

**Date of meeting** Tuesday, 17th October, 2023  
**Time** 2.00 pm  
**Venue** Astley Room - Castle  
**Contact** Geoff Durham 742222



**NEWCASTLE  
UNDER LYME**

**BOROUGH COUNCIL**

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

# **Cabinet**

## **AGENDA**

### **PART 1 – OPEN AGENDA**

- 1 APOLOGIES**
- 2 DECLARATIONS OF INTEREST**  
To receive declarations of interest from Members on items included in the agenda.
- 3 MINUTES OF PREVIOUS MEETINGS** (Pages 5 - 12)  
To consider the Minutes of the previous meeting.
- 4 WALLEYS QUARRY UPDATE REPORT** (Pages 13 - 36)
- 5 RYECROFT REDEVELOPMENT** (Pages 37 - 42)
- 6 FUTURE HIGH STREETS FUND - IMPROVEMENTS TO THE MARKET** (Pages 43 - 50)
- 7 KEELE SUSTAINABLE SOLAR ENERGY** (Pages 51 - 56)
- 8 BOROUGH LOCAL PLAN UPDATE** (Pages 57 - 70)
- 9 REVIEW OF ENVIRONMENT STRATEGY & ROADMAP TO NET ZERO** (Pages 71 - 122)
- 10 URBAN TREE PLANTING STRATEGY UPDATE 2023** (Pages 123 - 128)
- 11 FORWARD PLAN** (Pages 129 - 138)
- 12 URGENT BUSINESS**  
To consider any business which is urgent within the meaning of Section 100B(4) of the Local Government Act 1972.
- 13 DISCLOSURE OF EXEMPT INFORMATION**

To resolve that the public be excluded from the meeting during consideration of the following reports, because it is likely that there will be disclosure of exempt information as defined in the paragraphs of Part 1 of Schedule 12A (as amended) of the Local Government Act 1972.

**14 CONFIDENTIAL REPORT TO THE KEELE SUSTAINABLE SOLAR ENERGY PROJECT (Pages 139 - 144)**

**15 RYECROFT REDEVELOPMENT EXEMPT APPENDIX (Pages 145 - 178)**  
**ATTENDANCE AT CABINET MEETINGS**

**Councillor attendance at Cabinet meetings:**

- (1) The Chair or spokesperson of the Council's scrutiny committees and the mover of any motion referred to Cabinet shall be entitled to attend any formal public meeting of Cabinet to speak.
- (2) Other persons including non-executive members of the Council may speak at such meetings with the permission of the Chair of the Cabinet.

**Public attendance at Cabinet meetings:**

- (1) If a member of the public wishes to ask a question(s) at a meeting of Cabinet, they should serve two clear days' notice in writing of any such question(s) to the appropriate committee officer.
- (2) The Council Leader as Chair of Cabinet is given the discretion to waive the above deadline and assess the permissibility of the question(s). The Chair's decision will be final.
- (3) The maximum limit is three public questions at any one Cabinet meeting.
- (4) A maximum limit of three minutes is provided for each person to ask an initial question or make an initial statement to the Cabinet.
- (5) Any questions deemed to be repetitious or vexatious will be disallowed at the discretion of the Chair.

**Members:** Councillors S Tagg (Chair), Sweeney (Vice-Chair), Heesom, J Waring, Fear and Hutchison

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

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

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

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

Substitute Members:

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

- Identify a Substitute member from the list above who is able to attend on your behalf

- Notify the Chairman of the Committee (at least 24 hours before the meeting is due to take place) NB Only 2 Substitutes per political group are allowed for each meeting and your Chairman will advise you on whether that number has been reached

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

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

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

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# Agenda Item 3

*Cabinet - 19/09/23*

## CABINET

Tuesday, 19th September, 2023  
Time of Commencement: 4.00 pm

[View the agenda here](#)

[Watch the debate here](#)

**Present:** Councillor Simon Tagg (Chair)

**Councillors:** Sweeney Fear  
Heesom Hutchison

**Apologies:** Councillor(s) J Waring

**Substitutes:**

**Officers:** Martin Hamilton Chief Executive  
Geoff Durham Civic & Member Support Officer  
Simon McEneny Deputy Chief Executive  
Sarah Wilkes Service Director - Finance / S151 Officer  
Barbara Beardwell Interim Service Director - Legal &  
Governance /Monitoring Officer  
Andrew Bird Service Director - Sustainable  
Environment  
Rachel Killeen Development Management Manager  
Roger Tait Service Director - Neighbourhood  
Delivery

Also in attendance: Councillor Wendy Brockie

1. **APOLOGIES**

2. **DECLARATIONS OF INTEREST**

There were no declarations of interest stated.

3. **MINUTES OF PREVIOUS MEETINGS**

**Resolved:** That the minutes of the meeting held on the 18<sup>th</sup> July be agreed as a correct record.

4. **WALLEYS QUARRY UPDATE REPORT**

The Leader introduced the Report on Wallys Quarry's odours raising the question of the recent breaches by the operator referred to in sections 3 and 4 and how this would impact the abatement notice.

The Chief executive presented the report and confirmed that the overall trend was still going in the right direction. The exceedance of the threshold noticed was a low level one and the Council was currently examining if there had been a breach of the

## **Cabinet - 19/09/23**

abatement notice in April, May and June. If this was indeed the case the process would require to see whether the problems had been remedied in the meantime. Prosecution would be considered in the event of a continued failure to abide by the abatement notice and a linkage beyond reasonable doubt.

The Leader thanked the Chief Executive and commented on the powers of the Environment Agency to rectify the situation including requesting ceasing operation if required.

The Portfolio Holder for Strategic Planning shared his disappointment hearing about the breaches and suggested a letter be sent to the operator would the situation not be remedied by the end of the month.

The Chief Executive responded there was a regular dialogue with the operator and the liaison forum would be a good place to discuss the problem. The Leader confirmed that a meeting of the group was in fact just about to take place and that the recording would be shared online. The Deputy Leader expressed his confidence that matters would be discussed then.

The Leader added a note on the issue of lorries queuing in the morning which was to be resolved between the operator and the County Council.

**Resolved:** That the contents of the update report be noted.

[Watch the meeting here](#)

### **5. MEDIUM TERM FINANCIAL STRATEGY 2024/25 TO 2028/29**

The Deputy Leader presented the Medium Term Financial Strategy with regard to the financial pressures facing the Council for the period running from 2024-25 to 2028-29, in particular the pay awards and temporary accommodations for vulnerable residents.

The Leader and the Portfolio Holder for Strategic Planning both supported the proposal to send a letter to the government to request funding to assist with these two additional pressures, copying in local Members of Parliament.

The Leader concluded by reminding members of the overall stability of the budget which was demonstrated in ongoing projects such as the regeneration of the town centre and the refurbishment of Kidsgrove Sports Centre.

**Resolved:**

- (i) That the funding pressures of £2.751m in 2024/25 and £5.082m over the 5-year period covered by the Medium-Term Financial Strategy (MTFS) be noted.
- (ii) That the approach regarding the development of savings and income generation proposals in the medium-term be agreed.
- (iii) That the continued uncertainty regarding the medium-term impact of local government funding and the Cost-of-Living crisis be noted.

Also, that it be noted that the Portfolio Holder for Finance, Town Centres and Growth would be writing to Central Government and Local MP's to lobby for funding to assist with the additional pressures in respect of the national pay award and temporary accommodation.

[Watch the debate here](#)

## **6. PROCUREMENT OF A JOINT VENTURE DEVELOPMENT PARTNER**

The Leader presented the report on the Procurement of a Joint Venture Development Partner and the appointment of Capital and Centric for York Place and Midway regeneration projects.

The Deputy Leader expressed his support for the proposal, outlining the benefits of the financial aspects. The Portfolio Holder for Strategic Planning and the Portfolio Holder for Leisure, Culture and Heritage also wished to endorse it.

Clarification was requested about which safeguards were in place to protect the Council's financial reputation against the uncertainty of costs and benefits. – The Deputy Leader reiterated that Capital and Centric would be purchasing the asset thus removing the financial costs of the borrowing as well as risks related to under occupancy.

The Leader mentioned that a chain of pub had shown an interest in York Place. The Deputy Leader confirmed that a brewery wished to be involved in the centre, which was the potential for another project at a later stage.

### **Resolved:**

- (i) That the progress made to date with the procurement exercise for the Joint Venture Development Delivery Partner redevelopment plans for key town centre sites be noted.
- (ii) That the benefits of the Capital and Centric operating model as set out in Paragraph 2.14-2.21 of this report be noted.
- (iii) That the procurement through a direct award under the Pagabo Development Management Framework of Capital and Centric, be agreed, to develop plans and development business cases for the York Place and Midway Car Park sites, at a cost not exceeding £256,500.
- (iv) That the Deputy Chief Executive, in consultation with the Portfolio Holder for Finance, Town Centres and Growth, and Portfolio Holder for One Council, People and Partnerships be authorised to progress discussions with third parties for the sale or lease of a portion of the York Place site.
- (v) That the Deputy Chief Executive, in consultation with the Portfolio Holder for Finance, Town Centres and Growth, and Portfolio for One Council, People and Partnerships be authorised to undertake the necessary preparatory work for the closure of the Midway Carpark in autumn 2024.

[Watch the debate here](#)

**7. ASSET MANAGEMENT STRATEGY**

The Deputy Leader introduced the report on the Asset Management Strategy.

The Leader welcomed the report which was the second one since 2017 and commented on the importance of car parking spaces for businesses.

The Portfolio Holder for Strategic Planning commended the report which seemed to be good and solid.

**Resolved:**

- (i) That the Asset Management Strategy 2023-2028 be approved
- (ii) That the Deputy Chief Executive, in consultation with the Portfolio Holder for Finance, Town Centres and Growth, be given delegated authority to develop a disposal programme and to undertake consultation on the disposal of sites as set out in the Asset Management Strategy 2023-2028.
- (iii) That the Strategy be considered by the Finance, Assets and Performance Scrutiny Committee in September and feedback be provided to the Portfolio Holder for Finance, Town Centres and Growth.

[Watch the debate here](#)

**8. LOCAL PLANNING ENFORCEMENT PLAN**

The Portfolio Holder for Strategic Planning introduced the report on the Local Planning Enforcement Plan with a reference to the government saying that having a proper enforcement policy established public confidence in the planning system. The document set out clearly what could and could not be done with enforcement and the portfolio holder wished to commend it.

The Leader supported the statement pointing out that there was two sorts of enforcement roles at the Council, the first one being that of the Sustainable Environment Portfolio, the second one being Strategic Planning.

The Deputy Leader also wished to endorse the proposal, as well as the Sustainable Environment Portfolio Holder who thanked the Deputy Chief Executive and the Strategic Planning Portfolio Holder and added a note on the importance of compliance with national guidance and best practice.

**Resolved:** That a new Planning Enforcement Plan for the Borough, as attached at Appendix 1 to the report, be approved and adopted.

[Watch the debate here](#)

**9. PROGRESSION OF THE SHARED PROSPERITY FUNDED AND SUPPORTED PROJECT TO DELIVER A HOMELESS HUB**

The Portfolio Holder for Community Safety and Wellbeing presented the report on progress made in relation to the Shared Prosperity funded project to deliver a Homeless Hub.

The Leader commented that this was not just about one night accommodation but about ongoing support to help the most vulnerable relaunch their life.

**Resolved:**

- (i) That the Deputy Chief Executive in consultation with the portfolio holders for Community Safety and Wellbeing and Finance, Town Centres and Growth, and One Council, People and Partnerships be delegated authority to enter negotiations to acquire (purchase or lease independently or with partners) a property for the homeless hub and complete any related property transactions.
- (ii) That the Service Director / Deputy Chief Executive in consultation with the portfolio holder for Finance, Town Centres and Growth be delegated authority to submit a planning application for any changes required and secure any related permissions in relation to the homeless hub if necessary.
- (iii) That the Deputy Chief Executive in consultation with the portfolio holder for Finance, Town Centres and Growth be delegated authority to procure and award contracts necessary for any building alterations necessary for the future use of the homeless hub.
- (iv) That the Service Director in consultation with the portfolio holders for Community Safety and Wellbeing be delegated authority to procure provision for the operation of the homeless hub up to 2025.
- (v) That such updates on the Homeless Hub continue to be received, including proposals for operation beyond the current 2025 funding provision.

[Watch the meeting here](#)

**10. FUTURE DELIVERY OCCUPATIONAL HEALTH SERVICE**

The Leader introduced the report on the procurement of a renewed occupational health service which appeared timely in light of the rising cases of sickness absences both within the Council and at national level.

**Resolved:**

- (i) That the multi stranded requirement for a robust, support and accessible service to support staff and maintain their own wellbeing and that of their colleagues be noted.

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- (ii) That the Council conduct a procurement exercise to re-tender for a service to provide the service
- (iii) That authorisation to award contract following tender evaluation be delegated to the Chief Executive in conjunction with the Service Director of Strategy, People and Performance

[Watch the debate here](#)

**11. FINANCIAL & PERFORMANCE REVIEW REPORT - FIRST QUARTER 2023/24**

The Deputy Leader presented the Financial Performance review report, in particular the Revenue Budget which showed that the Council was in a much better position than it was the previous year.

The Leader then introduced the Performance Indicators. The Portfolio Holders went through the figures pertaining to their respective portfolio.

Following up on the 4<sup>th</sup> Priority the Leader concluded with a note on the vibrant town centre and multi award winning market which was now thriving compared to the less favourable situation it was in five years earlier.

**Resolved:** That the contents of the attached report and appendices be noted, and the Council's service and financial performance for this period continue to be monitored and challenged.

[Watch the debate here](#)

**12. FORWARD PLAN**

The Leader went through the Cabinet Forward Plan.

**Resolved:** That the Forward Plan be received and noted.

[Watch the debate here](#)

**13. URGENT BUSINESS**

There was no urgent business.

**14. DISCLOSURE OF EXEMPT INFORMATION**

There was no disclosure of exempt information.

**Councillor Simon Tagg  
Chair**

Meeting concluded at 5.21 pm



**Our ref:**

**Your ref:**

**Date:** 9<sup>th</sup> October 2023

The Prime Minister  
10 Downing Street  
London  
SW1A 2AA

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

Dear Prime Minister,

I am writing to you today to request your support in seeking further funding from Central Government in relation to the growing challenges faced in the Local Government Sector.

In line with other local authorities, Newcastle-under-Lyme Borough Council faces large budget shortfalls due to the proposed national pay award, rising inflation and the Cost of Living Crisis. All of these factors place a direct pressure on the Councils finances, they also place pressure on the boroughs residents and their ability to pay their Council Tax, Business Rates and to utilise Council provided facilities such as leisure centres and commercial properties etc.

As a result of the Cost of Living Crisis, the Council is seeing a large increase in the demand for temporary accommodation. During 2022/23 the Council overspent its temporary accommodation budget by £250k, this year we expect the overspend to considerably exceed this and be in the region of £450k due to the increase in demand we are experiencing and the increase in accommodation provider costs. As an example of the pressure faced by the Council, the cost of putting a homeless person in temporary accommodation for a week would be in the region of £700 (7 nights at £100 per night Bed & Breakfast) the Council can only claim back £80.77 per claimant per week which leaves the Council to fund the remaining £619.23. Due to the lack of housing available we are finding that homeless people are having to use temporary accommodation from anywhere between 5 nights to 50 nights which is having a huge financial impact on the Council. There is concern that this pressure will continue to increase once the Renters Reform Bill comes into effect.

I would like to emphasise that we are committed to the Governments state goal to eliminate homelessness by 2025 but this will need to be paid for.

In addition to this the Council will also need to find an extra £1m next year to fund the national pay award. As this current year's award has not yet been finalised this amount may increase further.

In order to mitigate some of the financial pressure the Council faces, we have instigated again this year a strict budget setting process to make further efficiencies where possible while protecting frontline services. We have already saved over £10 million from Council budgets since 2018. I therefore request your support in providing the authority with additional funding needed to assist towards the pressures faced in order to avoid the Council having to review the provision of its core services.

I would like to thank you for taking the time to review our request and look forward to hearing from you in due course.

Yours Sincerely

Cllr Stephen Sweeney

Deputy Leader of Newcastle-under-Lyme Borough Council and  
Portfolio Holder – Finance, Town Centres and Growth

CC Aaron Bell MP – Newcastle-under-Lyme Constituency

CC Jonathan Gullis MP – Stoke-on-Trent North Constituency



**NEWCASTLE-UNDER-LYME BOROUGH COUNCIL**

**CORPORATE LEADERSHIP TEAM'S**

**REPORT TO CABINET**

**17 October 2023**

**Report Title:**           Walleys Quarry – Odour Issues

**Submitted by:**        Chief Executive

**Portfolios:**            Sustainable Environment; One Council, People & Partnerships

**Ward(s) affected:**     All

<p><b><u>Purpose of the Report</u></b></p> <p>To update Cabinet on the latest position regarding the problematic odours in the Borough associated with Walleys Quarry.</p>
<p><b><u>Recommendation</u></b></p> <p><b>Cabinet is recommended to:</b></p> <ol style="list-style-type: none"> <li><b>1.     Note the contents of this update report.</b></li> <li><b>2.     Endorse call for public inquiry into the regulatory performance of the Environment Agency</b></li> </ol>
<p><b><u>Reasons</u></b></p> <p>To ensure Cabinet is kept updated on the ongoing work regarding the problem odours associated with Walleys Quarry landfill.</p>

**1.     Background**

- 1.1**     For a number of years, parts of the borough have suffered from foul odours from the Walleys Quarry Landfill Site in Silverdale operated by Walleys Quarry Ltd, part of the RED Industries group of companies. The Environment Agency (EA) is the lead regulator for such sites, testing and enforcing compliance with the permit under which the site operates. The Council also has a role in influencing the operation and performance of such sites, where an operator fails to comply with actions required under an abatement notice issued by the Council in relation to any statutory nuisance caused by the site.
- 1.2**     In March 2021, Council held an extraordinary meeting to receive the report of the Economy, Environment and Place Scrutiny Committee review into the Walleys Quarry issues, and to debate a motion demanding the immediate suspension of operations and acceptance of waste at the Walleys Quarry Landfill site.

