide Welfare Advice Service.
- Delivery of 188 affordable homes.

If a member has any further comments on the strategy these can be submitted to Simon McEneny Executive Director Commercial Development and Economic Growth.

Agreed: That the report be noted.

11. WALLEYS QUARRY

Following the request of Council (20/11/2019) the Environmental Health Business Manager submitted a report which provided members with information on the current issues giving the local community cause for concern regarding the operations and impacts of the Walleys Quarry Landfill Site.

Members agreed that the scrutiny process provided a structured publicly accessible forum to

- formally acknowledge the issues of community concern
- to hear factual information about the role and responsibilities of the landfill operator, the roles and responsibilities of the agencies and regulators
- the impact on the communities surrounding the site
- current research and understanding of landfill impacts on health, wellbeing and the environment
- where appropriate make recommendations for further consideration

It was considered that a single, full day task and finish group would be the most appropriate method of scrutiny, with training for task and finish group members on the law of waste management to be undertaken prior to the meeting. Members not appointed to the Group or unable to attend would be able to send in questions.

Agreed: That the Scrutiny Committee set up a task and finish group to examine evidence from the Agencies and organisations concerned with the landfill site and to hear from representatives of parties affected by the landfill activities.

12. URGENT BUSINESS

There were no items of urgent business

13. WORK PROGRAMME

It was noted that there was a special meeting of the Committee to be held on 5 February 2019 to consider the Joint Local Plan.

The 12 March meeting would consider the report on Bradwell Crematorium deferred from the December meeting.

14. PUBLIC QUESTION TIME

There were no members of the public present at the meeting.

Chair

Meeting concluded at 7.45 pm

NEWCASTLE-UNDER-LYME BOROUGH COUNCIL

EXECUTIVE MANAGEMENT TEAM'S REPORT TO ECONOMY, ENVIRONMENT & PLACE SCRUTINY COMMITTEE

05 February 2020

Report Title: Air Quality Ministerial Direction

Submitted by: Nesta Barker – Head of Environmental Health Services

Portfolios: Environment & Recycling

Ward(s) affected: All

Purpose of the Report

To advise and provide an update on the works required by DEFRA in respect of Air Quality exceedances on the A53 (Basford Bank area) and surrounding area.

Recommendation

- a) That the report is noted
- b) That a further report will be presented ahead of submission of the Outline Business Case to Cabinet and Government.

Reasons

To brief members on the air quality project requirements, the progress to date and future works required for the creation of the Air Quality Local Plan. To enable members to scrutinise a further report on the air quality local plan outline business case along with a preferred option and a benchmark clean air zone option, prior to a decision being made by Cabinet.

1. Background

- 1.1 In July 2017, Government produced a UK plan for Air Quality and required 28 Local Authorities (dubbed the first and second wave LAs) with the most severe exceedances for nitrogen dioxide (NO₂) pollutants to develop local plans to bring forward compliance with limit values. The benchmark to assess whether local plans would achieve this objective was compliance before 2021, since national modelling predicted that a charging Clean Air Zone in these areas would produce compliance in that timeframe.
- 1.2 In March 2018, thirty three 'third wave authorities', Newcastle-under-Lyme and Stoke-on-Trent amongst them, also became subject to Government requirements as a result of a legal challenge that not enough was being done to achieve UK compliance with air quality objectives 'in the shortest time possible'.
- 1.3 The third wave authorities were not required to produce local plans since national modelling suggested that their areas would be compliant by 2021. Instead they were asked to complete a feasibility study to identify additional actions which could be taken to bring forward compliance for exceedances in particular areas. For Stoke and Newcastle the identified area was the A53 from Sandy Lane to where it crosses the A500 and travels alongside Festival Park.

- 1.4 The feasibility study prepared identified that bus retro fit was the only potentially cost effective measure that could have an impact to bring forward compliance, but this did not achieve the 2021 compliance date.
- 1.5 The study report also highlighted that the road link in question and others, including some subject to investigation by Highways England, are likely to have persistent, long term exceedances of the NO₂ limit beyond 2021. As a result, Government has concluded that further work and a local plan identifying preferred options compared to the likely effects of a Clean Air Zone was required from the two Councils. A further ministerial direction was issued, requiring that plan to be submitted to Government by 31 October 2019.
- 1.6 In October 2018, Ministers Coffey and Norman for the Department for Environment, Food and Rural Affairs (DEFRA) and Department for Transport (DfT) respectively, served two ministerial directions on the Council; these were served under the provisions of The Environment Act 1995 (Feasibility study for nitrogen dioxide compliance) (No 2) and (Implementation of measures for nitrogen dioxide compliance) Air Quality Direction 2018. This work is being co-ordinated by the Governments Joint Air Quality Unit (JAQU).
- 1.7 The two directions and associated JAQU guidance requires:
- NULBC and SOTCC to jointly further investigate EU exceedances of nitrogen dioxide (NO₂) on roads within the Borough and identify measures that could bring forward compliance with NO₂ limits as soon as possible **or** review the implementation of a chargeable clean air zone.
And
NULBC to implement a bus engine retrofit programme to busses that operate on the A53 to be implemented as soon as possible in order to bring forward compliance of NO₂ levels.
- 1.8 Staffordshire County Council (as Highway Authority) is supporting the project although not included within any Ministerial Direction to date.
- 1.9 Cabinet have received four previous reports in respect of this matter; in February 2019 Cabinet noted that the Ministerial Direction has been served and resolved that the Leader of the Council write to Mr Paul Farrelly MP asking for his involvement and support in taking up the case with Central Government and to actively lobby against any 'charging Clean Air Zone' on the A53 (Basford Bank area).

