

# Public Document Pack

**Date of meeting** Wednesday, 15th June, 2022  
**Time** 7.00 pm  
**Venue** Garden & Astley Rooms - Castle House, Barracks Road,  
Newcastle, Staffs. ST5 1BL  
**Contact** Denise French - 742211



**NEWCASTLE  
UNDER LYME**  
**BOROUGH COUNCIL**

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

## Economy & Place Scrutiny Committee

### AGENDA

#### PART 1 – OPEN AGENDA

- 1 **APOLOGIES**
- 2 **DECLARATIONS OF INTEREST**
- 3 **MINUTES OF PREVIOUS MEETING** **(Pages 5 - 10)**  
To consider the minutes of the last meeting of the Economy, Environment and Place Scrutiny Committee held on 17 March 2022.
- 4 **UPDATE FROM CABINET**
- 5 **HS2 PRESENTATION** **(Pages 11 - 38)**  
Victoria Roberts, Senior Community Engagement Manager, Phase 2a, HS2 Ltd
- 6 **POLICING PRESENCE IN NEWCASTLE UNDER LYME TOWN CENTRE**  
At the previous meeting the Committee considered a presentation from the BID Manager (Business Improvement District). The BID Manager explained that an issue raised by local businesses concerned policing in the town centre. The Committee requested the Police Commander attend the meeting to discuss police presence in relation to the town centre economy.
- 7 **BOROUGH LOCAL PLAN** **(Pages 39 - 118)**  
To consider a presentation and report on the outcomes of the Borough Local Plan Issues and Options consultation.
- 8 **FUTURE HIGH STREETS FUND AND TOWN DEALS FOR KIDSGROVE AND NEWCASTLE UNDER LYME PRESENTATION** **(Pages 119 - 142)**
- 9 **WORK PROGRAMME** **(Pages 143 - 150)**

The previous Work Programme is attached for information. The Scrutiny Chairs and Scrutiny Champions will be meeting shortly to coordinate Work Programmes based on the new remits for the Scrutiny Committees.

## 10 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.

## 11 URGENT BUSINESS

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

**Members:** Councillors Susan Beeston, Robert Bettley-Smith, Gillian Burnett, Joel Edginton-Plunkett, Richard Gorton, David Grocott, David Hutchison (Vice-Chair), Sue Moffat, Barry Panter, Craig Skelding and Gary White (Chair)

**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 Quorum: The meeting quorum for Scrutiny Committees is 4 of the 11 members.**

### **SUBSTITUTE MEMBER SCHEME** (Section B5 – Rule 2 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:	David Allport	Dave Jones
	Nicholas Crisp	Simon Jones
	Sylvia Dymond	Mike Stubbs
	Andrew Fox-Hewitt	Joan Whieldon
	Mark Holland	

*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)

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.

# Agenda Item 3

*Economy, Environment & Place Scrutiny Committee - 17/03/22*

## **ECONOMY, ENVIRONMENT & PLACE SCRUTINY COMMITTEE**

Thursday, 17th March, 2022  
Time of Commencement: 7.00 pm

[View the agenda here](#)

[Watch the meeting here](#)

<b>Present:</b>	Councillor Gary White (Chair)		
Councillors:	Helena Maxfield David Grocott	Andrew Fear John Tagg	Barry Panter Marion Reddish
Apologies:	Councillor(s) Mark Olszewski, Amelia Rout and Jennifer Cooper		
Substitutes:	Councillor Ian Wilkes		
Officers:	Simon McEneny  Denise French  Georgina Evans  Darren Green	Executive Director - Commercial Development & Economic Growth Democratic Services Team Leader Head of People and Organisational Development Streetscene Business Manager	
Also in attendance:	Councillor Stephen Sweeney  Alex Taylor	Deputy Leader of the Council and Portfolio Holder - Finance, Town Centres and Growth  BID Manager	

### 9. **DECLARATIONS OF INTEREST**

There were no declarations of interest stated.

### 10. **MINUTES OF A PREVIOUS MEETING**

**Resolved:** that the minutes of the meeting held on 16 December 2021 be agreed as a correct record.

The Chair noted a request from the previous meeting that Members be consulted on the form of the buildings that would be erected on the key sites in Newcastle under Lyme and asked that this be included as part of the update at item 7 on the agenda on Future High Streets Fund and Town Deals. It was noted that the demolition of the Civic Offices had now commenced earlier than previously updated.

### 11. **UPDATE FROM CABINET**

There was nothing to update other than Streetscene which was covered as a separate report on the agenda.

**12. NEWCASTLE UNDER LYME BUSINESS IMPROVEMENT DISTRICT (BID)**

The Committee received a presentation from Alex Taylor, Manager of the Newcastle-under-Lyme Business Improvement District (BID).

Alex had been in post for 10 months. She presented the BID's Business Plan which contained 3 objectives:

- Objective 1 - Support business growth and investment with a great business offer. A number of initiatives to support this objective had been introduced including free WiFi in the town centre; footfall monitoring; free car parking, Business Boost Awards and business support initiatives such as 'Face to Face Fridays' whereby Alex would walk through town to meet various businesses.
- Objective 2 - Create a welcoming and attractive town, ensuring a safe experience. This objective was supported in a number of ways including events, support for the Artisan Markets, sponsorship of Britain in Bloom, ambassadorial patrols and a new initiative that was to be introduced on 25 March – Safety of Women and Girls at Night (SWAN) which would include a staffed hub on Friday and Saturday nights where information would be provided, goody bags including water and snacks and 4 spots where women could wait for a taxi in a well-lit location, covered by CCTV.
- Objective 3 - Celebrate and promote Newcastle-under-Lyme as a town for all, preserving the heritage and cultural aspect of the area. A number of banners had been installed across the town, a 'Stay Connected' card had been introduced for businesses giving useful information on other businesses and a reporting tool to quickly report issues to the Police, a CRM system had been introduced (Solomon) to track all engagement and there was a focus on heritage and arts through the Arts Council.

A number of new initiatives were planned for this year including a 'Diverted Giving' scheme in partnership with the council – this was aimed at encouraging the public who wanted to support rough sitters to donate money at 'tap points' rather than direct giving of money or food, rough sitters was one of the biggest complaints from businesses in the town centre. There were also a number of events planned including the Jubilee weekend, Commonwealth Games and Armed Forces Day; Street Food Fridays; Oktoberfest; and the Christmas Lights switch on. It was reported that the Christmas event took up around a third of the total BID budget.

The footfall figures were presented from January 2021 – January 2022, including total visitors, dwell time and busiest time periods. There was also information on parking numbers and vacancy rates. Estate agents were experiencing more interest in vacant properties and a number of new businesses had opened. The main concerns raised with the BID included Anti-Social Behaviour and lack of police in the town centre.

Members raised queries and issues:

- More detail was sought on Oktoberfest and the Committee was informed that the BID was working with an event company to provide an authentic event
- How and where did people access the free WiFi in the town? This was available in outdoor areas in the town centre, not in individual shops and information would be sprayed on the pavement about how to access

- The Town Trails were a positive step and Members asked whether the Perspex signs in the town could be tidied up which Alex agreed to investigate.
- The popularity of the artisan markets was noted. Alex explained that the BID tried to encourage businesses to open on markets days and high street traders were offered free stalls on the market.
- Members noted the concern around the lack of a police presence
- Was there any support that the council could provide? Alex suggested support with messaging and help with writing funding bids.

**Resolved:** that

- (a) The Police Commander be invited to the next meeting regarding the issues raised at the meeting around police presence in the town centre;
- (b) An update be provided to the next meeting on how the council can support the BID in terms of marketing messages and funding bid writing; and
- (c) The costs of the Christmas event be circulated to the committee by email.

**13. STREETSCENE - UPDATE ON POSITION STATEMENT**

The Committee considered a report on Streetscene. The report outlined the current position with the service and how it would develop as part of the One Council programme. The new Mobile Multi-Functional Team would undertake some duties such as dealing with low level littering which would enable Streetscene to focus on core cleansing duties. The recently approved Urban Tree Planting Strategy would also involve significant levels of tree planting and a review of grounds maintenance operations.

Members noted how Streetscene operatives were out in the town centre in the early morning ensuring the town was clean and tidy.

Were there any plans to introduce an App to report issues? Darren responded that this was being considered and there was good practice from other councils in the county.

**Resolved:** that

- (a) the report be received;
- (b) the current position in relation to Streetscene service planning for future demand and the work which is in progress as part of the One Council Programme, be noted; and
- (c) a further update be made to the September meeting of the Committee on the One Council programme in relation to the Streetscene service.

**14. FUTURE HIGH STREETS FUND AND TOWN INVESTMENT PLANS FOR KIDSGROVE AND NEWCASTLE UNDER LYME UPDATE**

The Committee received a presentation on the Future High Streets and Town Deals projects.

For the Future High Streets projects for Newcastle-under-Lyme:

- The demolition of the Civic Centre had commenced with completion scheduled for summer 2023
- The Ryecroft development plans included new Head Quarters for Aspire Housing, 50 residential units for the Over 55s, a 450 space car park and a potential mid-market 100 bed hotel

## ***Economy, Environment & Place Scrutiny Committee - 17/03/22***

- York Place had now been purchased and a Design and Build contractor would be appointed at Cabinet on 23 March.

Projects for Kidsgrove Town Deal:

- Sports Centre due for completion in June 2022
- Chatterley Valley earth works would commence in spring 2022 and a company called Lucidien would relocate in 2024
- The station upgrade was due to commence in 2022
- Town centre mixed use development with a shared hub and public realm improvements
- Canal improvements

Newcastle-under-Lyme Town Deal, business cases were currently being developed for each scheme:

- The former Zanzibar nightclub site would be repurposed to provide older people's accommodation, live work units and small industrial units
- The Midway car park would be demolished to make way for 126 new houses plus some extra care housing
- Astley Performing Arts Centre – including workspace and studios and a dedicated and fully equipped site to pitch Big Tops
- Knutton Masterplan – housing, including affordable housing, business accommodation, community facilities, traffic safety improvements
- Demolition of housing in Cross Street, Chesterton and delivery of 125 high quality mixed tenure housing
- Sustainable public transport through investment in bus infrastructure, upgrade to the Newcastle-under-Lyme bus station
- Electric Vehicle charging points at car park locations and taxi ranks
- Improved digital connectivity
- A range of walking and cycling measures.

Members raised queries and issues as follows:

- It was important that any works recognised and reflected the heritage of the town
- Would the pool at Kidsgrove be suitable for national competitions? This would be checked but it was the same size as the previous pool.
- What type of jobs would be available at Chatterley Valley? There would be a broad range of roles, including high skilled roles at Lucidien with the small business park providing roles that would support Lucidien.
- Where would the location be of the new footbridge in Newcastle-under-Lyme? This would be on Barracks Road near Castle House.
- Orme Road was suggested as a good link route between Keele and Hanley but improvements were needed to the road surface for cyclist safety.

**Resolved:** that the updates be noted.

### **15. WORK PROGRAMME**

The Committee considered the Work Programme. Items proposed for the next meeting on 15 June included HS2, Sustainable Environment Strategy Action Plan, Future High Streets Fund and Town Deals update, Borough Local Plan.

**Resolved:** that the Work Programme for received and the items for the next meeting be confirmed plus an additional item to invite the Police Commander to attend regarding police presence in Newcastle-under-Lyme town centre.

### **16. PUBLIC QUESTION TIME**

There were no public questions.

17. **URGENT BUSINESS**

There was no urgent business.

18. **DISCLOSURE OF EXEMPT INFORMATION**

**Councillor Gary White  
Chair**

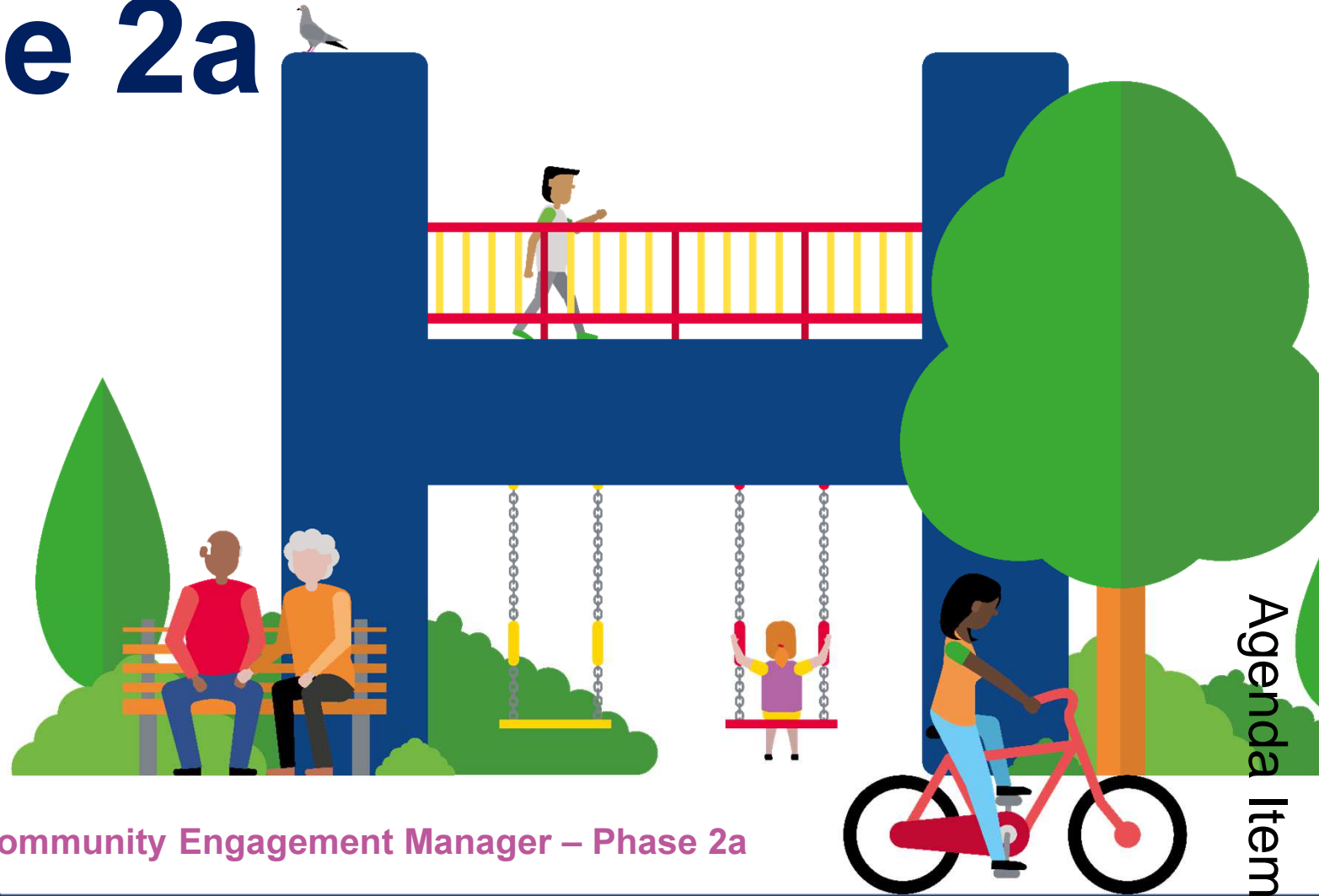
Meeting concluded at 8.30 pm

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# HS2 Phase 2a

Wednesday 15 June 2022

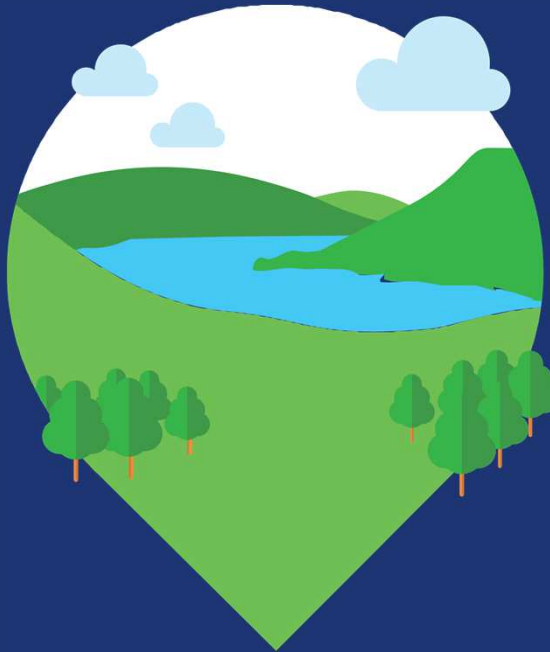


# Why Britain needs HS2

More capacity



Cutting carbon



Better connectivity



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# The journey so far

Phase One main works are well underway with bridges being built and tunnels dug. Completion 2029-2033

Phase 2a achieved Royal Assent in February 2021. Focus is currently on preparatory works and further design development. Completion 2029-2033

For Phase 2b the hybrid Bill going through Parliament for the route from Crewe to Manchester.

## New high-speed infrastructure

○ ○ ○ Stations

— HS2 Phase One

— HS2 Phase 2a

— HS2 Phase 2b Crewe–Manchester

— HS2 East

This map includes the proposed removal of the connection between the HS2 network and the West Coast Main Line just south of Wigan from the Crewe–Manchester Bill which is subject to Parliamentary approval.



# Phase 2a – West midlands to Crewe

26 viaducts  
Phase 2a  
HS2



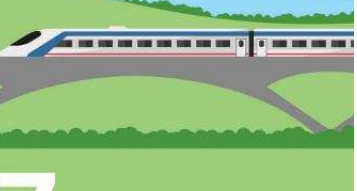
36 embankments  
Phase 2a  
HS2




1 maintenance base  
Phase 2a  
HS2



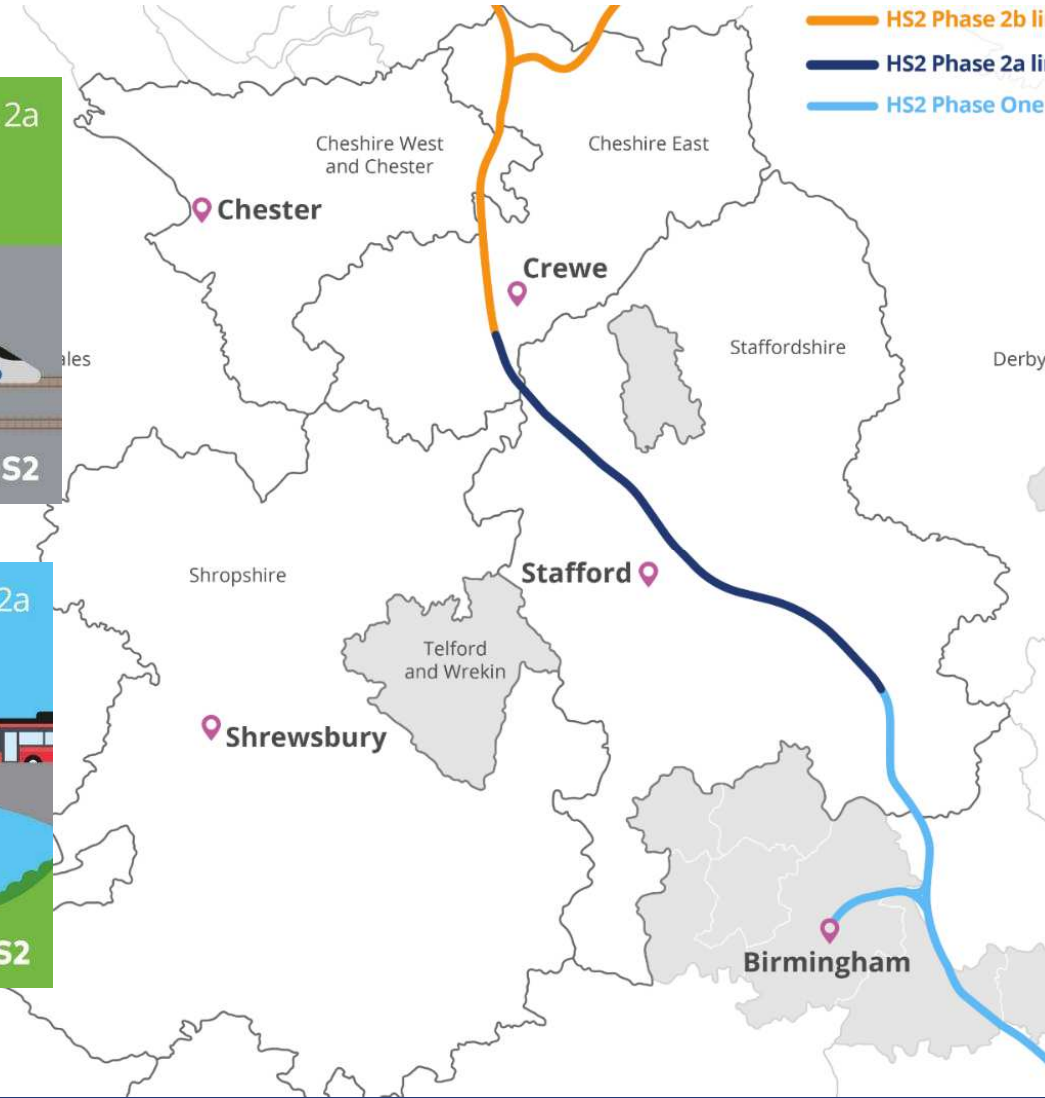
7 viaducts  
Phase 2a  
HS2



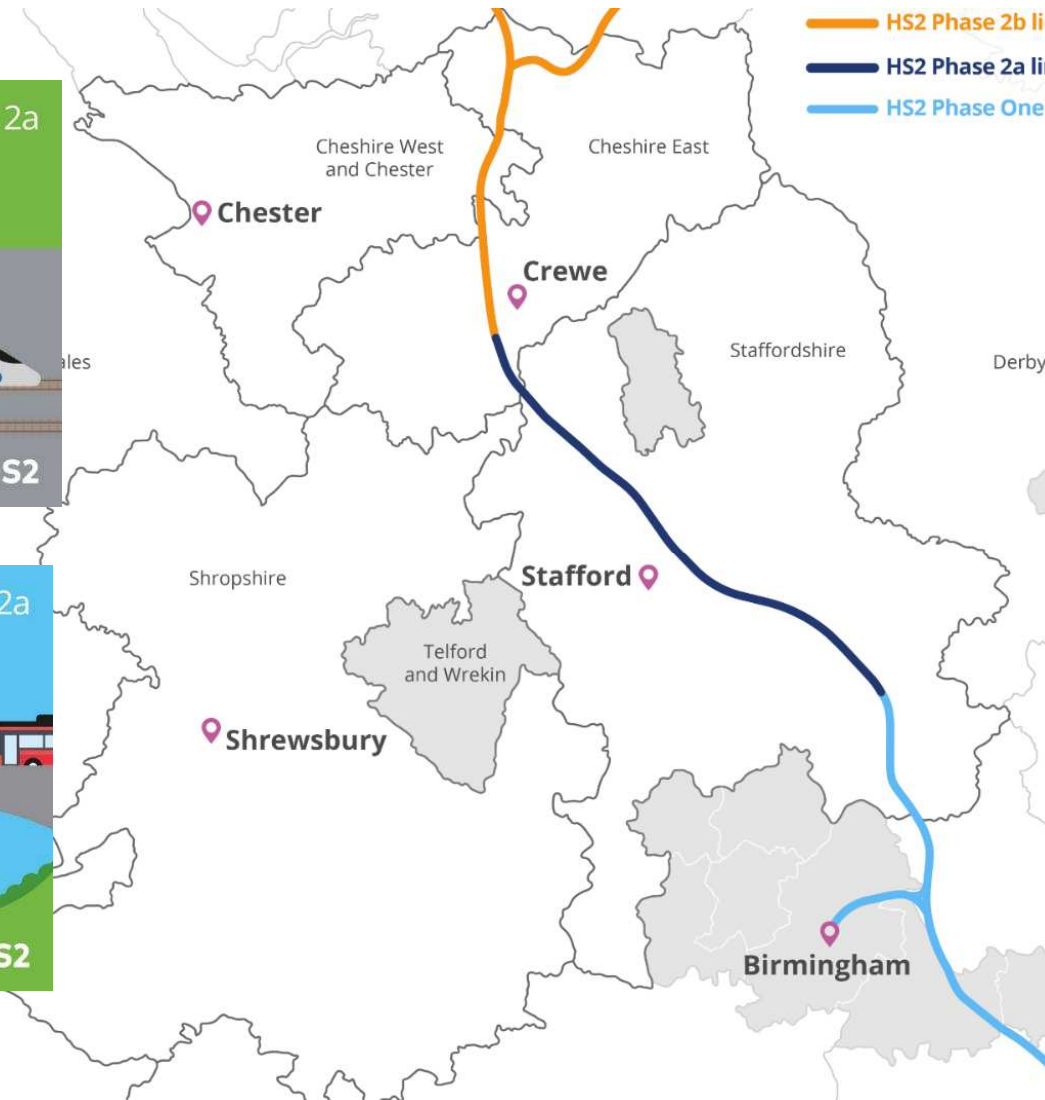
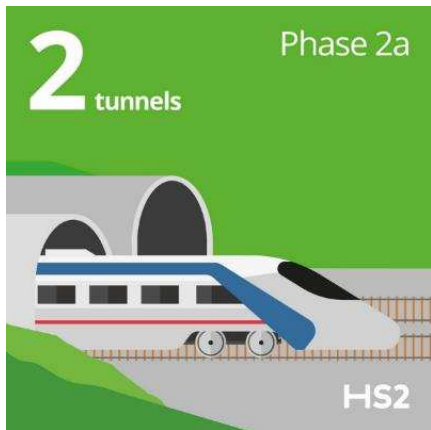
2 tunnels  
Phase 2a  
HS2