- 1.3** Following extensive work, officers determined that the odours from the Walleys Quarry site amounted to a Statutory Nuisance and, on 13 August 2021, served an Abatement Notice on Walleys Quarry Ltd. (WQL). Following an appeal by Walleys Quarry Ltd, and a successful mediation process, His Honour District Judge Grego approved the settlement that the parties had reached and issued a court order upholding the Abatement Notice and dismissing WQL’s appeal on 6 October 2022.
- 1.4** The Council continues to assess the prevalence of odours off site. If there are further instances of statutory nuisance identified which amount to a breach of the Abatement Notice, the Council’s Enforcement Policy will guide the process to be followed [Reference: [Environmental Health enforcement policy – Newcastle-under-Lyme Borough Council \(newcastle-staffs.gov.uk\)](https://www.newcastle-staffs.gov.uk)]. This would determine what action the Council would take, and whether that would be formal or informal. Enforcement is usually considered sequentially but should the circumstances or nature of the breach be such, escalation direct to prosecution is possible. The Council would need to obtain the consent of the Secretary of State before it is able to prosecute an offence of breaching an abatement notice, as the site is permitted by the Environment Agency.
- 1.5** Officers maintain an ongoing dialogue with Walleys Quarry Ltd, and with other agencies involved with the issue. Cabinet has received monthly updates on the issues relating to the odours, and Council has also been regularly updated.

## **2. Complaint Data**

- 2.1** Below is a schedule of complaints received by the Council and by the Environment Agency over the last 3 months, on a weekly basis. Historical complaint data is attached to this report as Appendix 1.

	<b>Complaints to NuLBC</b>	<b>Complaints to Environment Agency</b>
<b>June 2023</b>		
29/05/23 – 04/06/23	24	43
05/06/23 – 11/06/23	19	75
12/06/23 – 18/06/23	76	154
19/06/23 – 25/06/23	80	170
26/06/23 – 02/07/23	40	99
<b>July 2023</b>		
03/07/23 - 09/07/23	18	46
10/07/23 - 16/07/23	20	54
17/07/23 - 23/07/23	15	73
24/07/23 - 30/07/23	28	97
<b>August 2023</b>		
31/07/23 - 06/08/23	21	67
07/08/23 - 13/08/23	7	30
14/08/23 - 20/08/23	10	44
21/08/23 - 27/08/23	8	38
28/08/23 - 03/09/23	11	59

<b>September 2023</b> 04/09/23 - 10/09/23	26	71
11/09/23- 17/09/23	12	72
18/09/23- 24/09/23	8	31
25/09/23-01/10/23	8	26
October 02/10/23 – 08/10/23	7	37

- 2.2 Officers highlight any odour events where 10 or more odour complaints have been recorded. A single odour event occurred in the month of September on 15 September 2023 (10 odour complaints were reported). The overall trend of complaints remains downward, albeit with “spikes” in complaints from time to time when odours are prevalent.

### 3. Air Quality & Health

- 3.1 The Council, Staffordshire County Council, and the Environment Agency have jointly funded a campaign of air quality monitoring utilising three static air monitoring stations. The Environment Agency manage and operate these air quality monitoring stations. Data from these stations has been routinely published weekly by the Environment Agency.

- 3.2 Hydrogen sulphide levels have previously been reported and reviewed as part of this report and a full data set provided in Appendices. On 5 October, the Environment Agency provided an update, alerting the community to a problem with the reliability of the Hydrogen Sulphide (H<sub>2</sub>S) monitoring data collected at the monitoring stations. This update is available at the following link [Latest News | Engage Environment Agency \(engagementhq.com\)](#)

- 3.3 In summary, the update advises that:

- *The issue relates to the calibration process for the H<sub>2</sub>S analysers in all of the EA’s Mobile Monitoring Facilities (MMFs). This means that H<sub>2</sub>S data collected by these analysers, including those currently at Walleys Quarry is likely to have a greater degree of uncertainty than previously understood.*
- *It is only the data for H<sub>2</sub>S that is affected. The data for all other emissions is unaffected.*
- *Results from a correctly calibrated an analyser installed at MMF9 suggested it is likely that the original analyser had been under-reporting the levels of H<sub>2</sub>S. The scale of this under-reporting will vary over time and between different H<sub>2</sub>S analysers in the MMFs.*
- *Advice has been sought from the manufacturer and from independent experts to see if it is possible to reliably adjust the historic data to correct for this issue.*
- *The H<sub>2</sub>S data being published from September is from the correctly calibrated analyser.*

- 3.4 Over the past few years when the odours from Walleys Quarry have been particularly problematic, the community have expressed considerable concern regarding the health impact of the elevated H<sub>2</sub>S concentrations in the area around the site. The UKHSA and Staffordshire County Council’s Public Health team and Staffordshire and Stoke-on-Trent Integrated Care Board have reviewed the health advice to the

community in the response to the likelihood of historic under reporting of H<sub>2</sub>S levels. The updated advice is:

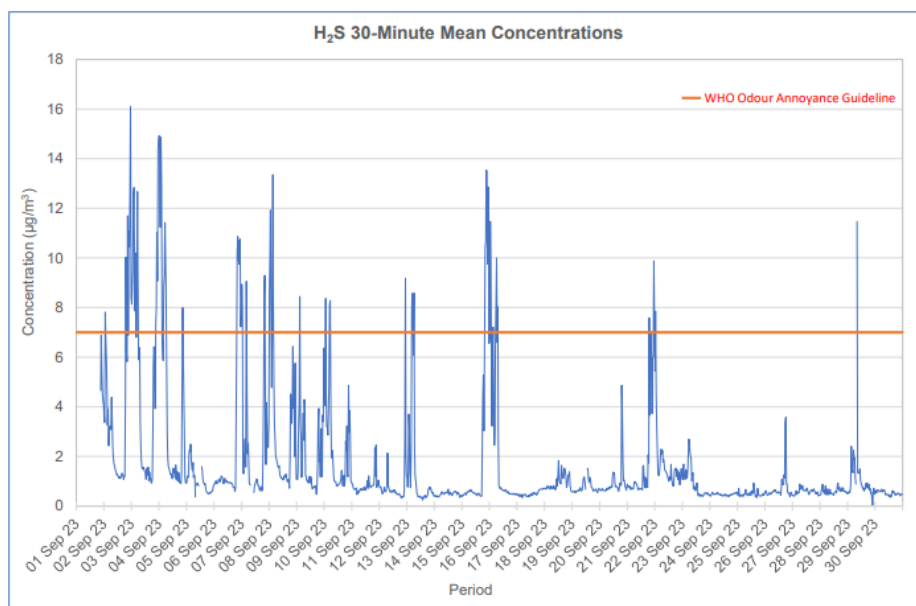
*On 5 October 2023, the Environment Agency published concerns about the accuracy of their hydrogen sulphide monitors around the Walleys Quarry landfill site. This means that we cannot rely on this data to assess the risk to people’s health. The risk of long-term health problems is likely to be small but cannot be excluded at this stage. We know that some people continue to experience short term health effects. Advice for residents affected by the odour from landfill gas can be found on the Newcastle-under-Lyme Borough Council and Staffordshire County Council websites.*

*Health partners recommend that all appropriate measures continue to be taken to reduce the off-site odours from the landfill site, to reduce the health impacts experienced in the local community and maintain concentrations in the local area to levels that comply with the long term guidance value of 2 µgm<sup>3</sup> and, therefore, do not pose long term risk to health.*

- 3.5 Frequently asked question with regard to health have been provided and are available at the following link <https://www.staffordshire.gov.uk/Health-wellbeing-and-leisure/Keeping-well-and-staying-healthy/Walleys-Quarry-FAQs.aspx>
- 3.6 On 9<sup>th</sup> October 2023 the Environment Agency hosted an online public meeting with the community. The Environment Agency have published links to the recordings of this meeting, which are available at the following link [Latest News | Engage Environment Agency \(engagementhq.com\)](#)
- 3.7 The EA have published the monthly rectified monitoring data for September 2023. Due to the issue relating to the calibration process for the H<sub>2</sub>S analysers H<sub>2</sub>S data is presented only for MMF9.

The average hydrogen sulphide concentration during the month was 1.7 µg/m<sup>3</sup> (1.1 ppb). This information is replicated below.

**Figure 17. Time series plot of H<sub>2</sub>S 30-Minute Mean Concentrations (µg/m<sup>3</sup>).**



Levels of hydrogen sulphide were above 7 µg/m<sup>3</sup> (4.67 ppb) World Health Organisation (WHO) odour annoyance threshold for 6.0 % of the monitoring period

The highest recorded 24-hour mean was 5.4 µg/m<sup>3</sup> (3.6 ppb), which is lower than the 150 µg/m<sup>3</sup> limit set as a guideline by WHO, in the context of human health.

#### 4. **Environment Agency Regulatory and Enforcement Action**

- 4.1 The Environment Agency has continued to provide updates on their regulatory activity on the Walleys Quarry Landfill and can be accessed here: <https://engageenvironmentagency.uk.engagementhq.com/hub-page/walleys-quarry-landfill>
- 4.2 These updates reflect regular EA officer presence at the site to review progress with the Contain Capture Destroy strategy. The Compliance Assessment Reports (published on the [EA website](#)) provide further details of the site visits undertaken.
- 4.3 The following table provides a summary of the published CAR forms since the last Cabinet report:

<b>Date (2023)</b>	<b>CAR Reference</b>	<b>Assessment</b>	<b>Compliance score</b>
31 March	DP373DC/0467684	Q1 Monitoring Data review January - March 2023	12.2
10 August	DP3734DC/0471278	Site inspection - unannounced	0
21 August	DP3734DC/0471954	Report/data - Cell 4 sidewall (lower) CQA (Report	0
24 August	DP3734DC/0472621	Site inspection - unannounced	0

#### 5. **Implications arising from Inaccurate Air Quality Monitoring Data:**

##### **Statutory Nuisance & Abatement Notice**

- 5.1 The calibration error, and resulting inaccuracy in the air quality monitoring data, is specifically in relation to the levels of hydrogen sulphide recorded. This is the most reported and analysed of all the air pollutants measured at the MMFs as it is the main type of odour reported by the community. It is understood that the issue identified by the EA affects all monitoring undertaken in respect of Walleys Quarry.
- 5.2 The Borough Council has secured an abatement notice for a statutory odour nuisance arising from the site. Securing this involved a wide range of data and was not overly reliant on the air quality monitoring data now known to be under reported. The abatement notice is based on statutory 'nuisance' rather than the 'prejudicial to health' and is not considered to be impacted by the error in recording by the Environment Agency.
- 5.3 Consideration would need to be given, at the appropriate time, to the reliability of any air quality data being used in any action to enforce the abatement notice in the future, should that become necessary.

## **Health Advice**

- 5.4 The health assessments and advice has been completed using the data from the MMFs including the assessment of hydrogen sulphide. The health partners have provided comments relating to their current advice as reported in section 3.4. Any further updates provided by health partners will be reported.

## **Community Confidence/Reassurance/Concern**

- 5.5 Odour complaints relating to Walleys Quarry have been by far the biggest cause of complaint within the Borough. It is acknowledged that there has been a significant reduction in the intensity of the odour experienced since 2020/21. The identification of this error creates the conditions for reduced community confidence in both the grip which agencies have on the issue, and on the reliability of the cross-agency narrative which has been significantly shaped by the H2S data collected. Critically, it also creates the conditions for fresh concern about the health impact of long-term exposure to elevated background levels of H2S.
- 5.6 The Council will continue to work with partners and the community as the full implications of this issue are known and ensure that the best available information and advice is shared with the community in a timely manner. The Council continues to engage with Walleys Quarry Ltd and continue to monitor and investigate reports of odour spikes reported by the community.

## **Confidence in the Regulation of the Walleys Quarry Site**

- 5.7 In March 2021, the Council raised concern with the Secretary of State for Environment, Food, and Rural Affairs regarding the regulatory performance of the Environment Agency and calling for an investigation. In response to the announcement that the H2S data which has been used to inform agency action and to reassure the community since 2016/17 cannot be relied upon, the leader of this Council, together with the leader of Staffordshire County Council, have written again to the Secretary of State, requesting a Public Inquiry. A copy of that request is contained in Appendix 4 to this report.
- 5.8 Through this report Cabinet is invited to lend its support to this request, and formally endorse the call for a Public Inquiry.

## **6. Key Performance Data**

- 6.1 Through the settlement agreement both Walleys Quarry Ltd and the Council have developed key performance indicators in relation to relevant data from each organisation. These key performance indicators are shown in Appendix 2 and 3.
- 6.2 The data from the Council covers the period from July to September 2023, and provides complaint numbers and officer assessments. Some of the data for the latter month is unavailable and will be updated in subsequent reports and previous air quality data, has also been removed.
- 6.3 The data from Walleys Quarry Limited provides data on waste acceptance, odour management, landfill operations, landfill gas management, leachate management and information relating to the EA regulator as the primary regulator of the site. The data is supported by explanatory notes, is contained within Appendix 3.



## 7. Proposal

### 7.1 Cabinet is recommended to:

- note the contents of this update report.
- endorse call for public inquiry into the regulatory performance of the Environment Agency

## 8. Reasons for Proposed Solution

- 8.1 To ensure Cabinet is kept updated of the ongoing work to address the issues associated with the odours from Walleys Quarry landfill and to keep under review opportunities to further action.

## 9. Options Considered

- 9.1 To provide regular updates to Council.

## 10. Legal and Statutory Implications

- 10.1 Part III of the Environmental Protection Act 1990 is the legislation concerned with statutory nuisances in law. This is the principal piece of legislation covering the Council's duties and responsibilities in respect of issues relating to odour nuisance:

- The Environmental Protection Act 1990, section 79 sets out the law in relation to statutory nuisance. This is the principal piece of legislation covering the Council's duties and responsibilities in respect of issues relating to odour nuisance.
- The relevant part of Section 79 defines a statutory nuisance as any smell or other effluvia arising on industrial, trade or business premises which is prejudicial to health or a nuisance. The Council is responsible for undertaking inspections and responding to complaints to determine whether a statutory nuisance exists.
- Where a statutory nuisance is identified or considered likely to arise or recur, section 80 of the Act requires that an abatement notice is served on those responsible for the nuisance. The abatement notice can either prohibit or restrict the nuisance and may require works to be undertaken by a specified date(s).
- It is then a criminal offence to breach the terms of the abatement notice. Because the site is regulated by the Environment Agency under an Environmental Permit, the council would need to obtain the consent of the Secretary of State before it is able to prosecute any offence of breaching the abatement notice.
- The Act provides powers in respect of a breach. If a person on whom an abatement notice is served, without reasonable excuse, contravenes or fails to comply with any requirement or prohibition imposed by the notice, they shall be guilty of an offence. If this is on industrial, trade or business premises shall be liable on conviction to an unlimited fine. It is a defence that the best practicable means were used to prevent, or to counteract the effects of, the nuisance.

## 11. Equality Impact Assessment

- 11.1 The work of the Council in this regard recognises that the problematic odours in the area may impact on some groups more than others. The work is focussed on minimising this impact as soon as possible.

## 12. Financial and Resource Implications

- 12.1 Dedicated officer resource has been allocated to continue the Council's work regarding Walleys Quarry Landfill.
- 12.2 From April 2023 there is £100k reserved for legal action associated with Walley Quarry landfill site. In the event that formal action is required, a separate report will be brought to full Council to approve additional funds.

## 13. Major Risks

- 13.1 A GRACE risk assessment has been completed including the following main risks:

- Failure to achieve a reduction in odour levels;
- Community dissatisfaction at odour levels;
- The ability to take enforcement action against abatement notice;
- Failure to evidence a breach of the abatement notice;
- Secretary of State refuses permission to undertake prosecution proceedings.

- 13.2 Controls have been identified and implemented in order to control these risks, the main controls include:

- Provisions in settlement agreement ensures greater transparency for public;
- Provisions in settlement agreement ensures regular meetings with Walleys Quarry which enable issues to be discussed;
- Dedicated officer resource for Walleys Quarry work has been secured;
- Continued air quality monitoring provision;
- Robust procedure for investigating complaints with experienced officers;
- Specialist expert advice maintained;
- Multi-Agency partnership working continues.

## 14. Unsustainable Development Goals (UNSDG)





**15. Key Decision Information**

**15.1** As an update report, this is not a Key Decision.

**16. Earlier Cabinet/Committee Resolutions**

**16.1** This matter has been variously considered previously by Economy, Environment & Place Scrutiny Committee, Council and Cabinet on 21 April 2021, 9<sup>th</sup> June 2021, 7<sup>th</sup> July 2021, 21<sup>st</sup> July 2021, 8<sup>th</sup> September 2021, 13<sup>th</sup> October 2021, 3<sup>rd</sup> November 2021, 17<sup>th</sup> November, 1<sup>st</sup> December 2021, 12<sup>th</sup> January 2022, 2<sup>nd</sup> February 2022, 23<sup>rd</sup> February 2022, 23<sup>rd</sup> March 2022, 20<sup>th</sup> April 2022, 7<sup>th</sup> June 2022, 19<sup>th</sup> July 2022, 6<sup>th</sup> September 2022, 18<sup>th</sup> October 2022, 8<sup>th</sup> November 2022, 6<sup>th</sup> December 2022, 10<sup>th</sup> January 2023, 7<sup>th</sup> February 2023, 13<sup>th</sup> March 2023, 5<sup>th</sup> April 2023, 6<sup>th</sup> June 2023, 18<sup>th</sup> July 2023, 19<sup>th</sup> September 2023.