In March, Cabinet noted the content of the strategic outline case and approved the shortlist of measures to be further evaluated. A further report for the procurement of a contractor to assist with the delivery of this project was approved at April's Cabinet. In addition, this matter was also reported to Council on 3rd April 2019, where the previous Cabinet decisions were reported and it was noted that Cabinet firmly believes that there is a highways/transport solution to help reduce the pollution levels and that any form of parking levy of chargeable CAZ would be damaging to business and our town centre. A further report for extensions to the previously approved contracts was considered and approved in October 2019.

2. Issues

2.1 Clean Air Zone

- 2.1.1 The Ministerial Direction obligates the Council to undertake a joint appraisal and feasibility study with Stoke-on-Trent City Council to propose options for reducing pollution or consider the feasibility of a chargeable CAZ. Members may be aware of recent examples where UK cities are proposing to introduce chargeable CAZs, such as Leeds and Birmingham; these were considered in the first wave of Authorities. Members should be aware that SOTCC and NULBC are third wave Authorities.

2.1.2 Your officers attended a meeting with JAQU on 30th October 2018, where the details of the required work were outlined.

2.1.3 The primary critical success factor is to bring about compliance with NO₂ limits in the shortest possible time. Following negotiation with JAQU this is now agreed to be 2022

2.1.4 The scope of the investigation and proposals for action required is to be wider than the initial consideration of the A53, and must address other areas of the City and Borough currently experiencing exceedance of the 40ug/m³ limit for NO₂. (this includes any other monitored exceedances throughout the Borough and in the Air Quality Management Areas) and any 'displacement routes' that may result from the measures.

2.1.5 The scope of the study area is the whole of the City and most of the urban area of the Borough, since that matches the area encompassed by the North Staffordshire Multi Modal Transport model used by transport officers at the City and County Council.

2.1.6 The benchmark against which the effect of potential options is judged remains comparison with that of a Clean Air Zone (CAZ) which must also be modelled by the local study. While CAZs without a charging scheme are possible the expectation from JAQU is that, in the absence of effective alternative options, a CAZ will be required which includes an element of charging some or all road users.

2.1.7 The starting assumption is that the benchmark option (against which other options will need to be measured) will be a charging CAZ of a high enough classification to bring about compliance in the shortest possible time. There are 4 classes of CAZ these are summarised below including vehicle type and euro engine classification:

- **Class A** - Includes busses (up to Euro VI), coaches (up to Euro VI), taxis and private hire vehicles (up to Euro 6 (diesel) Euro 4 (Petrol)). Ultra-low emission vehicles will never be charged for entering or moving through a CAZ.
- **Class B** - Includes class A plus heavy goods vehicles (up to Euro VI). Ultra-low emission vehicles will never be charged for entering or moving through a CAZ.
- **Class C** - Includes class B plus light goods vehicles including - large vans, minibuses and small van/light commercial (up to Euro 6 (diesel) Euro 4 (Petrol)). Ultra-low emission vehicles will never be charged for entering or moving through a CAZ.
- **Class D** - Includes class C plus cars (up to Euro 6 (diesel) Euro 4 (Petrol)) and motorcycles (up to Euro 3). Ultra-low emission vehicles will never be charged for entering or moving through a CAZ.

CAZ classifications are shown in figure 1.

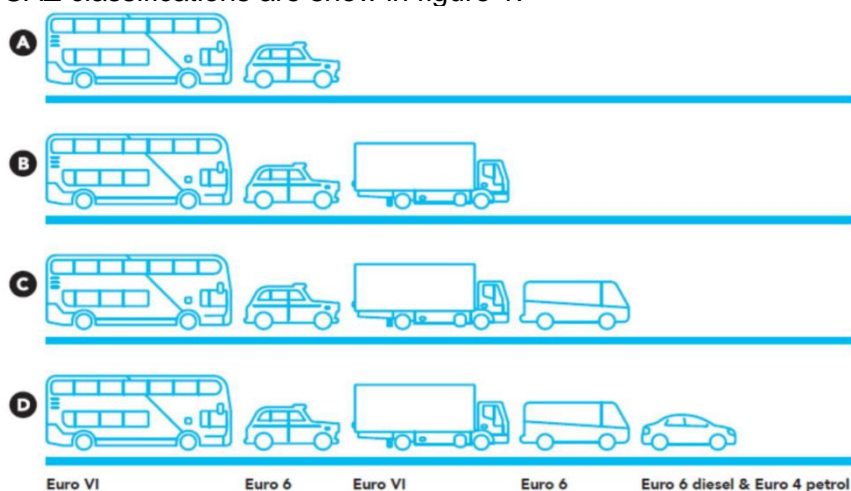


Figure 1 CAZ classifications

- 2.1.8 Euro class compliance for diesel engines is vehicle registrations from 65 plate and from 06 plate for petrol engines.
- 2.1.9 A number of detailed investigations and a significant amount of local traffic and air quality modelling are required to complete the study, so external assistance from specialists in air quality and traffic modelling has been procured.
- 2.1.10 An outline of the work required involves several key elements:
- **Strategic Outline Case (SOC)** – presents the case for change and outlines the strategy to prepare a business case for bringing forward compliance with the annual mean objective for NO₂. This provides a qualitative assessment of a longlist of measures, in order to identify a shortlist of potential measures to take forward.
 - **Initial Evidence Submission (IES)** - Following the SOC, work progressed to refine the baseline and reference case assessments and culminated in the completion of the IES on 8 October 2019, required by Government in order to commence the final options appraisal and to reach conclusions on a preferred option for inclusion in the OBC. The IES was submitted to the Government's Technical independent Review Panel (TiRP) on 22 October and their feedback will be critical to the progress on options development and appraisal.
 - **Options Development/Appraisal** - An options development workshop has been held, the main purpose of this event was to work collaboratively to identify potential options to tackle the predicted exceedances, including traffic management and highway interventions, as well as potential charging CAZ options to tackle all or some of the exceedances. Once the options are identified these will be tested through the traffic and then the air quality model. The outcome of this stage will identify which options will achieve compliance in 2022. The preferred option and benchmark CAZ will then be taken forward to OBC.
 - **Outline Business Case (OBC)** – which provides further detail on the emissions and economic impacts of the shortlisted measures, in order to identify the preferred option. Once identified, the OBC will set out the implementation and procurement route for the preferred option and demonstrate the affordability of the scheme. The methodology is aligned to the HM Treasury five case business model which includes:
 - The strategic case;
 - The economic case;
 - The commercial case;
 - The financial case;
 - The management case.
 - **Consultation** – There will be a need to undertake public consultation and engagement, should a CAZ be the option progressed, there is a statutory 6 week consultation period. Traffic management and highway interventions will be subject to community engagement and statutory consultation as required
 - **Full Business Case (FBC)** – which sets out the implementation and procurement route in detail, and how it will be managed and the benefits realised, and if applicable, undertaking a local consultation process.