65 bridges  
Phase 2a  
HS2

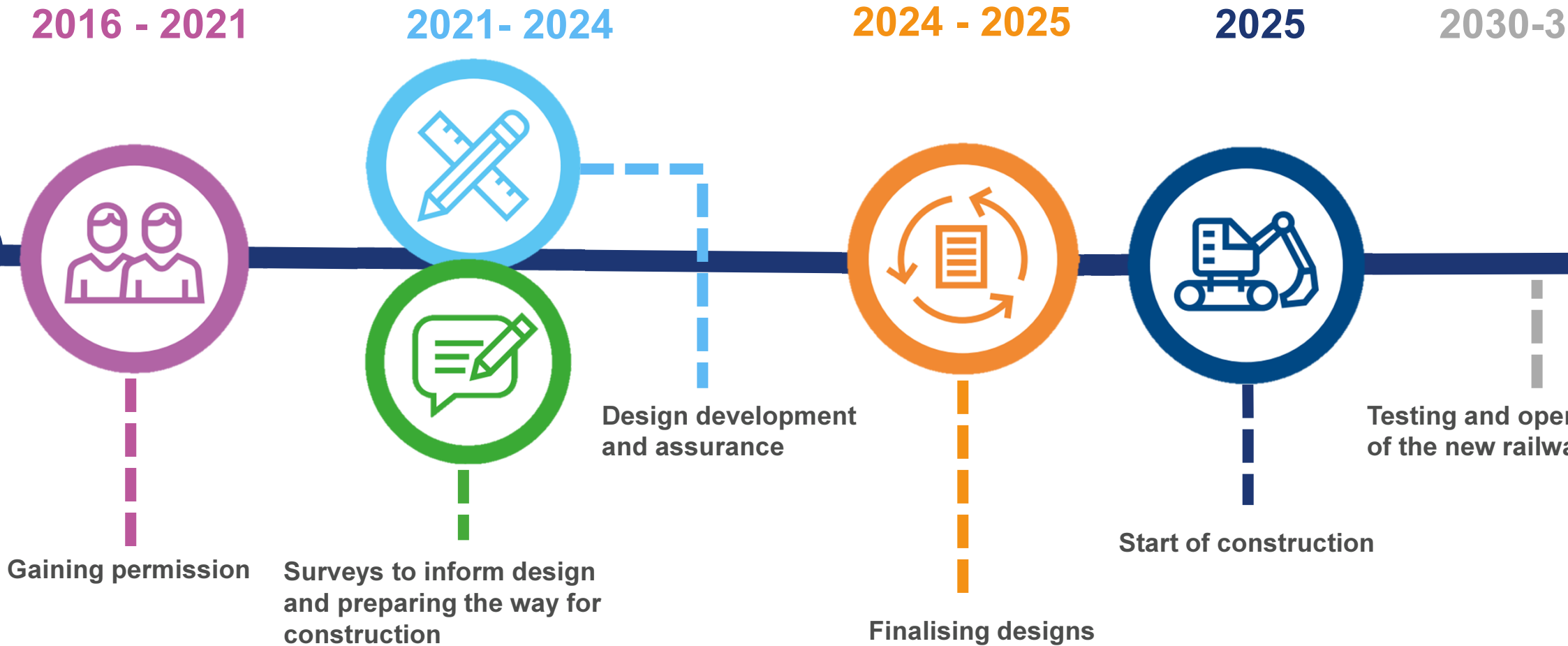


# Phase 2a – West midlands to Crewe

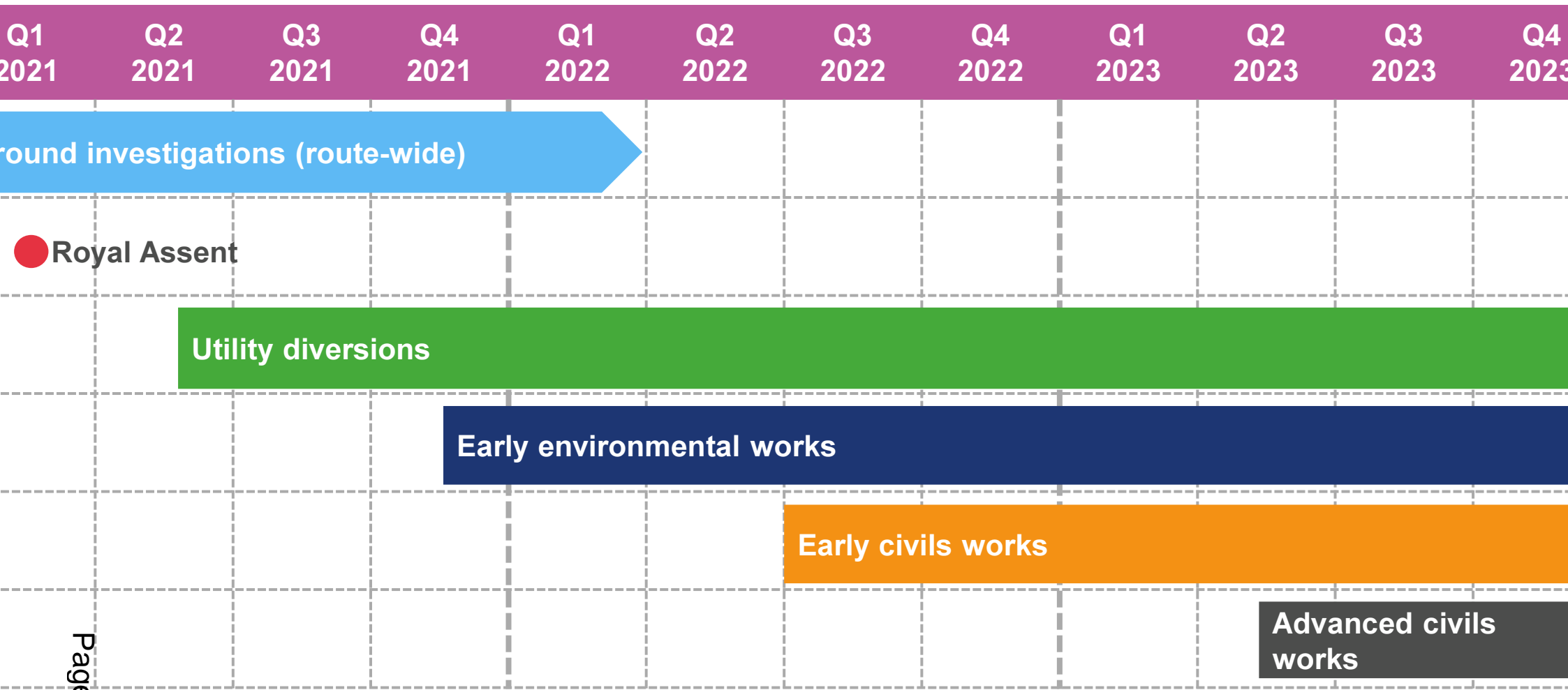


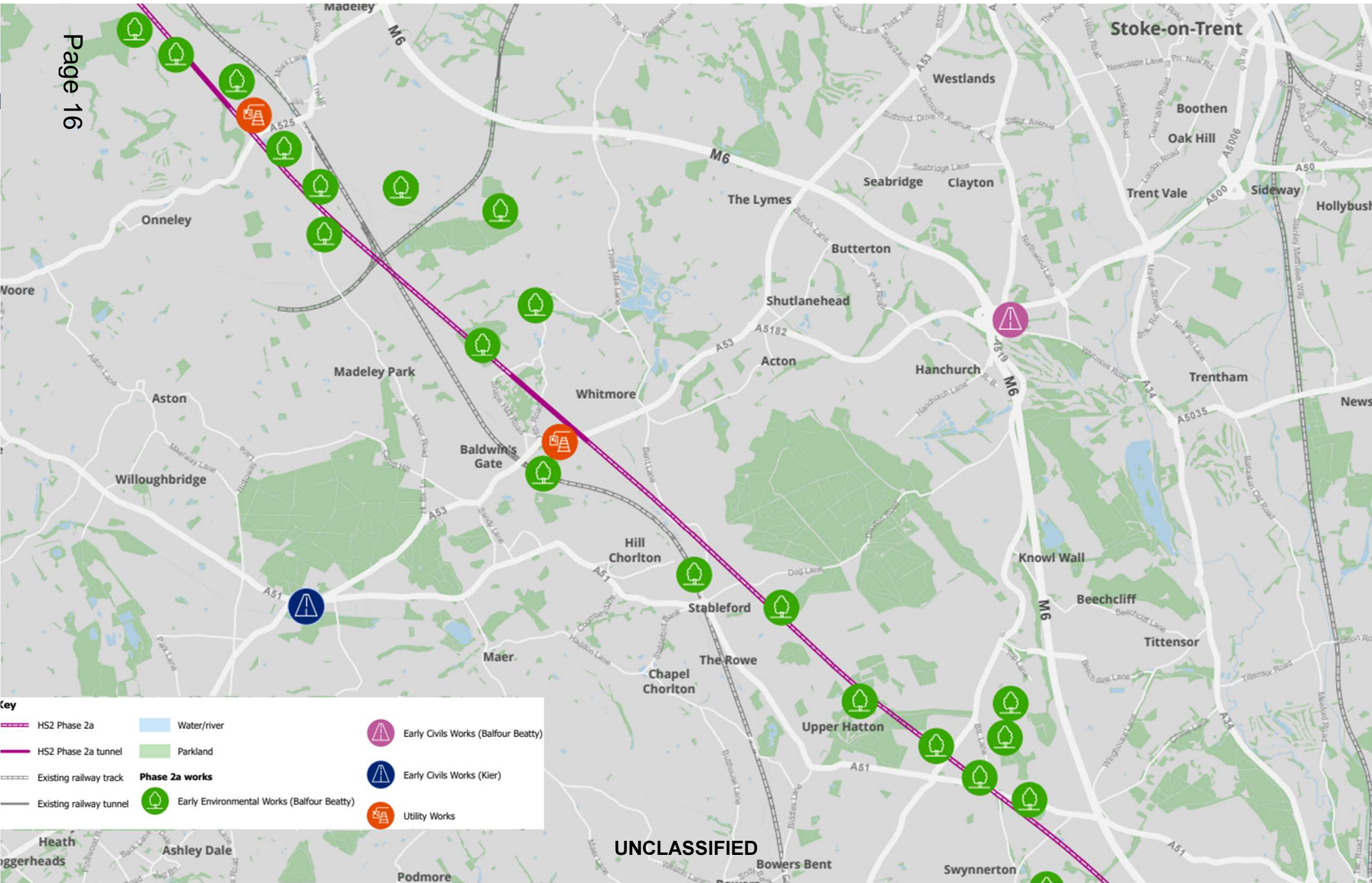


# The Building of Phase 2a



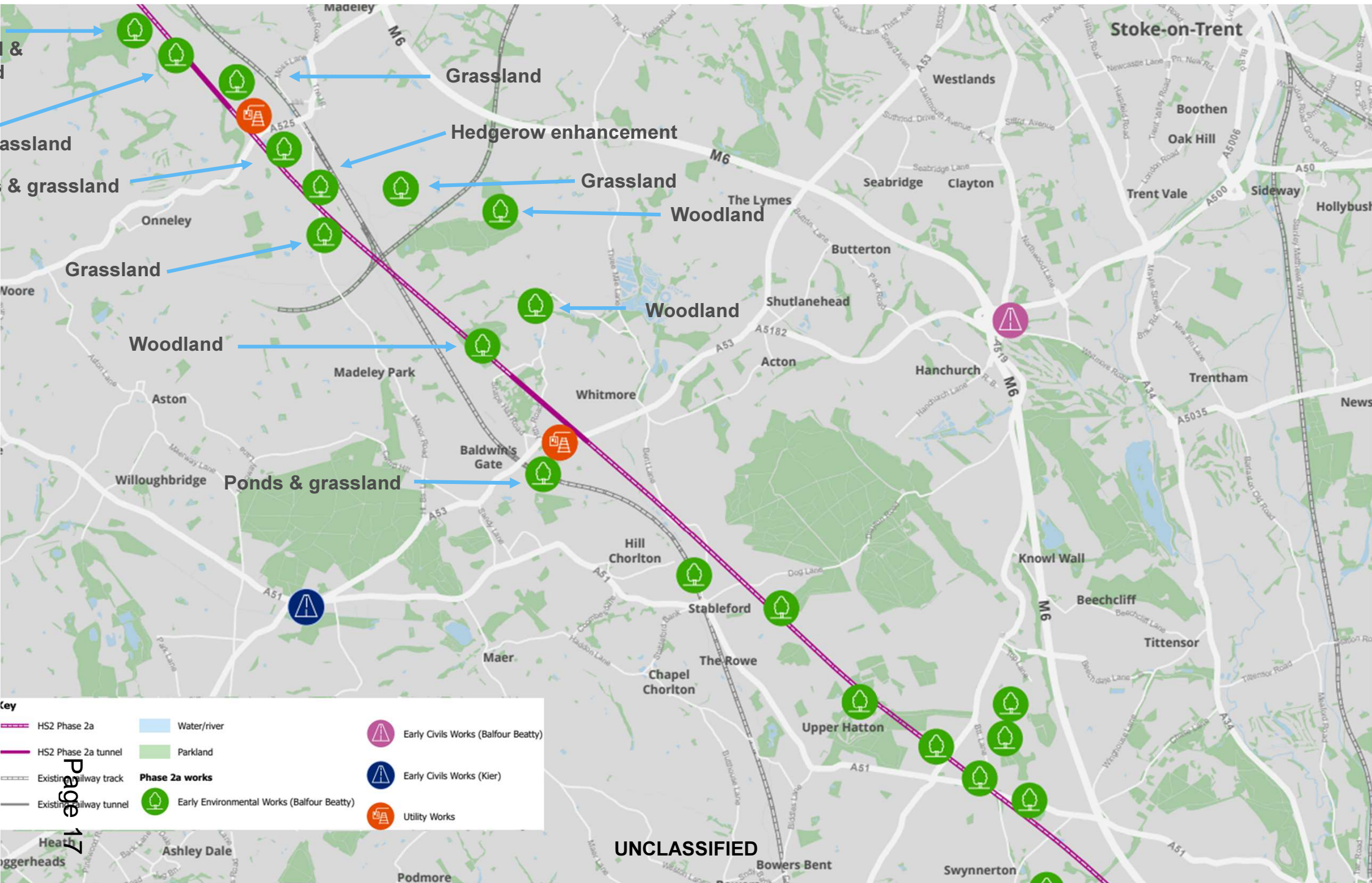
# Phase 2a preparatory works





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Key			
	HS2 Phase 2a		Early Civils Works (Balfour Beatty)
	HS2 Phase 2a tunnel		Early Civils Works (Kier)
	Existing railway track		Early Environmental Works (Balfour Beatty)
	Existing railway tunnel		Utility Works
	Water/river		
	Parkland		
	<b>Phase 2a works</b>		
	Early Environmental Works (Balfour Beatty)		





**Key**

HS2 Phase 2a	Water/river	Early Civils Works (Balfour Beatty)
HS2 Phase 2a tunnel	Parkland	Early Civils Works (Kier)
Existing railway track	<b>Phase 2a works</b>	Early Environmental Works (Balfour Beatty)
Existing railway tunnel	Early Environmental Works (Balfour Beatty)	Utility Works

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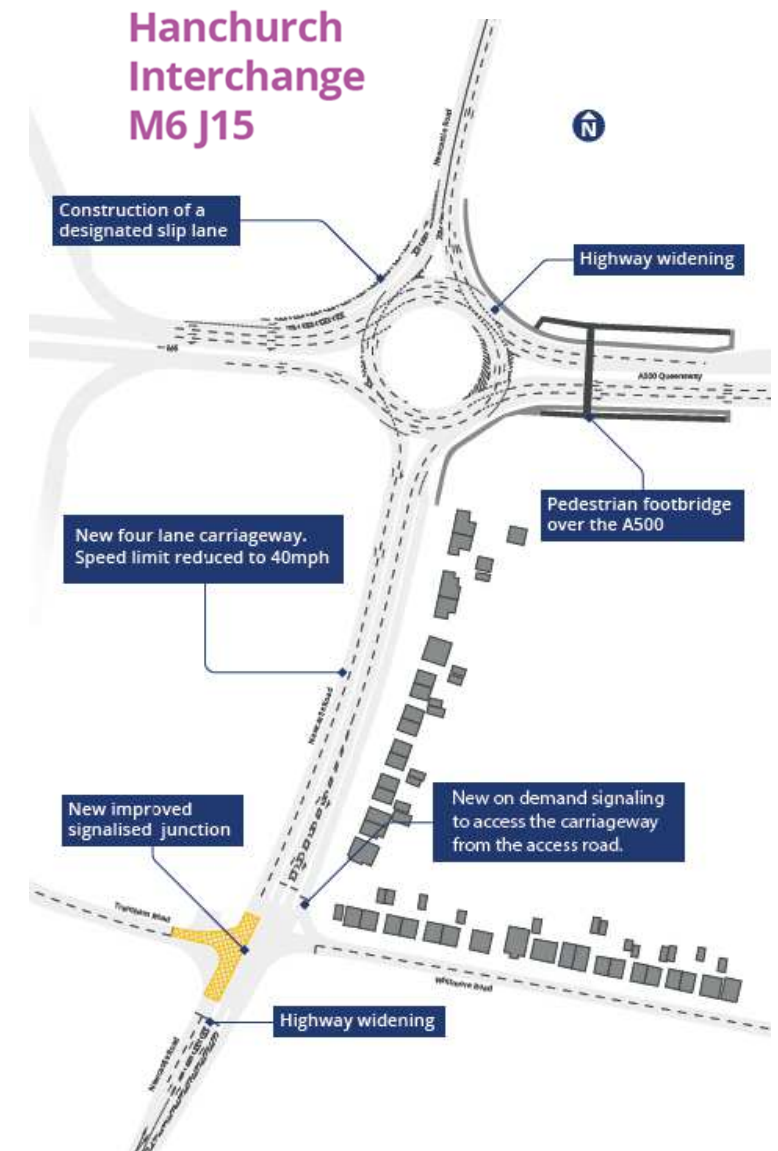
# Hanchurch Interchange

## M6, J15

2 Ltd is proposing changes to M6 J15/A500 Hanchurch Interchange to help manage traffic flows during the construction of the railway.

These improvements will include:

- 1) Upgrade to the Hanchurch Roundabout to improve traffic flow;
- 2) Introduction of a dual carriageway to Newcastle including a resident's service road for safe access to the properties;
- 3) Provision of a pedestrian crossing over the A500 east of Hanchurch Interchange;
- 4) Upgrade of Newcastle-Trentham Road signalised junction.



# A500 Footbridge (subject to consent)

The crossing for the A500 has been through extensive safety reviews which have been fed into the scheme design.

The safest option identified as a footbridge, once constructed the bridge will be adopted by National Highways as part of their infrastructure.

## The footbridge will be;

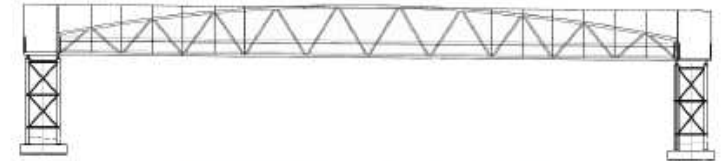
- Up to 50 metres long, this will accommodate the additional eastbound and westbound carriageways on the A500.
- 2 metres wide; this width is suitable for pedestrian use only and will not be accessible for cyclists.
- Made from steel.
- Constructed to start towards the end of 2023 (anticipated) within the overall planned junction works programme.

## The footbridge will have;

- Mesh sides for health and safety precautions.
- Accessibility for all pedestrians will be via a stair or a shallow ramp on both sides of the A500. The ramp gradient is expected to be 1:20 and compliant with standards.
- The access steps in the same proximity as the existing crossing point.
- The footpath leading up the footbridge upgraded.
- Vehicle barriers along the footpath leading up to the bridge.

## Indicative A500 footbridge design subject to consents

Proposed A500 profile design



Proposed side elevation (slope)



The option of a footbridge is subject to ongoing consultation with National Highways and Staffordshire County Council and technical approval



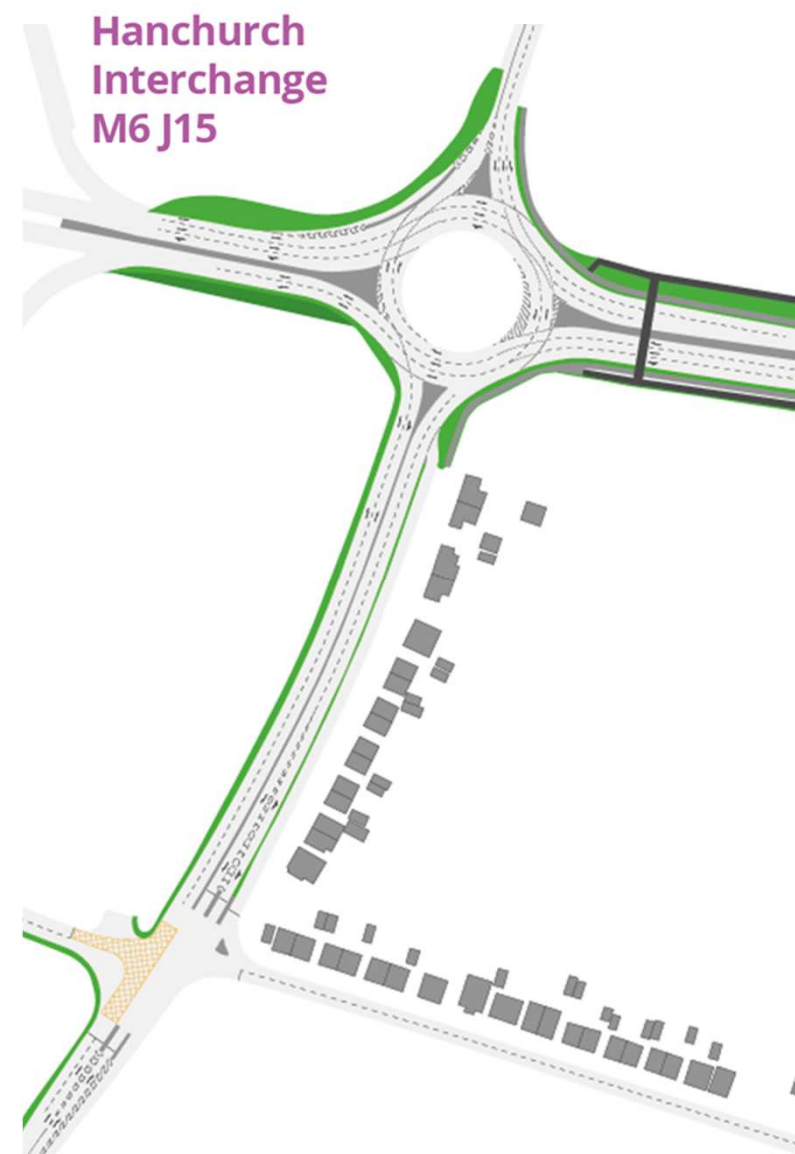
# Mitigation works

Before we start the improvement work, we need to prepare the areas ready for construction. To do this, we will need to remove some vegetation at certain locations.

We only remove vegetation when it is absolutely necessary to do so.

As part of the improvement work, we will replant hedgerows and trees along the Newcastle Road verge next to Eddie Stobart's yard. This will create a band of woodland habitat in which we will also include artificial bat roosting provisions and a noise fence.

We will also have additional planting between the Newcastle Road access road and the new carriageway.



# Noise Barriers

We will install a noise barrier next to the Eddie Stobart yard.

We will continue noise modelling work as we develop the design. The results will inform the design, location and height of the noise barrier.

The noise barrier will be hidden by the mitigation planting once the plants and trees in front of it mature.

## Examples of noise barriers



The landscaping and noise barrier are still in the early stages of design. Further details will be available as the design progresses.

# Opportunities and future engagement

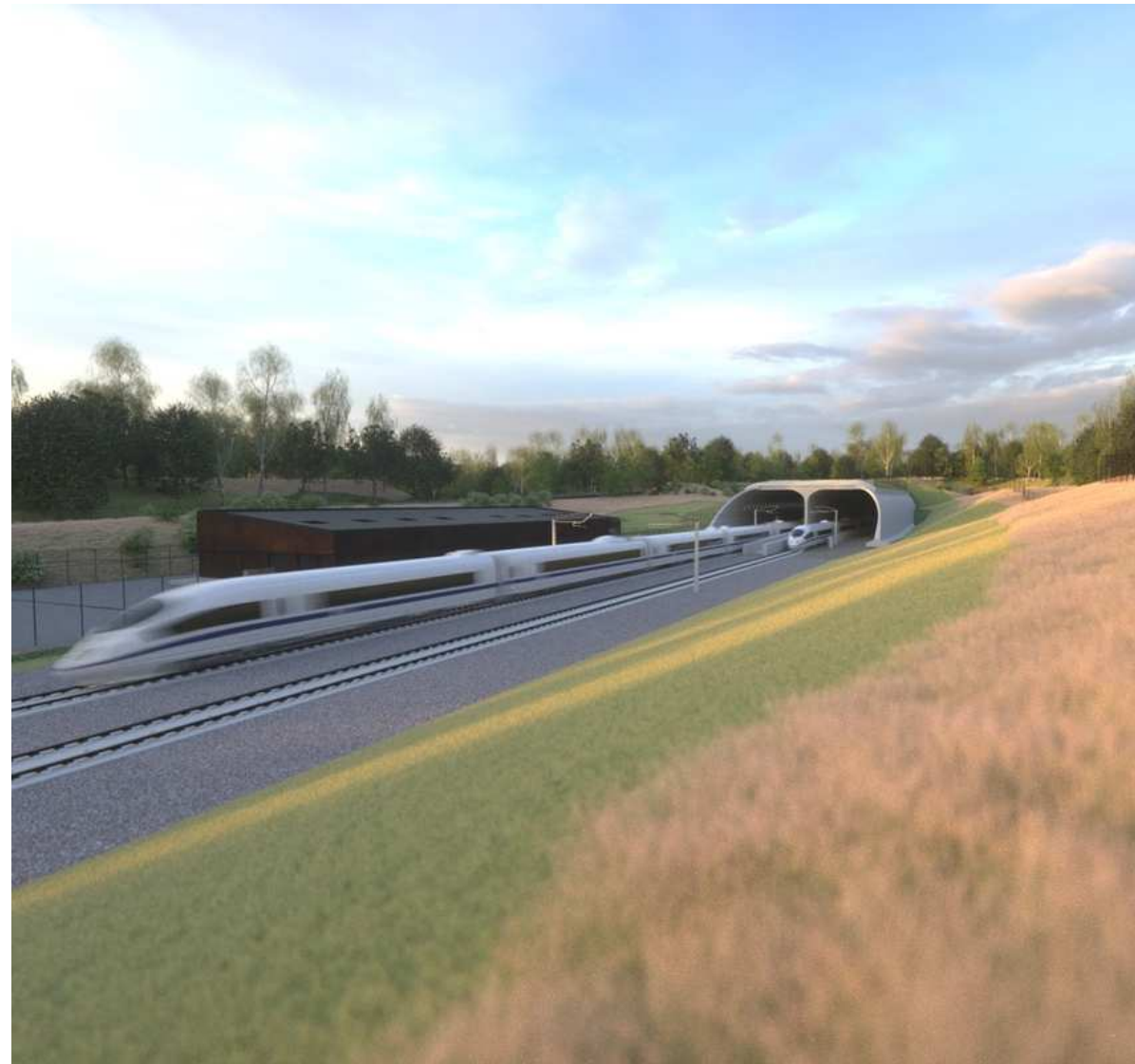
# HS2 serving Stafford and Stoke-on-Trent

The Phase 2a Indicative Train Service Specification now includes the requirement to provide 1tph in each direction from London to Macclesfield, via Stoke-on-Trent.