**17. List of Appendices**

- 17.1** Appendix 1. Historical Complaint data
- 17.2** Appendix 2. NUL Key Performance Data
- 17.3** Appendix 3. WQL Key Performance Data
- 17.4** Appendix 4. Letter to the Secretary of State

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## Appendix 1 – Historic Complaint Numbers

Week Ending	Complaints to NuLBC	Complaints to Environment Agency	Week Ending	Complaints to NuLBC	Complaints to Environment Agency
<b>2022</b>			25-Sep	14	79
09-Jan	73	352	02-Oct	13	58
16-Jan	258	1045	09-Oct	42	102
23-Jan	134	651	16-Oct	52	165
30-Jan	25	139	23-Oct	73	186
06-Feb	16	64	30-Oct	30	82
13-Feb	31	120	06-Nov	27	116
20-Feb	49	166	13-Nov	23	86
27-Feb	40	264	20-Nov	60	113
06-Mar	118	571	27-Nov	2	70
13-Mar	72	285	04-Dec	19	47
20-Mar	224	1126	11-Dec	43	163
27-Mar	412	1848	18-Dec	22	114
03-Apr	243	1072	25-Dec	12	45
10-Apr	132	895	<b>2023</b>		
17-Apr	156	752	01-Jan	11	39
24-Apr	65	310	08-Jan	12	32
01-May	49	213	15-Jan	13	25
08-May	39	193	22-Jan	47	118
15-May	35	160	29-Jan	51	149
21-May	43	134	05-Feb	13	66
29-May	20	81	12-Feb	26	115
05-Jun	27	169	19-Feb	7	39
12-Jun	42	234	26-Feb	3	15
19-Jun	25	263	05-Mar	7	13
26-Jun	28	208	12-Mar	12	74
02-Jul	9	54	19-Mar	23	63
09-Jul	4	34	26-Mar	19	56
16-Jul	14	72	02-Apr	51	103
23-Jul	21	52	09-Apr	45	152
30-Jul	12	93	16-Apr	11	64
06-Aug	22	124	23-Apr	48	101
13-Aug	32	133	30-Apr	148	278
21-Aug	11	79	07-May	50	150
28-Aug	12	89	14-May	53	164
04-Sep	10	30	21-May	147	320
11-Sep	9	64	28-May	90	210
18-Sep	13	83	04-Jun	24	43

Week Ending	Complaints to NuLBC	Complaints to Environment Agency
11-Jun	19	75
18-Jun	76	154
25-Jun	80	170
02-Jul	40	99
09-Jul	18	46
16-Jul	20	54
23-Jul	15	73
30-Jul	28	97
06-Aug	21	67
13-Aug	7	30
20-Aug	10	44
27-Aug	8	38
03-Sep	11	59
10-Sept	26	71
17-Sept	12	72
24- Sept	8	31
01 Oct	8	26

**Appendix 2 – NUL Key Performance Indicators**

NULBC		Information	Measurement	July 2023	August 2023	September 2023
KPI 1	COMPLAINTS	Complaints reported to NULBC	Number	87  Number of unique properties reporting complaints = 39  Rating 0 = 0 complaints Rating 1 = 0 complaints Rating 2 = 1 complaints Rating 3 = 12 complaints Rating 4 = 28 complaints (32.1%) Rating 5 = 24 complaints (27.5%) Rating 6 = 22 complaints (25.3%)  % of complaints reporting odour entering the property = 71 (81.6%)  % of complaints reporting health effects = 59 complaints (67.8%)	42  Number of unique properties reporting complaints = 31  Rating 0 = 0 complaints Rating 1 = 0 complaints Rating 2 = 0 complaints Rating 3 = 3 complaints Rating 4 = 15 complaints (35.7%) Rating 5 = 8 complaints (19.0%) Rating 6 = 16 complaints (38.1%)  % of complaints reporting odour entering the property = 40 (95.2%) % of complaints reporting health effects = 31 (73.8%)	63  Number of unique properties reporting complaints = 36  Rating 0 = 0 complaints Rating 1 = 1 complaint Rating 2 = 1 complaint Rating 3 = 6 complaints Rating 4 = 15 complaints (23.8%) Rating 5 = 20 complaints (31.7%) Rating 6 = 20 complaints (31.7%)  % of complaints reporting odour entering the property = 59 (93.7%) % of complaints reporting health effects = 46 (73.0%)
KPI 2		Complaints reported (daytime 07:00-23:00)	Number	74	30	52

KPI 3		Complaints reported (night-time 23:00-07:00)	Number	13	12	11
KPI 4		Highest number of complaints during the period	Date (number of complaints)	27/07/23 (10 complaints)	01/08/23 (12 complaints)	15/09/23 (10 complaints)
		<b>Information</b>	<b>Measurement</b>			
KPI 5	AIR QUALITY	Percentage exceedance Odour Annoyance Guideline (Hydrogen Sulphide 30-minute average)	%			
KPI 6		Monthly Average H <sub>2</sub> S	ug/m <sup>3</sup> over the month			
KPI 7	H <sub>2</sub> S PEAK LEVEL	Level measured over a 5-minute period Date & Time	ug/m <sup>3</sup>			

		Information	Measurement			
KPI 8	OFFICER ASSESSMENTS	Odour Rating - Officer odour assessment (5 minute)	Max Odour Rating	Not reported as odour assessments < 5 minutes	Not reported as odour assessments < 5 minutes	Not reported as odour assessments < 5 minutes

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Date of Report: 5-10-23				
Landfill Operations		Information	Measurement	Summary and Actions (Additional Document Reference as applicable)
<b>KPI 1</b>	<b>WASTE ACCEPTANCE</b>	Non-conformance raised with waste operator	CCS score(s) including summary and actions.	0 Non-conformance raised with operator. 0 CCS scores received
<b>KPI 2</b>		No of loads inspected.	each	1609 loads received. 1609 loads inspected.
Landfill Operations		Information	Measurement	Summary and Actions (Additional Document Reference as applicable)
<b>KPI 3</b>	<b>ODOUR MANAGEMENT</b>	Non-conformance raised with waste operator	CCS score(s) including summary and actions.	0 Non-conformance raised with operator. 0 CCS scores received. 0 non conformances identified.
<b>KPI4</b>		No of odour tours  No of odour tours where odour detected off site		61 tours - no odours identified  1 external odours.
Landfill Operations		Information	Measurement	Summary and Actions (Additional Document Reference as applicable)
<b>KPI 5</b>	<b>ACTIVE TIPPING AREA</b>	Operational Surface area total	m3	122,238m2
<b>KPI 6</b>	<b>ACTIVE TIPPING AREA</b>	Active tipping area	m3	24,635m2
Landfill Operations		Information	Measurement	Summary and Actions (Additional Document Reference as applicable)
<b>KPI 7</b>	<b>CAPPING OF OPERATION AREA</b>	Temporary capping	m3	Temporary Capping 34,737m2 (28%)
		Permanent capping	m3	Permanent Capping 40,032m2 (33%)
				Total Capped area 74,769m2 (61%)
Landfill Operations		Information	Measurement	Summary and Actions (Additional Document Reference as applicable)
<b>KPI 8</b>	<b>LANDFILL GAS MANAGEMENT</b>	Surface & Gas infrastructure emission surveys	Number of remaining matters open in the month	0
<b>KPI 9</b>	<b>LANDFILL GAS MANAGEMENT</b>	Concentration of Hydrogen Sulphide in 'raw' bulk gas	ppm	1,613 ppm – recorded from CLP H2S GUP input data

<b>KPI 10</b>	<b>LANDFILL GAS MANAGEMENT</b>	Landfill Gas capture rate (monitored at the GUP)	m3/hr	3,149m3/hr - averaged across period
<b>KPI 11</b>	<b>LANDFILL GAS MANAGEMENT</b>	Appendix A LGMP Gas Management Plan (live document)	Progress including summary and actions	See explanatory notes
Landfill Operations		<b>Information</b>	<b>Measurement</b>	<b>Summary and Actions (Additional Document Reference as applicable)</b>
<b>KPI 12</b>	<b>LEACHATE MANAGEMENT ACTION PLAN</b>	Actions (13 actions)	Progress including summary and actions	See explanatory notes.
Landfill Operations		<b>Information</b>	<b>Measurement</b>	<b>Summary and Actions (Additional Document Reference as applicable)</b>
<b>KPI 13</b>	<b>PRIMARY REGULATOR</b>	Compliance Assessments Visits	Number undertaken for which CAR form issued to operator	Two visits within the period:  8 <sup>th</sup> September 2023 – DP3734DC/0474301  22 <sup>nd</sup> September 2023 – DP3734DC/0475663
<b>KPI 14</b>	<b>PRIMARY REGULATOR</b>	Compliance Assessments Visits	Number Undertaken where a CCS score is raised with operator, including summary and actions	1 regulatory compliance assessments undertaken which resulted in a compliance assessment score – see explanatory notes.
<b>KPI 15</b>	<b>PRIMARY REGULATOR</b>	Compliance Assessments Visits	Number Undertaken where no CCS score is raised with operator, including summary and actions	1 regulatory compliance assessments undertaken which resulted in 0 compliance assessment scores

## Date of Explanatory Notes: September 2023

### KPI 1 and KPI 2 Waste Acceptance

No non-conformances have been received from the regulator within the period.

1609 loads inspected within the period, with 0 loads rejected.

### KPI 3 and KPI 4 Odour Management

No non-conformances have been received from the regulator within the month, with two site regulatory inspections confirming no direct offsite odour detected by Environment Agency officers. The Agency assessments cover a wide scope of permit conditions including engineering, containment, operational activities, landfill gas management, odour and pest management.

61 odour tours conducted by WQL, with 60 reflecting no odours experienced, with 1 transient and mild odour reported at Silverdale lights. Contemporaneously with these odour tours, checks on the gas collection and treatment infrastructure, site engineering and operations and local weather factors were reviewed to ensure all appropriate actions were being undertaken. No non-conformances were identified during these times. And all appropriate actions were being taken.

### KPI 5 and 6 Active Tipping Area

The overall current landfill 122,238m<sup>2</sup>. The active area is confined to Cell 2. The current active area remains contained and measures some 24,635m<sup>2</sup>. This is aligned with the approved capping and phasing plan, as agreed with the Environment Agency. The active operational area is progressively covered during the day to minimise the time that fresh waste remains uncovered. This is in line with best practice and our operating techniques. We retain healthy stockpiles of cover material to facilitate this progressive covering.

### KPI 7 Temporary Capping

Currently, 34,737m<sup>2</sup> of the surface area of the facility is temporarily capped, either using a high specification, low permeability engineering clay or an installed geomembrane. This is in line with the capping and phasing plan for the facility, as agreed with the Environment Agency and an increase on the previous period. Maintenance works continue to clay capped areas in line with the agreed (by the Environment Agency) CQA (Construction Quality Assurance) specifications.

### Permanent Capping

Relating to permanent capping, 40,032 m<sup>2</sup> of the surface area of the facility is capped, by the installation of a low permeability geomembrane. This is in line with the capping and phasing plan for the facility, as agreed with the Environment Agency with all permanent capping works being conducted under the process of Construction Quality Assurance (CQA). Areas of additional capping, completed in September are being accurately measured and will be reported subsequently. On

completion of the permanent capping works, cover soils continue to be imported to the facility as part of the site restoration process.

### KPI 8 - 10 Landfill gas management

WQL continues to undertake the extensive regime of surface emission surveys, as agreed with the Environment Agency. A FID survey was conducted in September 2023.

The concentration of H<sub>2</sub>S at the facility remains within expected limits and in January, averaging 1,613ppm at the Gas Utilisation Plant (GUP), as measured by CLP Envirogas Ltd and representing a reduction on the previous period.

The volume of gas captured at the facility remains within expected limits, at 3,149m<sup>3</sup>/hr, comparable with the previous period. The flow rate has remained high and consistent across the period. WQL continue to review this position and drive the gas management contractor, CLP Envirogas Ltd, to ensure that gas collection is continually reviewed to assess relevant developments that can be made.

### KPI 11 Landfill Gas Management - Landfill Gas Management Plan

The LFGMP continues to be developed by WQL and adopted by CLP Envirogas Ltd. From Appendix A of this document, three actions remain open and in progress, namely:

Site Specific Balancing Plan – this is being developed by WQL, in conjunction with the Environment Agency and CLP Envirogas Ltd. A draft has been received and is being reviewed, prior to agreement and submission to the Environment Agency.

Regular monitoring, requested by the Environment Agency of CLP Envirogas Ltd continues and is likely to remain in place.

Installation of horizontal wells in active operational areas continues as the site develops, in line with the approved LFGMP.

The LFGMP has been reviewed and issued to the Environment Agency, with comments received from the regulator on 2 June 2023 following the submission on 15 January 2023. The draft LFGMP has been discussed with NuLBC and was submitted to the Environment Agency on 14 August 2023 for approval, with further comments received 6 October. WQL has requested a meeting with the Environment Agency to discuss the points raised, which will be supported by an external, independent expert consultant, specialising in this area of expertise.

### KPI 12 Leachate Management Plan

In relation to the LMP, a specialist drilling contractor has been obtained and the work (well drilling and installation) commenced in late August 2023. This will see the installation of 5 replacement leachate wells at the facility. The works are scheduled to conclude in late October.

KPI 13- 15

## **8 September 2023**

0474301 – general site inspection and engineering review. CCS3 score received, relating to an administrative variation between the CQA submission and operational activity. Discussions are ongoing with Environment Agency.

## **22 September 2023**

0475663 – general site inspection. No compliance scores received.

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Rt Hon Therese Coffey MP  
Secretary of State for Environment, Food  
and Rural Affairs  
2 Marsham Street  
London  
SW1P 4DF

My Ref: AW / TK 105

Your Ref:

Date: 10 October 2023

Dear Secretary of State

### **Call for Public Inquiry – Environment Agency Monitoring and Regulation of Walleys Quarry Landfill Site, Newcastle-under-Lyme**

As you know from your visit earlier this year, Walleys Quarry Landfill site in Newcastle-under-Lyme has caused severe distress to nearby residents for many years. People have reported acute physical symptoms from the noxious odours and emissions of hydrogen sulphide and methane. They have also repeatedly complained to the Environment Agency (EA), and both Staffordshire County Council and Newcastle-under-Lyme Borough Council about the impact on their mental health and wellbeing.

Public concern about the site has been expressed by various protests, local campaigns, questions in the House of Commons by local MPs, legal actions and more recently BBC investigations. We have also hosted visits by numerous Government ministers to the area so that the impact of the odours on local people could be experienced first-hand.

Therefore, the announcement last week by the Environment Agency that the air quality monitoring equipment around Walleys Quarry had not been calibrated correctly, and that the data collected since 2017 is both incorrect and unable to be rectified, is both shocking and appalling. This flawed data was consistently used to reassure the community and partner agencies that there was nothing to see here, despite what local people were telling us.

For several years, the local community and partners, including our two councils, have expressed deep misgivings about the regulatory performance of the EA. Prior to learning of this failing, both the community's and our faith in the Agency was low. It is now at rock bottom. We have repeatedly raised our concerns with the EA themselves, with Defra, and with the Prime Minister's Office about the

effectiveness of both the EA and the regulatory framework they are operating within. Time and time again, these concerns have been rebuffed, often with reliance on that incorrect data as evidence of progress.

We therefore simply cannot fathom how this issue was not uncovered sooner, and how hydrogen sulphide emissions have been underreported, at times in the region of 70%. Consequently, around six years of data, and all the public health advice issued using that data is now either incorrect or highly questionable.

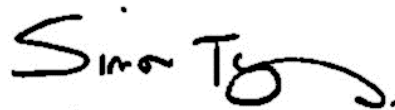
People in Newcastle-under-Lyme have already suffered enough; these data failures add insult to injury. We believe that the only way to answer these pressing questions is the establishment of a full, independent public inquiry into the effectiveness of the Environment Agency. The remit of the inquiry must be broad enough to investigate not just the collection of data and its validation, audit, and reporting, but also the way in which landfill sites are managed, regulated and how redress for breaches is made. We know that Aaron Bell MP is also urging for a public inquiry. Until there is proper transparency and accountability, the Walleys Quarry issue will never be truly resolved.

We look forward to hearing from you at the earliest opportunity.

Yours sincerely



**Alan White**  
**Leader**  
**Staffordshire County Council**



**Simon Tagg**  
**Leader**  
**Newcastle under Lyme Borough Council**



**NEWCASTLE-UNDER-LYME BOROUGH COUNCIL**

**CORPORATE LEADERSHIP TEAM'S  
REPORT TO**

**Cabinet**  
**17 October 2023**

**Report Title:** Ryecroft Redevelopment

**Submitted by:** Deputy Chief Executive

**Portfolios:** Finance, Town Centres and Growth and One Council, People and Partnerships

**Ward(s) affected:** Town

**Purpose of the Report**

To provide Cabinet with an update on progress made with the Ryecroft Development in Newcastle Town Centre and to enable decisions to be taken to move the development forward.

**Recommendation**

**Key Decision: Yes**

**That Cabinet:-**

1. **Note the interests from developers to secure portions of the site for residential development and delegate to the Deputy Chief Executive, in consultation with the Portfolio Holder for Finance, Town Centres and Growth, and Portfolio Holder for One Council, People and Partnerships authority to finalise a masterplan for the hotel and residential developments and agree terms with developers to enable these developments to progress.**
2. **Consider the outcome of the procurement for a Hotel brand for the site, and agree to the selection of Accor Hotels, with their Ibis Styles brand, for the development of the next stage of business case development, at a cost of £50,000;**
3. **Receive further update reports on progress of the various elements as and when further details have been developed.**

**Reasons**

The Council has been developing plans for several key sites across the Town Centre of Newcastle-under-Lyme as part of the Future High Street Fund and Town Deal Fund, these include the redevelopment of the Council owned Ryecroft site – subject of this Cabinet Report, and the redevelopment of York Place, and the redevelopment of the Midway Multi Storey Car Park – which were subject to a separate Cabinet Report on the 19 September 2023.

As with the previous report's this report enables progress to be made on the Ryecroft site.

1. **Background**

- 1.1 As reported to previous Cabinets, the Council has secured finance from Future High Street Fund and Town Deal Fund for the redevelopment of several key regeneration sites

across the Town Centre. Work has been continuing in the development of the schemes for the past couple of years, and the current position regarding each is as follows:

- Castle Car Park (Ryecroft)– Planning consent was secured in June 2023 and a contract for delivery has been let to Morgan Sindall.
- New Hotel (Ryecroft) - A procurement exercise has been completed for the brand that the hotel will operate under.
- Housing (Ryecroft) – three parties have come forward with interest in developing housing on part of the site, as detailed later in this report.
- York Place – The Council purchased this site in March 2022 and secured planning consent in June 2023 for the demolition of the current building and rebuilding of a mixed-use development. Capital and Centric are now working up plans for the redevelopment of the site, as per the Cabinet approval on the 19 September 2023.
- Midway Car Park – as with York Place, Capital and Centric are now working up plans for the redevelopment of the site, as per the Cabinet approval on the 19 September 2023.

## 2 Update

### Ryecroft - Update on Current Position

2.1 The Blueprint for Ryecroft essentially identifies four distinct elements for the site:

- Multi-story Carpark to serve the Town Centre and release Midway and selected surface car parks for re-development;
- Midrange Hotel, responding to identified market demand;
- Public Open Space/Urban Park, providing linkage between the Brampton area and the Town Centre, and a new activity space for the town;
- Housing developments with an element of commercial space on the remainder of the site.

2.2 The site is jointly owned by the Borough Council and the County Council, and under the delegation provided by Cabinet in June 2023, terms have been agreed with Staffordshire County Council for the Borough Council to secure full ownership of the site.

2.3 The Council has secured planning consent for the construction of the Castle Car Park, with Morgan Sindall commencing construction in early October 2023, with the new facility being open in the summer of 2024. This is funded in part from Future High Street Funding programme and in part through the Council's capital programme.