2.2 Governance arrangements:

- 2.2.1 The feasibility study, the identification of a preferred options and the preparation of outline and full business cases is being undertaken by a partnership of officers from the three authorities involved. The officers are supported by technical expertise and input from transportation and air quality modelling consultancies, and project management from a former local government officer with senior level transportation experience and who played a key role in one of the first wave authority's business cases. This group comprises the Joint Officer Group (JOG).

- 2.2.2 Key decisions related to the project will be taken by the Cabinets of Newcastle-under-Lyme Borough Council and Staffordshire County Council, and the Licensing and General Purposes Committee of Stoke-on-Trent City Council, including approval of the preferred option which will form part of the OBC. Stoke-on-Trent City Council's Cabinet will also ratify the key decision.
- 2.2.3 A Joint Advisory Group (JAG) has also been established, comprising Cabinet Members and senior officers from the three authorities, which meets at critical points in the project plan, to oversee progress and guide the JOG.
- 2.2.4 The JOG has excellent working relationships with JAQU's account manager and key JAQU staff, as well as the representative from Local Partnerships who provides a project assurance role for JAQU. The authorities are most grateful for the continuing support of JAQU and Local Partnerships to support our progress.
- 2.2.5 The operational governance arrangements are summarised in Figure 2 below.

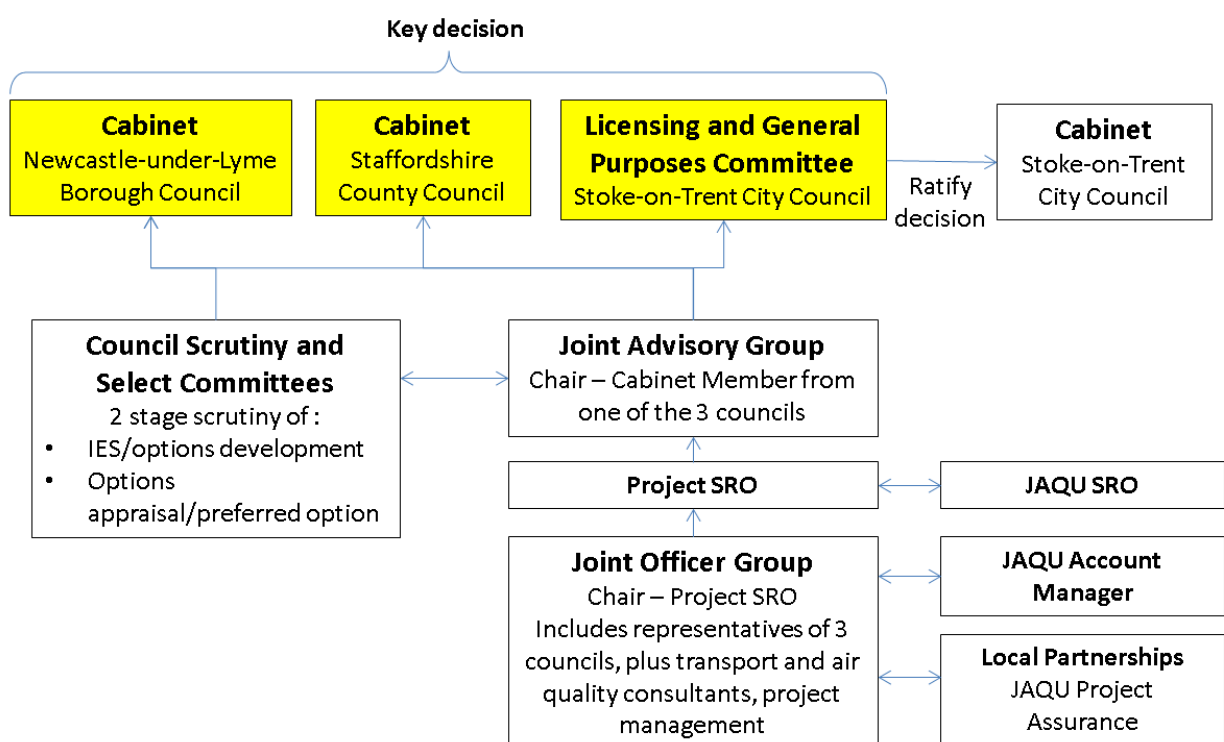


Figure 2 Operational and political governance arrangements

- 2.2.6 The JAG has stated that it will require officers to ensure full transparency and engagement with stakeholders, at every step towards the identification of a preferred option. This includes Members of all three authorities, through scrutiny and select committees.
- 2.2.7 Two key phases of political scrutiny are therefore planned – the first being this report and then one in March 2020, once a preferred option is emerging from the technical appraisal.
- 2.2.8 Finally, any decision in relation to approving a preferred option for submission to JAQU will be made following this scrutiny, wider Member engagement and consultation. It will need to be an agreed decision across the three authorities.
- 2.2.9 This key decision will therefore be agreed by the JAG and then presented to the decision-making committees (highlighted in Figure 2 above) of all three authorities, on or around the same date, and hence there will be a need to align the dates of these meetings, to achieve this.
- 2.2.10 Given the implications for any preferred option on the local transport network, the JAG has stated that full and effective engagement and scrutiny is vital, if a preferred option is to be successfully

delivered, to meet the requirements of the October 2018 Direction and achieve the critical outcome of eliminating exceedances in NO₂ concentrations across the local road network.