The services from south to north will use the junction at Handsacre near Lichfield to connect to the West Coast Mainline (WCML) to service Macclesfield via Stoke-on-Trent and Stafford.

HS2 trains will be 'classic compatible' allowing them to run on both a high speed line and the existing rail network.

This service pattern will commence operation upon completion of Phase One and Phase 2a.





# Community and Business Funds

£5 Million of Funds managed by  
independent charity Groundwork

Applications opened in April this year

Guidance documents, FAQs are available at  
[www.hs2funds.org.uk](http://www.hs2funds.org.uk)

0121 237 5880 or [HS2funds@groundwork.org.uk](mailto:HS2funds@groundwork.org.uk)

## CEF Local

Smaller projects (max **£75,000**)  
which benefit individual  
communities.

## CEF Strategic

Larger projects (between **£75,000**  
**£250,000**) which benefit multi  
communities

## BLEF

**£10,000 - £75,000** for smaller  
scale, kick starters or...  
**£75,001 - £250,000** for longer term  
or larger scale enterprise.



**Manor Park Sailing Club, Kings Bromley**  
£9,700 awarded for new club house roof



**Crown Wharf Community Theatre, Stone**  
£75,000 awarded to support creation of facilities

# Biodiversity Investment Fund

£2m of funds available

Applications opened in May 2021

The aim is to produce biodiversity gains.

3 stage application process with first deadline 8 November 2021

[www.hs2funds.org.uk](http://www.hs2funds.org.uk)

Telephone hotline 0121 237 5880

[HS2BIF@groundwork.org.uk](mailto:HS2BIF@groundwork.org.uk)



# Local Business Opportunities

100,000 supply chain contract opportunities

Over half HS2 suppliers are local to the HS2 route

76% of line of route suppliers are SMEs

Over 80 Staffordshire businesses are already involved.

[www.hs2.org.uk/local-business](http://www.hs2.org.uk/local-business)



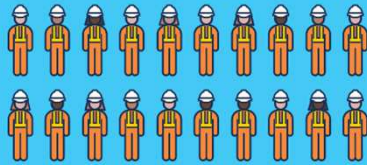


# Opportunities for local people

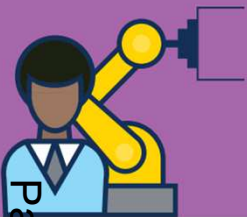
There will be at least 2,000 apprenticeship opportunities



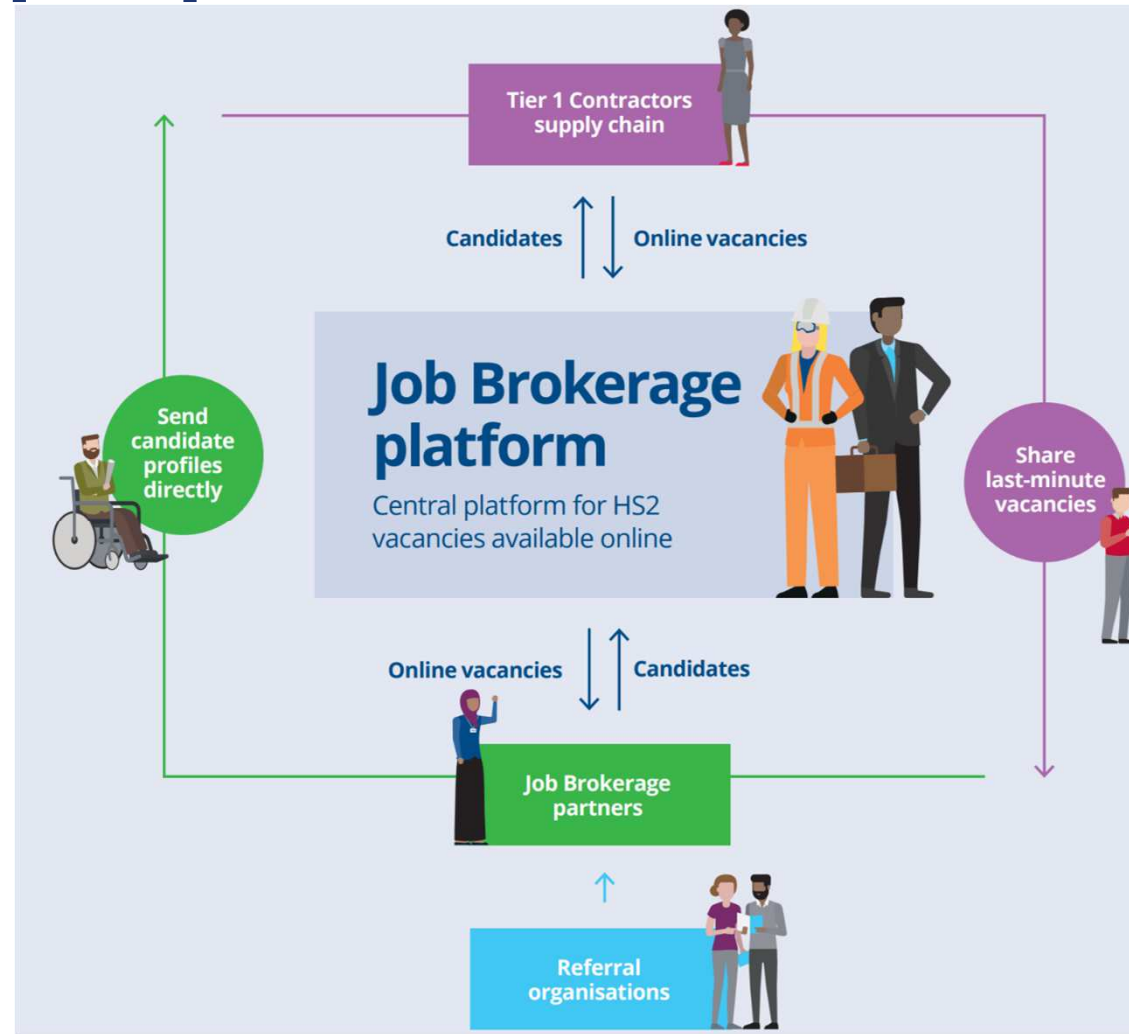
We will need 30,000 people to design and build the railway



Phase 2a will support over 6,500 jobs



Working in partnership to maximise local benefits



**Staffordshire County Council is an affiliate Job Brokerage Partner**

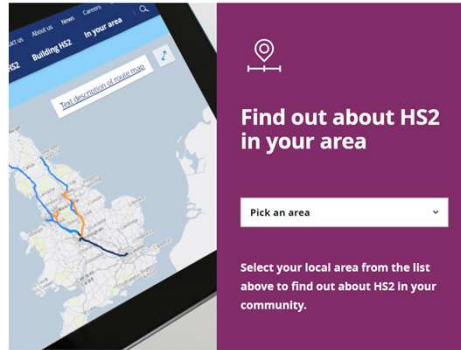
# Informing Communities



engagement team



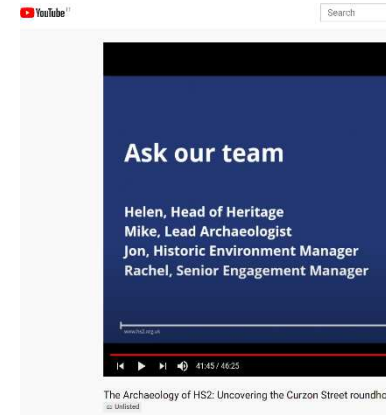
Notifications of work and newsletters



Community webpages



HS2inFocus webinars



Virtual 121s



Helpdesk



Stakeholder engagement



Information events



Landowner engagement



School engagement

# Questions

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## HS2 Phase 2a Q&A – Further information

### Swynnerton Protestor camp

The protesters trespassing in Cash's Pit were there for over a year and more recently also set up in Closepit Plantation. These protests at times disrupted HS2 works and caused criminal damage.

Under powers set out in the High Speed Rail (West Midlands-Crewe) Act 2021 and a writ of possession issued by the High Court, HS2 Ltd took possession of Cash's Pit on 10 May 2022 and started removing those who are illegally occupying the land. At the same time and also under powers set out in the Act, HS2 Ltd took possession of the land that adjoins Closepit Plantation, which includes the roadside verge between the A51 and Closepit Plantation to protect the safety of pedestrians and road users.

HS2 have used the High Court Enforcement Group to carry out this removal operation. The number of security staff at the sites directly reflected the number of protesters and the level of violence being experienced. Police Officers were on site every day to ensure that there were no breaches of the peace. We have now secured the land under their possession at both locations, preventing protestors from entering both woodlands.

The security members on site can all be identified as needed by a numbered badge on their arm. Some do choose to wear face coverings either due to concerns around Covid 19 or to protect their personal privacy and security due to protestors taking photos or videos and sharing across social channels without their consent.

### Whitmore tunnelling power supply details

In order to construct the tunnels at Whitmore and Madeley we will be using the power supply from Western Power Distributions' existing infrastructure at Meaford. Connection works are due to commence in the summer of 2023. We have a preliminary programme that we are looking to refine and should be in a position to share this with communities in early Autumn.

### Supporting local business involvement

HS2 wants to involve local businesses in the Project wherever we can, however we are unable to prioritise them over any other business, as we also committed to running a fair, open and transparent tender process. It is our responsibility to ensure that we get the best product / services, at the best price for the tax payer. That said, local businesses are well placed to deliver a number of goods and services, and their local knowledge and proximity to our worksites can be a useful advantage.

We have a dedicated local business team who work closely with our key contractors to promote the offer of local business communities within the supply chain. They also work with Chambers of Commerce, LEP's and other business groups to promote opportunities associated to the Project, and raise awareness of how local businesses can get involved. Since January 2020, our business engagement team have spoken to almost 4000 local business holding joint events up and down the country. Since Royal Assent on Phase 2a of the Project, we have placed a focus on engaging with businesses across Staffordshire and Cheshire. In May and June alone we have already delivered four events with Staffordshire and Cheshire business organisations.

To find out more about our work and how businesses can get involved you can visit our [local business pages](#).

### **Local jobs and skills activity**

HS2 will support over 34,000 jobs across Phase One and Phase 2a at its peak construction. Phase 2a alone is expected to support around 6,500 jobs.

To drive benefits for jobs and skills across our supply chain there are requirement set by HS2 for contractors to deliver in this space, Contractors choosing from a menu of activities set out in the contracts.

Activities include school engagement – such as STEM, career support and work experience and placements. They also focus on supporting apprenticeships and getting those out of work back into the employment.

We also work in partnership with key local stakeholders to maximise the local benefits and opportunities. And the key platform launched last year to support this is the Job Brokerage platform. The HS2 Job Brokerage model is based on working with Job Brokerage Partners who will be responsible for identifying suitable local candidates for HS2 roles, particularly people from disadvantaged and under-represented groups. Staffordshire County Council is an affiliate Job Brokerage Partner, attending the Regional Steering Group meetings for the West Midlands

You can find out more about the work we are doing and the opportunities for local people at [www.hs2.org.uk/jobs-and-skills/](http://www.hs2.org.uk/jobs-and-skills/)

### **Connectivity and services**

As a brand new line, HS2 will take pressure off the existing network and adding extra capacity where it is needed most. The Phase 2a Indicative Train Service Specification now includes the requirement to provide 1train per hour each direction from London to Macclesfield, via Stoke-on-Trent.

The services from south to north will use the junction at Handsacre near Lichfield to connect to the West Coast Mainline (WCML) to service Macclesfield via Stone-on-Trent and Stafford. HS2 trains will be 'classic compatible' allowing them to run on both a high speed line and the existing rail network. This service pattern will commence operation upon completion of Phase One and Phase 2a.

HS2 will free up a huge amount of space on the existing railway by placing long distance services on their own pair of tracks and once HS2 is operating, services can run much closer together, meaning there can be more rush hour trains, helping to relieve overcrowding at local and regional levels. For Example, For Staffordshire and Cheshire HS2 could more than double evening peak seats from Manchester Piccadilly on the Crewe and Stoke-on-Trent corridor. Phase 2a could free up capacity to see services rise from hourly to half-hourly or better between Crewe and Stoke-on-Trent to Nuneaton, Tamworth, Lichfield and Rugeley.

The service patterns of these local trains are outside of the scope HS2 and is the responsibility of the Department for Transport and the local transport service provider.

### **Community input into the design of HS2**

A number of formal public consultations were undertaken from 2016- 2019 on the railways design ahead of the scheme being approved by Parliament. The public consultations were a valuable exercise in obtaining important information on such areas as the geography, environment, traffic, and heritage of the various locations on the proposed route. During this parliamentary process we have also negotiated specific terms with landowners or stakeholder through the Parliamentary process committing to legally binding agreements – an Undertaking and Assurance (U&A).

As we continue to develop the detailed design we will continue to engage closely with landowners and communities to understand concerns and minimise the impact of our work through design development where we can.

Once designs are finalised these will be shared with the community before construction starts, and the contractors will be able to explain what will be happening, when and how. This is expected to be 2025 onwards.

There will also be engagement on Key Design Elements – known as KDEs. These are specific key structures that have been identified through the parliamentary process as key and visual structures for Phase 2a. Across Phase 2a 9 KDEs have been identified including the Whitmore and Madeley Tunnel Portals. Details can be found in the information paper at [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/960666/D1\\_Design\\_v1.1.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/960666/D1_Design_v1.1.pdf)

### **HS2 impacts on ancient woodlands**

There are 52,000 ancient woodland sites in the England and thanks to careful route planning and the boring of 32 miles of tunnel, just 43 of these 52,000 will be affected along the route between Crewe and London (Phase One and Phase 2a). 80% of these 43 ancient woodland sites will remain intact. This means that just 0.005% of the country's ancient woodland will be lost, a fraction of comparable road projects.

Across phase 2a 11 ancient woodland sites are affected. Where an ancient woodland is described as affected, in many cases this means a small section of an overall woodland is affected.

We have committed to a no net loss in biodiversity in building HS2. We will be planting 11 new habitats sites across Newcastle borough as part of our early environmental works. This accounts for just 20% of the green infrastructure we will be creating and as our designs are progressed we will look at ways to further minimise any impacts on the local environment.

### **Community engagement**

The engagement team is made up of HS2 and contractor staff. We share notices of work taking place with local communities at least 14 days in advance. We also continue to reach out into the communities through both our digital and in-person offers – such as webinars, newsletters, 121 appointments and information events and this will continue to grow as more information on our designs and activity is available. Our engagement events are open to all members of the community. As well as posting out information on our events to local residents we also share with parish councils and encourage people interested in HS2 and our events to sign up to our local area mailing lists at <https://engagement.hs2.org.uk/join-mailing-list/>

The HS2 helpdesk is also available all day everyday (24/7) for anyone who has any questions or concerns.

## NEWCASTLE-UNDER-LYME BOROUGH COUNCIL

### EXECUTIVE MANAGEMENT TEAM'S REPORT TO ECONOMY, ENVIRONMENT AND PLACE SCRUTINY

15 June 2022

**Report Title:** Local Plan Issues & Strategic Options – Consultation Feedback

**Submitted by:** Executive Director Commercial Development & Economic Growth

**Portfolios:** Planning & Development

**Ward(s) affected:** All

#### **Purpose of the Report**

To provide feedback on the Newcastle-under-Lyme Local Plan Issues & Strategic Options consultation.

#### **Recommendation**

That Scrutiny Committee notes the feedback on the Newcastle under Lyme Local Plan Issues & Strategic Options consultation, and following review, provides comments for further consideration at Cabinet.

#### **Reasons**

To comply with the legal and procedural requirements necessary to complete the preparation and adoption of a Local Plan for Newcastle-under-Lyme, in line with the National Planning Policy Framework (NPPF).

1. **Background**
  - 1.1. Local Plans are a statutory requirement under the Planning and Compulsory Purchase Act 2004, requiring Local Authorities to set out a local development plan for their area.
  - 1.2. The Council currently has a Local Plan in place which was adopted in 2003 and this is supported by the Newcastle-under-Lyme and Stoke-on-Trent Core Spatial Strategy which was adopted in 2009. Both of these documents were in place prior to the National Planning Policy Framework (NPPF) being issued in 2012. Depending on their conformity with the NPPF, the local policies in our plans now have varying degrees of weight that can be applied in planning decision making.
  - 1.3. Work was previously undertaken to deliver a new Joint Local Plan (JLP) with Stoke. Due to an increasing desire to provide a plan more focused on the needs of the Borough, and in particular the role of Neighbourhood Planning, the Council agreed to separate from the Joint Local Plan arrangements in January 2021 and commence work on a Borough Local Plan.
  - 1.4. The new Local Plan sets the vision and framework for how Newcastle-under-Lyme will grow up to 2040. It sets out targets for the number of homes and jobs to be delivered in the Borough and a spatial strategy to guide development and infrastructure to the most sustainable locations.
  - 1.5. Once adopted it will provide a strategic approach to the delivery of a range of development types including market and affordable housing, employment, and supporting hard and soft infrastructure. Such development requirements will be balanced against the need to protect the built and natural environment, whilst also furthering the Council's response to the climate emergency declaration.

- 1.6. Having an up to date local planning policy framework that reflects national policy will be more robust in determining planning applications and defending planning appeals. An up to date plan also gives more certainty to the development industry and local community on where development is likely to be supported.
- 1.7. A key element to the preparation of the Local Plan is the Council's approach to consulting and engaging the community. The Local Plan goes through a number of stages of preparation and it is important to clearly set out how and when people can be involved in the process. Significant consultation will be undertaken throughout all stages of preparing and producing the Local Plan. In undertaking consultation, the Council must comply with its adopted Statement of Community Involvement (SCI).
- 1.8. The Council's communications team was involved from the outset of the consultation process, as were officers with experience of consultation undertaken in other authorities, and previously when the Joint Local Plan with Stoke on Trent was being prepared.
- 1.9. The current Issues and Strategic Options version of the local plan forms part of the Regulation 18, issues consultation. This stage does not commit the Council to allocate land for development or include detailed land use policy wording. Rather its purpose is to highlight, and consult on, the planning issues across Newcastle under Lyme that need addressing and offer options to address the issues identified.
- 1.10 The Council has considered all responses received as part of the Issues and Strategic Options consultation process and will take them into account when preparing the Publication Draft Local Plan. The Publication Draft Local Plan will set out the details of aspects including how the Council proposes to meet the Borough's development needs and site allocations.
- 1.11 The consultation on the Issues & Strategic Options was also accompanied by a 'Call for Sites', inviting landowners and the development industry to submit potential development sites for assessment. A continued, proactive approach by the Council will further seek to identify opportunities for development, prioritising Brownfield sites.
- 1.12 Further evidence will be completed to support the preparation of the next stage of the Local Plan and discussions continue with our duty to cooperate partners to meet our legal obligations.
- 1.13 Following on from the now completed Issues & Strategic Options stage, there are also two further proposed rounds of consultation included within the project plan for the Local Plan, so by the end of the process the public will have had 3 distinct formal opportunities to engage with the plan and provide comments to the Council to express their views and ideas.

## 2.

### **Issues**

#### **Consultation Process**

- 2.1 Consultation on the Issues & Strategic Options took place between Monday 1<sup>st</sup> November 2021 and Monday 24 January 2022. This exceeded the statutory minimum both in duration, but also the mechanisms employed to engage. Given the public health situation at the time, many Councils chose not to hold face to face events due to the additional burden of ensuring venues and interactions were Covid secure, but significant efforts were made by Officers to ensure that there was the opportunity for face to face dialogue which was considered to be integral to the overall consultation process.

2.2 The list below outlines the organisations and other bodies that the Council is required to consult and involve in preparing our planning documents, in accordance with The Town and Country Planning (Local Planning) (England) Regulations 2012.

**Specific & Duty to Cooperate:**

- Stoke-on-Trent City Council
- Cheshire East Council
- Shropshire Council
- Stafford District Council
- Staffordshire Moorlands District Council
- Staffordshire County Council
- Historic England
- National Highways
- Environment Agency
- Natural England
- Coal Authority
- United Utilities
- Staffordshire Police

**General:**

Voluntary bodies whose activities benefit any part of the borough; bodies that represent the interests of different racial, ethnic, national or LGBTQ+ groups in the borough; bodies that represent the interests of different religious groups in the borough; bodies that represent the interests of disabled persons in the borough; bodies that represent the interests of businesses in the borough.

**Additional Groups & Bodies:**

In addition to the above groups, a wide range of other interest groups and organisations, developers and consultants, as well as local residents and businesses were involved and consult.

Methods of publicity and engagement included:

**Press release:**

Published 26 October 2021 in the Sentinel. A copy of this can be found on the Council's website

<https://www.newcastle-staffs.gov.uk/news/article/14/council-launches-consultation-on-new-borough-local-plan>

**Consultation events:**

Having notified local residents, agents, stakeholders and the consultation bodies about the consultation period, the Council provided a number of drop-in sessions and appointments where interested parties could find out more about the Local Plan Issues and Strategic Options document and how to make comments on it.

A total 13 events (10 in-person & 3 virtual) were held across the borough:

- Newcastle Town Centre Guildhall, Tuesday 2<sup>nd</sup> November 2021
- Kidsgrove Town Hall, Wednesday 3<sup>rd</sup> November 2021
- Silverdale Library, Thursday 4<sup>th</sup> November 2021
- Chesterton Holy Trinity Church Hall, Tuesday 9<sup>th</sup> November 2021
- Loggerheads Oddfellow's Hall, Wednesday 10<sup>th</sup> November 2021
- The Madeley Centre, Monday 15<sup>th</sup> November 2021

- Audley Methodist Church, Wednesday 24<sup>th</sup> November 2021
- Virtual Consultation (Zoom or telephone), Wednesday 17<sup>th</sup> November 2021
- Virtual Consultation (Zoom or telephone), Tuesday 30<sup>th</sup> November 2021
- Newcastle-under-Lyme Borough Council Offices, Thursday 2<sup>nd</sup> December 2021
- Audley Methodist Church, Tuesday 11<sup>th</sup> January 2022
- Virtual Consultation (Zoom or telephone), Wednesday 12<sup>th</sup> January 2022
- Keele Village Hall, Thursday 13<sup>th</sup> January 2022

Officers from the Planning Policy team were available at these locations to assist members of the public to find out more about the Local Plan Issues and Strategic Options document, to answer questions and to provide advice on how to use the Consultation Portal to submit their comments.

In addition, presentations (via Zoom) were provided to two Parish Councils following direct requests. These took place on 11 November 2021 for Audley Parish Council & 1 December 2021 for Madeley Parish Council.

### **Social Media:**

The Council used social media to advertise information about the Issues and Strategic Options document and to present information on the consultation events listed above. Social media posts were made on Facebook and Twitter.

### **Availability of the document:**

The Issues and Options document was available online at:  
<https://consult.newcastle-staffs.gov.uk/kse>

The Sustainability Appraisal Scoping Report and the Equality Impact Assessment were also available to view by using the above link.

The evidence base for the Local Plan was available to view at:  
<https://www.newcastle-staffs.gov.uk/planning-policy/local-plan-evidence-base>

### **Hard Copies:**

Hard copies of the Issues and Strategic Options document were made available, along with information posters, at all libraries across the borough. These were:

- Clayton Library
- Newcastle Library
- Silverdale Library
- Talke Library
- Kidsgrove Library
- Knutton Library
- Audley Library
- Loggerheads Library

The document could also be downloaded and printed from the consultation portal.

### **Response to Consultation**

A total of 289 people made comments on the Issues and Strategic Options document by using the consultation portal. All comments which were sent to the Borough Council by post, which did not form part of the petitions referenced below, were scanned and uploaded to the consultation portal. In aggregate, recognising that many individuals provided multiple comments, a total of 3649 representations were incorporated within the consultation portal.



Each of these comments were given individual, tailored responses by Planning Policy Officers for the consultees to be able to view once published.

Two petitions were submitted to the Borough Council; one containing 294 signatures, with the other containing 1376 signatures. Both of these petitions were in response to Question 18 of the Issues and Strategic Options document; *“should site AB2 – Land south east of Junction 16 be considered for Green Belt release?”* These petitions were scanned and uploaded to the consultation portal.

A further 757 identical letters with regard to the same issue were submitted to the Borough Council in response to the consultation. This has also been treated as a petition and all details of the consultees who submitted this letter have been collated into a spreadsheet and uploaded to the consultation portal.

All consultees have been added to our consultation database and will receive updates as we move towards the next and future stages of the plan making process.

The petitions & letters combined with the representations made via the consultation portal give a total of 6076 comments made on the Newcastle-under-Lyme Local Plan Issues and Strategic Options Consultation.

It is important to recognise that to allow for the expedient use of resources and the efficient progression of the Local Plan, the intention for subsequent rounds of consultation is to produce a summary of issues raised & the Council’s stance on a topic by topic basis, as opposed to responding directly to every representation.