### Residential Development

2.4 Currently there are three parties who have entered into discussions for the development of residential units on the site as summarised below:

- **Aspire** – Seeking space for circa 50 social housing residential units; Aspire are prioritising residential development over office accommodation, but are considering relocation to a town centre office base, potentially in the York Place development; Details of the Aspire Proposal is set out in Confidential Appendix B
- **McCarthy and Stone** – Seeking space for 51 residential units specifically for the over 55 year old aged community. Detail of the McCarthy Stone proposal is set out in Confidential Appendix B
- **Capital & Centric** – Seeking space for a mixed residential and commercial scheme

- 2.5 The opportunity exists to accommodate all of these within the site, enabling a mix of early capital receipts and deferred receipts and the next step regarding the residential development is to work up a masterplan for this aspect of the site, with a view to settling on a scheme which delivers both the Council's financial and place making aspirations. In addition to the master planning it will be necessary to negotiate final terms with each party to ensure "best consideration" is achieved.
- 2.6 In order to ensure that the site is developed in a cohesive manner, the business case and design work for the hotel will be undertaken as part of this master plan. This will be accommodated within the budget approved at the September Cabinet to progress the York Place and Midway designs, with the design works undertaken by Capital and Centric under the Pagabo framework.

## Hotel Development

- 2.7 The development of the Hotel will involve a series of sequential steps, as outlined in the report to Cabinet in June 2023. In summary this involves:
- Agreement of a Hotel brand under which the Hotel would operate;
  - Secure cost certainty on the build and fit out, which will be influenced by the selected brand;
  - Development of a clear business case based on the build costs and terms negotiated with the selected brand;
  - Decision point to proceed to secure planning consent, financing, and commit to the investment
- 2.8 Council has conducted a procurement exercise for a hotel brand as the first step in this process.
- 2.9 In identifying the route to market for a suitable Hotel Branding Partner/Franchise, Officers undertook a broad market engagement identifying four organisations who collectively deliver a wide brand range of both national and international hotel and franchising solutions. Each of the four organisations expressed an early interest in exploring the potential hotel development on the Ryecroft site.
- 2.10 This work was further supported by a combined feasibility study undertaken and produced by Genr8 Kajima Regeneration Limited and Avison Young which was made available to prospective bidders at the commencement of the procurement process. All four organisations were invited to submit their recommended branding solution and income share proposal.
- 2.11 At the closing date for submissions, three proposals were received, these are summarised in the Confidential Appendix to this report (Appendix A). These proposals were reviewed by a panel of four Officers, the outcome of this evaluation process can be found below:

Bidder	Quality score	Adjusted Quality Score	Commercials Score	40% x Quality	60% x Commercials	Total score
Bidder 'A'	390	100.00	98.34	40.00	59.00	99.00
Bidder 'B'	380	97.44	100.00	38.98	60.00	98.98
Bidder 'C'	180	46.15	No submission	18.46	0	18.46

2.12 From this evaluation, Bidder A was selected as the successful bid. This is Accor Hotels group, with their Ibis Styles brand. Through this report, Cabinet is invited to endorse this selection and the £50,000 cost of Accor developing the business case with the Council.

### **Next Steps**

2.15 As outlined above the next steps for this development are:

- Preparation of designs and full business case for the Hotel on Ryecroft, based on the Ibis Styles brand;
- Finalisation of the master plan for the residential element of the site;
- Finalisation of terms for residential developments, and exchange of contracts;
- Further reports to Cabinet at key decision points.

### **3. Proposal**

3.1 That Cabinet

1. Note the interests from developers to secure portions of the site for residential development and delegate to the Deputy Chief Executive, in consultation with the Portfolio Holder for Finance, Town Centres and Growth, and Portfolio Holder for One Council, People and Partnerships authority to finalise a masterplan for the hotel and residential developments and agree terms with developers to enable these developments to progress.
2. Consider the outcome of the procurement for a Hotel brand for the site, and agree to the selection of Accor Hotels, with their Ibis Styles brand, for the development of the next stage of business case development; at a cost of £50,000;
3. Receive further update reports on progress of the various elements as and when further details have been developed.

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

4.1 The decision will enable the project to progress, with the associated uplift the status of Newcastle Town Centre as the heart of economic, social and community life in the Borough.

### **5. Options Considered**

5.1 Throughout the gestation of this development, over a number of years, a range of options have been considered as detailed in earlier Cabinet reports.

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

6.1 Section 2(1) of the Local Government Act 2000 permits local authorities to do anything they consider likely to promote or improve the economic, social and environmental well-being of their area. That would include actions to deliver the Future High Street Fund programme for Newcastle Town Centre.

6.2 Should Cabinet approve Accor as the proposed hotel branding partner, Officers will commence the process of establishing and agreeing an appropriate franchise agreement with Accor.

- 6.3 Should Cabinet approve Capital and Centric as a development partner the pre contract services agreement being developed for the York Place and Midway projects (subject of the September Cabinet approval) can be extended to include the Ryecroft works.
- 6.4 Land purchase agreements with Aspire Housing and McCarthy and Stone will be developed up in accordance with the land required for each scheme.

## 7. **Equality Impact Assessment**

- 7.1 The nature of the project is intended to seek benefits for all people who use the town centre and to support the economic and social health of Newcastle Town Centre as a destination.

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

### **Ryecroft Hotel**

- 8.1 The proposed Hotel development in the centre of the Ryecroft site is estimated to cost £15m if built as a stand-alone facility. At this stage it is necessary to develop up designs and a business case based on the selected brand. This development work will be led by Capital and Centric, in partnership with the Council, through their work on the Ryecroft masterplan, which will include an initial design and costings for the Hotel, incorporating contributions, advice and standard setting by the Accor, Ibis Styles, design engagement team, at a cost of £50,000. The £50,000 to fund the Accor business case will be funded from the feasibility plan budget within the Council's capital programme.
- 8.2 The funding of the Hotel development will be via borrowing over the life of the asset. The cost of borrowing will be covered by the net income from the hotel after taking into account the costs of operation over the useful life of the development, but will require a budget pressure of circa £0.332m in year 1 of operation which reduces to nil in year 12 of operation. Should the developer be interested in taking ownership of the completed development then the proceeds from the sale will be used to repay the development loan in full (interest costs up to the completion date relating to the loan would amount to circa £0.574m, which would form part of the completion costs and be paid by the developer).

### **Further Developments**

- 8.3 As stated in paragraph 2.4, Aspire Housing and McCarthy and Stone are both seeking to secure part of the Ryecroft site in order to provide a total of 51 residential units. It is currently anticipated that they will purchase the land for these units and develop the space themselves, therefore a capital receipt would be received from both interested developers.
- 8.4 Further developments on the Ryecroft site via Capital and Centric could involve the Council financing the project through the construction phase and then subsequent purchase of the sites by Capital and Centric, as per York Place and Midway Car Park (September 19 2023 Cabinet Report).
- 8.5 Should the developer take on the ownership of the completed developments then the proceeds from the sale will be used to repay the development loan (interest costs up to the completion date relating to the loan would amount to circa £1.127m for the Ryecroft which would be paid by the developer).
- 8.6 In determining the development mix to proceed with the Council will need to ensure that the overall scheme delivers best consideration.

## 9. **Major Risks**

9.1 Making all elements of the Ryecroft scheme work for each partner and ensuring a coherent site will require robust and timely management of the master planning process and effective stakeholder management.

9.3 The inflationary pressures and the cost of borrowing is a risk to the delivery of all of the schemes and each needs to be planned carefully to minimise the effects of each prior to the start or award of any contract.

## 10. **UN Sustainable Development Goals (UNSDG)**

10.1 Newcastle Town Centre is a highly accessible location, encouraging greater use of its land and assets enhances its role as a centre for services, leisure, retail and living and its connection to local residents. Further this project is intended to provide redevelopment that sustainable improvements, regeneration and economic benefits and the project supports the realisation of the following UNSDG objectives:-



## 11. **Key Decision Information**

11.1 This is a Key Decision

## 12. **Earlier Cabinet/Committee Resolutions**

12.1 October 2019, Cabinet concerning development of the second stage FHSF bid and procurement of consultancy support.

12.2 December 2019, Economy Environment & Place Overview and Scrutiny Committee Town Centre Funding Update (information item).

12.3 July 2020, Cabinet concerning approval for submission of bid into MHCLG (now DLUHC).

12.4 April 2021 Cabinet accepting FHSF Grant monies and grant conditions.

12.5 December 2021 Cabinet purchase of York place Newcastle under Lyme.

12.6 March 2022 Cabinet award of contract for design and build contractor

12.7 January 2023 Cabinet progress report on the York Place project

12.8 June 2023 Cabinet award of contract for the demolition of York Place

12.9 September 2023 Cabinet approval of work on York Place and Midway Car Park

## 13. **List of Appendices**

13.1 Confidential Appendix A – Hotel Procurement Proposals.

13.2 Confidential Appendix B – Residential Proposals

## 14. **Background Papers**

14.1 None

## NEWCASTLE-UNDER-LYME BOROUGH COUNCIL

### CORPORATE LEADERSHIP TEAM'S REPORT TO CABINET

Cabinet  
17 October 2023

**Report Title:** Future High Streets Fund – Improvements to the Market

**Submitted by:** Service Director – Neighbourhood Delivery

**Portfolios:** Finance, Town Centres and Growth

**Ward(s) affected:** Town; All

#### Purpose of the Report

To seek the approval of Cabinet for proposed improvements to the market in Newcastle

#### Recommendation

That Cabinet:-

1. Approves the proposed Phase 1 improvements to the market in Newcastle
2. Authorises the Service Director – Neighbourhood Delivery, in consultation with the Portfolio Holder for Finance, Town Centres and Growth, to finalise detailed plans for the proposed Phase 2 improvements to the market in Newcastle and consult with traders
3. Authorises the Service Director – Neighbourhood Delivery, in consultation with the Portfolio Holder for Finance, Town Centres and Growth, to invite and award tenders for the works, up to the value of the available Future High Streets Funding of £396,851
4. Offers a free market to traders on Mondays to seek to boost trader numbers on this day

#### Reasons

To improve the appearance of the market stalls and public realm in the market area, to facilitate the ongoing success of specialist market events and the Antiques Forum Group market and create an opportunity for the general market to grow as demand increases.

#### 1. Background

- 1.1 Reinvigorating the historic market in Newcastle Town Centre has been a priority of the Council in recent years. It has created a Town Centre Officer role to support existing market traders and bring new and different market offers into the town. This has been promoted via social media and has helped to establish the successful Castle Artisan Market, Vegan Festival, Greyhound Gap and Record Fair specialist markets on Sundays throughout the year. The Antiques Forum Group, which has been operating for a number of years, has recently renewed the licence and is seeking opportunities to expand onto additional days.



Further work is in progress to gauge interest from other specialist market operators, building on the success of the specialist markets commissioned to date.

- 1.2 The Council has been successful in securing Future High Streets Funding from the government, with one of the projects in the programme being focused on improving the market stalls and public realm in Newcastle market.
- 1.3 Funding totalling £396,851 is allocated to the project, which must be spent by 31 March 2024.

## 2. **Issues**

2.1 Currently, there are 45 fixed market stalls, with 24 (including 5 smaller sized stalls outside the former W H Smiths store) in the upper market (north of Hassall Street) and 21 in the lower market (south of Hassall Street). 40 have an electricity supply (19 in upper market, 21 in lower market). The infrastructure for the market is generally good from a market trader perspective, but does not contribute positively to the “look and feel” of the town centre during periods when they are either wholly or partially unoccupied.:

- The stall canopies are aging and in need of replacement;
- The public realm in the lower market consists mainly of tarmac with no street furniture to provide interest or encourage dwell time.
- The market can look uninviting and sterile when the stalls are empty for much of the time.
- The empty stalls are also used as informal seats by groups and individuals, and can create the perception of anti-social behaviour at certain times. This is particularly prevalent on the 5 small stalls outside the former W H Smiths store.

2.2 In addressing these issues, consideration is given to the 3 main market types to consider:

2.3 **General Market** - operates on Monday, Wednesday, Friday and Saturday. Occupancy is currently at a level where traders opt to spread out between the upper and lower market, which creates a sub-optimal impression. The full array of 45 stalls are never occupied on these days. Consideration is being given to offering a free market for traders on Mondays to seek to boost numbers on this day.

2.4 **Antique Market** - operated under licence by the Antiques Forum Group (AFG) on Tuesdays and Thursdays. Occupancy varies seasonally but tends to be up to 100% during the summer months (45 stalls) falling to around 50% in winter (22 stalls). Tuesdays are the busier of the 2 days.

2.5 **Specialist Event Markets** – operating on 24 Sundays throughout the year, these markets have been successful in driving footfall to the town centre and creating an event atmosphere. The main provider is Castle Artisan Market (CAM) which holds 13 events each year. This is supplemented by Greyhound Gap (3 occasions), Vegan Festival (2 occasions) and Record Fair (6 occasions). CAM regularly exceeds 100% occupancy of the 45 fixed stalls and is supplemented by up to 15 (on average) temporary stalls. These markets regularly exceed the allocation of fixed stalls and are supplemented by temporary stalls either owned or hired in by the Council.

2.6 It can be seen then that the full array of fixed stalls are required for a minority of the time which the market is in operation, and given the issues set out in paragraph 2.1 the opportunity exists to improve the overall impact of the “look and feel” of the town centre by reducing the number of fixed stalls, improving the public realm freed up by their removal,



whilst ensuring the ongoing success of the market by maintaining the same number of trading pitches, using temporary stalls. This opportunity is expanded upon below.

### Proposed Improvements:

2.7 In order to address the issues set out in paragraph 2.1 it is proposed to make the following changes, which will be the subject of consultation with key market stakeholders.

2.8 Phase 1 – complete by November/December 2023:

- Remove 5 small fixed stalls from upper market outside the former W H Smiths store. These are the least frequently used stalls, and do not have electric connection supplied; they are dated and attract perceived anti-social behaviour related to people gathering and sitting on the stalls;
- Remove 13 fixed stalls from the lower high street area, retaining/relocating 8 fixed stalls in the Natwest Bank/Poundland vicinity;
- Replace the canopies on all 27 fixed stalls retained throughout the market;
- Purchase sufficient temporary stalls which can be made available to replace the fixed stalls which are being relocated;
- Install a Voucher Recycling Bin (Reverse Vending) in the area vacated by the 5 small stalls;
- Offer a free market on Mondays

2.9 This initial phase will facilitate the concentration of the market traders, improving the sense of vibrancy on all but the quietest days. The purchase of temporary stalls will ensure that at peak times there will be no reduction in the overall number of market pitches. The Voucher Recycling Bin is designed to be an incentive for people to recycle their waste and promote the retail businesses in the town centre.

2.10 Phase 2 – complete by March/April 2024 (see indicative plan at Appendix 1):

- Mark out temporary stall pitches which can be used to site temporary stalls.
- Create a central feature area with landscaping/planting in lower High Street;
- Improve the public realm in lower High Street, resurfacing part of the tarmac area in a coloured wearing course;
- Creating provision for 4 short stay (20/30 mins) “nipper” parking bays;
- Install a digital screen for advertising and screening events
- Installing street furniture in lower High Street.

2.11 The following costs are estimates only at this stage - to be confirmed following receipt of tenders/quotations

Item	Estimated Cost	Comments
Remove & relocate fixed stalls	£16,740	Quotation received
Purchase temporary stalls & ancillaries (c.30)	£45,000	Quotation received
Temporary pitch markings	£5,000	Estimate
Replace canopies (27)	£27,000	Quotation received
Performance space temporary structure	£5,000	Estimate

Resurfacing	£40,000	Estimate
Central lawn and planting	£60,000	Estimate
Kerbed setting for digital screen with landscaping	£5,000	Estimate
Street tree and grille	£2,000	Estimate
TRO and short stay car park marking out	£5,000	Estimate
Street furniture (seating and bollards)	£65,000	Estimate
Survey (topographical/utilities)	£5,000	Survey commissioned and received
Planning Application	£1,000	Estimate
Digital screen - contribution to total cost	£115,111	Balance funded from separate source
<b>Total FHSF</b>	<b>£396,851</b>	

2.12 Consultation with traders and specialist market operators, both current and potential future operators, is underway and will continue as the draft proposals are refined. When the proposals are approved, costs will need to be firmed up, and options for the erection and dismantling of temporary stalls confirmed. It is proposed that the improvement works are phased, with work to the upper market area taking place in the latter part of 2023, with works to the lower market programmed for January to March 2024.

### 3. **Proposal**

3.1 That Cabinet approves the proposed Phase 1 improvements to the market in Newcastle

3.2 Authorises the Service Director – Neighbourhood Delivery, in consultation with the Portfolio Holder for Finance, Town Centres and Growth, to finalise detailed plans for the proposed Phase 2 improvements to the market in Newcastle and consult with traders

3.3 That Cabinet authorises the Service Director – Neighbourhood Delivery, in consultation with the Portfolio Holder for Finance, Town Centres and Growth, to invite and award tenders for the works, up to the value of the available Future High Streets Funding of £396,851

3.4 That Cabinet offers a free market to traders on Mondays to seek to boost trader numbers on this day

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

4.1 To improve the appearance of the market stalls and public realm in the market area, to rationalise fixed stall provision, and to develop a new operating model which facilitates the ongoing success of specialist market events and the Antiques Fair Group market, and creates the opportunity for the general market to grow if demand increases.

### 5. **Options Considered**

5.1 A number of options were considered in developing the proposed option which is set out in section 2 of this report.

5.2 There is a do nothing option, which has been discounted as this would not deliver the Council's commitment to defray the Future High Streets Funding for market stall and public realm improvements.

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

6.1 The Council is the operator of the market in Newcastle Town Centre and has the ability to make changes to the market infrastructure and operating model.

6.2 Planning permission is not required to remove the existing fixed market stalls, nor to put up temporary stalls. However, planning permission is required to relocate stalls to a new position, and for any permanent structure to accommodate outdoor screenings and advertising.

## 7. **Equality Impact Assessment**

7.1 There are not considered to be any adverse impacts on equality related to this report.

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

8.1 The Council has secured Future High Streets Funding of £396,851 for market stall and public realm improvements to Newcastle market.

8.2 There may be additional annual revenue cost for erection/dismantling of stalls in the future depending on the model arrived at through consultation. If this is the case, a separate report to Cabinet will address this issue.

## 9. **Major Risks**

9.1 The major risks relating to this report, and potential mitigation measures, are as follows:

- Risk of failing to defray FHSF by the stipulated deadline of 31 March 2024. This risk is being mitigated by developing a proposed option for delivery during 2023/24.
- Risk of a period of uncertainty for traders as new arrangements become established.