2.3 Strategic Outline Case (SOC):

2.3.1 The SOC was submitted at the End of January 2019 to meet the first element of the ministerial direction and details a shortlist of preferred options that have been identified to take forward to the next stages.

2.3.2 The shortlist of measures to take forward included the following packages of options are detailed below:

- **A city centre / A53 traffic management scheme, plus Council boundary scale Low Emission Strategy;**
 - Identification of range of options including:
 - Restriction of left/right hand turns
 - Access restrictions
 - Signalling and congestion management
 - Speed reductions
 - Signage improvements
 - Measures to improve air dispersal
 - Low emission strategy options:
 - Bike and walking promotion
 - Green travel planning
 - Promotion and increased use of public transport
 - Electric/low emission vehicle charging/fuelling infrastructure
 - Communications and public engagement campaigns
- **Etruria Valley Link Road and A500 Improvements, plus Council boundary scale Low Emission Strategy.**
 - The Etruria valley link road has been granted planning permission from both the Borough and City Councils therefore this is considered to be a 'committed' scheme for this work and has been included as developed for the 2022 baseline.
- **A city centre / A53 Workplace Parking Levy, plus Council boundary scale Low Emission Strategy;**
 - Explored and reviewed other scheme available across the country, an analysis of workplace parking spaces and behavioural responses has been undertaken and concluded that this option would not bring about sufficient improvements in air quality.
- **A Council boundary scale Workplace Parking Levy, plus Council boundary scale Low Emissions Strategy;**
 - As above
- **A city centre / A53 chargeable access restriction (Clean air zone) (Class A / B / C or D);**
 - This is being considered as the benchmark option.

2.4 Traffic & Stated Preference Surveys:

2.4.1 Survey work has been undertaken to understand the local fleet composition and vehicle movements around the A53. This has been completed by placing a number of automatic number plate recognition cameras along the A53 and surrounding area.

- 2.4.2 The information collected has enabled data regarding the local vehicle fleet composition (% of HGV, LGV, busses, cars to be identified). The data has then been further analysed to determine the % of existing vehicles that would be compliant/non-compliant with a CAZ.
- 2.4.5 This has identified that compared to the nation fleet composition, locally there is approximately 20% more non-compliant vehicles.
- 2.4.6 The requirements for these surveys took several months to agree between partners and JAQU. These were procured and undertaken during September and early October 2019. The results have now been analysed a summary report outlining its findings is currently being collated. The results will be used to help influence various aspects of the options appraisal, including the sensitivity of travel demand and trip assignment linked to charging levels associated with a CAZ.

2.5 Initial Evidence Submission (IES):

- 2.5.1 The IES comprises a number of extensive technical documents, which are produced in line with requirements from JAQU, and relate to the existing situation (based on the 2015 transport model) and a 2022 year reference case (ie. without any interventions). In summary, the IES comprises:
- The finalised air quality and transport modelling tracker tables which evidence the processes and checks used to ensure the outputs are reliable and compliant with JAQU requirements. The reports comprise:
 - T1 Local Plan Transport Modelling Tracker table
 - AQ1 Air Quality Modelling Tracker table
 - Five technical reports that set out the methodology and results of the baseline modelling (two on air quality and three on transport). This includes updates of the report submitted in the Evidence Methodology Submission. The reports comprise:
 - T2 Local Plan Transport Modelling Validation report
 - T3 Local Plan Transport Modelling Methodology report
 - T4 Local Plan Transport Modelling Forecasting report
 - AQ2 Air Quality Modelling Methodology report
 - AQ3 Air Quality Modelling report.
 - The Analytical Assurance Statement (AAS), which sets out the limitations of the analysis undertaken, the risks and uncertainties associated with those limitations and the use of the analysis to support the business case development.
- 2.5.2 The suite of reports that form the IES, concluded that in Newcastle in 2022, the only exceedance location where NO₂ concentrations are predicted to exceed the legal limits is part of the A53. In identifying preferred options for tackling the exceedance, caution needs to be taken to ensure that NO₂ concentrations are not adversely affected to the point where they are predicted to exceed the limits on any other road link.
- 2.6 Option development:
- 2.6.1 On 14 October 2019, an options development workshop was held, involving officers and members from the three authorities and also representatives from Highways England and JAQU. The main purpose of this event was to work collaboratively to identify potential options to tackle the predicted

exceedances, including traffic management and highway interventions, as well as potential charging CAZ options to tackle all or some of the exceedances.