### Summary of Issues Raised in Response to the Consultation

The Summary table below presents summary of the key issues raised in response to each Section of the Issues & Strategic Options consultation document. A more detailed overview, including a quantitative breakdown of responses, where appropriate, is included as Appendix A attached to this report.

#### **Key issues:**

The following recurring themes were present in responses received to the consultation:

- Utilise brownfield opportunities
- Loss of green belt
- Impact on existing communities/settlements
- Infrastructure capacity
- Engagement with adjacent Local Authorities
- Climate Change
- Value of recreational & open spaces
- Alignment with Neighbourhood Plans

Section	Key Issues
Vision & Strategic Objectives (Q’s 1-2)	<ul style="list-style-type: none"> <li>○ The Vision &amp; Strategic Objectives do not align</li> <li>○ Need to be more ambitious - considered in some cases to be too insular, too limited, parochial, lacking imagination &amp; generic</li> <li>○ Include a Vision Statement for individual settlements</li> <li>○ Emphasis should be on environmental protection &amp; climate change adaptation</li> <li>○ Strategic Objectives contradict each other - climate change, environment &amp; development ambitions</li> </ul>

	<ul style="list-style-type: none"> <li>○ Lack of clarity in terminology e.g. aspirational housing, re-imagination of town centres, enabling balanced growth</li> <li>○ Include a Strategic Objective on Historic Environment</li> </ul>
Housing & Employment Need (Q3)	<ul style="list-style-type: none"> <li>○ The impact of Covid needs to be factored in</li> <li>○ Take full account of 2021 Census</li> <li>○ Justification for satisfying regional employment need</li> <li>○ Past shortfalls in housing delivery should be addressed</li> </ul>
Options for Growth (Q4)	<ul style="list-style-type: none"> <li>○ Majority support for option 1 – national minimum, standard methodology target</li> <li>○ Representatives of landowners or the development industry agreed with the justification in the housing and economic needs assessment for targets above the standard methodology and put forward detailed reasons for support, for example to address past under delivery, to support economic growth, in line with modelling</li> <li>○ Should focus more on town centre regeneration, housing mix not number, and the type of employment development needed</li> <li>○ Bring empty homes back into use</li> </ul>
Hierarchy of centres (Q5)	<ul style="list-style-type: none"> <li>○ Many respondents supported the hierarchy in principle</li> <li>○ Concern over the link between position in the hierarchy and link to the level of development that could come forward</li> <li>○ The hierarchy does not reflect proposals in the plan which focus on large scale rural development</li> </ul>
Spatial Strategy (Q's 6 – 11)	<ul style="list-style-type: none"> <li>○ Examine all derelict land, vacant and commercial premises, brownfield land and surplus employment which could be converted to residential, empty homes</li> <li>○ Protection of green belt, greenspace, agricultural land</li> <li>○ Evidence and unique factors to each settlement including local need, history, infrastructure capacity, and character should be considered rather than an even distribution across the rural areas</li> <li>○ There were several consultees that did not support any of the growth directions owing to perceived brownfield land availability, green belt loss impacting on rural character &amp; countryside and infrastructure concerns</li> <li>○ A greater proportion supported either growth directions 1, 2 and 6. Reasons for which include that it encourages a more even distribution of growth across the Borough and that Keele already has existing development and infrastructure in place to accommodate growth.</li> <li>○ Growth directions 3, 4 and 5 were less favoured in comparison to the others</li> <li>○ Proportionately, disagreement was evenly spread between the individual growth directions</li> <li>○ Growth direction 1 would result in increasing car journeys which would then increase traffic, congestion and pollution</li> <li>○ Growth direction 2 would result in the merging of Keele and Silverdale, losing their individual identities and undermining the function of the Green Belt</li> <li>○ Growth direction 3 would bring the settlements of Talke, Chesterton and Audley closer together, which would diminish their individual character and identity</li> <li>○ Growth direction 4 would lead to urban sprawl and the merging of Kidsgrove, Harriseahead, Mow Cop and Stoke (i.e. Goldenhill) to the north-east, and Kidsgrove and Alsager to the north-west</li> <li>○ There was concern about the cumulative impact of housing and employment development at Audley under growth direction 5.</li> <li>○ Many of the alternative options suggested were made up of components already forming parts of the existing six growth directions. Other suggestions moved away from housing and employment growth entirely</li> </ul>

Gypsy & Travellers (Q's 12 – 13)	<ul style="list-style-type: none"> <li>○ Very few site suggestions were put forward. Walleys Quarry, extension to the existing site at Cemetery Road was the most popular suggestion. The former municipal golf course at Keele and a couple of further observations of potential sites were put forward but there were no formal site submissions or sites put forward by landowners.</li> <li>○ Many suggested talking to the Gypsy and Traveller community to identify sites including for transit provision</li> </ul>
Other housing need (Q's 14 – 16)	<ul style="list-style-type: none"> <li>○ Broad consensus was that affordable housing levels should look to exceed the 10% figure</li> <li>○ Viability &amp; site specific circumstances could also be significant</li> <li>○ Some considered first homes should be prioritised</li> <li>○ Explore a tiered system based on varying land values across the Borough</li> <li>○ Older people's accommodation should be located with good access to services and facilities</li> <li>○ Consult those with other needs</li> <li>○ Support a range of models of housing for elderly care, integrate with other housing and support people to stay in their own homes.</li> </ul>
Strategic Employment Sites (Q's 17-19)	<ul style="list-style-type: none"> <li>○ Significant focus on the proposals at Junction 16, M6 in so far as they could impact on Audley and the surrounding localities</li> <li>○ Development would result in the loss of agricultural land, recreational value and biodiversity (habitats and species). Furthermore, development would have a negative impact on the rural and landscape character of Audley</li> <li>○ Existing employment development already located at Crewe and Alsager (i.e. Radway Green). The abundance of employment development will have cumulative impacts.</li> <li>○ Rather than a single large site, the focus should be on a series of smaller sites potentially tied in with existing employment areas/more central locations</li> <li>○ Focus should be on higher value industries</li> <li>○ The Local Plan does not set out a clear rationale for a new strategic employment site and more cooperation is needed with the adjoining boroughs.</li> <li>○ The Local Plan evidence base does not reflect the post-Covid economic environment</li> <li>○ Staffordshire County Council highlight that Keele Science &amp; Innovation Park remains one of their flagship employment sites and supports plans for its continued development. They also support the notion of the development of a site at M6 J16</li> </ul>
Development boundaries (Q's 20 – 21)	<ul style="list-style-type: none"> <li>○ Majority considered that development boundaries should be reviewed with most supporting this to be undertaken through Neighbourhood Development Plans</li> </ul>
Retail/town centre regeneration (Q's 22 – 24)	<ul style="list-style-type: none"> <li>○ Key themes emerging were shopping including a greater diversity of retail offer, competition posed by sources such as online retail and out-of-town retail parks, parking, issues related to feeling safe and residential accommodation</li> <li>○ The general consensus was that it is futile to challenge these rivals to high-street shopping directly but rather an alternative needs to be presented by the high-street which online and out of town retail cannot provide</li> <li>○ The kinds of shops some respondents said they would like to see include, bars, restaurants and eateries, coffee shops, book shops, craft shops, convenience stores, post offices, doctors, and dentists</li> <li>○ The plan should prioritise the viability of existing retail centres. Providing a healthier balance of retailers, and improvements to the</li> </ul>

	<p>appearance of existing shop fronts, by encouraging market stalls, and offering business rates that are attractive to independent retailers.</p> <ul style="list-style-type: none"> <li>○ Of those that responded, just over half the respondents had no opinion on changes to town centre boundaries</li> <li>○ There were very few detailed comments on the boundaries overall</li> <li>○ Some sought specific expansions; in Newcastle to expand the centre beyond the ring road and in Kidsgrove to incorporate the railway for regeneration purposes.</li> </ul>
Pollution, water & environmental quality (Q's 25 -27)	<ul style="list-style-type: none"> <li>○ A strong majority indicated a policy on air pollution is required for the Local Plan</li> <li>○ Walley's Quarry was a recurring theme</li> <li>○ The Local Plan and relevant policies are expected to address the impacts of air quality on people and the environment</li> </ul>
Development Management Policies (Q's 28-35)	<ul style="list-style-type: none"> <li>○ Strong majority in supports for inclusion of DM policies re: water &amp; environmental quality including explicit reference to biodiversity net gain. Green infrastructure, flood risk, open space provision, enhanced active travel (walking, cycling) opportunities, renewable energy &amp; sustainable urban drainage systems were also considered significant</li> <li>○ Support was received for the principle of design codes to provide certainty to the development industry about design quality but also to improve the sustainability credentials of development</li> <li>○ A number of sustainable construction standards were referenced and suggested that these should be required in new development such as BREEAM and Passivhaus</li> <li>○ Staffordshire County Council strongly advises that a local policy on heritage is required. It advises that an up-to-date historic environment evidence base is needed</li> <li>○ The key evidence should include the Newcastle-under-Lyme Borough Integrated Transport Strategy. New development should be located and designed to limit journeys by car.</li> <li>○ Zero carbon targets should take account of Government ambitions and viability</li> <li>○ Health was considered significant in terms of other issues to consider</li> </ul>
Any other matters (Q36)	<ul style="list-style-type: none"> <li>○ There were a large number of individual letters which did not relate to any specific question but had general comments on the content of the plan</li> <li>○ Points raised included concern that the plan will have a negative impact on climate change, population and statistical issues, potential green belt loss, infrastructure issues</li> <li>○ Consultation &amp; the structure/useability of the document were common themes</li> </ul>

### 3. **Proposal**

3.1 That Scrutiny Committee notes the feedback on the Newcastle under Lyme Local Plan Issues & Strategic Options consultation.

### 4. **Reasons for Proposed Solution**

4.1 Consultation is a vital part of the preparation of the Local Plan. The Council needs to demonstrate how it has considered the representations and that the consultation was in conformity with its Statement of Community Involvement.

4.2 Consultation ensures local engagement and input to reflect local circumstances and ambitions for the Borough and this is taken further through collaboration with our partners and statutory undertakers. In this way, as the Local Plan evolves, the number and nature of representations to the Local Plan should be more focused and the later versions of the Local Plan should be more robust and justified. In turn, this will help focus a Local Plan examination and potentially reduce the number of hearing sessions and consequently reduce the time and cost of the examination in public.

## 5. **Options Considered**

5.1 The Local Plan Issues and Strategic Options included a range of land use issues and planning policy options that may exist to address them. An alternative option available to the report recommendation would be to request a multi-stage approach to consultation. This would result in a delay to the plan-making process and a risk of entering a repeating consultation loop, leading to a continued reliance on existing, dated local plans and policies. This would increase the risk of unplanned development and planning by way of planning appeal decisions. It could also result in the risk of intervention referenced in the third option referenced below. Alternatively, a fully drafted local plan could be published under Regulation 19 and submitted without further Issues and Options consultation, however this is not recommended as it will not enable feedback from the community to inform the policy approach.

5.2 A third option of not proceeding with the production of the Local Plan and cease work is not considered viable as it would directly conflict with the Government requirement for all Local Planning Authorities to have reached, or made good progress towards, having a Local Plan in place by the end of 2023. This option raises the risk of potential for Government intervention in the Council's Plan making process.

## 6. **Legal and Statutory Implications**

6.1 The Issues and Strategic Options consultation was undertaken in accordance with Regulation 18 of the Town and Country Planning Regulations (Local Planning) 2012. The production of a Local Plan has to comply various legislation including Strategic Environmental Assessment and Habitats Regulation Assessment provisions as well as having regard to a range of relevant government policy and guidance.

## 7. **Equality Impact Assessment**

7.1 An Equality Impact Assessment (EqIA) has been undertaken for the Issues and Strategic Options document. At this stage of plan preparation, it is considered there are no specific detrimental equality impacts arising as a result of this report. The EqIA has been published alongside the main report.

7.2 The EqIA has assessed how the Issues and Strategic Options document and the questions raised within it impact on the nine protected characteristics identified in the Equalities Act 2010.

7.3 It is anticipated that the Plan will bring about a number of positive impacts. These include securing a range of housing types, increased open space provision, improved health care provision and safer environments. These gains will be of benefit to people with disabilities and of different ages or those who are pregnant. People from different ethnic or racial groups and those who experience hostility and are threatened in the environment for their sexuality or sexual orientation will also benefit from policies in the Plan.

7.4 When the Plan moves on to its next stage and sites are proposed and specific policies put forward which may affect individuals and groups, an Equality Impact Assessment will be carried out on the recommendations.

## 8. **Financial and Resource Implications**

8.1 There are no final implication as the costs of the public consultation exercise were provided for within set aside budgets and costs of making the consultation fully accessible (events and paper copies at libraries etc) were covered through this budget.

## 9. **Major Risks**

9.1. Failure to demonstrate transparency and inclusiveness in our engagement and consultation with stakeholders on strategy development.

9.2 If an aggrieved party e.g. a developer who's site hasn't be allocated or a resident group who are facing a major allocation near their houses feels the process has not been clear or biased to a certain site either through under or over promoting it may launch a challenge to the validity of the plan through the judicial review process.

9.3 Whilst these risks could result in either the plan being found unsound, delays through legal challenge or work proceeding too slowly such that more decisions on applications are made without the benefit of a local policy framework, it is felt appropriate mitigation is in place to reduce the possibility of these events occurring and in the unlikely event they do, any harm is minimised.

## 10. **UN Sustainable Development Goals**

10.1 As the Local Plan is primarily focused on the use of land and properties and how these relate to people's use of the environment a number of the UN Sustainable Development Goals will overlap with the aims of the Plan.

10.2 At this stage and as the draft plan is worked up, the following goals will be taken into account:

Goal 2. End hunger, achieve food security and improved nutrition and promote sustainable agriculture

Goal 3. Ensure healthy lives and promote well-being for all at all ages

Goal 4. Ensure inclusive and equitable quality education and promote lifelong learning opportunities for all

Goal 6. Ensure availability and sustainable management of water and sanitation for all

Goal 7. Ensure access to affordable, reliable, sustainable and modern energy for all

Goal 8. Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all

Goal 9. Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation

Goal 11. Make cities and human settlements inclusive, safe, resilient and sustainable

Goal 12. Ensure sustainable consumption and production patterns

Goal 13. Take urgent action to combat climate change and its impacts]

Goal 15. Protect, restore and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and halt biodiversity loss

Goal 16. Promote peaceful and inclusive societies for sustainable development, provide access to justice for all and build effective, accountable and inclusive institutions at all levels

Goal 17. Strengthen the means of implementation and revitalize the Global Partnership for Sustainable Development

11. **Key Decision Information**

The policies and allocations in the draft plan will affect sites in all wards in the Borough over time

12. **Earlier Cabinet/Committee Resolutions**

12.1 Cabinet - Wednesday, 9th December, 2020. Please follow this link:

<https://moderngov.newcastlestaffs.gov.uk/ieListDocuments.aspx?CId=118&MId=3422&Ver=4>

Cabinet resolved to undertake a review on the viability of commencing work on a Borough Local Plan and ceasing work on the Joint Local Plan

12.2 Cabinet - Wednesday, 13th January, 2021. Please follow this link:

<https://moderngov.newcastlestaffs.gov.uk/ieListDocuments.aspx?CId=118&MId=3423&Ver=4>

Following completion of the review agreed at the previous meeting, Cabinet resolved to cease work on the Joint Local Plan and commence work on the Borough Local Plan.

12.3 Planning Committee - Tuesday, 31<sup>st</sup> August, 2021. Please follow this link:

<https://moderngov.newcastlestaffs.gov.uk/ieListDocuments.aspx?CId=119&MId=3819&Ver=4>

Presentation of draft Issues and Strategic Options Paper to Planning Committee for consideration and for opportunity to pass comment on the plan to Cabinet

12.4 Cabinet – Wednesday, 8<sup>th</sup> September 2021. Please follow this link:

<https://moderngov.newcastle-staffs.gov.uk/ieListDocuments.aspx?CId=118&MId=3429>

Cabinet resolved that public consultation be approved on the draft Issues and Strategic Options Paper and the publication of the accompanying Sustainability Appraisal Scoping Report. It also resolved that a report be submitted to a future meeting summarising the findings of the consultation event.

13. **List of Appendices**

Appendix A: Summary of responses to the Local Plan Issues & Strategic Options Consultation

14. **Background Papers**

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**Question 1 Do you agree with the Vision for the Borough? If not, how could the Vision be improved?**

- Considered by some including CPRE & developers to be too insular, too limited, parochial, lacking imagination
- The Local Plan does not seem to follow the Vision – does not set high enough targets for the Borough to achieve
- Place more emphasis on living in town centres
- Should contain Vision Statements for individual settlements
- Improving/maintaining existing roads & improving network of community transport e.g. mini metro using 'old' railway links
- Green Belt should not be seen as an opportunity nor should any development be to its detriment/loss
- More emphasis on walking & cycling (public transport/active travel in general)
- Climate change must be at the heart of the Vision, with environment the main focus, with the assertion that we cannot build out of climate catastrophe
- Remove the word 'endeavour' in creating more sustainable places to demonstrate how serious the Local Authority is
- Should include desire to protect wild & green spaces
- The term 'jobs' should be defined – variety of skilled jobs?
- Does not reflect the economic reality & changed public health circumstances post Covid

**Question 2 Do you agree with the Strategic Objectives? If not, how could these be improved?**

- Poorly drafted & contains weakened commitments, not specific enough, too generic
- Alignment to Vision is not absolute
- Include a Strategic Objective on historic environment
- Emphasis on brownfield sites & town centre development is not strong enough
- Lack of clarity in terminology e.g. aspirational housing, re-imagination of town centres, enabling balanced growth etc
- Terms such as where possible, subject to viability & deliverability should be removed, although some parties thought there were valuable
- Objectives contradict each other - climate change, environment & development ambitions
- Confusion as to whether the Strategic Objectives are in priority order
- Development on Green Belt concerns were a very common theme
- Lack of understanding re: what constitutes Exceptional Circumstances
- Distribution & Logistics should not form part of the sectors for growth
- Audley & Keele numerous site specific concerns including Strategic Employment & the Golf Course
- Relationship to Neighbourhood Planning
- Infrastructure capacity & environmental damage concerns
- Desire for preservation of all green spaces

**Question 3 Do you have specific comments to make with regard to this chapter [housing and economy]?**

- Challenges to population statistics, stagnated employment and impact of the pandemic which results in suggestions that no new housing is required
- Should only utilise brownfield sites and sites in the town centre/regeneration sites for new housing, and not Green Belt or green field land
- Calculations should be refreshed in light of the 2021 census and to reflect the impact of the pandemic
- Opposition to development on Green Belt land and at J16 and in Audley Parish
- No need for new warehouses when the calculations show we have surplus employment land. Some suggestions that this surplus should be used for housing. Some suggestions that warehousing will only provide low skilled jobs.
- Concern over the impact of housing on infrastructure, particularly the transport network
- Government targets are overestimates and should be challenged in line with a clause in the NPPF
- Some scepticism over the findings of the housing and economic needs assessment, particularly the case for higher growth scenarios
- Suggestions that the chapter could have been written more clearly, or that there were issues with the interpretation of data
- Some support for new home building to reflect the findings of the housing need assessment and to address past under delivery. Support also for maintaining a 5 year supply of housing

#### **Question 4 Which option for growth is the most appropriate to use in the Local Plan?**

- Majority support for option 1 – national minimum, standard methodology target. This option was considered to have a lesser impact on infrastructure and was more in line with past delivery
- A large number of respondents disagreed with any housing growth, some suggested challenging the government target on the basis of brexit, the pandemic, population, stagnant employment, the 2021 census or they disagreed with the need.
- Once all brownfield sites were developed there was no need for further development.
- Some suggested growth is at odds with mitigating against climate change.
- Some suggested higher growth scenarios were deliberate to justify Green Belt release
- Safeguard Green Belt land and build in town centres and brownfield first
- Some respondents, mainly representatives of landowners or the development industry agreed with the justification in the housing and economic needs assessment for targets above the standard methodology and put forward detailed reasons for support, for example to address past under delivery, to support economic growth, in line with modelling.
- Should focus more on town centre regeneration, housing mix not number, and the type of employment development needed
- Bring empty homes back into use



**Question 5 Do you agree with the proposed hierarchy of centres? If answering no, why?**

- Generally even response – slightly more than half the respondent's that answered the quantitative question do support the hierarchy
- Many respondents supported the hierarchy in principle but had one or two main points of disagreement which meant they couldn't overall mark support for the hierarchy – essentially a yes and no answer.
- The hierarchy does not reflect proposals in the plan which focus on large scale rural development.
- Prioritise development in urban centres, particularly town centres, protect the Green Belt and villages.
- Some disagreement with the District Centres identified and concern over further development of these.
- Some disagreement or issues associated with Baldwin's Gate and Betley and Wrinehills proposed classification of a rural centre from those Parish Council's and some other respondents.
- Concern over the link between position in the hierarchy and link to the level of development that could come forward. Some suggested infrastructure and capacity had not been given sufficient consideration
- Thistleberry missed from list of centres

**Question 6 Do you have suggestions for new development sites within development boundaries? Please see the evidence base & topic papers webpages (link below) for maps of all existing development boundaries. <https://www.newcastle-staffs.gov.uk/all-services/planning/planning-policy>**

- Some site suggestions were put forward for consideration either land/sites that had been observed or sites being promoted through the Local Plan process. Not all respondents were clear on whether the sites were in the development boundary or provided information about the ownership of land
- Many non-specific site suggestions were put forward seeking for the Council to examine all derelict land, vacant and commercial premises, brownfield land and surplus employment which could be converted to residential, empty homes
- The majority of comments objected to consideration of release of Green Belt land
- Some comments acknowledged the position that there is limited land supply remaining for development in the urban area
- General agreement with the process of exhausting land in development boundaries before consideration of other sources of sites
- suggestion that the land supply from within the existing urban area should be properly scrutinised through the Local Plan process to ensure that sites relied upon within the supply will come forward during the plan period, and that sufficient flexibility is built into the supply to deal with any potential non-delivery.
- Some criticism of the difficulty in viewing the current development boundary maps

**Question 7 Are there any areas in Newcastle-under-Lyme, Kidsgrove and within the development boundaries of Rural Service Centres that should be protected from development?**

- Some specific spaces were highlighted, mostly areas of nature reserves, open space or recreational land.
- Many highlighted the need to protect open space within built up areas and spaces such as conservation areas, locally designated green spaces, schools playing fields, allotments and recreation grounds
- Many highlighted land in the Green Belt to protect including specific suggestions including the former municipal golf course at Keele and land around Audley Parish
- Some mentioned agricultural land including specific landholdings
- Consider brownfield first
- The benefits of protecting green spaces were often highlighted to health, wellbeing, nature and climate change
- Existing boundaries should be protected and only allow development in line with Neighbourhood Development Plans
- Issues associated with loss of green space were highlighted including pressure on infrastructure and climate change

### **Question 8 Which option/s for expansion do you support?**

- There were several consultees that did not support any of the growth directions. The reasons are as follows:
- There is a belief that brownfield sites are available in non-Green Belt locations to accommodate growth. Development should be in accordance with the Hierarchy of Centres, focusing on non-Green Belt locations within Urban Centres, Rural Centres, Neighbourhood Centres and Villages.
- There was concern Green Belt release would negatively impact the rural character and countryside. Furthermore, the rural area does not have the road / highway infrastructure to accommodate growth. Existing services and facilities are already constrained with capacity issues.
  
- A greater proportion supported either growth directions 1, 2 and 6. The reasons are stated below:
- Growth Directions 1 and 6 encourage development of brownfield sites, and within defined centres in accordance with the hierarchy. Suggested development opportunities exist at Ryecroft, Roebuck Centre, Mid Way and numerous units above retail shops within the town Centre.
- Growth directions 1 and 6 encourages a more even distribution of growth across the Borough, and impacts of development would be minimized in comparison to larger and fewer sites at a specific location. This approach would help to maintain a housing supply in the medium and long term.
- The countryside and agricultural land should be protected.
- Some considered growth direction 2 as a suitable option because Keele has existing development and infrastructure to accommodate future growth (i.e. university, employment, and transport connections to Newcastle Town Centre).
- An urban extension at Keele would attract workers at the university and Science and Business Park to live within the area. This would encourage more sustainable modes of transport and less vehicle usage. Furthermore, development would support the growth of the University.
- An extension at Keele would provide the opportunity to deliver affordable housing.
  
- Growth directions 3, 4 and 5 were less favoured in comparison to the others. However, some supporting comments were made:
- Growth direction 3 was considered suitable because Talke and Chesterton has existing infrastructure (retail, employment provision, transport connections) to accommodate growth. The proximity of housing and employment would encourage sustainable modes of transport and less vehicle usage.
- Growth direction 3 provides opportunities to enhance access and extend public transport routes between proposed development, Newcastle and Kidsgrove Town Centre, and Kidsgrove Railway Station.
- Growth Direction 4 was considered suitable as Kidsgrove has existing infrastructure, services and facilities (i.e. shops, schools, community centres etc). This growth option provides the opportunity to expand and upgrade Kidsgrove Railway Station, and to enhance transport connections associated with it.
- Growth at Kidsgrove would support neighbouring rural settlements such as Mow Cop.
- There are development opportunities at Slacken Road, Kidsgrove.
- Growth direction 5 was least supported. However, it was highlighted Audley has minimal retail and employment offer. Previous industries such as coal mining have disappeared, and opportunities in agriculture are limited. Growth at Audley would help to address this and provide greater employment opportunities.

### **Question 9 Which option/s for expansion do you disagree with?**

- There were several consultees that disagreed with all six growth directions for the following reasons:
- Growth in the Green Belt would result in the loss of agricultural land, open / green space, biodiversity, and amenity.
- The loss of Green Belt would impact the environment's ability to mitigate climate change through carbon sequestration.
- It is believed there are plenty of development opportunities on brownfield sites (e.g. warehousing / industrial sites) in non-Green Belt locations. Empty and vacant properties should be prioritised, especially within Town Centres before considering new development.
- Development in the Green Belt would result in a greater reliance of vehicle travel, and not encourage sustainable modes of travel across the Borough. Increases in traffic, congestion and pollution would occur.
  