## 10. **UN Sustainable Development Goals (UNSDG)**

10.1 The proposed improvements to the market stalls, public realm and operating model will contribute to goals 8, 9 and 11





11. **Key Decision Information**

11.1 This is a key decision as it entails the expenditure of £396,851 in external grant funding, additional revenue costs of up to £57,000, and impacts on a number of wards across the Borough, principally town ward. It has been included in the Forward Plan.

12. **Earlier Cabinet/Committee Resolutions**

12.1 None.

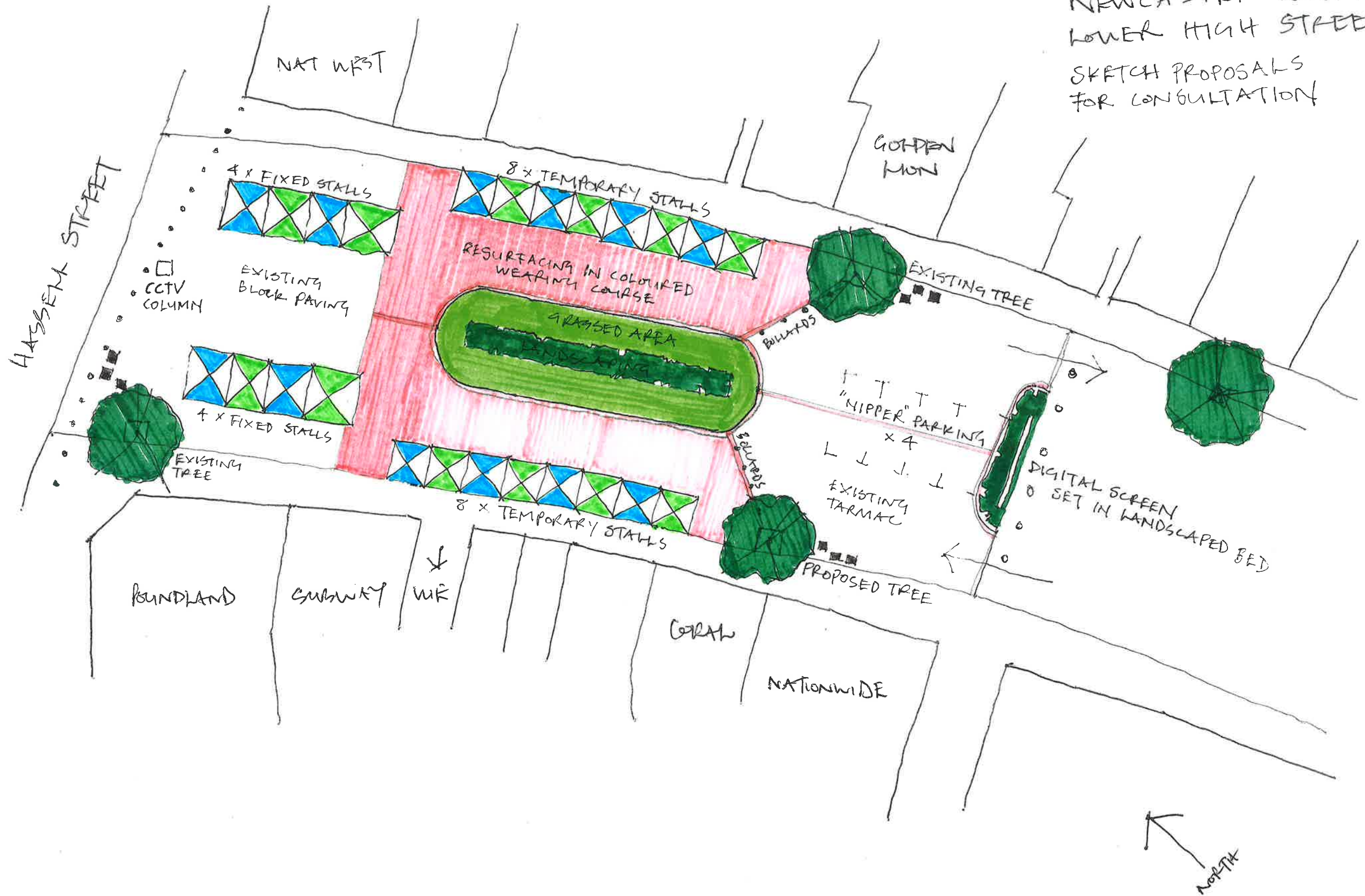
13. **List of Appendices**

13.1 None.

14. **Background Papers**

14.1 None.

NEWCASTLE MARKET  
LOWER HIGH STREET  
SKETCH PROPOSALS  
FOR CONSULTATION



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**NEWCASTLE-UNDER-LYME BOROUGH COUNCIL**

**CORPORATE LEADERSHIP TEAM'S  
REPORT TO**

**Cabinet**  
**17 October 2023**

**Report Title:** Keele Sustainable Solar Energy Project

**Submitted by:** Deputy Chief Executive

**Portfolios:** Finance, Town Centres & Growth

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**Ward(s) affected:** Keele

<b><u>Purpose of the Report</u></b>	<b>Key Decision Yes</b>
<p>To outline to Cabinet plans to produce a detailed feasibility study and business case and to obtain authority to submit a planning permission for a solar array at Keele, prior to any construction on site or agreements with third parties for the purchase of the energy produced, subject to a further report.</p>	<p><input type="checkbox"/></p>
<p><b><u>Recommendation</u></b></p> <p>That Cabinet:-</p> <ol style="list-style-type: none"> <li>1. Approves the production of a detailed feasibility study and business case for the solar array at Keele, details to be provided through a further report,</li> <li>2. Authorises the Deputy Chief Executive, in consultation with the Portfolio Holder for Finance, Town Centres &amp; Growth, to submit a planning application for the solar array at Keele;</li> <li>3. Receives a further report on the progress and next steps required prior to any installation works being undertaken on site or end user agreements are signed.</li> </ol>	
<p><b><u>Reasons</u></b></p> <p>The Council adopted a Sustainability Environment Strategy in 2020 which states the Council will reduce our reliance on fossil fuels by investigating green energy investment. Following an initial high-level feasibility study the Council has procured planning consultants to design a suitable solar array scheme and to submit a planning application for the facility and associated connection infrastructure. It is therefore appropriate that Cabinet reviews progress in taking forward a suitable scheme and delegates authority to submit a planning application. There will be further Cabinet reports prior to any contracts and licences being awarded for the construction or supply of the energy produced.</p>	

1. **Background**

- 1.1 The Climate Change Act 2008 places the government under a legal duty to reduce greenhouse gas emissions by 80% below 1990 levels by 2050 and the Council has been working to reduce our emissions since. In 2019 the Council passed a climate emergency motion with the aim of becoming carbon neutral with respect to the Council's own estates and activities and those related to our residents and businesses. Following this, the Council adopted a Sustainable Environment Strategy in 2020. This Strategy is the vehicle for helping the Council achieve its aims of caring for and enhancing our natural environment and to adapt and mitigate the effects of climate change. It states the Council will reduce our reliance on fossil fuels by investigating green energy investment.
- 1.2 In line with seeking alternatives to greenhouse gas emissions one of major responses nationally has been to seek alternative energy generation. The Council was successful in securing Carbon Reduction Funding (CRF) from the government for four projects, one of which was to consider the feasibility of the Council building a solar array on land it owns adjacent to Keele Cemetery.

## 2. Issues

- 2.1 As part of the Government funded CRF programme Wardell Armstrong were appointed to do a high level feasibility study to outline if there was potential for a solar array at Keele. The study considered suitability of the site, connection into the electricity grid, and or potential off-takers (end users) for the facility, including the adjacent Cemetery facility.
- 2.2 The high level assessment of the site topography of the 14ha field would allow 8.9ha being able to be used for solar. Further work is ongoing to plan a workable scheme layout which works in conjunction with Keele cemetery and future burial needs. Based on the number of deaths and preference for burial the Council is likely to see the requirement for approximately 100 burials per year. At present the Council has a few sites open for burial and therefore customers have a choice of site. Over the forthcoming years some of these sites will become full and the choice will reduce and therefore the percentage of people being buried at Keele will increase. Despite this there is still sufficient capacity at the existing site and therefore solar panels could utilise a significant proportion of the site for the next 25 years. The proposed scheme layout will reflect demand for memorial space and solar panels.
- 2.3 There are a variety of types of solar panels that could be used but primarily they are either single or double sided, fixed or tilting. The final choice of panel will be dependent on the more detailed plans, subject to planning permission and then the procurement process in due course.
- 2.4 There are a number of options for the takers of the electricity that have been investigated and consideration has been given to the national grid and potential nearby off site takers (end users). The information on these options is confidential as it includes business sensitive information and would affect the Council's ability to negotiate the future sale of the power. Details are set out in the confidential appendix to this report.

## 3. Proposal

That Cabinet:-



- a. Approves the production of a detailed feasibility study and business case for the solar array at Keele, details to be provided through a further report;
- b. Authorises the Deputy Chief Executive, in consultation with the Portfolio Holder for Finance, Town Centres & Growth, to submit a planning application for the solar array at Keele;
- c. Receives a further report on the progress and next steps required prior to any installation works being undertaken on site or end user agreements are signed.

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

- 4.1 Investigating and seeking planning permission to deliver green energy generation schemes is in line with the Council's Sustainable Environment Strategy. In order to deliver a green energy generation scheme the Council needs to work with specialist external consultants as the knowledge and capacity of resources is not available in-house. Wardell Armstrong are currently working on the plans for a planning application which will be subject to consultation. Subject to Cabinet considering the principles of the proposal Officers will then work with consultants to develop a suitable scheme for submitting to Planning.
- 4.2 Discussions are taking place with Keele University about the Council's ambitions and Keele have offered to provide consultancy support. Keele have valuable knowledge of solar panels through their Smart Energy Network Demonstrator (SEND) which utilises solar panels to provide electricity to their campus.

#### 5. **Options Considered**

- 5.1 The Council has a choice whether to seek opportunities to develop green energy schemes.

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

- 6.1 The application for the planning permission will be decided through the normal Planning process and will be subject to the relevant consultations.
- 6.2 Should the development proceed then the Council will need to complete further negotiations and legal agreements with potential energy buyers.

#### 7. **Equality Impact Assessment**

- 7.1 It is considered that there are no equality impacts associated with this proposal.

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

- 8.1 The cost of the planning consultants to develop the plans and submit a planning application is met from the master planning for sites in the capital programme.
- 8.2 There are a range of options available to the Council in terms of buying or leasing the solar panels, the approach the maintenance, and connection to electricity buyers. A compliant tendering process will need to be undertaken at the appropriate time.

8.3 Officers will be required to negotiate with potential electricity buyers to secure a contract.

8.4 Further reports will be made to Cabinet before any scheme development takes place.

## 9. **Major Risks**

9.1 There is a risk assessment on GRACE which identifies some key risks to the Council. Without a suitable design the Council is at risk of not securing planning permission thus risks losing the costs of designing and seeking planning permission. Part of the mitigation against this is working with expert consultants that know about the solar arrays and the local context. Without a suitable design the Council also place in jeopardy the future use of the land and expansion of the Keele cemetery or even the successful integration of the two site uses. It is therefore essential that the master planning consultants seek to deliver suitable designs to meet a range of needs. One of the key parts of the project will be to ensure the successful sale of the electricity generated, as the scheme plans develop the Council will need to negotiate with potential buyers to secure contracts.

## 10. **UN Sustainable Development Goals and Climate Change Implications**

10.1 The plans to develop a solar array supports the realisation of the following UNSDG objectives:-



## 11. **Key Decision Information**

11.1 This is not a key decision.

## 12. **Earlier Cabinet/Committee Resolutions**

12.1 None.

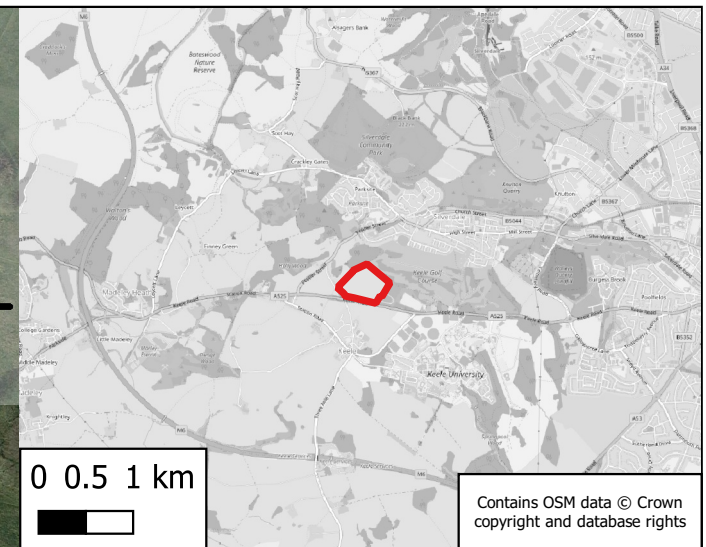
## 13. **List of Appendices**

13.1 Solar Site Plan.

## 14. **Background Papers**

14.1 The confidential high level feasibility study completed by Wardell Armstrong.





**Legend**

- Security Fence
- Red Line Boundary
- Panels
- Inverter
- Track
- Substation

CLIENT

NULBC

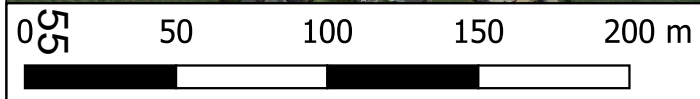
PROJECT

Solar Battery Feasibility

DRAWING TITLE

Panel Setup

DRG No. 001		REV: A
DRG SIZE: A3	SCALE: 1:2500	DATE: July 2023
DRAWN: JS	CHECKED BY: PE	APPROVED BY: PE



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**EWCASTLE-UNDER-LYME BOROUGH COUNCIL**

**EXECUTIVE MANAGEMENT TEAM'S  
REPORT TO**

**Cabinet**  
**17 October 2023**

**Report Title:** Borough Local Plan Update

**Submitted by:** Deputy Chief Executive

**Portfolios:** Strategic Planning

**Ward(s) affected:** All

<b><u>Purpose of the Report</u></b>	<b><u>Key Decision</u></b> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
To provide an update following consultation on the First Draft Local Plan and to set out next steps in the production of the Local Plan.	
<b><u>Recommendation</u></b>	
That:-	
<ol style="list-style-type: none"> <li>1. The update following consultation on the First Draft of the Borough Local Plan be noted</li> <li>2. The Local Development Scheme 2023-2026 (Appendix 1) be published to confirm that the Council intends to prepare a Final Draft (Regulation 19 stage) of the Local Plan by Summer 2024.</li> <li>3. Approval is given to allocate £300,000 from the Budget Support Fund to fund the Local Plan programme.</li> </ol>	
<b><u>Reasons</u></b>	
To provide an update on the Local Plan. To ensure that the process of adopting the Local Plan is undertaken in accordance with the requirements of the Planning and Compulsory Purchase Act 2004 and the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended). To seek the necessary financial provisions to allow the Plan to be progressed as per the Local Development Scheme.	

**1. Background**

1.1 The Local Plan sets the vision and framework for how the Borough will grow up to 2040. It sets out targets for the number of jobs and homes to be

delivered in the Borough and an overarching spatial strategy to guide development to sustainable locations.

- 1.2 Consultation on the Regulation 18 Draft Local Plan (First Draft Local Plan) ended on the 14 August 2023. Officers are still in the process of registering comments to the consultation plan on the dedicated consultation portal before analysing the comments that have been received. Therefore, the position relating to the consultation outcomes on the First Draft Local Plan outlined in this report should be regarded as an interim position.
- 1.3 Following consultation on the First Draft, it is necessary to set out the next steps in the development of the Local Plan. In line with legislation, the Council is required to update and maintain a timetable in the production of the Local Plan, called the Local Development Scheme. An updated version of the Local Development Scheme is included in Appendix 1. The intention of the Council is to move to the final draft of the Local Plan (called the Regulation 19 version) and seek approval, to consult on it in the summer of 2024 (indicatively at Full Council on the 24 July 2024). This is with the aim of formally submitting the Local Plan for examination by the end of 2024.
- 1.4 The Final Draft Local Plan (at Regulation 19) stage presents the opportunity to comment on the content of the draft Local Plan, within a specific remit. The focus at this stage is receiving representations on Legal Compliance, 'soundness' (has the plan been positively prepared, justified, effective, and consistent with national policy) and the Duty-to-Cooperate. The Regulation 19 Local Plan is intended to be the document that the Council considers 'sound' and legally compliant and the document to be submitted to the Planning Inspectorate for public examination.
- 1.5 Through the associated project planning on the next stages of the Local Plan, it has been identified that additional resources will be required to support the commissioning of additional / revised evidence to support the draft Local Plan and its proposals.

## **2. Issues**

### **First Draft Local Plan Consultation**

- 2.1 Cabinet approved the First Draft Local Plan for consultation on the 6 June 2023. Consultation took place from the 19 June until the 14 August 2023 (a period of 8 weeks, 2 weeks longer than the statutory period of 6 weeks).
- 2.2 The consultation was held in line with the Council's approved Statement of Community Involvement (SCI). The Statement of Community Involvement sets out how the Council will engage with residents, communities and stakeholders across the Borough on matters relating to planning, including preparation of the Local Plan.
- 2.3 Consequently, in respect of the Local Plan and the consultation period, the Council: -

- a. Published consultation documents online, alongside all the evidence base which supports the First Draft Local Plan. It also provided a frequently asked question (FAQ) webpage and a video presentation was also made available on the website
- b. Made copies of the consultation documents available in local libraries and customer service centres
- c. Advertised the consultation via press release and social media channels
- d. Displayed site notices where there are site specific proposals included in the Plan. The site notices have provided information about the consultation and how residents can submit comments to the consultation
- e. Enabled responses to be submitted, via a dedicated website but also by e-mail and letter to the Council
- f. Held a programme of consultation exhibitions (drop in events) across the Borough providing information on the Plan, details of proposals relevant to the locations where events are being held and allowing attendees to ask questions of officer's present at the events.