- 2.6.2 This is enabling the transport and air quality consultants to make an early start in testing these options against their ability to deliver the compliance related outcomes whilst taking account of wider factors, such as potential economic impacts, social and health issues.
- 2.6.3 The workshop estimated that around five strategic tests using the Air Quality model would need to be undertaken by the authorities and their specialist consultants, to determine whether localised traffic management and associated measures could deliver the compliance outcome for each location, or whether a wider benchmark CAZ would ultimately form the preferred option to deliver the compliance required by the Ministerial Direction.
- 2.6.4 The transportation, traffic management and highway components to be tested within the options broadly comprise:
- retrofitting the bus fleet
 - banning turns
 - banning traffic during peak periods
 - creating one-way systems
 - Low Emission Strategy as agreed in the Strategic Outline Business Case
- 2.6.5 Various combinations of the above measures will be packaged together to create the most effective solution to deliver compliance in the shortest timeframe possible. Particular consideration is being given to produce a package that is both time and cost effective, which, not only depends on the complexity of implementing the options determined, but also requires vigilant planning and thought beforehand, so that a completely robust option is agreed upon.
- 2.6.6 A detailed option testing programme has been put in place so that adequate time is given to develop and test each package, delivering robust and defensible outputs and still adhering to the revised OBC submission date.
- 2.6.7 A number of benchmark CAZ options are also under consideration for inclusion in the options appraisal. The complexity of the local road network, due in part to the polycentric nature of the urban area and the strategic trunk road network which runs through the urban area, means that potential CAZ boundaries need very careful consideration.

2.7 **Clean Air Fund:**

- 2.7.1 Work has also begun on a separate but parallel work stream, to generate a bid to the Clean Air Fund (CAF). The CAF fund is £220 million. The details of the bid will emerge as the work develops, but in other places, the CAF has been used on initiatives such as concessionary travel schemes, improvements to bus fleets, low emission/electric vehicle grants and assisting businesses.
- 2.7.2 The purpose of the CAF is to support local authorities to deliver action plans and to counteract any dis-benefits that may arise from implementation of the directed option in the future. DEFRA is highly unlikely to allocate funding unless clear evidence can be provided of the direct relationship between the proposed measures and how they address dis-benefits of the preferred scheme identified in the local plan.

2.8 **Bus Retrofit:**

- 2.8.1 The separate ministerial direction in respect of bus retrofitting requires Newcastle-under-Lyme Borough Council to implement the retrofitting works to upgrade the busses that operate on the A53 from euro 3 engines so they operate at euro 6 standards. This work is to be completed as soon as possible and by the end of 2020 at the latest, in order to bring forward compliance in NO₂ levels.

2.8.2 It has since been established that this equates to 25 buses operated by First PMT, on bus routes 3, 4 and 4a that travel on the A53.

2.8.3 This requires NULBC (this direction has not been served on SOTCC) to undertake additional NO₂ monitoring along this route, to implement a bus retrofit scheme, to continue to monitor NO₂ following the works and provide reports to JAQU on air quality and traffic changes.

2.8.4 Again challenging deadlines have been proposed for the submission of project plans and reports relating to the implementation and updating of progress.

2.8.5 There are a number of conditions that the Borough Council and the bus company are required to meet in respect of this work, including a requirement for the busses to remain in service for 5 years or 150,000 miles or be replaced with a euro 6 engine bus.

2.8.6 First PMT have recently identified the required number of buses which fit the eligibility criteria. Procurement options, legal agreements and grant funding to complete the work has recently been approved.

Key dates:

2.9 The Ministerial direction required the OBC to be submitted by 31st October 2019, this was always considered to be a challenging timescale and given the work to date, the following timetable of key dates has been provided to JAQU.

2.9.1

- Preferred option(s) – emerging February - March 2020
- Scrutiny / Select Committees – March / April 2020
- Cabinets / approval process – 3 Cabinets, plus Licensing and General Purposes Committee (Stoke) - May 2020
- Submit OBC – End May 2020
- Submit FBC – September 2020
- Approval of implementation funds (and other funds) by JAQU – September / October 2020
- Implement – October 2020 – December 2021
- Compliance achieved - 2022.

2.9.2 The authorities believe that, these dates are challenging but achievable, and more importantly will deliver a preferred option that is supported and understood by the local community and local businesses.

3. Proposal

3.1 That the report is noted

3.2 That a further report will be presented at Outline Business Case.

4. Reasons for Proposed Solution

4.1 This work is being undertaken in order to comply with the ministerial direction served and to improve pollution levels and the health of persons living, working or visiting the Borough.

5. **Options Considered**

- 5.1 This is considered in section 2.6.

6. **Legal and Statutory Implications**

- 6.1 Environment Act 1995 (Feasibility Study for Nitrogen Dioxide Compliance) (No.2) Air Quality Direction 2018. This requires the authority to undertake a feasibility study in accordance with HM Treasury's Green Book approach, to identify the option(s) which will deliver compliance with legal limits for nitrogen dioxide in the shortest time possible.
- 6.2 Environment Act 1995 (Implementation of measures for nitrogen dioxide compliance) Air Quality Direction 2018. This requires the authority to implement the bus retrofit scheme.
- 6.3 Failure to comply with the Direction may result in Judicial Review proceedings being brought against the Council. Any such proceedings may result in adverse costs awards being made against the Council.

7. **Equality Impact Assessment**

- 7.1 The development of the plan includes a requirement to produce an assessment of the strategic case, economic case, commercial case, financial case and management case, therefore all aspects will be reviewed as part of the OBC work.

8. **Financial and Resource Implications**

- 8.1 DEFRA has confirmed a commitment to cover the costs of the further study via grant. So far a grant commitment of £1,473,500 has been awarded for the completion of the Air Quality Local Plan.
- 8.2 The full costs of these contract awards will be from the grant allocation received and financial reports are reviewed by the Air Quality Joint Advisory Group.

9. **Major Risks**

- 9.1 A full risk assessment has been undertaken for both these projects and is available to view on the Council's "Grace" system.

10. **Sustainability and Climate Change Implications**

- 10.1 Air pollution and climate change are intrinsically linked; therefore work to improve air quality will also support climate change improvements.

11. **Key Decision Information**

- 11.1 This item is a key decision as it affects all wards, this has been included on the forward plan.