- Proportionately, disagreement was evenly spread between the individual growth directions. For each growth direction, the reasons for were as follows:
- Growth Direction 1 would result in increasing car journeys which would then increase traffic, congestion and pollution.
- Large scale rural extensions would encourage urban sprawl into rural areas across the Borough.
- Growth direction 2 would result in the merging of Keele and Silverdale, losing their individual identities and undermining the function of the Green Belt.
- Growth at Keele would impact on the historic, heritage and natural environment. Development at Keele Golf Course would impact the ability to mitigate climate change and increase carbon sequestration on Council owned sites as suggested in the AECOM report.
- Keele has already witnessed growth at the Hawthorns and Hamptons sites. The existing road / highway network cannot accommodate further growth. Parking provision is an existing problem.
- The university's growth aspirations were questioned due to the pandemic. Suggestions were made that the pandemic has altered the demand for student accommodation and housing around Keele. The lack of demand for student housing could also free up units for the housing market.
- Growth direction 2 contradicts the local plan objectives SO-II and SO-X.
- It is viewed that improvements are required to the existing road / highway network including the A500 and A34 to accommodate development at Talke and Chesterton under growth direction 3. Currently, there are limited pathways, cycleways and public transport connections across the area.
- Growth direction 3 would bring the settlements of Talke, Chesterton and Audley closer together, and would diminish their individual character and identities.
- Further development at Talke and Chesterton would place greater existing pressures on services and facilities including schools and healthcare.
- There is a variety of open and green spaces hosting an abundance of wildlife and biodiversity. Sites include Parrots Drumble Nature Reserve, Bathpool Woods and Bradwell Woods. Development would have an adverse impact on these sites.
- Growth direction 4 would lead to urban sprawl and the merging of Kidsgrove, Harseahead, Mow Cop and Stoke (i.e. Goldenhill) to the north-east, and Kidsgrove and Alsager to the north-west. This undermines the purpose of the Green Belt.
- Growth direction 5 was of particular interest with more detailed comments in comparison to others. There were concern about the cumulative impact of housing and employment development at Audley under growth direction 5.
- Growth at Audley would severely impact the open and rural character of the parish and the settlements within it. Urban sprawl would result in the merging of settlements

within Audley, thereby losing their individuality and identities. Furthermore, growth would impact on the historic (Conservation Area) and natural environment (loss of biodiversity).

- The existing road / highway network does not have the capacity to accommodate further housing and employment development. Roads within Audley are narrow and would increase traffic, congestion and pollution (air and light). Parking provision is an existing problem.
- Proposed growth would undermine Audley's status and a Rural Service Centre, and the aims and objectives of the emerging Neighbourhood Development Plan. It contradicts local plan objective SO-IV, and would not be compliant with part 2.8 of the NPPF.
- It was suggested that Audley is already a sustainable location given its status as a Rural Service Centre, and therefore growth is not required. Church Street hosts a variety of retail services (e.g. hairdressers, supermarket, restaurants, library, doctors (latter oversubscribed) etc).
- Numerous consultees expressed their disapproval for the allocation of strategic employment site (AB2) stating it was not in keeping with Audley in terms of density, type and design of development. The site is viewed as open space used for leisure and recreational purposes (i.e. walking, horse riding etc).
- Site AB2 currently has no public transport connections (e.g. bus travel), and the surrounding road / highway infrastructure is not HGV compatible.
- It is perceived that jobs created will be low skilled and low paid, and would not benefit the residents of Newcastle-under-Lyme due to the site's location bordering Cheshire East. Neighbouring employment developments in Crewe and Alsager (e.g. Radway Green) was often highlighted as a reason to not allocate site AB2.



### **Question 10 Are there any alternative options which require consideration?**

- Many of the alternative options suggested were made up of components already forming parts of the existing six growth directions. Other suggestions moved away from housing and employment growth entirely. The following suggestions were made:
- No Green Belt release at all, and to build in non-Green Belt locations and on brownfield sites. Development should be considered on surplus commercial and industrial land. Redevelopment opportunities at Ryecroft and Roebuck Centre are examples. Refurbishment of empty, derelict and abandoned building (i.e. retail units and residential properties) should be considered. Bring back the 1000+ empty properties into use within the Borough.
- Development should be focused in accordance with the Hierarchy of Centres, with the Urban Centres (Newcastle and Kidsgrove) being the first point of call, followed by the District Centres, Neighbourhood Centres and then villages. Priority should be made to improve the health of the town centres. Reduce business rates and rents and ensure completion of unfinished developments (e.g. Nelson roundabout – Sky Building) before building elsewhere.
- Equal amounts of growth across the Rural Service Centres and other rural settlements – Madeley, Betley, Keele, Baldwins Gate, Loggerheads and Audley. Greater dispersion of development would have less impact in comparison to a large single strategic site.
- A combination of smaller sites adjacent to existing settlements and strategic sites. This would help to maintain a housing supply within the Borough in the medium / long term. Another suggestion was strategic sites only within sustainable rural areas.
- To continue development to fulfil Policy ASP5 which seeks to address the failing housing market through focusing development in Newcastle and Kidsgrove Town Centre, Silverdale, Thistleberry, Knutton, Cross Heath, Chesterton, Clayton, Westlands, Seabridge, May Bank, Wolstanton, Porthill and Bradwell.
- Focus development along the A500 and A34 corridors. Development opportunity at land east of the A34 between High Carr and the A500.
- Optimise and uplifting the density of development within the urban area and town centres. Consider building upwards rather than outwards to use less land.
- If Green Belt was to be released, the weaker performing sites should be developed on.
- Focus on a long-term sustainable approach rather than development alone. The climate emergency and environmental protection should be the priority.
- Growth should be target where identified within Neighbourhood Development Plans.
- Fulfil the development needs and growth through Duty to Co-operate – Stafford, Stoke-onTrent, Shropshire, Cheshire East, Staffordshire Moorlands.
- Central Government should be challenged in terms of their national growth targets.

**Question 11 Should development in the rural area be spread equally across the Rural Centres? If not, how should growth be distributed in the rural area?**

- The majority that responded quantitatively (66%) suggested that development should not be spread equally
- A high number of respondents suggested that evidence and unique factors to each settlement including local need, history, infrastructure capacity, and character should be considered
- Development should be balanced and proportionate to reflect the character and identity of settlements
- Some mentioned planning gains should be taken into consideration which align with economies of scale in terms of housing numbers
- Comments supporting an urban first approach, protecting the rural area from over development
- Support for small scale and infill development
- Concern about impact on the rural road network and additional commuting
- For those that did support equally spreading growth this was often in the context of fairness and only after other options had been exhausted
- Should be in line with Neighbourhood Development Plans.

**Question 12 Do you have suggestions for potential Gypsy & Traveller sites which are deliverable?**

- Very few site suggestions were put forward. Walleys Quarry, extension to the existing site at Cemetery Road was the most popular suggestion. The former municipal golf course at Keele and a couple of further observations of potential sites were put forward but there was no formal site submissions or sites put forward by landowners.
- Many suggested talking to the Gypsy and Traveller community to identify sites
- Some supported addressing the needs of this community, some expressed concerns or suggested there was no need or the need should not be differentiated from general housing need.

**Question 13 Which option should the Council use to address the need for transit provision?**

- There was a limited response to this question. Of those that responded, the most supported options were for a negotiated stopping policy or a transit pitch with 3-13 pitches.
- Most responded 'other' and suggested talking to the Gypsy and Traveller community to determine what the best solution was, or suggested a mix of the options to address transit provision, as opposed to one solution.
- There were some suggestions that any transit site required defined rules, there was a suggestion that sites on Council owned land could be better controlled.
- One suggested the need was underestimated, whilst another suggested there was no need

**Question 14 Should the Local Plan set an alternative target for affordable housing to the national minimum (10%)?**

- Some were content with the national minimum of 10% affordable housing. However, there was greater support for setting an alternative target above the 10% requirement.
- The West Midlands Housing Association Planning Consortium provided detailed justification for a higher affordable housing target.
- Suggestions of 15% and 25% affordable housing was made. A tiered approach was also suggested starting with a minimum of 15%.
- Many discussed low income households and first time buyers cannot afford to get onto the property ladder, and this is a reason for increasing the affordable housing requirement.
- There was the view that the affordable housing target should reflect the local needs of the settlements and Borough as a whole.
- Developers should develop not just for financial gain. They should comply with the affordable housing triggers and requirements associated with new housing development.
- From a developer's perspective, the affordable housing contributions should not render development schemes unviable.



**Question 15 Do you agree with the general ratio of 5% social rented, 2.5% first homes and 2.5% flexibility to make up the composition of affordable homes on qualifying sites?**

- Some considered first homes should be prioritised
- Some felt the ratio for affordable housing should be higher than 10% to help people to access the housing market and to reduce poverty. Suggestions for 30% and 50% put forward.
- Suggestion for more local housing need surveys to inform policy
- Some support from the development industry for 10% affordable ratio. The level should only be based on what the market can sustain.
- Tiered system suggested based on the land value as this differs across the borough.
- Some support for models which enable eventual full private home ownership
- Some concern on the social rented element, how this will be delivered
- The West Midlands Housing Association Planning Consortium highlighted that the ratio of tenures is not compatible with national policy
- A detailed late representation was received from Aspire

**Question 16 How should the Local Plan help to deliver accommodation for older and disabled people and the specific needs of other groups?**

- Several observations were made that older people's accommodation should be located with good access to services and facilities. This included healthcare and retail shops.
- More evidence and community consultation required with carers and elderly required to understand housing solutions
- Help older people remain in their homes and to be independent
- Encourage private providers to develop buildings and offer high quality care
- Increase social renting
- Schemes such as extra care, retirement villages, co-housing sites, lifetime homes standards
- Encourage community led development
- Promote integration of different groups and avoid creating ghettos
- No further student accommodation is required
- Specific need and allocations for C2 uses required
- Need for larger family housing

**Question 17 Do you think a strategic employment site should be allocated in the Local Plan?**

- Significant focus on the proposals at Junction 16, M6 in so far as they could impact on Audley and the surrounding localities
- Extensive submission from promoters of Junction 16, M6 detailing its merits & supporting evidence
- Capacity of infrastructure would be far exceeded
- Major negative impacts on biodiversity & green belt loss
- Such proposals contradict climate change objectives & settlement hierarchy
- Rather than a single large site, the focus should be on a series of smaller sites potentially tied in with existing employment areas/more central locations
- Existing empty units should be utilised first
- Air, noise & light pollution consequences
- Enough sites need to be allocated to flexibly support employment opportunities
- Schemes within adjacent Local Authorities offer similar development types as well as alternative, more sustainable, transport methods such as rail hubs. Further expansion at Chatterley Valley also advocated.
- Focus should be on higher value industries
- Detrimental to the identity of settlements & the Parish would not directly benefit
- Extensive car borne in-commuting
- The benefits to the affected areas would be very limited/non-existent
- Such schemes should be focussed on areas of higher unemployment than within Newcastle under Lyme
- Areas should be retained for agriculture and leisure pursuits
- Enhanced graduate retention benefits potentially accrued from further development at Keele
- There remains areas undeveloped within the University that should be exploited first, with considerable capacity remaining for growth
- Hub for technological business growth at Keele seen as having value & potential
- The Local Plan does not set out a clear rationale for a new strategic employment site and more cooperation is needed with the adjoining boroughs.
- The Local Plan evidence base does not reflect the post-Covid economic environment
- Staffordshire County Council highlight that Keele Science & Innovation Park remains one of their flagship employment sites and supports plans for its continued development. They also support the notion of the development of a site at M6 J16.

**Question 18 Should Site AB2 – Land south east of Junction 16 be considered for Green Belt release?**

- A strong majority were not in favour of site AB2 being released from the Green Belt. The reasons are stated below:
- Existing employment development already located at Crewe and Alsager (i.e. Radway Green). The abundance of employment development will have cumulative impacts.
- Concerns were made that the existing road and highway network cannot accommodate the proposed growth for housing and employment. Roads are narrow within the settlement of Audley which would cause traffic and congestion. Local roads are not suitable for HGV traffic.
- Growth would result in increasing vehicle usage, which turn would cause greater noise and air pollution.
- Site AB2 is viewed as a valuable green space and is used for recreational purposes, i.e. walking, cycling, horse riding.
- Development would result in the loss of agricultural land and biodiversity (habitats and species). Furthermore, development would have a negative impact on the rural and landscape character of Audley.
- The development of site AB2 would contradict the Local Plan objectives SO-I, SO-II, SO-IV, SO-VI, SO-XI and SO-XIII.
- Part of the site falls within Flood Zones 2 and 3. Development would cause further flooding.
- Employment development on site is associated with lower waged and lower skilled jobs (i.e warehousing). This is not aspirational for the Local Plan.

**Question 19 Should site KL15 -Land to the south and east of new development site, Keele University be considered for Green Belt release?**

- Emphasis should be more on climate change than economic growth
- Presents a positive opportunity if sustainable building techniques were employed and the site was developed sensitively e.g. green roofing with full consideration of biodiversity aspects
- Flora & fauna and significant recreational value of the site is significant. Geology may also be an issue
- Opportunity to build upon the existing infrastructure owing to its proximity to the town centre & symbiosis with the higher education facility
- Serve to encourage high skilled, well-paid roles to the area and this aligns with SSLEP evidence base
- Ongoing dialogue between the University & the Local Authority should be maintained
- Full justification should be provided to establish the need for the expansion
- Absence of detail, such as Keele Masterplan not being publicly available, makes forming a view difficult. Environmental impacts also need to be fully evaluated.
- The University has ample land to the south toward Newcastle that is developed in readiness for buildings
- Infrastructure pressures for existing community which are already exacerbated by Walley's Quarry
- Flood risk concerns
- Alternative sites such as Ryecroft would present better options for expansion of the University
- Any loss of green belt should be accompanied by opportunities for improvement being maximised, with impacts minimised and mitigated as far as possible
- Will serve to coalesce Keele Village with other areas such as Seabridge & Westlands. This is challenged by the University itself who also contest that it's not a valued landscape and would involve a limited release of countryside
- Historic England have concerns as to heritage impacts
- Presence of a high voltage cable would be expensive to re-route underground
- Existing congestion problems would be exacerbated. Add to pollutant levels in Newcastle under Lyme town centre.
- The site is not of strategic scale & should not in any way be considered as an alternative to the proposals for J16, M6
- Additional sites are promoted for residential purposes that it is argued would complement the expansion of the University.
- Release of further land in the University Growth Corridor advocated for high quality and accessible new residential development, to support the attraction and retention of employees, academics and future graduates as part of a mixed sustainable settlement for the Borough.

**Question 20 Do you agree with the key principles of development boundaries?**

- Of those that responded, most (62%) supported the key principles of development boundaries
- Support for boundaries that prevent settlement expansion or building on green spaces and the Green Belt
- Boundary maps need to be provided as there isn't clarity on the boundaries
- Boundaries are not appropriate for every settlement – for example where a boundary would be ill defined
- Support for boundaries which protect Audley and Keele
- Some suggested boundaries need to change to reflect new allocations in the Local Plan, others did not want to see boundaries change to accommodate growth
- Some disagreed with the list of areas which should be excluded from the development boundary
- Suggestion that the term built up area boundaries is more appropriate
- Suggestion that any adjustment should be overseen by Neighbourhood Plan groups
- Make use of sites temporarily built on rather than exclude them
- Support for an alternative criteria based approach which would enable more flexibility



**Question 21 Do you think the development boundaries should be reviewed? If so, through the Local Plan or through Neighbourhood Plans?**

- Of those that responded, 62% considered that development boundaries should be reviewed with most supporting this to be undertaken through the Neighbourhood Development Plans
- The boundaries are not currently clear so review is welcomed
- Some supported maintaining the boundaries as they are
- For those that supported review through Neighbourhood Plans it was felt local people are better placed to draw appropriate boundaries
- For those that supported boundary review through the Local Plan, many suggested that boundary reviews had not taken place for some time and would align with new site allocations through the Local Plan. It was also said that reviewing boundaries through Neighbourhood plans could result in delays to the Local Plan
- Review of boundaries should be an open and transparent process subject to consultation
- Any boundary review should benefit local people not developers

## Question 22 What would you like to see on your local high street?

- Key themes in the responses to this question were shopping, competition posed by sources such as online retail and out-of-town retail parks, parking, issues related to feeling safe and residential accommodation.
- Of 87 responses to this question, 44 respondents used the word 'shop', a smaller proportion of responses used alternative words with similar meanings such as 'retail' and 'retailer' instead. 25 responses used the word 'market'.
- Multiple respondents acknowledge changes in the average person's shopping habits, with shoppers preferring to spend their money either with online retailers, or at out-of-town retail parks, and that this is syphoning business away from the high street. The general consensus was that it is futile to challenge these rivals to high-street shopping directly but rather an alternative needs to be presented by the high-street which online and out of town retail cannot provide. 14 respondents expressed the view that Newcastle-under-Lyme should return to its roots as a market town.
- Respondents expressed that they would like to see a greater diversity of high street shops, a significant proportion stated a desire to see independent shops, specialist shops, and artisans; the word 'independent' or a misspelling of it appears some 26 times.
- In contrast to this, some other respondents stated a desire for more well-known, high-end, high-class, upmarket, boutique, or quality shops and brands, the phrases used varied so it's harder to count these, but there were fewer people asking for this than those asking independent shops.
- Several respondents note the difficulty posed in making up-market or independent high street shops sustainable, so that the people who live here can afford what is being sold, and the retailers themselves can afford rent. A reassessment of/ reduction in business rates was suggested, as was the offering of 'incentives'.
- The kinds of shops some respondents said they would like to see include, bars, restaurants and eateries, coffee shops, book shops, craft shops, convenience stores, post offices, doctors, and dentists. Out of 87 respondents, 12 said they would like to see more 'leisure.'
- 'Charity shops', 'bargain shops', or 'pound shops' are mentioned 14 times, in all but 1 of these instances they were being described as a negative aspect of local high streets as they exist currently.
- There are 11 separate respondents who were unhappy with and mentioned specifically the number of empty or derelict shops and premises.
- More than once respondent suggest that other high streets such as Leek, Congleton, Nantwich, Sandbach, and 'towns in Cheshire' should be looked to as successes, and as examples of what to do with our own high street.
- Of 87 responses, the word 'parking' is used in 12 responses. Of those 12, 3 respondents expressed wanting 'free parking. Some respondents felt that easier, and reduced or free parking would encourage shoppers to stay longer in the town
- Of 87 responses, 4 respondents desired an increase in 'police' or 'policing', 6 used the word 'safe', still others did not use these exact words but expressed concern for their safety in terms of homelessness and vagrancy, and of gatherings of teenagers with nothing to do and nowhere to go, and of anti-social behaviour. Still others expressed a simpler desire for the high street to be clean and tidy.
- 11 respondents suggested that they would like to see more dwellings alongside or above high street shops.

**Question 23 What should the Local Plan do to enhance the vitality & vibrancy of the Borough's retail centres?**

- Many of the same themes appeared in this question as appeared in the previous one, question 22. In brief, a majority of respondents stated that the plan should prioritise the viability of existing retail centres. Providing a healthier balance of retailers, and improvements to the appearance of existing shop fronts, by encouraging market stalls, and offering business rates that are attractive to independent retailers. Uses should be found for vacant units E.g., flea markets and pop-up shops. More dwellings should be provided around the in and around the town. Mix in housing with retail developments. More accommodation for the elderly/retired close to town. Areas above shops should be converted into accommodation if viable. Neighbouring retail centres should be looked to for inspiration and support should be given to rural areas for their own retail growth.
- Transport and access to retail centres was a new key theme. Again, respondents expressed desire for cheaper/ easier or free parking which it was felt by several respondents would increase footfall. More should be done to encourage cycling and walking, creating cycle routes, improving public transport for example by having more evening buses. A respondent suggested the introduction of 'smart crossings' to manage traffic. Further pedestrianisation of the High Street, reducing speed limits in these areas, allowing for a café culture to develop/ outside eating in the summer.
- Linked to the matter of access to the retail centres, public safety was a recurring theme; respondents wanted the council to tackle the problems of homelessness/ vagrancy, and increase visible police presence in retail centres, as well as to provide convenient pedestrian access to and through the town for people who don't wish to use the underpasses or alleyways, or at least to make them safer.
- More events should be put on which will encourage people to come to the town centre, the Council should make sure that they are publicised so that people know about them.
- Many suggestions touched upon the promotion of urban green spaces and open spaces; more should be done to maintain and enhance existing gardens, and consideration should be given to the creation of 'linear parks', creating and connecting smaller scale wildlife habitats to each other, green walls and roofs, wildflower areas, community growing spaces, more trees in streets. We should add more colour and greenery to the town.
- One respondent suggested that incentives should be offered which attract skilled and green businesses to the area. That Newcastle could become known for eco-friendly/ carbon neutral business.

**Question 24 Do you agree with the recommended changes to the town centre boundaries? If you don't agree, why?**

- Of those that responded, just over half the respondents had no opinion on changes to town centre boundaries
- Just over a quarter agreed with the changes
- There were very few detailed comments on the boundaries overall
- A few mentioned that the community should be consulted and should agree
- More detail on the proposals and rationale were sought by some
- Some sought specific expansions; in Newcastle to expand the centre beyond the ring road and in Kidsgrove to incorporate the railway for regeneration purposes.
- One noted there was an anomaly between the text in table 12 and the map of Newcastle boundary

**Question 25 Is a Local Plan policy on air pollution required? If so, what should a policy on air pollution contain?**

- A strong majority indicated a policy on air pollution is required for the Local Plan.
- Whalley's Quarry was a popular theme for this question. We should learn from the mistakes of Whalley's Quarry and ensure future air quality issues are avoided from new and existing development.
- The Local Plan and relevant policies are expected to address the impacts of air quality on people and the environment.
- It is recommended to monitor air pollutants and particulates, ensuring they do not reach thresholds above national standards from existing and new development.
- Growth in Audley was raised several times, with concerns of the cumulative impacts of housing and employment development on air quality.
- It is observed that growth would lead to increasing vehicle usage, which in turn would result in increasing traffic, congestion and air pollution. These impacts should be avoided or mitigated as a result of development.

**Question 26 Is a Local Plan policy on water quality required? If so, what would it contain?**

- A strong majority stipulated a policy on water quality is required for the Local Plan.
- It is observed the Issues and Strategic Options Consultation Document provided little detail about water quality and relevant issues within the Borough.
- It is recommended water quality should be monitored to ensure the highest possible standards, and it is not impacted by existing and future developments.
- Whalley's Quarry was mentioned several times with the suggestion of monitoring the effects of landfill sites on water quality. Again, we should learn from the mistakes from Whalley's Quarry.
- Growth in Audley is mentioned on numerous occasions with reference to the Water Cycle Study on page 55. It states Audley does not have the capacity at the treatment works the proposed growth in the Local Plan.
- A policy on water quality should protect all existing waterbodies, watercourses and habitats, and ensure the control of discharge and wastewater from new and existing development.
- The implementation of Sustainable Urban Drainage Systems (SUDs) should be strongly encouraged, and policies on Green Infrastructure should be adopted to reduce or prevent flood risk and water related impacts.
- The Local Plan should address water quality and flood risk management in line with paragraphs 159-169 of the NPPF.
- Up to date and relevant evidence should inform the Local Plan on water quality and flooding issues (e.g. River Basin Management Plans).

**Question 27 Is a Local Plan policy on environmental quality required? If so, what should a policy on environmental quality contain?**

- A strong percentage stated a policy on environmental quality is required for the Local Plan. Development proposals should not pose a threat to environmental quality.
- It is perceived that Green Belt release and development would compromise the quality of the environment within the rural areas.
- Efforts must be made to prevent fly-tipping.
- Environmental quality covers a broad spectrum of themes which was reflected in the responses. However, many comments were focused around the protection of the natural environment.
- Policies in the Local Plan should ensure new and existing development does not negatively impact on habitats and species, biodiversity (including international, national and local designated sites for nature conservation), air quality, water quality and amenity.
- Planning policies and decisions should protect and enhance the natural environment in accordance with paragraph 175 and 180a of the NPPF.
- The Local Plan should set out an approach to deliver biodiversity net gains from developments. This includes transport proposals, housing and community infrastructure etc.
- Policies should be in place to ensure the protection of irreplaceable habitats such as ancient woodlands, and ancient and veteran trees.
- The Local Plan should safeguard soils and versatile agricultural land as they play a role in carbon storage and sequestration – climate change mitigation.



**Question 28 Do we need additional measures in the Local Plan to support national policies and guidance including the National Model Design Code on the design of development?**

- Some confusion over what the National Model Design Code is and whether this was an appropriate discussion point
- A fair level of support was received for the principle of design codes to provide certainty to the development industry about design quality but also to improve the sustainability credentials of development
- A number of sustainable construction standards were referenced and suggested that these should be required in new development such as BREEAM and Passivhaus.
- Support from Sport England for using Sport England Active Design principles and from the County Council for reflecting cycle infrastructure design transport notes
- Some felt this was already clearly covered at a national level and that any change should be set through building regulations rather than the Local Plan
- Suggestions that officers and members should receive additional training on design
- Where appropriate, Neighbourhood Plans should feed into design codes.
- Public realm, Sustainable urban drainage, co-housing, affordable housing, renewable energy, adequate on and off road parking and heritage were also frequently referenced themes
- Mix of high level design framework in the Local Plan and more detailed codes in the Neighbourhood Plan could be used.
- Beautiful design is subjective, who decides?