2.4 In terms of the consultation exhibition 'drop in' events, the events were held on the following dates and listed locations: -

Event	Date	Number of residents who completed a 'sign in' sheet
Silverdale (Library)	22 June 2023	79
Kidsgrove (Town Hall)	28 June 2023	237
Ashley, Loggerheads (Oddfellows Hall)	5 July 2023	40
Audley (Methodist Church)	12 July 2023	191
Madeley (Madeley Centre)	13 July 2023	39
Keele (Village Hall)	20 July 2023	62
Chesterton (Holy Trinity Church)	27 July 2023	57
Silverdale (Methodist Church)	2 August 2023	72
Newcastle-under-Lyme Library (by appointment only)	3 August 2023	11
Bradwell (Bradwell Lodge Community Centre)	8 August 2023	7
Guildhall (NUL Town Centre)	10 August 2023	19

2.5 Most of the 'drop in' events were held from 5pm until 7pm. The exception was the event at Newcastle-under-Lyme Library where an appointment could be made to speak to a Planning Officer between 10am – 6pm.

2.6 There has been a strong response to the First Draft of the Local Plan. It is difficult to provide a full picture of the responses received until after all the responses have been processed. The Council is currently processing hard copy responses (letters) and e-mail comments to the First Draft Local Plan and associated consultation documents. It is difficult therefore to provide a final number of consultation responses at this stage. This is due, in part, to

the fact that a single response may contain multiple comments on the draft Plan.

- 2.7 As outlined in the paragraph above, comments are still being processed but the interim position for responses registered on the system currently, as at the 2 October 2023 is:
- a. 3,123 comments received from 909 consultees currently registered on our consultation portal
  - b. 13 comments on the Sustainability Appraisal from 11 consultees currently registered on our consultation portal
  - c. 18 comments on the Habitats Regulations Assessment from 14 consultees registered on our consultation portal
- 2.8 There have also been four recorded petitions submitted to the consultation, these include: -
- a. A petition considered at Full Council on the 26 July 2023 regarding a review of the Council's housing targets. At the time of preparing the Full Council report this had recorded 427 hard copy signatures and 1,657 signatures online. As at the 2 October, 1,857 people have signed the online petition.
  - b. A petition entitled 'Save your Newchapel and Harriseahead Green Belt from housing development' (sites NC77 and NC13) with 88 signatures currently.
  - c. A petition regarding housing proposals at Red Street, High Carr Farm, Talke Pitts, Butt Lane, West Avenue and Congleton Road. The petition notes that infrastructure cannot take that level of development in such a small area, no plans for additional schools or GP surgeries with 289 online and 296 written signatures.
  - d. A petition submitted by several local businesses on Hassell Street, Newcastle entitled 'Save Hassell Street Car Park' with over 450 signatures.
- 2.9 The immediate next steps for the planning policy team are to continue to register and publish consultation responses onto our consultation portal <https://consult.newcastle-staffs.gov.uk/kse/>. Once this has been completed, the team will then analyse responses received identifying the key issues raised and prepare a consultation report. The process of identifying key issues will be issue based rather than a bespoke individual response to comments made to the First Draft Local Plan. The outcome of the consultation will also help with the next stages on the Local Plan, identifying where further evidence may be required. The Council will then look to prepare the next iteration of the Local Plan, the Regulation 19 Local Plan for consultation and submission to the Planning Inspectorate for examination next year.

### **Consultation themes**

- 2.10 As all the responses have not yet been processed on the system, it is difficult to provide a comprehensive review of key themes raised at this stage.



However, the following themes in the consultation responses received to date have been identified including: -

- a. That the overall housing numbers should be recalculated and are either too high or too low.
- b. That further work is required to understand the infrastructure requirements of the Local Plan
- c. Views expressed on various sites proposed to be allocated in the draft Plan
- d. Concerns expressed over the need and justification for Green Belt release
- e. That brownfield sites should be prioritised in the Plan

### **Next Steps**

- 2.11 Alongside registering consultation responses, the Council has also been considering the next steps on the Local Plan. The intention of the Council is to move to the final draft of the Local Plan (called the Regulation 19 version) and seek approval, to consult on the Final Draft Local Plan in the summer of 2024 (indicatively at Full Council on the 24 July 2024). This is with the aim of submitting the Local Plan for examination by the end of 2024.
- 2.12 In order to support the development of the final draft of the Local Plan, detailed project planning has indicated that additional resources are required to support the development of the Local Plan and its proposals. The additional funds required are in the order of £300,000. Approval is sought for this funding to be provided from the Budget Support Fund. The additional monies are intended to commission consultants to update / revise evidence base documents alongside responding to themes raised during the consultation on the draft Plan.

### **3. Recommendation**

- 3.1 That the update following consultation on the First Draft Local Plan be noted.
- 3.2 That the Local Development Scheme 2023-2026 (Appendix 1) be published to confirm that the Council intends to prepare a Final Draft of the Local Plan by Summer 2024.
- 3.3 Approval is given to allocate £300,000 from the Budget Support Fund to fund the Local Plan Programme.

### **4. Reasons**

- 4.1 To provide an update on the Local Plan. To ensure that the process of adopting the Local Plan is undertaken in accordance with the requirements of the Planning and Compulsory Purchase Act 2004 and the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended). To provide the necessary financial support to enable the Local

Plan to be progressed in line with the proposed Local Development Scheme.

## **5. Options Considered**

- 5.1 The Council has already expressed its clear intention through its current Local Development Scheme and through the preparation of the Local Plan to date that it intends to put in place a comprehensive set of up-to date planning policies for the Borough.
- 5.2 The option of not to proceed with the Local Plan and to cease work is not considered a reasonable option as the Council has a statutory duty to prepare development plan documents. Other consequences are the diminishing weight applied to out-of-date policies in existing development plan and the possibility without a forward supply of development sites that the Council fails to demonstrate a 5-year land supply. This would result in planning applications being submitted and requiring to be determined in line with the presumption of sustainable development.

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

- 6.1 In accordance with section 20 of the Planning and Compulsory Purchase Act 2004 (as amended) the Council has a statutory duty to prepare planning policies and maintain an up to-date development plan. Secondary legislation contained in the Town and Country Planning (Local Planning) (England) Regulations 2012 provides additional guidance on Plan making.
- 6.2 A Local Development Scheme is required under section 15 of the Planning and Compulsory Purchase Act 2004 (as amended). This must specify the development plan documents (i.e. local plans) which, when prepared, will comprise part of the development plan for the area. The Local Development Scheme must be made available publicly and kept up-to-date. Local planning authorities are asked to publish their Local Development Scheme on their website.

## **7. Equality Impact Assessment**

- 7.1 The Local Plan will be supported by an Equality Impact Assessment. This will consider how development proposed and planning policies impact on different groups within the community.

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

- 8.1 The preparation of the Local Plan is resourced through the Planning Policy budget. Further funding is required to support the development of the Local Plan. An additional £300,000 is requested from the budget support fund in order to deliver the Local Plan.

## 9. Major Risks & Mitigation

- 6.1 Failure to demonstrate transparency and inclusiveness in our engagement and consultation with stakeholders on strategy development - If an aggrieved party feels the process has not been followed correctly then it may launch a challenge to the validity of the plan through the judicial review process. It is therefore important that the plan presents itself in a manner where each party can present their case fully. The Borough Council will also follow its Statement of Community Involvement during consultation stages.
- 6.2 Changes in National Policy, Legislation and Guidance - The Levelling-Up and Regeneration Bill is currently before parliament. The Bill will have implications for the formulation of Local Plans, once it receives Royal Assent (anticipated to be later in the year). The Government has outlined that Councils have until 30 June 2025 for old style Plans to be submitted for examination (to be adopted by 31 December 2026). Alongside this, the government has recently consulted on proposed changes to the National Planning Policy Framework. This may result in changes to the approach to Plan making, particularly in respect of the Green Belt. Again, this position will be kept under review. Transitional arrangements are likely to apply and implications of any changes to the approach and content of the Local Plan will be kept under review.

## 10. UN Sustainable Development Goals (UNSDG)

- 10.1 As the Local Plan is primarily focused on the use of land, overall levels of growth and the relationship to the environment and infrastructure then a number of the UN Sustainable Development Goals will overlap with the aims of the Plan.



## 11. **Key Decision Information**

- 11.1 This report provides an update following consultation on the First Draft Local Plan. Decision reports associated with the formal consultation and submission of the Local Plan will affect all wards in the Borough.

## 12. **Earlier Cabinet/Committee Resolutions**

- 12.1 Cabinet – 6 June 2023 – Cabinet decision to consult on the First Draft Local Plan - <https://moderngov.newcastle-staffs.gov.uk/ieListDocuments.aspx?CId=118&MId=4234>

## 13. **List of Appendices**

- 13.1 Appendix 1: Newcastle-under-Lyme Borough Council's Local Development Scheme 2023 - 2026

## 14. **Background Papers**

- 14.1 Information on the emerging Local Plan including a link to the Borough Council's consultation portal can be viewed here: - <https://www.newcastle-staffs.gov.uk/planning-policy/local-plan>



NEWCASTLE·UNDER·LYME  
BOROUGH COUNCIL

# Local Development Scheme 2023-2026

# Local Development Scheme 2023-2026

## Introduction

The Local Development Scheme (LDS) is a three-year project plan which sets out what development plan documents the Council is intending to produce and when they will be delivered.

Complex documents such as the Local Plan take a number of years to produce. The LDS shows the anticipated key milestones in the production of the Local Plan.

## Why is a Local Development Scheme produced?

A Local Development Scheme is required to be produced under section 15 of the Planning and Compulsory Purchase Act 2004 (as amended). The document must be publicly available and should be kept up-to-date.

## How does it link to the Statement of Community Involvement?

The Statement of Community Involvement (SCI) sets out how the Council intend to engage with local communities, businesses and other interested parties when developing and reviewing planning documents and determining planning applications. The SCI contains more detail on how we will consult on the Local Plan at each key milestone.

# Newcastle-under-Lyme Development Plan

## Current Development Plan

The Development Plan for the Borough currently consists of a number of documents and some selected saved policies. These are as follows:

- Newcastle-under-Lyme and Stoke-on-Trent Core Spatial Strategy (adopted 2009)
- Saved Policies of the Newcastle under Lyme Local Plan (adopted 2003)
- Minerals Local Plan for Staffordshire (2015-2030), produced by Staffordshire County Council
- Staffordshire and Stoke-on-Trent waste Local Plan (2010-2026), produced by Staffordshire County Council

The documents listed above are available on the Councils Planning Policy website, under the 'Current Development Plan' page: <https://www.newcastle-staffs.gov.uk/planning-policy/current-development-plan>

## Neighbourhood Development Plans

Neighbourhood Development Plans also form part of the development plan. They are produced by local communities led by Parish Councils or Neighbourhood Forums. As such, the Local Planning Authority cannot set a timeline for their production in the LDS. However, the Council will continue to support neighbourhood planning groups to progress their Neighbourhood Plans. For more details on Neighbourhood Plans in the Borough, please see the relevant pages of the website: <https://www.newcastle-staffs.gov.uk/planning-policy/neighbourhood-planning>

Although the LDS does not set a timeline for their production, the Neighbourhood Plan pages on the Councils website has a map of all designated neighbourhood areas and more information on each of the plans.

### **Approved or 'Made' Neighbourhood Development Plans as at September 2023**

- Loggerheads Neighbourhood Development Plan (made 15 February 2019)
- Chapel and Hill Chorlton, Maer and Aston and Whitmore Neighbourhood Development Plan (made 21 January 2020)
- Betley, Balterley and Wrinehill Neighbourhood Plan (made 4 January 2022)
- Madeley Neighbourhood Development Plan (made 23 May 2022)

### **Neighbourhood Development Plans in development as at September 2023**

- Audley Parish Neighbourhood Development Plan
- Kidsgrove Neighbourhood Development Plan
- Keele Neighbourhood Development Plan
- Silverdale Neighbourhood Development Plan
- Bradwell, May Bank, Porthill and Wolstanton Neighbourhood Forum

## Withdrawal of the Joint Local Plan

Between the years 2013 and 2020 the Borough Council of Newcastle-under-Lyme worked jointly with Stoke-on-Trent City Council to produce a Joint Local Plan. The document was subject to three rounds of public consultation during its development, but was not submitted to the Secretary of State for Examination. The Joint Local Plan was not adopted and it does not form part of the development plan for either Council. Whilst the Joint Local Plan has no status, some of the evidence base used to inform the plan contains important and still relevant information applicable to the two areas and may continue to be used or updated to inform the new Local Plan.

# Newcastle-under-Lyme Local Plan

## The new Local Plan for the Borough

On 13 January 2021, Cabinet resolved to produce a new Local Plan covering the borough of Newcastle-under-Lyme administrative area. In order to deliver this as efficiently as possible, the Local Plan is the only document included in the three year project plan. The Local Plan will include the spatial strategy for development, strategic and detailed local planning policies and site allocations.

The Local Plan will be divided into three key stages which will be subjected to public consultation:

- **Issues and Strategic Options (stage complete)**

The first version of the Local Plan set out the proposed vision and objectives for the plan and key options for the spatial strategy. It also set out the intended detailed policies that the plan would seek to provide. The consultation took place from Monday 1 November until Monday 24 January 2022.

- **First Draft Plan (stage complete)**

The second stage of the Local Plan set out a preferred spatial strategy, site allocations and detailed policies to guide future development. It was informed by evidence documents, joint working under the Duty to Cooperate and responses received to the first Issues and Strategic Options document. The consultation on the First Draft Local Plan took place between the 19 June and the 14 August 2023.

- **Final Plan (publication draft)**

The final Plan is the conclusion of all earlier stages of plan production, evidence and responses to the two consultations undertaken to date. This Plan is anticipated to be consulted on in the third quarter of 2024 and submitted to the Planning Inspectorate later the same calendar year.

Following these key milestones the Local Plan is subject to Independent Examination by the Planning Inspectorate. This stage is difficult to accurately estimate in terms of timescale because it is not in the Councils control. It is hoped that the Examination can be concluded in year 2025, that the Plan is found sound by the Inspectorate and that the Council can move forward to adopt the Local Plan.



## Evidence

A range of evidence is required to inform the content of policies and proposals in the Local Plan. Some evidence is produced in-house by the Council and a number of documents are produced by specialist external consultants on behalf of the Authority. The Council's planning policy team continually work on developing the evidence base at the same time as the Local Plan document. Policies in the Local Plan will make clear which evidence has been used to inform the wording of the policy. The full evidence library will also be subject to independent scrutiny once the Local Plan has been submitted to the Planning Inspectorate for Examination.

## Sustainability Appraisal

The Local Plan is supported by sustainability appraisal which meets the requirements of the Strategic Environmental Assessment (SEA) Directive. The process of sustainability appraisal is iterative, beginning with a scoping report which identifies the criteria to assess the sustainability of each policy and proposal including any site allocations. At key stages of consultation on the Local Plan, the plan will be supported by an appraisal of the sustainability of proposed policies and of reasonable alternative options. This demonstrates the Council has met the SEA Directive as decisions made accord with the objectives of sustainable development.

## Habitats Regulation Assessment

A Habitats Regulations Assessment (HRA) identifies whether a plan is likely to have a significant effect on the protected features of certain sites, also known as 'habitats sites' in the National Planning Policy Framework, either alone or in combination with other plans or projects. This fulfils the obligations of the Conservation of Habitats and Species Regulations 2017 (as amended). Along with the Sustainability Appraisal, the HRA is produced at each key stage of plan production.

## Local Development Scheme

Development Plan Document: Newcastle-under-Lyme Local Plan

Plan Period: 2020-2040

Coverage: District wide

Role and Content: It is intended that the Local Plan will set out strategic and detailed policies including allocating sites for development. The Local Plan will set a framework for future sustainable development and will be used in conjunction with Neighbourhood Development Plan to guide development in the Borough.

Timetable of key stages:

Q 3	Q 4	Qs 1 & 2	Q 3	Q 4	Q 1	Q 2	Q 3	Q 4	Q 1	Q 2	Q 3	Q 4
2022		2023			2024				2025*			
Prepare First Draft Local Plan			First Draft Plan consultation (at Regulation 18)	Prepare Publication Draft	Prepare Publication Draft	Publication Draft Plan consultation (at Regulation 19)	Submission to the Planning Inspectorate by end of calendar year	Examination				Adoption

\*once the Local Plan is submitted for examination it is difficult to accurately estimate in terms of timescale because it is not in the Councils control. It is hoped that the Examination can be concluded in year 2025, that the Plan is found sound by the Inspectorate and that the Council can move forward to adopt the Local Plan.



## NEWCASTLE-UNDER-LYME BOROUGH COUNCIL

### CORPORATE LEADERSHIP TEAM'S REPORT TO

Cabinet  
17 October 2023

**Report Title:** Review of Environment Strategy & Road Map to Net Zero.

**Submitted by:** Service Director – Sustainable Environment

**Portfolio/s:** Sustainable Environment

**Ward(s) affected:** All

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

To provide Cabinet with a progress update towards achieving the aims of the Council's Sustainable Environment Strategy and to consider the recently produced Road Map to net zero for the Council's Operations and Estate.

To note the progress in reducing carbon emissions from the Council's Operations and Estate by 50% over the last ten years.

#### **Recommendation**

**That Cabinet**

- 1. notes the progress made in the various facets of the Council's Sustainable Environmental Strategy and other linked initiatives.**
- 2. Notes the 50% reduction in the carbon emissions from the Council's Operations and Estate over the last 10 years.**
- 3. That Cabinet considers the findings and recommendations of the Road Map to Net Zero and builds them into the Action plan for an updated Sustainable Environment strategy moving forward.**
- 4. That Cabinet refers the progress update and 2023/2024 Action Plan to the Health, Wellbeing & Environment Scrutiny Committee for scrutiny and comments.**

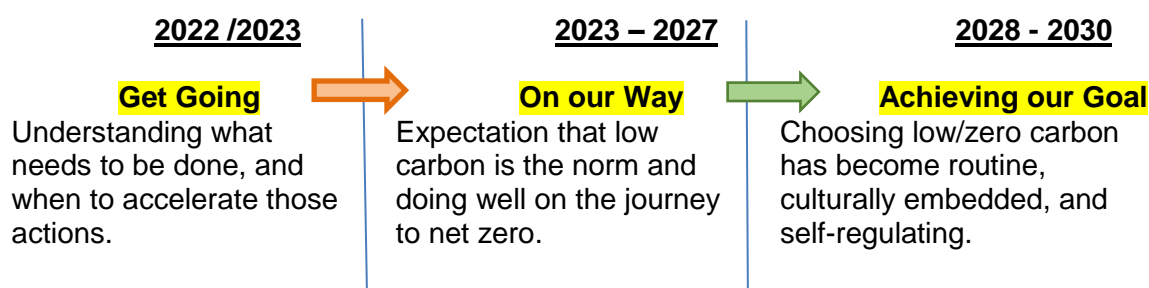
#### **Reasons**

To review progress and plans towards the aims of the Council's Sustainable Environment Strategy and linked initiatives including the Council's Nature Recovery plans, Urban Tree Planting Strategy, UN Sustainable Development Goals and Climate Emergency Plans.