12. **Earlier Cabinet/Committee Resolutions**

- 12.1 Cabinet Report Air Quality 6th February 2019
Cabinet Report Air Quality Ministerial Direction Strategic Outline Case 20th March 2019
Cabinet Report Air Quality Award of contract 24th April 2019
Cabinet Report Air Quality Ministerial Direction Update 10th July 2019
Cabinet Report Air Quality Local Plan Contracts 16th October 2019

13. **List of Appendices**

- 13.1 None

14. **Background Papers**

- 14.1 Strategic Outline Case
 - T1 Local Plan Transport Modelling Tracker table
 - T2 Local Plan Transport Modelling Validation report
 - T3 Local Plan Transport Modelling Methodology report
 - T4 Local Plan Transport Modelling Forecasting report
 - AQ1 Air Quality Modelling Tracker table
 - AQ2 Air Quality Modelling Methodology report
 - AQ3 Air Quality Modelling report.
- Analytical Assurance Statement (AAS).
- Initial Evidence Submission

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NEWCASTLE-UNDER-LYME BOROUGH COUNCIL

EXECUTIVE MANAGEMENT TEAM'S REPORT TO Economy, Environment and Place Scrutiny Committee

05 February 2020

Report Title: Draft Joint Local Plan

Submitted by: Executive Director Commercial Development and Economic Growth

Portfolios: Planning and Regeneration

Ward(s) affected: All wards

Purpose of the Report

To advise on the completion and outcome of the previous formal consultation on the "Preferred Options" stage of the Joint Local Plan.

To provide an update on the plan-making process for the Newcastle-under-Lyme and Stoke-on-Trent Joint Local Plan and to seek support for the Draft Local Plan (Part One – Strategy and Policies) and for the public consultation exercise to be carried out during Spring 2020 in line with the adopted Statement of Community Involvement.

To seek recommendations to Cabinet on the Draft Local Plan Part One Consultation Document. These recommendations will be reported to the Cabinet meeting on 12 February 2020 where a decision will be made whether to approve the document for public consultation.

To confirm that the results of the consultation exercise on the Draft Local Plan Consultation document will be reported back to the Economy, Environment and Place Scrutiny Committee in September 2020.

Recommendations

That the responses to the previous consultation exercise carried out on the Preferred Options Consultation Document be noted (full copy of the Preferred Options Consultation and Responses Document is attached to this pack as background information).

That the presentation of the Draft Local Plan in two parts, Part One for strategic and development management policies to be consulted upon in Spring 2020 and Part Two for proposed site allocations be consulted upon Autumn 2020, be noted.

That support is given for:

1. The Draft Joint Local Plan Part One Strategy and Policies Consultation document (attached as Appendix 1 to this report) to be published for formal public consultation during Spring 2020.
2. That the consultation be carried out in accordance with the Statement of Community Involvement (SCI).
3. That the results of the consultation exercise be reported back to Committee in Summer 2020 to inform the next stage of plan preparation (Part 2 Site Allocations) in partnership with Stoke-on-Trent City Council.

Reasons

The Joint Local Plan helps to guide and shape the long term policies for the area. It is a statutory development plan and will replace the existing adopted Joint Core Spatial Strategy 2006-2026 (which was adopted in 2009). The Joint Local Plan Part One sets out the strategy and policies and Part Two will propose site allocations.

1. **Background**

- 1.1 Consultation on the Draft Joint Local Plan Part One Strategy and Policies Consultation document (Appendix 1) forms part of the legal process in the preparation of the Joint Local Plan which is a statutory development plan and is being prepared with Stoke-on-Trent City Council. The plan period is 2013 to 2037 and will eventually replace the adopted Joint Core Spatial Strategy 2006 - 2026 (which was adopted 2009). The Council have signed up to an agreed plan making programme which seeks to get a full plan through the examination process and adopted.
- 1.2 The Joint Local Plan will guide and help to shape the long term policies and plans for the area. The baseline year for all evidence and development targets is from 2013. There is in place a strong evidence base and key evidence completed since Preferred Options stage includes the Retail and Leisure Study; Strategic Flood Risk Assessment and Water Cycle Study. Key evidence also needs to be in place at the time of submission and therefore an update to the Strategic Housing Market Assessment and a full review of the supply and demand of employment land across the joint functional economic market area and housing market area are in the process of being commissioned. In addition, both Councils are publishing their Strategic Housing Land Availability Assessments alongside this consultation document. Infrastructure planning and viability will help in determining the best and most sustainable sites which will be subject to Part Two of the Draft Local Plan.

2. **Issues**

- 2.1 The previous stage of the plan preparation was the Preferred Options Consultation which was approved in January 2018, and was subject to formal public consultation in accordance with the Statement of Community Involvement. 824 representations were received as part of the consultation resulting in 5,494 individual points. In addition 7 petitions were received in connection with specific sites. The results of the consultation exercise and the officer response thereto are contained within the Preferred Options Consultation and Responses Document which is available on request or via the additional documents website link.
- 2.2 The general emerging themes have been taken into account and reflected in the Draft Local Plan Consultation document, which is the subject of this report. Additional work is progressing to review all potential site options. Part Two of the Draft Local Plan will propose site allocations.
- 2.3 The timetable has been amended to allow time to respond to changes in the new National Planning Policy Framework and supporting guidance. In particular, the Plan period has been extended from 2033 to 2037 to comply with the requirement that the Plan covers a minimum of 15 years from submission to the Secretary of State. The key implication is that we have to project the needs for homes and employment land to cover this additional period. Accordingly the Draft Local Plan is now presented in two parts, Part One for strategy and policies and Part Two for proposed site allocations (additional sites are currently being considered to address the additional time period).