**Question 29 Do you agree that the Local Plan should set out identified areas for ecological recovery?**

- The majority were in support of the Local Plan identifying areas for ecological recovery.
- The Local Plan should aim to achieve 10% biodiversity net gain as stated within the Environment Act. Any approach should be in line with paragraph 73, 104, 120, 174, 175 and 180a of the NPPF.
- Policies on ecological recovery should be informed by relevant evidence base work and should complement Nature Recovery Strategies at County level.
- Observations were made that the local plan evidence on ecology and biodiversity needs to be updated. Current evidence includes the Biodiversity Opportunities Mapping Report produced in 2014. Engagement with statutory and non-statutory stakeholders is encouraged when updating evidence and identifying sites for ecological recovery.
- Development plan policies should promote and encourage the use of the Biodiversity Metric 3.0 to calculate net gains and losses of biodiversity resulting from development.
- A Habitats Bank and offsetting sites register should be established to enable developer compliance, and resources to be directed towards important areas for nature recovery.
- Natural England and Chartered Institute of Ecology and Environmental Management provide good practice guidance for biodiversity net gain which could inform the Local Plan.
- As well as ecological recovery, the Local Plan should identify opportunities for new multi-functional green and blue infrastructure, and recognize the functions and benefits they provide (i.e. climate change mitigation, reduce flood risk, physical and mental well-being, education, amenity etc).
- It is perceived that all Green Belt sites are rich in biodiversity and should be protected. Development should not take place in the Green Belt. The former Keele Golf Course site and Chorlton Moss were highlighted as examples.

### **Question 30 Is a local policy on heritage required? If so, what should a local policy on heritage contain?**

- Respondents overwhelmingly stated that they would like to see a local policy on heritage, with 97.5% of respondents answering in the affirmative. Of the 2 respondents who answered 'no', they stated that they did not think it would be required if it was simply a duplication of national policies. While all of the 78 respondents who answered 'yes' felt a policy should be in place to preserve, enhance, and promote local heritage, thoughts, suggestions and priorities concerning how this should be done varied.
- New developments should only be undertaken well away from places of historic interest. Designs should be sympathetic to the area and in keeping with other local buildings. Requirements that developments do not obstruct long-standing views.
- Measures should be in place to protect heritage assets from theft or damage. Every heritage asset should have its heritage status reviewed and changed if needed, each should have a protection management plan to examine what is being retained, and what must be done to protect it.
- Some felt that this should not be left in the hands of a lay person, and that skilled people with local knowledge should be making these assessments. An alternative approach was voiced by another respondent who felt that there is too much reliance placed on communities having the knowledge to designate heritage assets for the local list and more resources should be made available to help them do this. The importance of local knowledge was touched upon in many responses, with one respondent writing that this is a key reason why neighbourhood plans are so important, saying they should be used to inform local plans, because that community knowledge base is vital to recognising heritage significance.
- Among the responses we had, some took a broader view of heritage, they stressed that preserving heritage is not just about assets in the sense of buildings but can mean the protection of the countryside, lanes and footpaths. These are an important part of the borough's heritage and should be maintained at all times as part of any heritage policy.
- Multiple respondents felt that special consideration should be given in the Local Plan to protecting the Borough's industrial heritage. 6 responses used the word 'mining', 4 used 'industry', 2 used 'mine.' 2 used 'industrial.'
- Visitor centres, information boards, and monuments could be erected at sites of historic interest, work should be undertaken to offer tours to school parties and other groups, educational videos could be produced for online viewing, social media accounts dedicated to promoting local heritage could be set up. One respondent suggested that to further promote the history of the borough, consideration could be given to employing a small touring theatre group to visit schools and enact short plays about the history of the area.
- Another respondent suggested that Apedale could still be further developed; we could build an outdoor activities centre and encourage much more use of the heritage centre to attract paying visitors.
- Staffordshire County Council strongly advises that a local policy on heritage is required. It advises that an up-to-date historic environment evidence base is needed, the evidence base we have is not as robust as elsewhere. Our baseline understanding of the historic character and sensitivities of the borough is not where it needs to be, and that this is leaving us blind to the impact which medium to large scale development may be having. The County Council makes a number of detailed recommendations to remedy this in their representation.

**Question 31 What are your perspectives on the policy approach advocated in the 2019 Strategic Flood Risk Assessment?**

- The majority of comments were focused around content and why a policy on flood risk is required in the Local Plan, rather than specifically referring to the SFRA 2019. They are as follows:
- The natural environment is already at risk of flooding which impacts on habitats and species (biodiversity).
- Policies on flood risk should ensure landowners better manage their land to prevent or reduce water run-off, whether it is a result of agriculture practices or new and existing development. Development will result in an increase of surface run-off.
- A flood risk assessment should be required prior to any development. Upgrades to property and highway drains should be implemented to accommodate proposed growth.
- There is a general assumption that developing in the Green Belt would result in increasing flood risks.
- The local plan needs to acknowledge climate change, with the evidence indicating an increase in rainfall events, which in turn will increase flood risk.
- The Local Plan should actively promote the use of Sustainable Urban Drainage Systems (SuDS), and areas of natural drainage should be preserved to reduce flood risk.

**Question 32 Do you agree that an open space policy should set out open space provision requirements in new developments?**

- The majority were supportive of an open space policy establishing open space provision requirements from new developments.
- It is suggested that the quantum of open space provision should be in accordance with national policy and relevant evidence base work such as the Open Space Strategy.
- A Local Plan policy should make new and existing open space publicly accessible by foot and bike. This will encourage active lifestyles and offer travel alternatives to vehicles. It would promote sustainable modes of travel.
- New open spaces, walkways and cycle paths should be created to increase accessibility and connectivity across the Borough.
- The plan should recognise the benefits of open space provision. Open space provides health benefits both physically and mentally such as reducing obesity. Open space also provides environmental benefits such reducing flood risk and hosting wildlife.

**Question 33 Is a Local Plan policy on transport required? If so, what should a policy on transport contain?**

- Responses to this question answered overwhelmingly in the affirmative, with 96.34% of people saying 'yes'.
- A key theme in 'yes' answers was that more should be done by the local authority to ensure to promote alternatives to driving in a private vehicle which uses fossil fuel, and that a policy on transport in the local plan could enshrine this, and any such policy should be linked closely with policies concerning the environment, e.g. green infrastructure, air quality, ecological networks, and supporting resident's access to nature.
- Public transport should be cheaper and more reliable. There should be better co-ordination across the borough between bus, coach, and rail. More environmentally friendly public transport vehicles should be introduced for example electric or hybrid buses. It should be ensured that developments and expansions give greater consideration to walking, cycling, public transport and links to bus stops and stations, routes and service frequency. E.g. Any development north of Audley will need to include cycle/footway to Alsager station.
- Developers should also give greater consideration to the safety and usability of existing roads which can be affected by new developments.
- The network of walking and cycling routes across the Borough should be expanded, existing routes should be consolidated and improved. One respondent suggested that whenever possible cycling infrastructure should be segregated from the highway to increase safety and uptake of active travel.
- Respondents want the council to consider measures such as increased provision of electric vehicle charging points (EVCPs), at car parks and on all new developments (some adding the caveat; so long as they don't jeopardise the viability of the development).
- The County Council states their opinion that a policy on transport is required. The County Council considers walking, cycling and public transport as the key to sustainable transport and meeting the climate change declaration. The Staffordshire Local Transport Plan 2011 is outdated and does not reflect current policy. The policy will need to reflect Staffordshire's Local Cycling and Walking Infrastructure Plan (LCWIP) 2021 and Bus Service Improvement Plan 2021. The key evidence should include the Newcastle-under-Lyme Borough Integrated Transport Strategy. New development should be located and designed to limit journeys by car and should contribute to a step change in accessibility by active travel modes and public transport. The residual impact of traffic generation from new developments should be considered. Junction improvements, access roads and highway widening if deemed necessary should meet design standards.

**Question 34 What measures would you like to see in a Local Plan policy on renewable energy?**

- All consultees approved of a renewable energy policy for the Local Plan.
- The 'fabric first' approach was referenced on several occasions which has implications for building design. New buildings should be designed maximising the performance of components and materials they are made up of, ensuring buildings are energy efficient and eco-friendly.
- The installation of solar panels and sustainable heating systems (or pumps) should be a mandatory requirement for new build developments.
- Employment allocations or proposed development, specifically in relation to industrial and warehousing should be in proximity to the rail network. This would offer sustainable modes of transport for the transfer of goods.
- A design policy for new builds should establish design standards that go beyond the requirements of Building Regulations.
- There was confusion with carbon zero targets. The Council / Local Plan has set a carbon zero target for the Borough by 2030. The Government has set a carbon zero target for Britain by 2050. Is the Borough target realistic, and should it be more aligned with the Government's target?
- There was also the view that the Local Plan should not deviate away from Government targets for reducing carbon emissions. Higher targets may affect the viability of development schemes.
- Policies on renewable energy and climate change matters should be informed by the AECOM Climate Change Study. Several policy options and strategies from the evidence could be implemented through the Local Plan.



### **Question 35 Are there any other topics that the Local Plan should address?**

- The environment and health were at the forefront of people's minds in answering this question.
- The word 'green' appeared in 13 out of 62 responses to this question, the word 'development' appeared 9 times. The majority of respondents who answered this question and who used these key words in their comments were against green belt loss/ release, though one respondent advocated a review of the existing green belt boundaries which they called out of date. Other comments expressed; that communities should be consulted on any developments in their areas, that the Local plan should give greater consideration to the climate emergency and the National Government's stated target of net zero by 2050, and that the Local Plan should give more consideration the impact which new developments have on local services and amenities like healthcare and schools.
- 2 respondents stated that the Local Plan should recognise the impacts which the HS2 project and the COVID-19 pandemic would have upon the Borough; as it relates to any housing site proposals, land charges, transport, environment, ecological recovery policies that may form part of the Local Plan.
- Related to COVID-19, the health of the Boroughs residents both in terms of mental and physical health and wellbeing was a key issue. 10 out of 62 responses to this question used the word 'health.' Within this context of the Local Plan promoting good health and wellbeing, respondents comments touched upon encouraging healthier lifestyles, safeguarding and improving open spaces and making sure residents have access to it, reducing pollution and introducing cleaner public transport, the creation of more cycle routes and footpaths for recreation and to enable active methods of commuting, developers needing to consider the health and wellbeing of residents in their proposals, and making activities and resources available to communities, especially the elderly, after what may have amounted to years spent in isolation.
- Two respondents referenced Walley's Quarry stating that greater consideration should be given to waste and minerals in the Plan, and that thought should be given to the perceived negative health impacts which the site could cause those living nearby.
- The suggestion that a Local Nature Recovery Strategy should be introduced, which would address concerns such as restoring degraded peatland, preventing large scale tree loss and replacing any lost trees, implementing root protection zones, and the creation and sequestering of habitats for carbon storage such as wetlands, woodlands, and diverse grasslands was made.
- There were some comments which touched upon communication about the progress of the Local Plan to residents of the Borough, and that this needed to improve. A small number of complaints were voiced here about the website. Several respondents also took this opportunity to re-iterate their feelings about previous consultation points.

**Question 36 Are there any other matters you would like to make a comment on?**

- There were a large number of individual letters which did not relate to any specific question but had general comments on the content of the plan
- Points raised included concern that the plan will have a negative impact on climate change, population and statistical issues, potential green belt loss, infrastructure issues.
- In addition to the template letter which made a number of detailed points of concern including the potential for development in Audley Parish including at J16 of the M6, there were further unique letters that raised similar issues particularly in terms of infrastructure in Audley Parish, impact on the transport network, disagreement with the rationale for more housing or large scale employment sites, concern over impact on land holdings, agriculture, the countryside, wildlife and the environment
- Some noted issues with the consultation such as that it was not transparent, not advertised well enough or that technical issues with consultation portal / objective made it difficult to submit comments. Some also suggested there were too many questions or that these were leading questions
- Some noted issues with the content of the document suggesting it was too long or language within the consultation document was difficult to understand and that the consultation period should have been extended to be able to read, digest, interpret and respond to the consultation material

**Question 37 Do you have any files to upload?**

- The majority of submissions to this question were more detailed and lengthily representations to the questions in the general consultation, often by organisations including statutory consultees or agents on behalf of landowners. Note: these have been summarised under the relevant questions
- There were a few detailed submissions which promoted specific sites with development potential seeking allocation through the Local Plan
- Some of the letters submitted as attachments addressed very similar to issues for those raised for question 36 including issues with the consultation and concern about potential development in Audley Parish

**Report Settings Summary**

Table 1

Event	<b>Local Plan Issues and Options</b>
Total Responses	<b>3,604</b>
Total Respondents	<b>290</b>
Questions	<i>Custom selection (see Table Of Contents)</i>
Filter	<i>(none)</i>
Pivot	<i>(none)</i>
Document Name	
Created on	2022-04-14 10:03:06
Created by	Jacob Wood

<b>Question 1</b> .....	<b>4</b>
<b>Question 2</b> .....	<b>5</b>
<b>Question 4</b> .....	<b>6</b>
<b>Question 5</b> .....	<b>7</b>
<b>Question 8</b> .....	<b>8</b>
<b>Question 9</b> .....	<b>10</b>
<b>Question 11</b> .....	<b>12</b>
<b>Question 13</b> .....	<b>13</b>
<b>Question 14</b> .....	<b>14</b>
<b>Question 15</b> .....	<b>15</b>
<b>Question 17</b> .....	<b>16</b>
<b>Question 18</b> .....	<b>17</b>
<b>Question 19</b> .....	<b>18</b>
<b>Question 20</b> .....	<b>19</b>
<b>Question 21</b> .....	<b>20</b>
<b>Question 21b</b> .....	<b>21</b>
<b>Question 24</b> .....	<b>22</b>
<b>Question 25</b> .....	<b>23</b>
<b>Question 26</b> .....	<b>24</b>
<b>Question 27</b> .....	<b>25</b>
<b>Question 30</b> .....	<b>26</b>

<b>Question 32</b> .....	<b>27</b>
<b>Question 33</b> .....	<b>28</b>
<b>Question 34</b> .....	<b>29</b>

### Question 1

Question responses: 138 (3.83%)

Do you agree with the Vision for the Borough?

Table 2

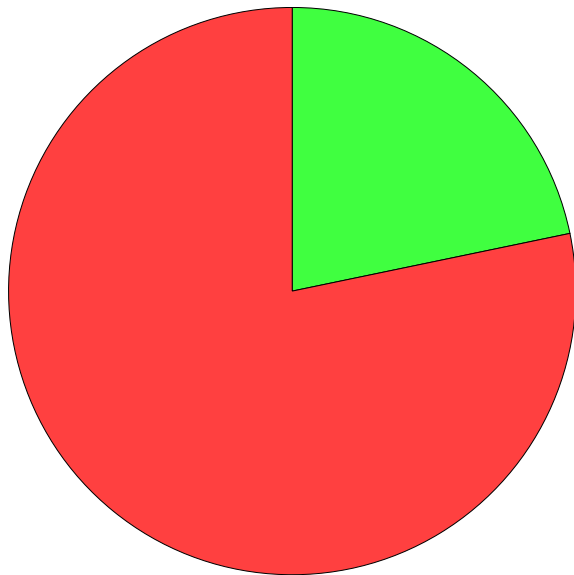


Table 3

	% Total	% Answer	Count
Yes	0.83%	21.74%	30
No	3.00%	78.26%	108
[No Response]	96.17%	--	3,466
Total	100.00%	100.00%	3,604

Question 2

Question responses: 134 (3.72%)

Do you agree with the Strategic Objectives?

Table 4

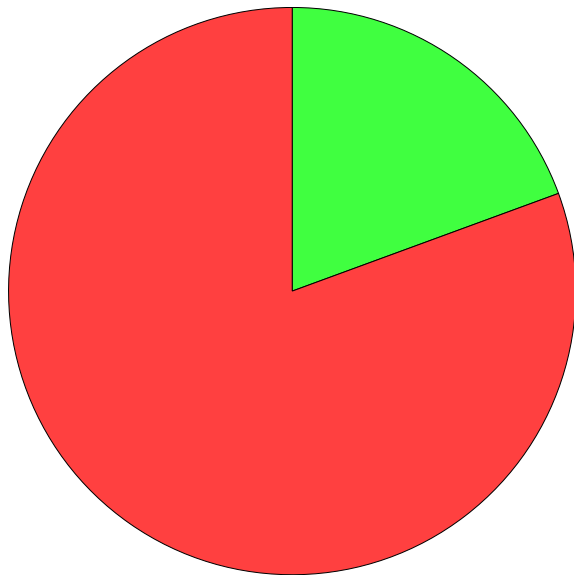


Table 5

	% Total	% Answer	Count
Yes	0.72%	19.40%	26
No	3.00%	80.60%	108
[No Response]	96.28%	--	3,470
Total	100.00%	100.00%	3,604



**Question 4**

Question responses: **101 (2.80%)**

Which option for growth is the most appropriate to use in the Local Plan?

Table 6

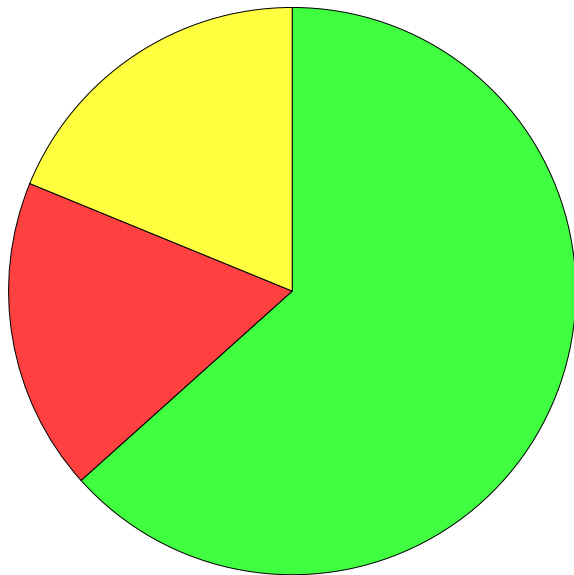


Table 7

	% Total	% Answer	Count
Option 1 - Nationally set growth target (Standard Methodology)	1.78%	63.37%	64
Option 2 - Sustainable growth target (Experian Baseline)	0.50%	17.82%	18
Option 3 - Greater job growth target (Experian Plus)	0.53%	18.81%	19
[No Response]	97.20%	--	3,503
<b>Total</b>	<b>100.00%</b>	<b>100.00%</b>	<b>3,604</b>

Question 5

Question responses: 100 (2.77%)

Do you agree with the proposed hierarchy of centres?

Table 8

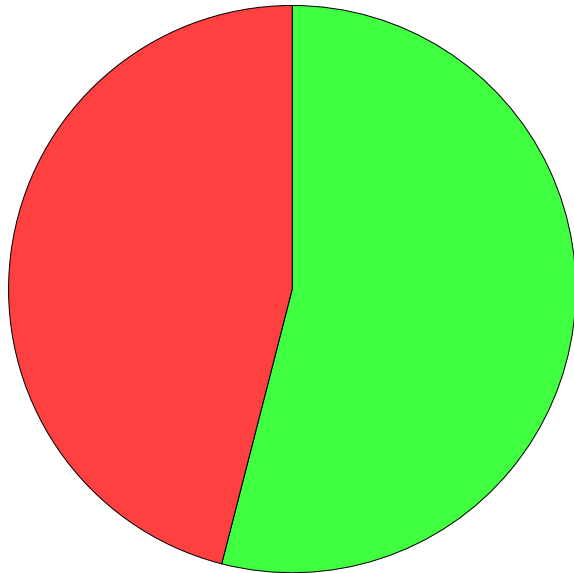


Table 9

	% Total	% Answer	Count
<span style="color: green;">■</span> Yes	1.50%	54.00%	54
<span style="color: red;">■</span> No	1.28%	46.00%	46
<span style="color: grey;">■</span> [No Response]	97.23%	--	3,504
Total	100.00%	100.00%	3,604

**Question 8**

Question responses: **78 (2.16%)**

Which option/s for expansion do you support?

Table 10

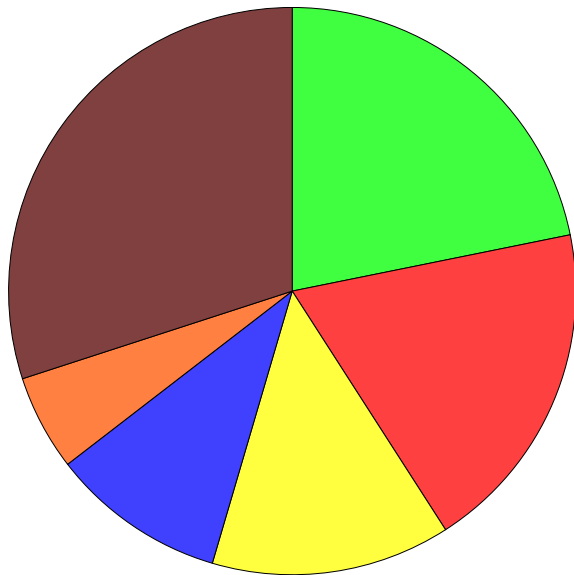


Table 11

	% Total	% Answer	Frequency	Count
<span style="color: green;">■</span> Growth direction 1: Development on strategic sites outside the Green Belt - Large scale rural extensions	0.66%	21.82%	0.67%	24
<span style="color: red;">■</span> Growth direction 2: Strategic green belt release for an urban extension - University Growth Corridor	0.58%	19.09%	0.58%	21
<span style="color: yellow;">■</span> Growth direction 3: Green belt release for development of strategic sites - Talke and Chesterton expansion	0.41%	13.64%	0.42%	15
<span style="color: blue;">■</span> Growth direction 4: Green belt release for development of strategic sites - Kidsgrove expansion	0.30%	10.00%	0.31%	11
<span style="color: orange;">■</span> Growth direction 5: Green belt release for development of strategic sites - Audley Rural Expansion	0.17%	5.45%	0.17%	6
<span style="color: brown;">■</span> Growth direction 6: Combination of strategic sites across the Borough comprising both sites outside the green	0.91%	30.00%	0.92%	33

	% Total	% Answer	Frequency	Count
belt and sites which require green belt release				
<input type="checkbox"/> [No Response]	96.97%	--	97.84%	3,526
Total	100.00%	100.00%	0%	3,636

### Question 9

Question responses: 123 (3.41%)

Which option/s for expansion do you disagree with?

Table 12

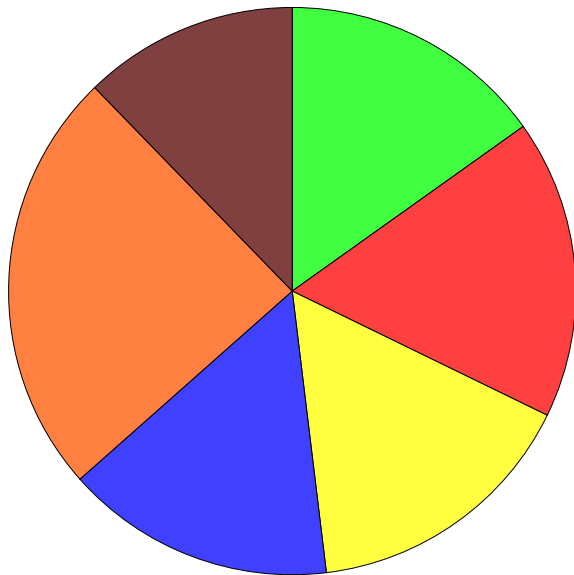


Table 13

	% Total	% Answer	Frequency	Count
<span style="color: green;">■</span> Growth direction 1: Development on strategic sites outside the Green Belt - Large scale rural extensions	1.62%	15.14%	1.75%	63
<span style="color: red;">■</span> Growth direction 2: Strategic green belt release for an urban extension - University Growth Corridor	1.82%	17.07%	1.97%	71
<span style="color: yellow;">■</span> Growth direction 3: Green belt release for development of strategic sites - Talke and Chesterton expansion	1.69%	15.87%	1.83%	66
<span style="color: blue;">■</span> Growth direction 4: Green belt release for development of strategic sites - Kidsgrove expansion	1.64%	15.38%	1.78%	64
<span style="color: orange;">■</span> Growth direction 5: Green belt release for development of strategic sites - Audley Rural Expansion	2.59%	24.28%	2.80%	101
<span style="color: brown;">■</span> Growth direction 6: Combination of strategic sites across the Borough comprising both sites outside the green	1.31%	12.26%	1.42%	51

	% Total	% Answer	Frequency	Count
belt and sites which require green belt release				
<input type="checkbox"/> [No Response]	89.33%	--	96.59%	3,481
Total	100.00%	100.00%	0%	3,897

### Question 11

Question responses: **91 (2.52%)**

Should development in the rural area be spread equally across the Rural Centres?

Table 14

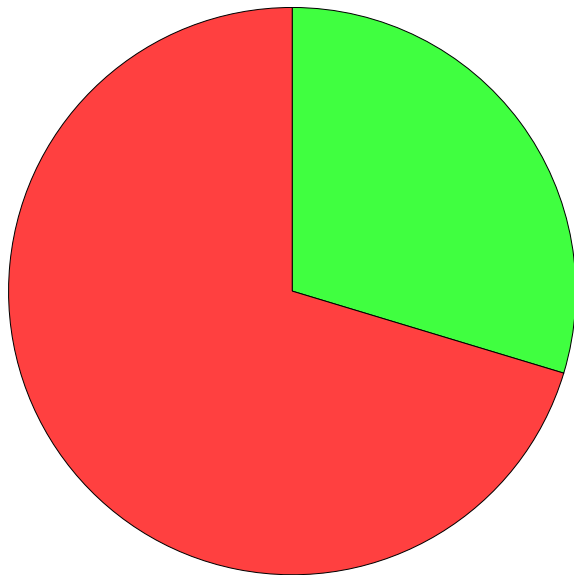


Table 15

	% Total	% Answer	Count
<span style="color: green;">■</span> Yes	0.75%	29.67%	27
<span style="color: red;">■</span> No	1.78%	70.33%	64
<span style="color: grey;">■</span> [No Response]	97.48%	--	3,513
Total	100.00%	100.00%	3,604

Question 13

Question responses: 48 (1.33%)

Which option should the Council use to address the need for transit provision?