To enable the Council to move forward to achieve its net zero target for its own operations by 2030

#### **1. Background**

- 1.1** The Council adopted its Sustainable Environment Strategy in December 2020. The Strategy is a landmark document that sets out the Council’s commitment to the sustainable environmental future of the Borough and is an over-arching strategy, under which a range of other linked and related plans and initiatives sit.
- 1.2** There are 4 Priority Outcomes associated with the Strategy as follows:
- Reduce the reliance on the use of fossil fuels.
  - Reduce carbon and other damaging emissions.
  - Minimise waste and increase recycling.
  - Offset residual carbon emissions.
- 1.3** In early 2023 the Council commissioned expertise in development of a costed Road Map to Net Zero for the Councils own operations and estate to reach net zero by 2030. Operational buildings have had in-depth surveys and analysis undertaken over the summer, looking at the fabric of the buildings, heating and lighting infrastructure, current insulation, and energy consumption. In addition the Council’s vehicle fleet has been subject to an in-depth analysis, which includes the ten year fleet replacement programme. Extracts from the report for analysis undertaken for the Councils buildings and fleet are shown in appendix 2 and 3.
- 1.4** Development of the roadmap provides a strategic overview of the key priority areas for action and milestones needed for NULBC to reach net zero greenhouse gas emissions by 2030.
- 1.5** The Roadmap does not set out the ‘how’, ‘who’ or the actions needed to achieve the milestones – this is important to stress. It is a strategic framework to help assess what is currently in place and what is needed to get to where The Council collectively needs to be; and then to monitor progress over time.
- 1.6** The NULBC Roadmap has been commissioned to show that the net zero target can be realistically met, through a wide range of implemented measures and changes to reduce carbon emissions in the Councils own estate and operations, and can be adopted at scale and pace over the next decade across the Borough.



- 1.6** The Roadmap will form the basis for a revised Sustainable Action Plan for the Council, to achieve its net zero target for its operational buildings and fleet.

## **2. Progress to date**

2.1 The Sustainable Environment Strategy (SES) is currently being delivered through an action plan, which identifies a range of actions, which covers an initial 5 years period which is coming to an end. There are a number of linked plans and initiatives that have been agreed and adopted by the Council as follows:

- UN Sustainable Development Goals
- Climate Emergency declaration
- Nature Recovery declaration
- Urban Tree Planting Strategy

2.2 The commissioned roadmap has identified the areas where the Council needs to take action in reducing its own emissions to net zero. The report focuses on the two largest contributors to carbon emissions, our buildings heating and lighting, and our operational vehicle fleet. These areas fall into scope 1 and 2 of our responsibilities under the Climate Act 2008.

2.3 The SES action plan has been updated, detailing progress, made to date, and is attached to this report as an appendix 1.

2.4 It is worth highlighting the positive actions which have been commissioned and or completed as part of the SES action plan, which are positively reducing the Councils carbon emissions, notably –

- Introduced the use of Hydrotreated Vegetable Oil (HVO) fuel, as a clean alternative to diesel in its HGV fleet, reducing carbon emissions for those vehicles by 90% during the first 6 months of 2023.
- Planted 14,947 in the first four phases of the urban tree planting strategy over 21 sites.
- Provided sustainability training to all employees and members of the Council, and begun looking into enhanced carbon literacy training for Scrutiny, Cabinet and senior managers
- Reduced the Council's own carbon emissions by 43% since 2019, and by 50% over the past 10 years.

2.5 In addition the Council is an active partner in the Staffordshire Sustainability Board (SSB), made up of senior members and officers with responsibility for sustainability and climate change for all ten local authorities in Staffordshire. Through its work with the SSB, the Council has supported and contributed to the following initiatives developed and recommended by the board. –

- Achieved all ten actions of the SSB's base pledges (see appendix 5)
- Signed up to and supported a County wide communications plan for climate change action, and hosted a 'Carbon Bubble' event in Newcastle town centre in May 2023.
- Signed up to and supported the County Councils Electric Vehicle (EV) strategy
- Signed up and supported the County Councils Climate Change Adaptation Strategy.

### 3. Proposal

3.1 Cabinet notes the progress made in the various facets of the Council's Sustainable Environmental Strategy (SES) and other linked initiatives. The table below presents the current

achievements of the SES Action Plan since its implementation. The “#” represent the different actions in the SES Action Plan Progress Tracker.



## Sustainable Environment Strategy Progress



### Overarching

- Continued engagement with Keele University focused around their Smart Energy Network Demonstrator (SEND) and Hydrex to act as a case study for NuLBC. (#10 & #32)
- Joined Sustainability West Midlands (SWM) and APSE Energy to share and learn best practices in the sector. (#11)
- Commissioned and completed a Net Zero Roadmap for the Council's built estate, which will drive an updated Sustainable Environment and Decarbonisation Action Plan in April. (#12, #27, #34 & #40)
- Created a dedicated full time Environmental Sustainability Officer. (#13)



### Minimising Waste and increase Recycling

- The Council and all Staffordshire authorities agreed on base pledge and work programme as part of SSB (Staffordshire Sustainability Board) where NuLBC is the second highest performer for recycling. (#30)



## Sustainable Environment Strategy Progress



### Reducing our Reliance on Fossil Fuels

- The Council is supporting initiatives such as cycle routes developments like at Keele roundabout. (#15)
- The Council introduced a salary sacrifice scheme for EV's for employees. (#16)
- The Council received a bid from LETIS (Low Emission Taxi Infrastructure Scheme) to develop 8 rapid electric vehicle charging point within the Borough for taxis and completed the installation of electrical vehicle charging points in NuLBC managed car parks for customer use. (#17)
- The Council formally adopted the County EV Strategy January 2023. (#18)



### Reducing Emissions

- Through route optimisation with Streetscene Operations, the fleet has seen a 20% reduction vehicle use for litter bin emptying, making operation more cost effective and energy efficient. (#22)
- The Driver CPC and ECO Driving programs has been agreed for 2023/2024 and aims to increase driver positive behaviours and well-being. (#23)
- The Council set to effect behaviour changes and optimise energy usage with data captured by Wi Bees Data Loggers. (#24)







### Offsetting Carbon Emissions

- The Council have planted 14,947 trees in the first four phases of the Urban Tree Planting Strategy over 21 sites. (#33)
- Completed CRF (Community Renewal Fund) Bid projects including LED street lighting and a community building energy efficiency. Currently working towards a Keele solar energy generation park. (#35)
- 36 social houses have been decarbonised. (#36)
- Sustainability training has been provided by the council for all staff with Carbon Literacy Training being developed for further interested and senior staff of NuLBC. (#39)



Please see the full action plan document “Sustainable Environment Strategy Action plan 2022-2023 Updated Progress October 2023” in Appendix 1.

- 3.2 That the scope 1 and 2 emissions recommendations emanating from the roadmap are agreed and built into the councils revised SES moving forward, namely –

Operational buildings Heat Decarbonisation (See Appendix 2 for background information)

- To reduce the energy (electricity & gas) consumption and demand of the Councils built estate with energy efficient interventions such as...
  - Fabric upgrades (Double glazing and insulation)
  - Heating (such as air source heat-pumps) and DHW (Domestic Hot Water) upgrades
  - Lighting upgrades from Incandescent to LEDs
  - BEMS (Building Energy Management Systems) and energy metering upgrades
  - Fan, motor and pumps upgrades
  - Behavioural changes

All achieved within the built estate by our 2030 net zero goal (with additional offsetting if needed).

- To increase the renewable energy supply of the Councils built estate through the installation of solar PV on owned buildings by our 2030 net zero goal. Where gas still needs to be used (such as Bradwell Crematorium) offsetting should occur to reach net zero.
- To use the Faithful & Gould (F&G) Heat Decarbonisation Roadmap to drive net zero initiatives within the district of Newcastle-under-Lyme Borough Council to decarbonise all buildings and sites by our 2050 net zero goal.

Vehicle Fleet Transition (See Appendix 3 for background information)

- To transition all the Councils vehicles (such as light and heavy commercial vehicles) and assets (such as tractors and mowers) in the Councils fleet from fossil fuelled



vehicles to zero emissions vehicles (ZEVs) by our 2030 net zero goal. The fleet should all be transitioned to electric vehicles unless there is an opportunity to use other better renewable technology/energy such as hydrogen.

- To responsibly operate and maintain none transitioned and transitioned vehicles in the Councils fleet to ensure long life and cost effectiveness.
- To increase charging infrastructure and implement a Charge Management System (to optimise and manage electrical loads) at the relevant sites (such as the Knutton Depot) for newly transitioned fleet vehicles (light and heavy commercial).
- To optimise fleet utilisation by rationalising the fleet through utilisation, energy use and productivity surveying.
- To use the Everergi Fleet Transition Plan to drive net zero initiatives within the district of Newcastle-under-Lyme Borough Council to decarbonise all transportation by our 2050 net zero goal.

#### Biodiversity and Nature Recovery

- To continue and expand the Urban Tree Planting Strategy to drive carbon capture and offset emissions that are leftover from technological upgrades of the built estate and fleet.
- To include Biodiversity Net Gain (BNG) in all new developments the Council undertakes to ensure the net gain of biodiversity in the areas we develop.

#### Governance and Planning

- To implement a dynamics planning framework (embedded in the SES and Decarbonisation Action Plan) for site and transport decarbonisation to ensure an accountable and achievable timeline of assigned actions that can drive the Council to net zero by 2030 within its built estate.
- In line with the new SES Action Plan, to ensure Biodiversity will be a strong priority within the action plan and will be embedded within all actions in the updated action plan.
- To ensure that all service directorates whether directly or indirectly involved in the sustainability and decarbonisation of the Council, will be included in the revision of the SES Action Plan to ensure their own strategies, plans and staff have sustainability embedded within their services. Examples of this include procurement creating a sustainable procurement policy for the entire organisation and its services, planning embedding sustainability into new Local Plans and strategies and HR facilitating a commuting to work sustainably campaign.
- To review and apply for funding opportunities to drive the Councils heat decarbonisation and vehicle fleet transition goals to become a net zero council. Funding opportunities are available from a multitude of government supported organisations such as Salix Finance, mentioned in the Heat Decarbonisation Roadmap.

- 3.3 Taking account of the recommendations of the roadmap process together with the review of actions completed as part of the SES that a revised and updated SES is brought back to Cabinet in April 2024.
- 3.4 The roadmap will become a decarbonisation project plan prioritising initial 'quick wins' to embed the project and direction of travel.
- 3.5 That Cabinet refers the progress update to the Health, Wellbeing and Environment Scrutiny Committee for scrutiny and comments.
- 3.6 As part of the work in revising and updating the SES a carbon budget will be established in line with best practice. Current investigations suggest tools like the Staffordshire Business and

Environment Network 'Carbon Footprint Tool' may be the most effective tool available at this time.

- 3.7 The revised Sustainable Environment Strategy (which includes the decarbonisation project plan as the action timetable) needs to be alignment with the Medium Term Financial Strategy, Asset Strategy and regeneration projects moving forward.
- 3.8 The revised Strategy will also need to align with Landscape management and land holding management (including parks, open spaces and so on) with regard to implementing biodiversity net gain and adaptation requirements.

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

- 4.1 The Sustainable Environment Strategy sets out the Council's ambition to be an exemplar local authority in both caring for, and enhancing our environment. Adapting to and mitigating the effects of climate change means changing the way we do things for the long-term benefit of the Borough.
- 4.2 To evolve the Council's Sustainable Environment Strategy, as a 'living' document with linked plans and initiatives with particular focus on its journey to net carbon zero.

#### **5. Options Considered**

- 5.1 There is no other option to meet the statutory challenges posed by the legislation.

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

- 6.1 The Climate Change Act 2008 has the following provisions:
  - Carbon targets and carbon budgeting - The Act places the government under a legal duty to reduce greenhouse gas emissions by 80% below 1990 levels by 2050
  - The Committee on Climate Change - The Act also establishes the Committee on Climate Change, an independent, expert body to advise government on the appropriate level for the targets, budgets, and on matters relating to mitigation and adaptation. The Committee will submit annual reports to parliament on progress towards the targets and the government must respond to this report.
- 6.2 Councils Duty to reduce carbon emissions - There are currently no statutory requirements for local authorities to set or negotiate targets to reduce their own or area wide emissions. However the Borough declared a Climate Emergency in April 2019 and committed to reach net zero for its own operations by 2030.
- 6.3 In 2020/2021, the Council reduced carbon emissions associated with its operations by 21.5% or 593 tons. It will be noted that this reduction will in part have been achieved during the Covid pandemic. Through the One Council programme, the Council is working to ensure that some of the working practices utilised during the pandemic are built into the Council's core business model.
- 6.4 All Local Authorities also have a "biodiversity duty" under the Natural Environment and Rural Communities Act 2006.

## **7. Equality Impact Assessment**

- 7.1 There are no adverse equality impacts identified as a consequence of this report. Specific actions contained within the proposed revised SES Decarbonisation Action Plan will need to consider any equality impacts on a project by project basis.
- 7.2 However, a number of the UN Sustainable Development Goals which the Council is a signatory to relate to issues of social justice and fairness.

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

- 8.1 There will be financial and resource implications arising from this report.
- 8.2 However, the Council has formally recognised a climate emergency and in doing so it acknowledges that there is a real need to act now and plan in how to tackle the environmental threats posed by climate change. This need to act will require a balance to be found between the prioritisation of funding for projects and the duty to be accountable for the way in which public funds are used.
- 8.3 The Roadmap has identified capital expenditure of £7.4 million is required up to 2030 to decarbonise the Council's operational buildings. Costs for replacement fleet utilising zero and ultra-low emission vehicles, estimated at £10.76m, have been confirmed as being adequately covered under the Council's existing ten-year fleet replacement programme budget. Further work is underway to ascertain the impact on future capital expenditure from carbon offset.
- 8.4 The Council recognises that it will need to make bold decisions where there is a good business case to deliver the right outcomes for our residents and businesses that consider both financial and environmental returns for that investment. The return on investment (ROI) for many of the projects required is demonstrably quicker as the required technologies become more widely used.
- 8.5 To make further progress on this agenda, the 2022/2023 approved Council budget includes the provision of £100,000 within the Borough Growth Fund to enable tree planting within urban greenspaces, preparation of a roadmap to achieving a net zero Council and progress schemes and initiatives contained in the SES Action Plan.
- 8.6 External funding will continue to play an important part in allowing projects to come forward and the work detailed earlier in this report in respect of the Community Renewal Fund is an example which needs to be followed more widely. Officers have recently made a public Sector Decarbonisation Fund (PSDF) bid for energy reduction measures at the J2 Leisure centre, if successful this will achieve significant reductions in energy, which has seen significant increases over the last year or so, as well as a reduction in carbon emissions.

## **9. Major Risks**

- 9.1 There are overarching risks of inaction in respect of the Council's response to the environmental threats caused by:
- rising carbon emissions (reputational damage, potential statutory penalties from carbon reporting requirements),
  - climate change (excessive urban heat impacts, excess deaths, flooding, air pollution etc.),
  - habitat loss (failure to meet statutory Biodiversity Net Gain in developments),
  - plastic pollution (poor quality water and increasingly toxic soils)

- poor use of dwindling natural resources (increased pressure on fuel costs).

9.2 As a result, Councils around the UK and Governments around the world are responding to these threats and public calls for a robust and rapid reduction, and mitigation measures as well as reigniting environmental strategies. Many have declared Climate Emergencies with the aim of accelerating action to achieve carbon neutrality, consider how to mitigate the effects of climate change and change how resources are used.

9.3 There are growing expectations that Councils take a leading and decisive role in this respect and there are reputational risks to the Council in not acting positively.

9.4 Any risks associated with specific projects contained within the proposed Action Plan will be assessed and considered on a project-by-project basis.

9.5 That forthcoming or future projects may not have sufficiently been screened for their carbon impact during planning stages, and negate the investment made in other carbon reduction projects.

9.6 A specific detailed risk register for this aspect of the Council's work will be presented to Cabinet.

## 10 UN Sustainable Development Goals (UNSDG)

10.1 The Sustainable Environment Strategy and linked initiatives will support the realisation of the aims of UN SDG 3, 4, 6, 7, 8, 10, 11, 12, 13, 14 & 15.



## 11 Key Decision Information

11.1 Approval of the report is considered a key decision as it impacts on all Wards in the Borough. It has been included in the Forward Plan.

## 12 Earlier Cabinet/Committee Resolutions

12.1 There are several previous Council, Cabinet and Scrutiny Committee reports.

## 13 List of Appendices

- 13.1 Appendix 1 – Sustainable Environment Strategy Progress on action plan Report
- 13.2 Appendix 2 – Site Heat Decarbonisation Background
- 13.3 Appendix 3 – Vehicle Fleet Transition Background
- 13.4 Appendix 4 – Extract from Corporate Risk Assessment system (GRACE) for decarbonisation.
- 13.5 Appendix 5 - SSB Base Pledges

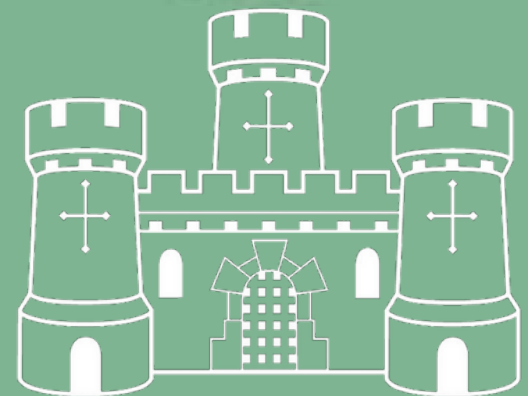
## **14 Background Papers**

- 1. Urban Tree Planting Strategy
- 2. Sustainable Environment Strategy
- 3. Sustainable Environment Strategy Action Plan 2022-2023
- 4. Climate Emergency Motion
- 5. Natures Recovery Motion
- 6. UN Sustainable Development Goals

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# Newcastle-under-Lyme Sustainable Environment Strategy 2023 Update



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**NEWCASTLE  
UNDER LYME**  
BOROUGH COUNCIL

## **Our Commitment for Newcastle-under-Lyme**

Newcastle under Lyme is dedicated to ensuring a sustainable future that leads to improvements within our communities and we will continue to strive to reduce our own impact on the environment in everything we do.