3. **Proposal**

Proposed Draft Local Plan Part One Consultation document

- 3.1 This is the next stage of the plan making process and expresses the policies required in the Joint Local Plan to meet the needs of Newcastle-under-Lyme and Stoke-on-Trent up until 2037 and in particular to support growth. It also confirms the position regarding retail and leisure including hierarchy of centres and proposals for the amendment of some centre boundaries, all aimed at making our centres more resilient to the major changes in retail and consumer behaviours. The Draft local Plan document proposes policies for the following areas:
 1. Delivering sustainable development and sustainable healthy communities.

2. Economy
3. Housing
4. Transport
5. Centres
6. Design and Heritage
7. Natural and Rural Environment
8. Climate change and environmental resources (including minerals)
9. Infrastructure

4. **Reasons for Proposed Solution**

- 4.1 The Joint Local Plan is a statutory requirement and the formal review process started in 2013. It will provide the framework to guide future development.

5. **Options Considered**

- 5.1 Not to prepare a Joint Local Plan. This option is not feasible as it is a statutory duty to prepare a Local Plan and it is felt that the current core spatial strategy does not reflect the framework to meet future housing and economic needs.

6. **Legal and Statutory Implications**

- 6.1 The Local Plan forms part of the Borough Council's Policy Framework and it must be compiled and adopted in accordance with statutory processes. These include conforming to the requirements set out within the Planning and Compulsory Purchase Act, 2004 ("the 2004 Act") and the Town and Country Planning (Local Planning) (England) Regulations 2012 ("the 2012 Regulations").

- 6.2 Once adopted, the Local Plan will replace the saved policies from the Newcastle-under-Lyme Local Plan 2011 and the adopted Core Spatial Strategy.

- 6.3 The National Planning Policy Framework and the National Planning Practice Guidance contain guidance on how to prepare a Local Plan has been taken into account in the preparation of this report together with the legal requirements as set out in 2004 Act and the 2012 Regulations.

- 6.4 Regulation 18 of the 2012 Regulations require the Council as the Local Planning Authority to publish and consult on its proposal for the local plan and to consider and representations received.

7. **Equality Impact Assessment**

- 7.1 A joint Equality Impact Assessment has been undertaken and is included as an appendix to this report.

8. **Financial and Resource Implications**

- 8.1 The costs of Local Plan preparation are provided for in current budget provision plus use of reserves. This should be sufficient to cover preparation costs.
- 8.2 The preparation of the plan is being carried out in-house and managed by the Planning Policy Team. There has been, and will continue to be, a requirement to procure additional resources, particularly in terms of producing evidence base documents and providing additional technical and administrative support to the team, this will help with the amount and type of work required and also provides flexibility within the team to reduce staff related risks.
- 8.3 It should be noted that given the scale and nature of the Local Plan, resources and support from other Borough Council departments will continue to be required to ensure compliance with all relevant corporate priorities.

9. **Major Risks**

- 9.1 It is important to consult at an early stage in the preparation of the Joint Local Plan so as to and to ensure evidence is up to date and robust. This will help to ensure that the plan is found sound at public examination.
- 9.2 Without a Joint Local Plan in place the Authorities would not be fulfilling their statutory duty and the Ministry of Housing, Communities and Local Government would need to take steps to make sure this requirement was fulfilled. In addition, the Local Plan process makes sure the Council has the lead role in guiding and supporting the long-term development of the area.
- 9.3 The Joint Local Plan needs to be “positively” prepared and where needs are identified it must demonstrate how these are being met and demonstrate that all reasonable alternatives have been considered.
- 9.4 Elements of the evidence base which inform the strategy are being updated. This does not present an immediate risk. However the timetable for Part Two is dependent on the significance of the outcome of the updated evidence and will also be informed by the responses from Part One consultation, where this has direct implications on Part Two of the Draft Local Plan.

10. **Sustainability and Climate Change Implications**

- 10.1 Sustainability and climate change is at the heart of the plan with specific policies contained therein. The sustainability assessment ensures that all considerations for sustainability and climate change are taken into account.

11. **Key Decision Information**

The Plan affects all the wards of the Borough and approval of the Draft Local Plan for public consultation is a key decision.

12. **Earlier Cabinet/Committee Resolutions**

- 12.1 Each stage of the plan making process has received Cabinet approval.

13. **List of Appendices**

Appendix 1 – Draft Local Plan Consultation Document

https://www.newcastle-staffs.gov.uk/sites/default/files/IMCE/Planning/Planning_Policy/POJLP/Draft%20Joint%20Local%20Plan%20-%20Part%20One%20Strategy%20and%20Policies%202020%20FINAL.pdf

Appendix 2 – Draft Local Plan Sustainability Assessment

https://www.newcastle-staffs.gov.uk/sites/default/files/IMCE/Planning/Planning_Policy/POJLP/Joint%20Draft%20Local%20Plan%20Part%20One%20-%20Strategy%20and%20Policies%20Sustainability%20Appraisal.pdf

Appendix 3 – Draft Local Plan Habitat Regulations Assessment

https://www.newcastle-staffs.gov.uk/sites/default/files/IMCE/Planning/Planning_Policy/POJLP/HRA%20Screening%20Report%20Final.-%20Draft%20Local%20Plan%202020.pdf

Appendix 4 – Draft Local Plan Equality Impact Assessment

https://www.newcastle-staffs.gov.uk/sites/default/files/IMCE/Planning/Planning_Policy/POJLP/Equality%20Impact%20Assessment%20-%20Joint%20Local%20Plan%20FINAL%202020.pdf

Appendix 5 – Preferred Options Consultation Responses Document

https://www.newcastle-staffs.gov.uk/sites/default/files/IMCE/Planning/Planning_Policy/POJLP/JLP%20Preferred%20Options%20Consultation%20Responses%202020%20FINAL.pdf

Appendix 6 – Joint Local Plan Revised Timetable

https://www.newcastle-staffs.gov.uk/sites/default/files/IMCE/Planning/Planning_Policy/POJLP/Joint%20Local%20Plan%20Timetable%20-%20Jan%202020.pdf

14. **Background Papers**

Evidence documents:

Strategic Housing Market Assessment (updated 2017).