Table 16

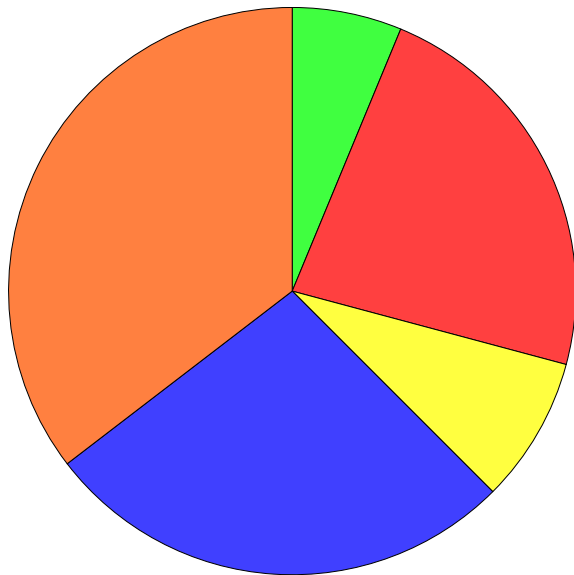


Table 17

	% Total	% Answer	Count
I. Transit Site with 3 pitches	0.08%	6.25%	3
II. Transit Site with 3-13 pitches	0.31%	22.92%	11
III. Temporary stopover site	0.11%	8.33%	4
IV. Negotiated stopping policy	0.36%	27.08%	13
Other	0.47%	35.42%	17
[No Response]	98.67%	--	3,556
<b>Total</b>	<b>100.00%</b>	<b>100.00%</b>	<b>3,604</b>



### Question 14

Question responses: 87 (2.41%)

Should the Local Plan set an alternative target for affordable housing to the national minimum (10%)?

Table 18

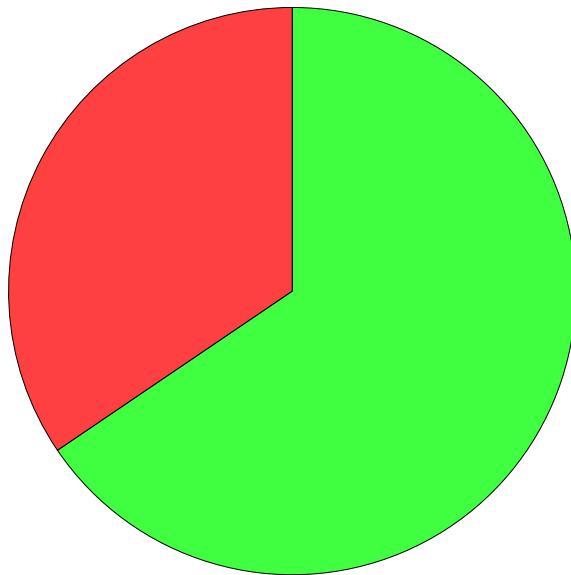


Table 19

	% Total	% Answer	Count
Yes	1.58%	65.52%	57
No	0.83%	34.48%	30
[No Response]	97.59%	--	3,517
Total	100.00%	100.00%	3,604

**Question 15**

Question responses: **72 (2.00%)**

Do you agree with the general ratio of 5% social rented, 2.5% first homes and 2.5% flexibility to make up the composition of affordable homes on qualifying sites?

Table 20

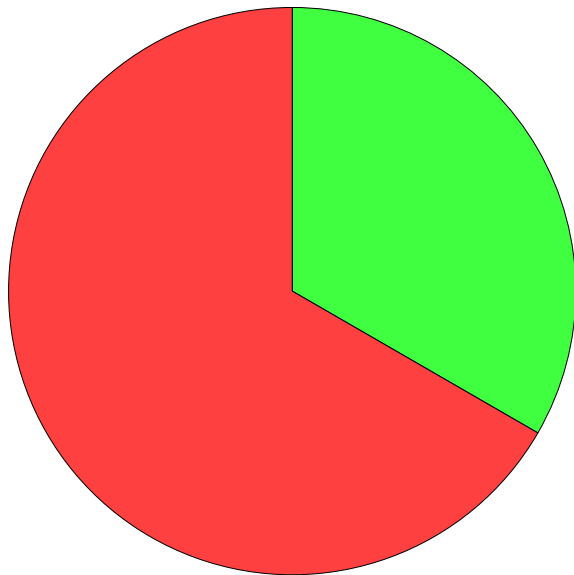


Table 21

	% Total	% Answer	Count
<span style="color: green;">■</span> Yes	0.67%	33.33%	24
<span style="color: red;">■</span> No	1.33%	66.67%	48
<span style="color: grey;">■</span> [No Response]	98.00%	--	3,532
Total	100.00%	100.00%	3,604

**Question 17**

Question responses: **94 (2.61%)**

Do you think a strategic employment site should be allocated in the Local Plan?

Table 22

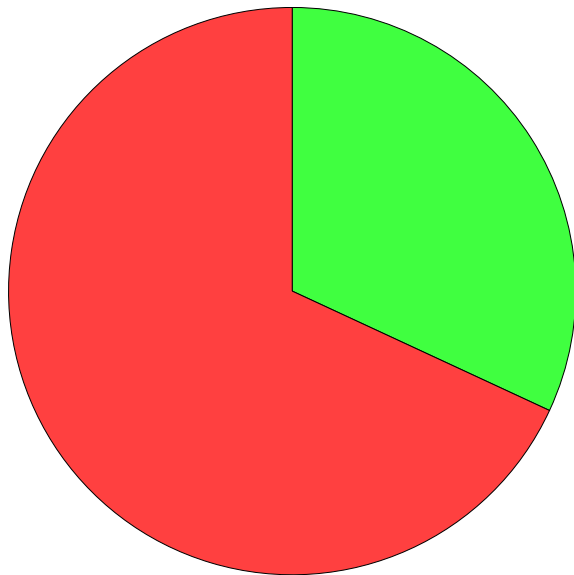


Table 23

	% Total	% Answer	Count
Yes	0.83%	31.91%	30
No	1.78%	68.09%	64
[No Response]	97.39%	--	3,510
<b>Total</b>	<b>100.00%</b>	<b>100.00%</b>	<b>3,604</b>

**Question 18**

Question responses: **126 (3.50%)**

Should site AB2 - Land south east of Junction 16 - be considered for green belt release?

Table 24

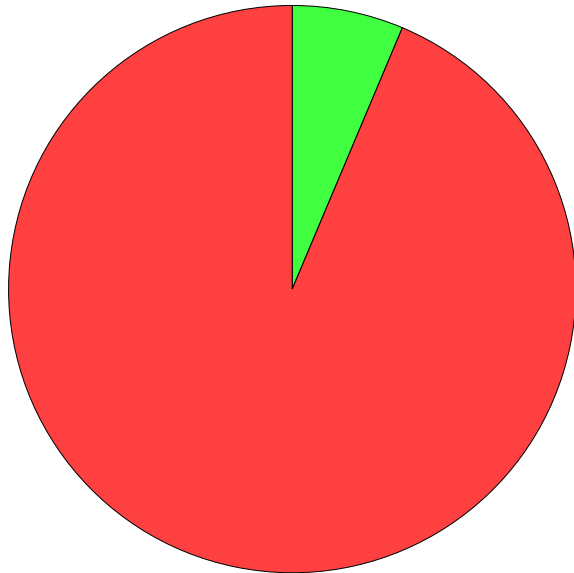


Table 25

	% Total	% Answer	Count
<span style="color: green;">■</span> Yes	0.22%	6.35%	8
<span style="color: red;">■</span> No	3.27%	93.65%	118
<span style="color: gray;">■</span> [No Response]	96.50%	--	3,478
Total	100.00%	100.00%	3,604

**Question 19**

Question responses: **96 (2.66%)**

Should Site KL15 - Land to the south and east of new development site, Keele University - be considered for green belt release?

Table 26

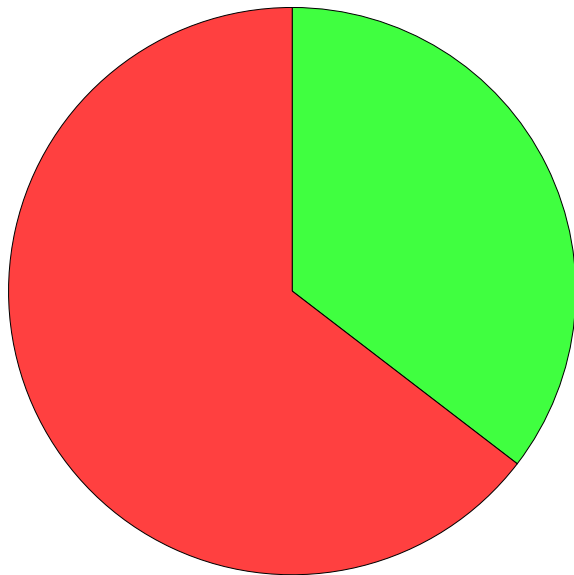


Table 27

	% Total	% Answer	Count
Yes	0.94%	35.42%	34
No	1.72%	64.58%	62
[No Response]	97.34%	--	3,508
Total	100.00%	100.00%	3,604

**Question 20**

Question responses: **73 (2.03%)**

Do you agree with the key principles of development boundaries?

Table 28

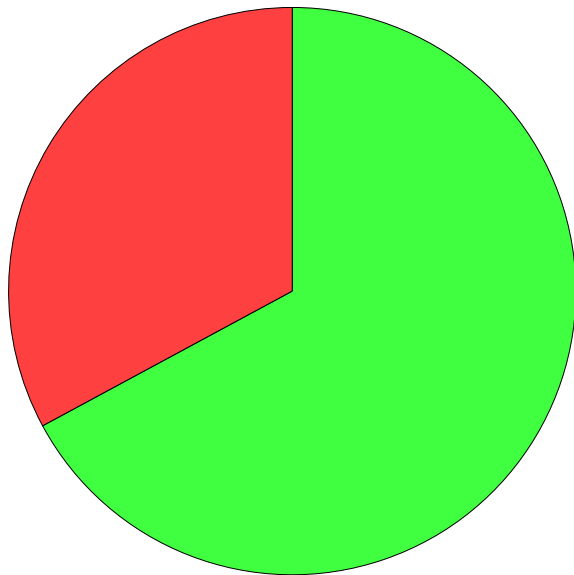


Table 29

	% Total	% Answer	Count
<span style="color: green;">■</span> Yes	1.36%	67.12%	49
<span style="color: red;">■</span> No	0.67%	32.88%	24
<span style="color: grey;">■</span> [No Response]	97.97%	--	3,531
Total	100.00%	100.00%	3,604

### Question 21

Question responses: **72 (2.00%)**

Do you think the development boundaries should be reviewed?

Table 30

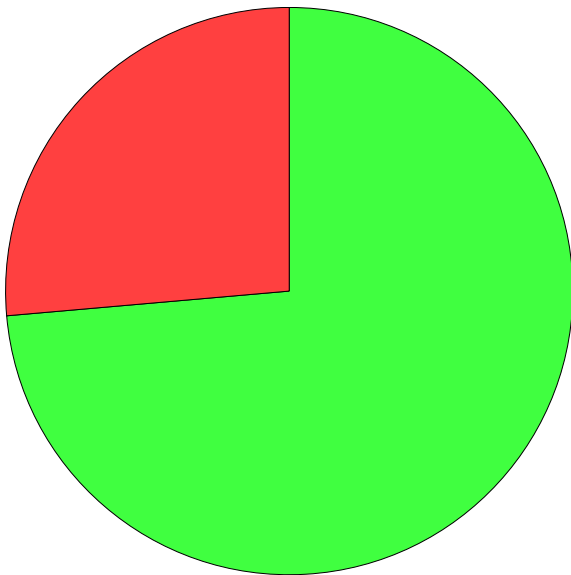


Table 31

	% Total	% Answer	Count
Yes	1.47%	73.61%	53
No	0.53%	26.39%	19
[No Response]	98.00%	--	3,532
Total	100.00%	100.00%	3,604

Question 21b

Question responses: **51 (1.42%)**

If so, through the Local Plan or through Neighbourhood Plans?

Table 32

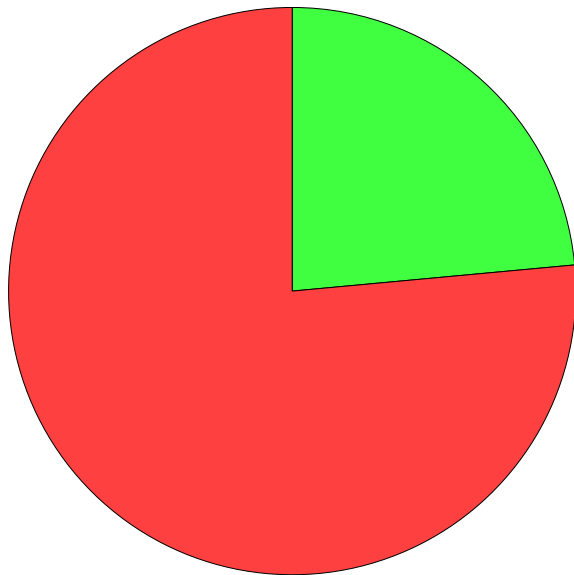


Table 33

	% Total	% Answer	Count
<span style="color: green;">■</span> Local Plan	0.33%	23.53%	12
<span style="color: red;">■</span> Neighbourhood Plans	1.08%	76.47%	39
<span style="color: grey;">■</span> [No Response]	98.58%	--	3,553
Total	100.00%	100.00%	3,604



**Question 24**

Question responses: **65 (1.80%)**

Do you agree with the recommended changes to the town centre boundaries?

Table 34

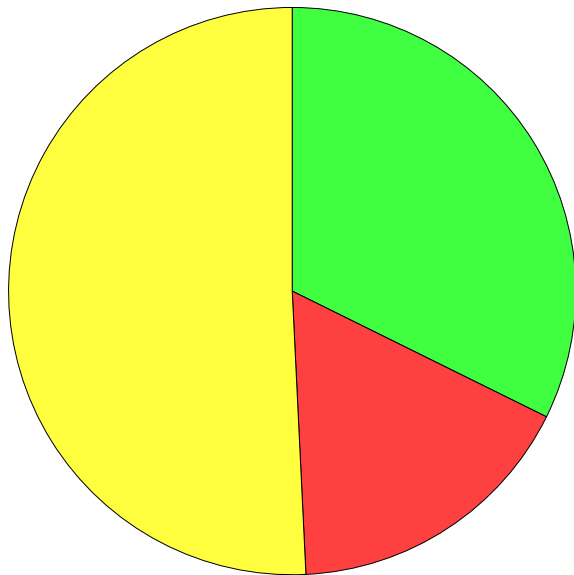


Table 35

	% Total	% Answer	Count
<span style="color: green;">■</span> Yes	0.58%	32.31%	21
<span style="color: red;">■</span> No	0.31%	16.92%	11
<span style="color: yellow;">■</span> No opinion	0.92%	50.77%	33
<span style="color: grey;">■</span> [No Response]	98.20%	--	3,539
Total	100.00%	100.00%	3,604

**Question 25**

Question responses: **93 (2.58%)**

Is the Local Plan policy on air pollution required?

Table 36



Table 37

	% Total	% Answer	Count
<span style="color: green;">■</span> Yes	2.47%	95.70%	89
<span style="color: red;">■</span> No	0.11%	4.30%	4
<span style="color: grey;">■</span> [No Response]	97.42%	--	3,511
Total	100.00%	100.00%	3,604

**Question 26**

Question responses: **84 (2.33%)**

Is a Local Plan policy on water quality required?

Table 38



Table 39

	% Total	% Answer	Count
<span style="color: green;">■</span> Yes	2.19%	94.05%	79
<span style="color: red;">■</span> No	0.14%	5.95%	5
<span style="color: gray;">■</span> [No Response]	97.67%	--	3,520
Total	100.00%	100.00%	3,604

**Question 27**

Question responses: **84 (2.33%)**

Is a Local Plan policy on environmental quality required?

Table 40



Table 41

	% Total	% Answer	Count
<span style="color: green;">■</span> Yes	2.28%	97.62%	82
<span style="color: red;">■</span> No	0.06%	2.38%	2
<span style="color: gray;">■</span> [No Response]	97.67%	--	3,520
<b>Total</b>	<b>100.00%</b>	<b>100.00%</b>	<b>3,604</b>

**Question 30**

Question responses: **80 (2.22%)**

Is a local policy on heritage required?

Table 42

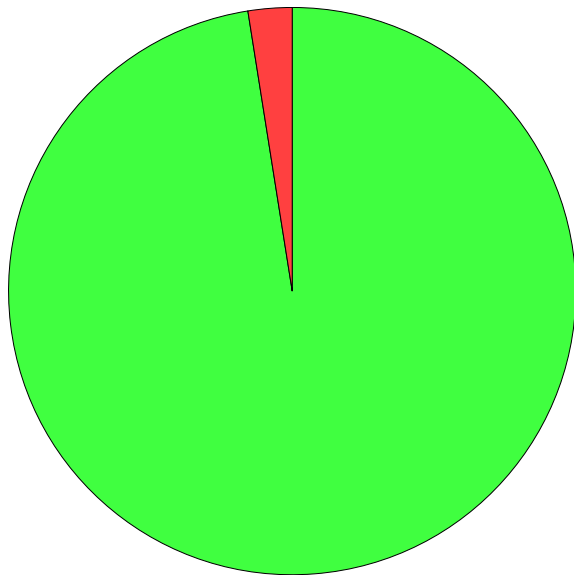


Table 43

	% Total	% Answer	Count
Yes	2.16%	97.50%	78
No	0.06%	2.50%	2
[No Response]	97.78%	--	3,524
Total	100.00%	100.00%	3,604

**Question 32**

Question responses: **79 (2.19%)**

Do you agree that an open space policy should set out open space provision requirements in new development?

Table 44



Table 45

	% Total	% Answer	Count
<span style="color: green;">■</span> Yes	2.11%	96.20%	76
<span style="color: red;">■</span> No	0.08%	3.80%	3
<span style="color: gray;">■</span> [No Response]	97.81%	--	3,525
Total	100.00%	100.00%	3,604

**Question 33**

Question responses: **82 (2.28%)**

Is a Local Plan policy on transport required?

Table 46

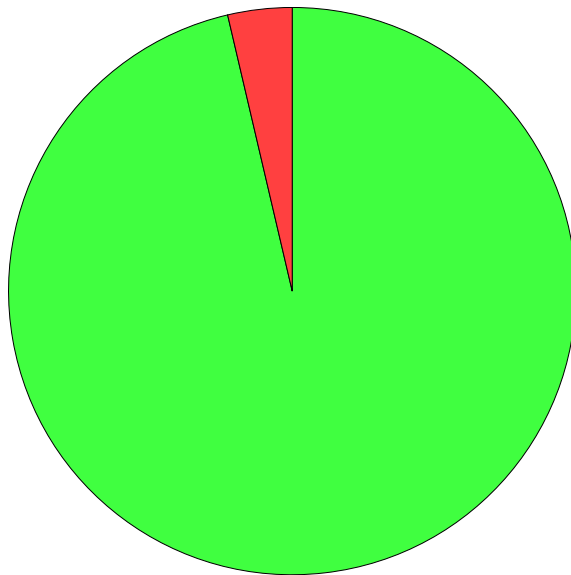


Table 47

	% Total	% Answer	Count
<span style="color: green;">■</span> Yes	2.19%	96.34%	79
<span style="color: red;">■</span> No	0.08%	3.66%	3
<span style="color: gray;">■</span> [No Response]	97.72%	--	3,522
Total	100.00%	100.00%	3,604

**Question 34**

Question responses: **79 (2.19%)**

What measures would you like to see in a Local Plan policy on renewable energy?

Table 48

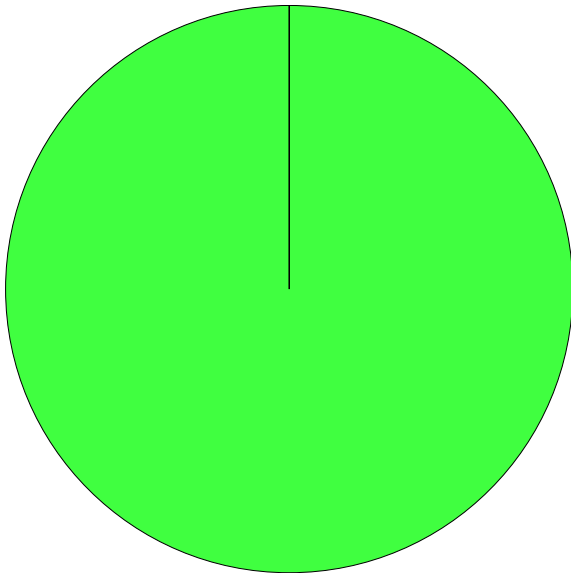


Table 49

	% Total	% Answer	Count
<span style="color: green;">■</span> [Responses]	2.19%	100.00%	79
<span style="color: gray;">■</span> [No Response]	97.81%	--	3,525
Total	100.00%	100.00%	3,604



**Economy & Place  
Scrutiny Committee,  
Wednesday, 15th June, 2022**

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**Future High Street  
And  
Town Deal Funding**

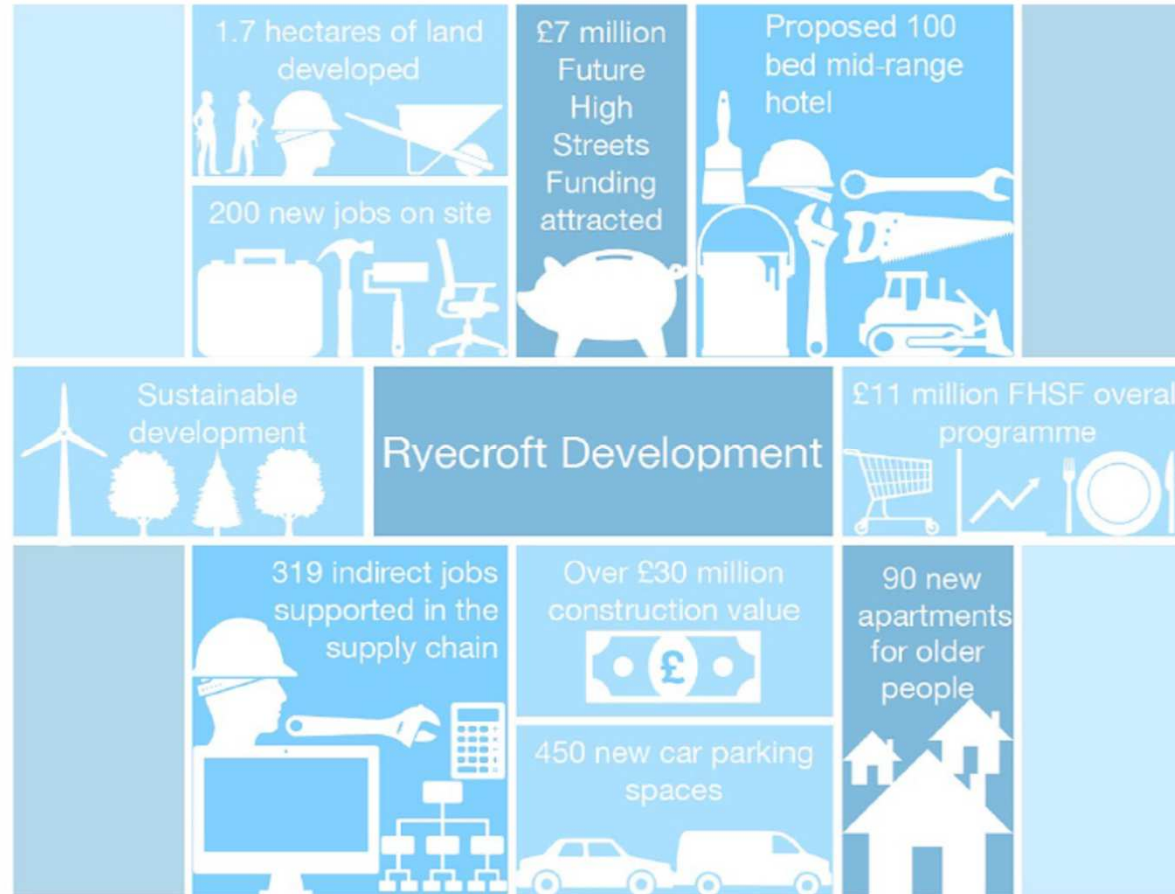
UNCLASSIFIED



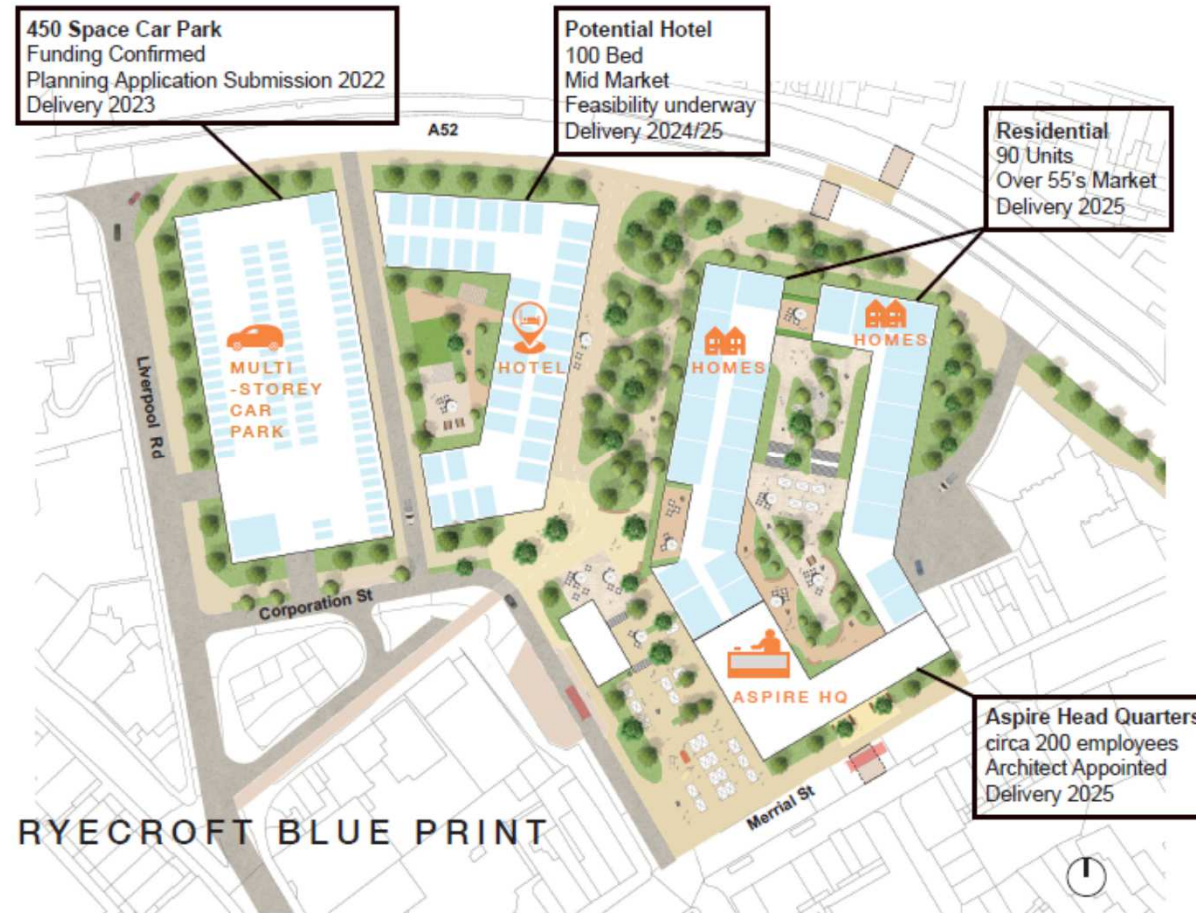
# Future High Street Funding Overview

- £11.4m offered in January 2021.
- Plans respond to the economic impacts of COVID-19, and High Street restructuring
- Delivering truly transformational change, supported by the private sector to drive the economic recovery of Newcastle-under-Lyme town centre – creating a ‘New Town Centre for All’.