Employment Land Review 2015

Retail and Leisure Study 2019

Strategic Flood Risk Assessment 2019

Green Belt Assessment Part 1 2017

Preferred Options Consultation Document 2018

Newcastle-under-Lyme Rural Area Topic Paper Part 1 Hierarchy of Centres 2020

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ECONOMY, ENVIRONMENT AND PLACE SCRUTINY COMMITTEE

Work Programme 2019/20

Chair: Councillor Gary White

Vice-Chair: Councillor G Heesom

Members: Jenny Cooper, Horsfall, Fear, Jones, Olszewski, Panter, Reddish, J. Tagg and Rout

Portfolio Holders covering the Committee's remit:

Councillor S Tagg, Leader – Corporate and Service Improvement, People and Partnerships (for Economic Development Strategy)

Councillor Trevor Johnson - Cabinet Member – Environment and Recycling

Councillor Paul Northcott - Cabinet Member – Planning and Growth

The following services fall within the remit of this Scrutiny Committee:

Planning Policy and Development Control	Facilities Management
Building Control	Recycling and Waste Management
Land Charges	Streetscene and Litter Control
Housing Strategy (incl) Housing Advice and Homelessness) and Development	Crematorium and Cemeteries
Private Sector Housing	Climate Change, Sustainability and Energy Efficiency
Operational and Commercial Property Management	Environmental Enforcement
Strategic Transport	Environmental Health
Economic Development	Grounds Maintenance
Tourism	Community Open space
Taxi ranks	Parks and Gardens Maintenance
Bus Station	Flooding and Drainage
Markets	



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The core Work Programme is determined at the beginning of the municipal year. Issues can be added throughout the year with the Chair's approval or where a new priority area comes to the Committee's attention.

For more information on the Committee or its work Programme please contact Jayne Briscoe on 01782 742250 or at

Jayne.briscoe@newcastle-staffs.gov.uk

DATE OF MEETING	ITEM	BACKGROUND/OBJECTIVES
Wednesday 4 July 2018	Work Programme	To discuss the work programme and potential topics that Committee members would like to scrutinise over the forthcoming year
	Recycling Service - Update	Items listed at Chair's request. Relevant Officers and Cabinet members requested to attend.
	Grass Cutting Team – Performance	
	Arboriculture Department- Workload and Resource	
	Planning/Development Control – Performance and Staffing	
Wednesday 26 September 2018	Work Programme	To discuss the work programme and progress of scrutiny activity and to consider any amendment/additions to the Programme
	Chair to report on Executive response to Tree Management representations	
	Recycling Service – Update	Report deferred from last Committee
	Borough Market Update	Committee to receive an interim update on the management of the Borough Market – report requested by Member of the Committee
	SMART Motorway (use of the hard shoulder as 4 th land)	Report to include action taken to lobby for the scheme to include Junction 15 – requested by Member of the Committee
	Representatives from the BID invited to attend the meeting	Request from Member of the Committee to look at how the Borough can support and help build a strategy to enhance the reputation of the Borough

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Thursday 13 December 2018	Work Programme	To discuss the work programme and progress of scrutiny activity and to consider any amendment/additions to the Programme
	Representatives from appropriate bodies invited to attend the meeting to enable Members to consider the issues surrounding development of the SMART Motorway and HS2	To encourage economic prosperity and development of our area
	Scrutiny of the charging policy at the Borough Town Centre car parks	Request from Members of the Committee to encourage footfall in the town centre
	Clarification of the Business Rates Support Scheme	Request from the BID
	Update on the planning and modelling of the new recycling service including the communication plan, what contingencies were put in place to deal with inclement weather and high staff absences in the department	
	Update on the Borough Market	
Thursday 14 March 2019	Work Programme	To evaluate and review the work undertaken during 2018/19
	Update on Tree Management Operations Budget Allocation	
	Economic Development Year 1 Action Plan	
	Homelessness Policy (deferred to June meeting)	
	Allocations Policy	
	Future Recycling Strategy	

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	Single Use Plastics – following motion at Council	
	Management of the Borough Market	
Thursday 20 June 2019	Update of Planning and Enforcement Recruitment	Request from the Chair
	Allocations and Homelessness Policy	Deferred from last meeting
	Recycling Service Update	Committee decision
	Work Programme	To discuss the work programme and potential topics that Committee members would like to scrutinise over the forthcoming year
Wednesday 25 September 2019	Update from Cabinet including car parking strategy	
	Recycling Service Update	
	Review of Single Use Plastics Reduction Strategy	Request from Cabinet – 5 June 2019
	Climate Change Mitigation	Request from Council – 3 April 2019 – deferred for special meeting
	Update on the development of the Ryecroft Area	Consideration deferred to December Committee
Monday 25 November 2019	Climate Change Mitigation & Air Quality Protect Report	
Tuesday 17 December 2019	Update on the development of the Ryecroft Area	
	Joint Allocations Policy	
	Benchmarking Exercise	Cabinet Report on benchmarking visits to town centres and markets.
	Bradwell Crematorium	Report on Bradwell Crematorium to include expenditure and maintenance programme and the feasibility of setting up a Friends of Bradwell Crematorium Group. Request from Member

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		of the Committee.
	Recycling Service Update	
Thursday 12 March 2020	Bradwell Crematorium	Report deferred from December meeting
Thursday 18 June 2020		
To keep under review:		
<ul style="list-style-type: none">• Recycling Service Update• Development of the Rycroft area• Update report following review of the tree management contract in February 2020		

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