# FHSF Projects



# Future High Street Funding Ryecroft



RYECROFT BLUE PRINT



# Civic Building Demolition



## FHSF Projects

- York Place – purchase completed on 1<sup>st</sup> March 2022
- Wilmot Dixon appointed March 2022 – development options.





# Future High Street Funding York Place



Site Area: approx 3,450 m<sup>2</sup>

## Block A

GF Retail/flexible  
community/businessspace: 835 m<sup>2</sup>  
3 Floors Residential  
Apartments: 24  
Gross development all floors: 3,165 m<sup>2</sup>  
Storeys: 4  
Building Footprint: 835 m<sup>2</sup>  
Apartment size: approx 55 m<sup>2</sup> - 70 m<sup>2</sup>

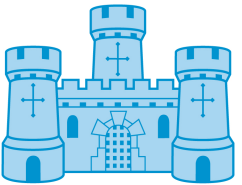
## Block B

GF Retail/flexible community/business  
space: 665 m<sup>2</sup>  
3 Floors Residential  
Apartments: up to 33  
Gross development all floors: 2,495 m<sup>2</sup>  
Storeys: 4  
Building Footprint: 665 m<sup>2</sup>  
Apartment size: approx 55 m<sup>2</sup> - 70 m<sup>2</sup>

**Total Units** up to 57 units

**Gross incl. GF** 5,660 m<sup>2</sup>

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**NEWCASTLE  
UNDER LYME**  
BOROUGH COUNCIL

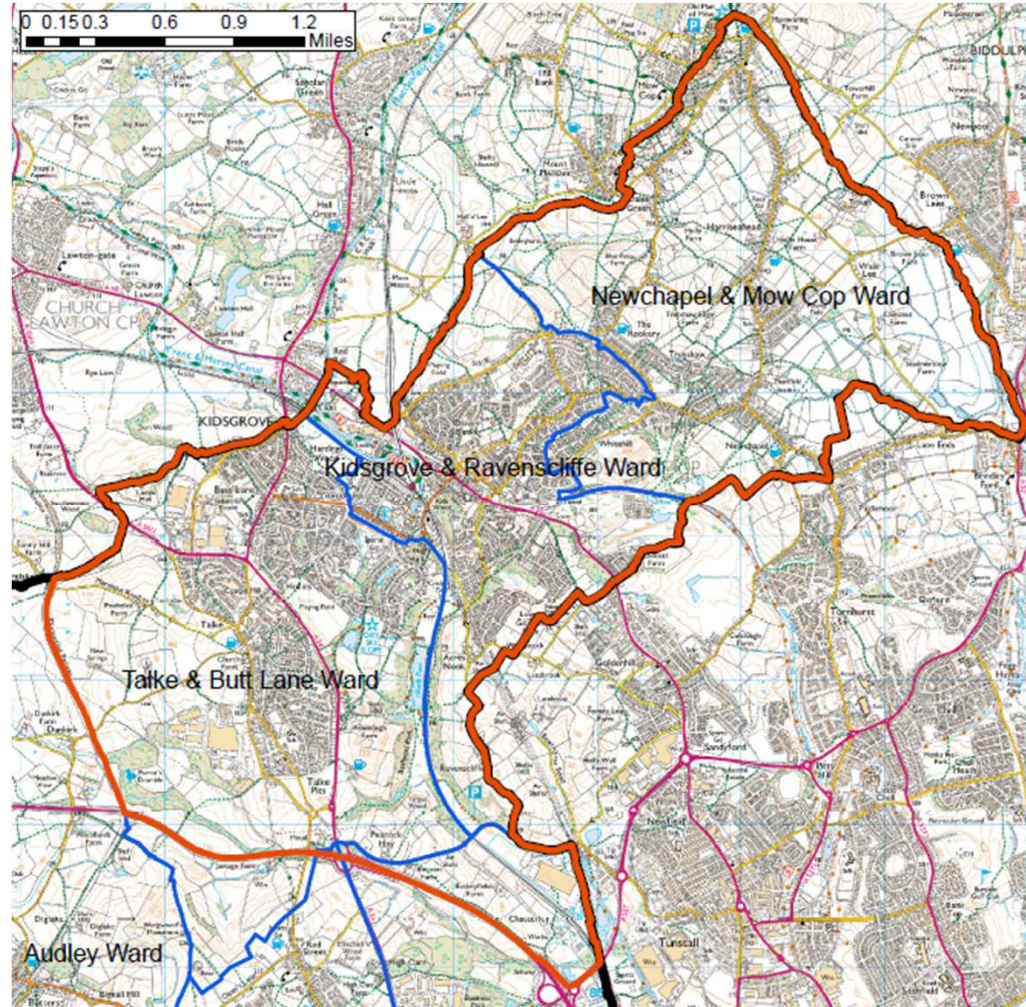


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# Kidsgrove Town Deal Funding Overview



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# Kidsgrove Town Deal

- £16.9 million funding
- 5 projects in total
- Kidsgrove Sports Centre submitted April 2021
- Chatterley Valley submitted August 2021
- Railway Station and Canal Enhancements submitted March 2022
- Shared Service Hub due June 2022.

# Kidsgrove Town Deal Funding Overview

**Objective 1: To drive growth and opportunity through enhanced enterprise infrastructure in Kidsgrove**

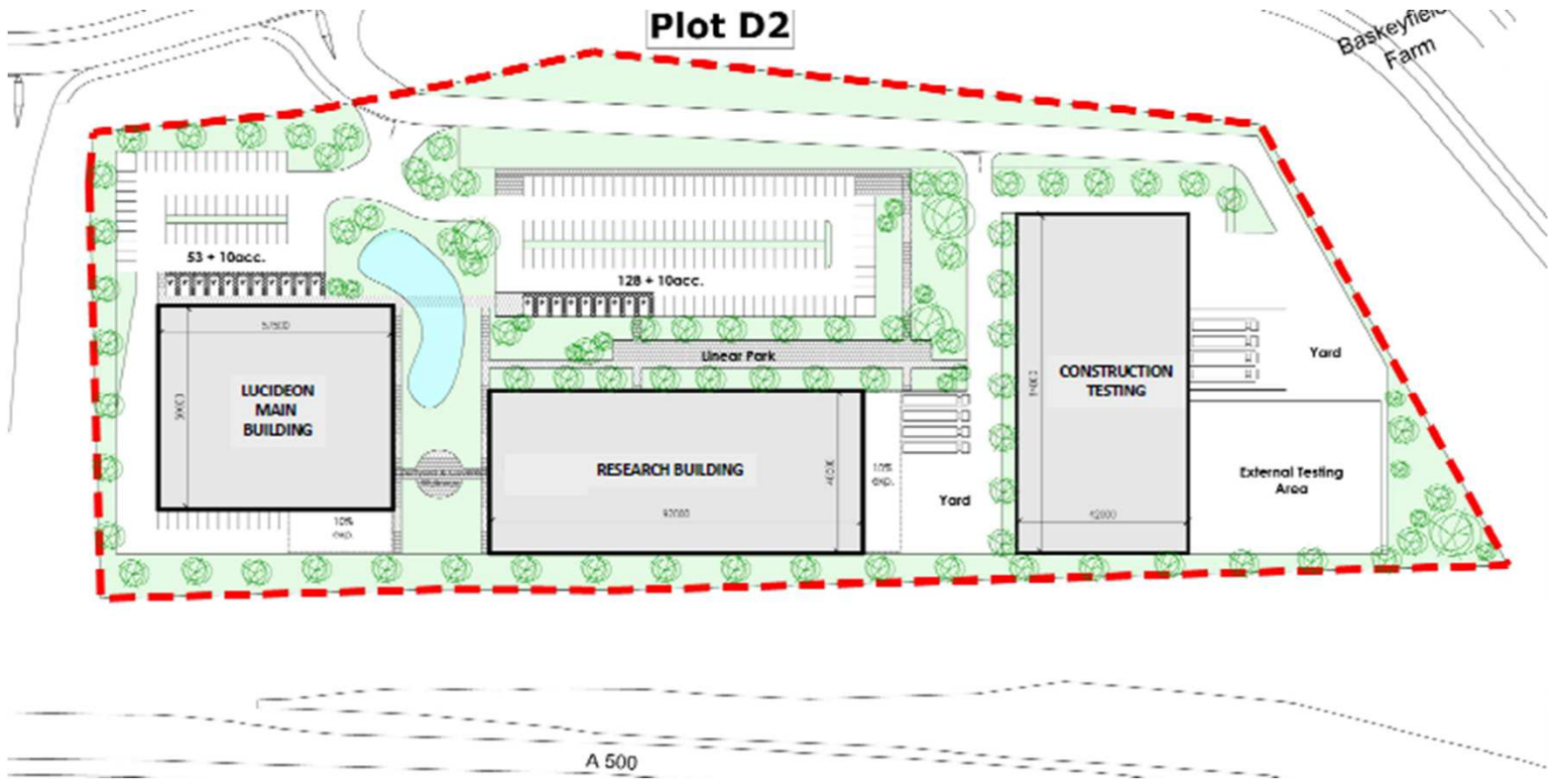
- **Chatterley Valley**
  - 1,940 jobs and £72 million GVA per annum in the local area once developed.
  - Site development constrained by high upfront abnormal costs linked to the area's coal mining heritage.
  - Town Deal funding required to de-risk the site and allow it to be brought forward.
  - In the Ceramics Valley Enterprise Zone.
  - Lucideon & Advanced Ceramics



- Chatterley Valley



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# Kidsgrove Town Deal Funding Overview

**Objective 2: To create a connected, accessible town centre which links key assets, retains the heritage and uniqueness of Kidsgrove, promotes active travel and diversifies and drives new demand and footfall**

- **Kidsgrove Station**
  - An improved station building
  - A new multi-modal interchange
  - Improved access to the Trent and Mersey Canal
- **Canal enhancement**
  - Upgraded towpath and improved access
- **Shared Service Hub, land assembly & Housing investment**
  - Hub will provide a one stop shop from which residents can access services currently spread across town.
  - link to a satellite facility providing targeted youth services.
  - Define a clear route to link Kidsgrove Station through to the town centre.

## Kidsgrove TD

- Station upgrade – business case submitted.
- East Midlands Railway prepping for RIBA stage 3 tender

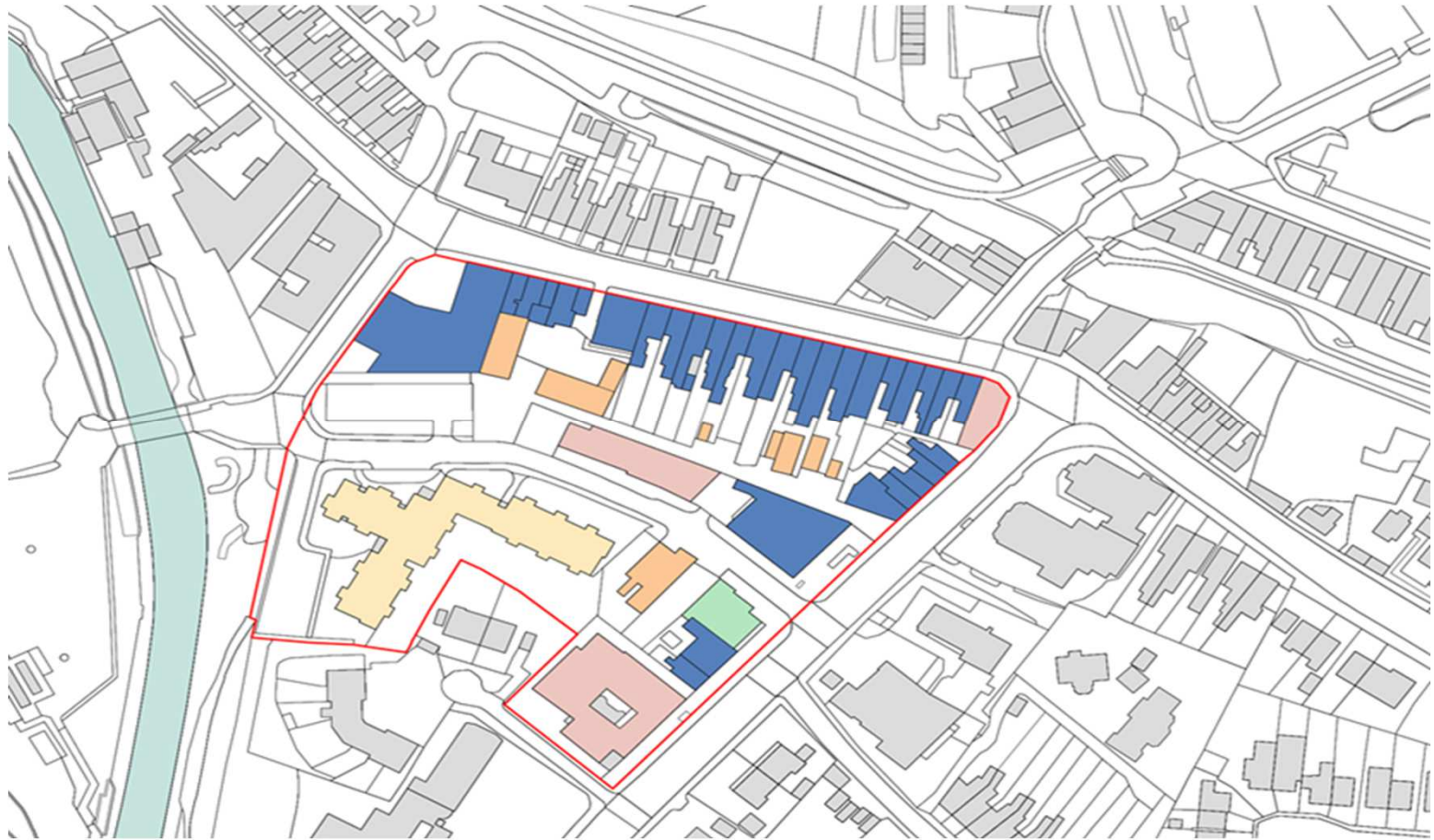






# Kidsgrove TD

## Shared Services Hub



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# Kidsgrove Town Deal Funding Overview

**Objective 3: To maximise the leisure and recreation opportunities available in Kidsgrove, providing facilities that are supported by communities and opportunities for residents to improve their health and wellbeing**

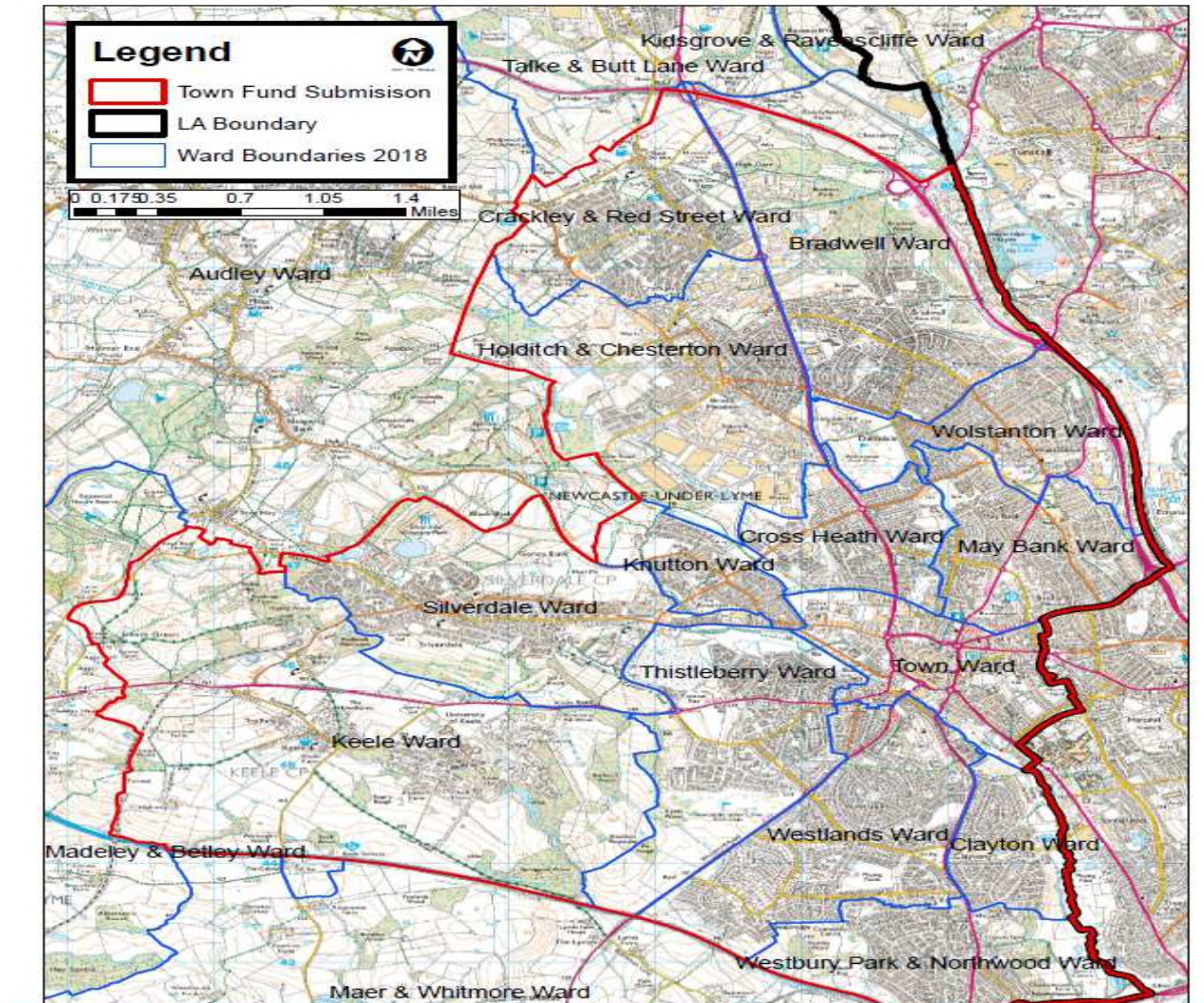
- **Kidsgrove Sports Centre**
  - Refurbishment of Sports Centre, to allow re-opening of dry and wet-side facilities under community management.
  - Proposed designs to satisfy user requirements and provide a 25-year life span for a key community asset.

## Kidsgrove TD

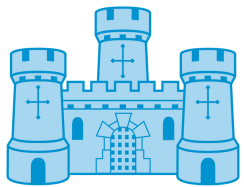
- Sports Centre – complete June 2022



# Newcastle Town Deal Funding Overview



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NEWCASTLE  
UNDER LYME  
BOROUGH COUNCIL



# Newcastle Town Deal Funding Overview

- **Addressing Disadvantaged Communities**
- Knutton Masterplan; Town Deal Funding “ask” identified to de-risk development and bring forward community elements. Proposed UK SPF community investment in this area.
- Cross Street Chesterton Masterplan – supporting phased delivery of housing that responds to community needs and provides a more attractive setting.

# Newcastle Town Deal Funding Overview

## Town Centre Permeability

### **Walking & Cycling network**

- Transport routes including cycling and walking / greenways – Hanley to Keele

## Key Gateway Sites

- Transformation of derelict or unattractive key gateway sites into Town Centre – support for Zanzibar site and Midway demolition.

## Cultural

### **Centre for Performing Arts**

- Development of a training and research into Circus skills alongside a Centre for Performing Arts to be located in the Town Centre

# Newcastle Town Deal Funding Overview

## SMART Newcastle

### SMART Digital Infrastructure

- Uber Fast Gb internet infrastructure to Town Centre
- Digital Society – Teaching and research facility with Keele University in the Town Centre
- EV charging points

# Delivery & Spend

- 100% Accelerated Town Deal
- 40% Future High Street Fund
- 15% Kidsgrove Town Deal  
(plus further 20% committed)

# Questions?

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[Simon.mceneny@Newcastle-staffs.gov.uk](mailto:Simon.mceneny@Newcastle-staffs.gov.uk)

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ECONOMY, ENVIRONMENT AND PLACE SCRUTINY COMMITTEE

Work Programme 2019/22

Chair: Councillor Gary White

Vice-Chair: Councillor Maxfield

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

Portfolio Holders covering the Committee's remit:

Councillor S Tagg, Leader – One Council, People and Partnerships (for Economic Development Strategy)

Councillor Sweeney, Deputy Leader – Finance, Town Centres and Growth

Councillor Heesom – Cabinet Member – Community Safety and Wellbeing

Councillor Johnson - Cabinet Member – Environment and Recycling

Councillor Northcott - Cabinet Member – Strategic Planning



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

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Taxi ranks	Parks and Gardens Maintenance
Bus Station	Flooding and Drainage
Markets	

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 Denise French on 01782 742211 or at [denise.french@newcastle-staffs.gov.uk](mailto:denise.french@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

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	SMART Motorway (use of the hard shoulder as 4 <sup>th</sup> 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
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	

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	Economic Development Year 1 Action Plan	
	Homelessness Policy (deferred to June meeting)	
	Allocations Policy	
	Future Recycling Strategy	
	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	
Tuesday 17 December 2019	Update on the development of the Ryecroft Area	
	Joint Allocations Policy	

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	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 of the Committee.
	Recycling Service Update	
Wednesday 5 February 2020	Air Quality update Draft Joint Local Plan	
Thursday 26 March 2020 (meeting cancelled)	Air Quality – presentation of Outline Business Case Recycling Service Update	Deferred
Thursday 18 June 2020	Coronavirus Pandemic Update	To provide the Committee with the opportunity to scrutinise actions undertaken to date and the proposals for the next phases of recovery
Thursday 30 September 2020	Recycling Service Update	Report on the implementation of the new Recycling and Waste service detailing any issues encountered and anything learned in moving forward.
	Development of the Ryecroft area	To provide the Committee with an update on how the two Town Centre Bids for Newcastle and Kidsgrove are progressing, the current position including anything conducive to the two bids.
	Environmental Enforcement	A review of the Environmental Health Department’s additional workload as a result of the Covid outbreak and Government Requirements. To further review the resourcing levels in place to achieve these requirements and risk to any current services as a result. Are any further support mechanisms required either in the short or long term from Council.
Thursday 12 November 2020	Air Quality project	To give the Committee the opportunity to consider the Air Quality Report prior to consideration by Cabinet
Thursday 17 December, 2020	Town Deals Update	To provide the Committee with an update on how the two Town Centre Bids for Newcastle and Kidsgrove are progressing, the current position and which schemes were being worked up to.

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	Review of Planning Enforcement	To provide the Committee with an overview of the processes undertaken by the team. The effect that Covid has had on the number of reported enforcements and the potential to lobby MPs to discuss enforcement in Parliament.
	Review of litter bins in the Borough	To give the Committee the opportunity to consider what to include in the review of litter bins across the Borough
11 March, 2021	Sustainable Environment Strategy Future High Streets Fund update Town Investment Plans for Newcastle and Kidsgrove – update on progress Borough Local Plan	Request from the Chair
17 June, 2021	Aboriculture update Future High Streets Fund update Town Investment Plans for Newcastle and Kidsgrove – update on progress	
29 September, 2021	Environmental Enforcement Sustainable Environment Strategy, Action Plan Streetscene	Request from the Chair 6 monthly review requested by Committee
16 December 2021	Future High Streets Fund update & Town Investment Plans for Newcastle and Kidsgrove – update on progress Update on the Newcastle Business Improvement District (BID)	Regular update  Requested by the Committee

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<p>17 March 2022</p>	<p>Update on the Newcastle Business Improvement District (BID)</p> <p>Future High Streets Fund update &amp; Town Investment Plans for Newcastle and Kidsgrove – update on progress</p> <p>Streetscene</p>	<p>Deferred from 16 December</p> <p>Regular update</p> <p>Update from previous report</p>
<p>15 June 2022</p>	<p>HS2 – look ahead to the next 12 months on works impacting on the Borough</p> <p>Sustainable Environment Strategy, Action Plan</p> <p>Future High Streets Fund update &amp; Town Investment Plans for Newcastle and Kidsgrove – update on progress</p> <p>Borough Local Plan</p> <p>Police presence in the town centre</p>	<p>Requested by the Chair</p> <p>Regular update as requested by the Committee</p> <p>Regular update</p> <p>Requested by the Committee following the presentation by the BID Manager</p>
<p>To keep under review:</p> <ul style="list-style-type: none"> <li>• Recycling Service Update</li> <li>• Development of the Ryecroft area</li> <li>• Update report following review of the tree management contract in February 2020</li> </ul>		

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- Bradwell Crematorium
- Local Plan – proposals to undertake a Borough Plan

21 March 2022

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