# Sustainable Environment Strategy Action Plan 2022/2023

## Foreword by Councillor David Hutchison Portfolio Holder for Sustainable Environment

Since the climate emergency declaration and the publishing of the Sustainable Environment Action Plan (SES Action Plan) in 2019, Newcastle-under-Lyme Borough Council has been focused on various overarching sustainability targets, reducing our reliance on fossil fuels, reducing our emissions as an organisation, minimising our waste and increasing recycling and finally offsetting emissions. Over the last ~5 years the Borough Council has made some great progress in implementing the actions outlined in the SES Action Plan and as result the council have reduced their carbon footprint by 50% in the last 10 years.

The Borough Council now has the responsibility to become Net Zero within its own operations by 2030 and within the entire Borough by 2050 through installing renewable technology, decarbonising buildings and transportation, and influencing behaviour changes. The Council has received extensive consultation on multiple operational sites and the entire fleet to map the cost and time it will take to decarbonise the built estate and fleet by 2030. The decarbonisation of the Councils built estate will act as a case study to drive net zero initiatives within the residences, businesses and transport systems in the Borough to achieve a net zero Borough by 2050.

With the new net zero consultation data the Council will facilitate the creation of an updated SES Action Plan which will focus both on the Councils 2030 and 2050 goals for net zero but include embedded targets on scope 3 emissions such as procurement and commuting, increasing biodiversity and influencing sustainable behaviour change. The Borough Council is committed to these targets to ensure the Borough does everything in it's power to reduce the impact it has on climate change and the environment.





# Sustainable Environment Strategy Action Plan 2022/2023

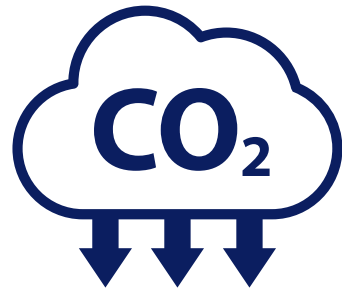
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Overarching



Reduce our reliance on Fossil Fuels



Reducing Emissions



Minimising waste and increase recycling



Offsetting Carbon Emissions



# Sustainable Environment Strategy Action Plan 2022/2023



## Overarching

Action	By when?	Progress to date
1. The Staffordshire Climate Change Adaptation & Mitigation Report has been finalised and key policy recommendations will inform policies in the Local Plan to ensure that new development will seek to mitigate the impact on climate change.	At the adoption of the Local Plan	Local Plan been out for consultation. Analysis of results now taking place
2. The following policy principles are likely to be taken forward in the emerging Local Plan:-		
3. Presumption in favour of wind energy development on unconstrained areas (which will be identified on the Policies Map), subject to specific criteria on design, siting, amenity impact etc.	At the adoption of the Local Plan	As above
4. Electric vehicle charging points should be included in all developments' parking proposals. Where use of existing parking facilities are being utilised, contributions towards electric vehicle infrastructure is likely to be required;	At the adoption of the Local Plan	as above
5. Requirement that all development should be adaptable to climate change and help reduce carbon emissions by including, wherever appropriate, decentralised and renewable and low carbon sources.	At the adoption of the Local Plan	As above
6. Requirement on proposals for major developments to submit a sustainability statement demonstrating consideration of energy efficiency measures and low carbon technologies;	At the adoption of the Local Plan	As above
7. Requirement for all development and energy proposals that would generate significant surplus or waste heat should take all practicable measures to utilise that heat to meet local energy needs;	At the adoption of the Local Plan	As above
8. Requirement to connect into the heat network or be designed to do so where this is planned or exists, unless it can be demonstrated that there are more effective alternatives for minimising carbon emissions or such connection is impracticable;	At the adoption of the Local Plan	As above
9. The Report also recommends consideration of a carbon offset fund. Should the Council choose to adopt this, the level of charge set would need to be tested in a Viability Report and additional resources may be required to manage this fund.	At the adoption of the Local Plan	As above
10. Continuing to engage with Keele University (possible Staffordshire University) to explore what they are doing in relation to reducing carbon/becoming carbon neutral and to examine if the Council can learn anything from the work being undertaken.	2022/2023	Constructive progress made with Keele, focused around their Smart energy demonstrator and Hydrex projects.
11. To explore if there is any national best practice examples and/or guidance to support the delivery of such work.	2022/2023	Joined Sustainability west Midlands and APSE energy to share and learn from best practice.
12. Commission a base line study and roadmap plan to reach carbon neutrality for the Council's operations by 2030.	2022/2023	Commissioned and completed. Action plan by April 24
13. Create a dedicated Environmental Sustainability Officer post for initial 12 month period.	2022/2023	Completed appointed - 1.33 FTA's in post on permanent basis.





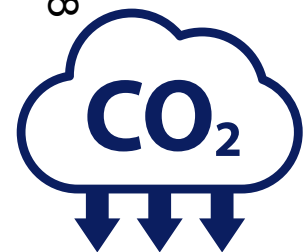
# Sustainable Environment Strategy Action Plan 2022/2023



## Reduce our reliance on Fossil Fuels

Action	By when?	Progress to date
14. An Air Quality Final Business case will be considered by Cabinet for submitting to DEFRA which will include a package of measures to be implemented with respect to Air Quality improvements.	2022/2023	Submission date moved to 2024, It was mentioned this action would contribute to a net increase in carbon emissions.
15. Staffordshire County Council's Local Cycling and Walking Infrastructure Plan (LCWIP) 2020-2030 establishes a programme of improvements for pedestrians and cyclists to include better access and improved cycle routes for the residents of the Borough.	2020/2030	Council supporting initiatives, cycle routes around Newcastle currently being constructed Eg Keele rondabout
16. Promote the Council's agile working policy and Green Travel Plan, encouraging Car Sharing, Cycle Loans, and Annual Bus Travel Card for its employees to reduce CO2 from travel to work.	Ongoing	Continue supporting, Council introduced salary sacrifice scheme for EV's for employees
17. A consortium bid, funded by Low Emission Taxi Infrastructure Scheme, has approved eight rapid electric vehicle charging points to be installed within the Borough.  To complete the installation of electrical vehicle charging points in car parks managed by the Borough for customer usage.	2022	Complete
18. Staffordshire County Council have developed an EV strategy for the County. The Council will use this as a basis for its borough-wide strategy.  Continue to investigate further opportunities for on street parking charging points.	2022/2023	Cabinet formally adopted County EV strategy in January 23.
19. To consider future amendments of policy and further consultation and adoption to the Taxi/PHV policy.	2025	ongoing - workstream of Staffordshire Sustainability board.
20. To assess the suitability and applicability of financial support schemes from the Office of Low Emissions Vehicles grants for new vehicles/grant for second hand (loan schemes to support purchase of New and Used vehicles).	2025	Ongoing
21. To assess schemes established by Local Authorities such as Birmingham/Coventry/Nottingham with respect to electrical vehicles and its associated infrastructure improvement and to incorporate learning for the Council.	2025	Ongoing





# Sustainable Environment Strategy Action Plan 2022/2023

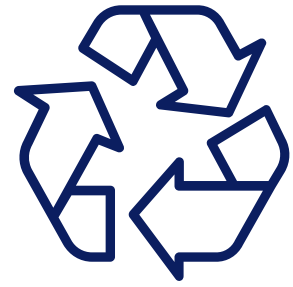
## Reducing Emissions

Action	By when?	Progress to date
22. Build on vehicle route optimisation work in recycling, waste and fleet service and extend it to other parts of the Council's operations to reduce vehicle mileage and emissions.	Ongoing	Work has been undertaken with streetscene fleet, resulting in 20% reduction in vehicle use for litter bin emptying
23. To continue to provide driver CPC training and offer ECO driving aimed at Driver behaviour and well-being.	Ongoing	Programme agreed for 2023/24
24. Based on the data captured by Wi Bees Data Loggers, for utilities consumption, the Council will seek to effect behaviour changes and optimise energy usage.	2023	Complete
25. Monitor and utilise the data from the new "e-telligent" packages of building management systems.	2022/2023	Actions as part of RoadMap decarbonisation plan for Council Buildings
26. To appoint an energy specialist in- house or to engage an external specialist Consultant with the remit of reducing carbon emissions across the Council's portfolio.	2022/2023	to be considered as part of the action plan above.
27. The Council has appointed external consultants to assess the feasibility of deploying low carbon technologies, across the Council's landholdings and buildings.	Ongoing	ongoing - workstream of Staffordshire Sustainability board.
28. Continue to work collaboratively with Keele University to explore new energy efficient schemes such as district network heating.	2022/2023	Ongoing
29. The Council has made preliminary assessment of the type of street lighting for which the Council is responsible for, 382 lights of which only 4 are currently LED.  To develop a proposal/business case to install LED to Council's owned street lighting.	2022/2023	Ongoing





# Sustainable Environment Strategy Action Plan 2022/2023

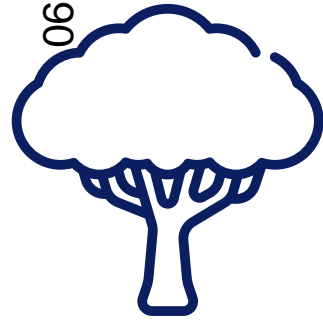


## Minimising Waste and increase Recycling

Action	By when?	Progress to date
30. To review what neighbouring authorities are delivering as part of their carbon reduction/carbon neutrality programme, examine if there might be benefits from a combined public sector L.A. approach.	2022/2023	Base pledge and work programme agreed by all Staffordshire authorities as part of Staffordshire Sustainability Board. Good progress being made. Newcastle second highest performer for Recycling in Staffordshire.
31. To engage with the Staffordshire Chamber of Commerce to understand the messages/guidance they are providing to the business sector on CO2 neutral energy tariffs.	2022/2023	Ongoing
32. To explore what local medium to large size private sector organisations are doing in relation to reducing carbon / becoming carbon neutral (examine any learning from the work being undertaken).	2022/2023	Work with Keele and staffs University's as well as SBEN.



# Sustainable Environment Strategy Action Plan 2022/2023



## Offsetting Carbon Emissions

Action	By when?	Progress to date
33. Continue the planting of trees on Council owned land as part of the Urban Tree Planting Strategy and declare planted sites Urban Carbon Capture Areas.	2022/2023	Planted 14,947 in the first four phases of the urban tree planting strategy over 21 sites.
34. Explore the feasibility of installing a 30kw array of solar thermal-PV hybrid at south facing roofs of NULBC central Depot.  Battery Solutions for the Depot. To store excess energy from the solar panels.	2022/2023	forms part of action plan for RoadMap - Building decarbonisation plan.
35. Implement Community Renewal Fund (CRF) Bid projects for sustainable energy solutions. Including LED street lighting, community building energy efficiency and feasibility of Keele solar green energy generation.	2022/2023	Completed, initiatives such as Solar farm being taken forward.
36. Social Housing & Decarbonisation Fund	2022	36 houses did receive decarbonisation funding and were refurbished and decarbonised.
37. Prepare a Nature Recovery Action Plan in conjunction with Staffordshire Wildlife Trust	2022/2023	Ongoing
38. J2 Tree Planting Scheme - to plant a tree for every new Member signed up at J2.	2022/2023	Scheme is designed and ready for implementation
39. Progress Carbon Literacy Project	2022/2023	Sustainability training provided to members and staff across the Council. More indepth Carbon literacy training being developed for roll out in 2024.
40. Explore Long Life/Long Term Energy Storage opportunities	Ongoing	Part of RoadMap to net zero decarbonisation action plan being developed.





# Appendix 2 – Building/Site Heat Decarbonisation Background

The Heat Decarbonisation Roadmap, commissioned through Faithful and Gould (F&G) consulted on a number of sites in the Councils operational estate. Those sites and their calculated costs and actions to decarbonise are presented below as combined site and individual site case studies.

All figures, tables, data and attached analysis in Appendix 2 are derived from the Faithful and Gould (F&G) Heat Decarbonisation Roadmap.

A glossary of abbreviations has been provided below.

## Appendix G. Glossary of Terms/Acronyms

- HDP - Heat Decarbonisation Plan.
- BSE - Building Services Engineering.
- HVAC - Heating, Ventilation, and Air conditioning.
- NZC - Net Zero Carbon.
- PV - Photovoltaic.
- kWh - Kilowatt hour.
- tCO<sub>2</sub> - One Tonne of Carbon Dioxide.
- ASHP - Air Source Heat Pump.
- Quick wins - Interventions that are easy, fast, and economical to implement.
- LED - Light Emitting Diode; type of lighting.
- KPIs - Key Performance Indicators.
- FM - Facilities Management.
- Soft landings - Government scheme adopting a strategy to ensure a smooth transition from construction to occupation ensuring optimal operational performance.
- Salix finance - non-departmental public body, wholly owned by the Government administering funds on behalf of the Department for Energy Security and Net Zero.
- DESNZ - Department of Energy Security and Net Zero.
- LCSF – Low Carbon Skills Fund.
- PSDS – Public Sector Decarbonisation Scheme.
- Climate emergency - A critical and urgent situation characterised by rapid and severe changes in global climate patterns, driven primarily by human activities, which pose significant threats to ecosystems, societies, and the planet's long-term sustainability.
- Decarbonisation (Built Environment) - The process of reducing or eliminating carbon emissions associated with construction, operation, or maintenance of buildings and infrastructure, typically through sustainable design, energy efficiency measures, and the adoption of low-carbon technologies.
- Retrofit – The process of enhancing or upgrading existing buildings, infrastructure, or systems to improve energy efficiency, sustainability, and functionality. Often done through incorporating innovative technologies and design principles.
- Building fabric – The physical components and materials that make up a building's envelope, including walls, roofs, floors, and cladding, which collectively determine the building's structure integrity, thermal performance, and weather resistance.
- GHG - Green House Gases.
- UK-GBC - UK Green Building Council.
- Climate Change Act - A legislative framework implemented by governments, aimed at addressing and mitigating the impacts of climate change through the establishment of binding policies and targets to reduce GHG emission and promote sustainable practices across industries.
- Carbon Budget Orders - These are regulatory measures and mechanisms established by governments, which allocate a specific allowable amount of carbon emissions over a defined period to different sectors or entities, with the goal of controlling and reducing overall GHG emissions to meet climate targets.
- SBTi – Science Based Targets initiative.
- M&E – Mechanical & Electrical.
- MEP – Mechanical, Electrical, and Plumbing.
- BMS – Building Management System.
- BEMS – Building Energy Management System.
- VRV/VRF - Variable Refrigerant Volume/Flow.
- Radiant electric - Refers to a heating system that utilises electric radiant heating elements, such as wires or panels, to emit infrared radiation for heating indoor spaces. Offering an efficient and direct method of heating without the need for traditional heating ducts, forced-air systems, or use of solid fuel.
- DX split - Refers to a type of air conditioning system where the cooling process is achieved through direct expansion (DX) of a refrigerant, typically in a split-system configuration, involving separate indoor and outdoor units. A DX split system that can work a reverse cycle to provide both heating and cooling is a heat pump.
- POU - Point of Use - A system or device that provide specific services or functions (domestic hot water for the context of this report) at the location where they are needed, on a smaller scale and localised basis, enhancing energy efficiency while reducing resource wastage and distribution losses.
- DHW - Domestic Hot Water.

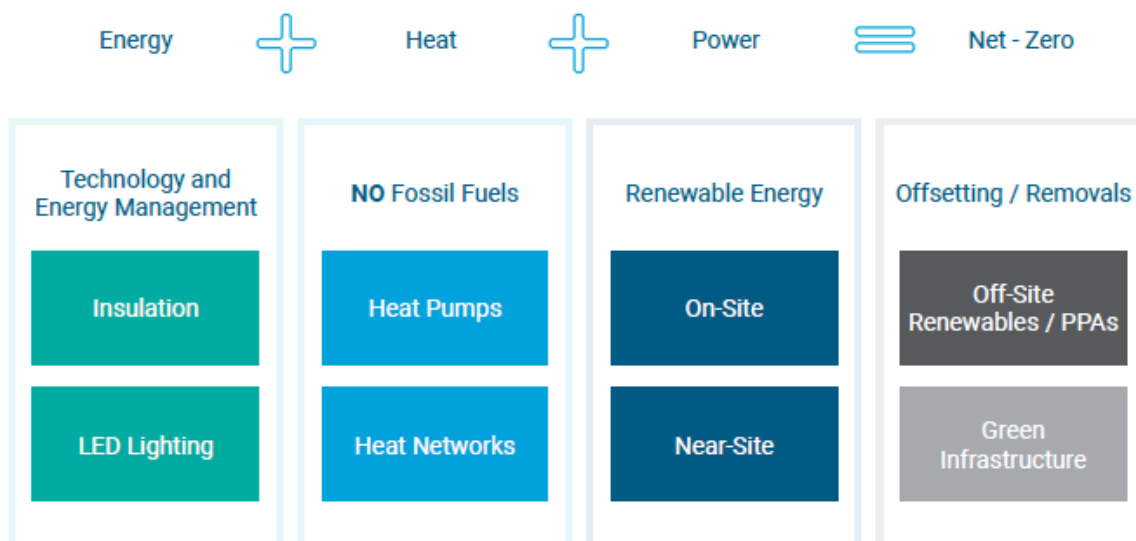
## Combined Site Heat Decarbonisation Case Study:

This section presents and analyses the combined site heat decarbonisation data from Faithful and Goulds (F&G) commissioned Heat Decarbonisation Roadmap for the Council. The data below focuses on the cost, energy, carbon savings and intervention type for the combined built estate that was surveyed by F&G.

F&G were commissioned to deliver a roadmap to net zero for the Council. To explain what net zero meant in the case of this report F&G included Figure 2 (Pg.12) which shows that energy, heat and power decarbonisation technology and implementation of that technology will achieve Net Zero.

Figure 2

### Process towards Net Zero Carbon buildings



Figures 3 and 4 below display the total annual consumption in kilowatt-hour and total carbon emissions in tonnes of carbon dioxide equivalent for gas and electricity consumption across the 7 of the sites that were reviewed by F&G. As seen in the tables below the J2 (Jubilee 2) Leisure Centre is the largest consumer of gas and electricity which makes it the largest emitter of greenhouse gas in the Council's operational estate. The more a site/building consumes in gas and electricity the more emissions we can expect to be associated with that site. Other notable mentions are the Bradwell Crematorium (labelled as Newcastle-under-Lyme Crematorium) and Knutton Lane Depot which both have high gas use and low electricity use. Compared to a building like Castle House which uses no gas whatsoever you can see how electrifying different buildings can decrease the relative emissions and impact.

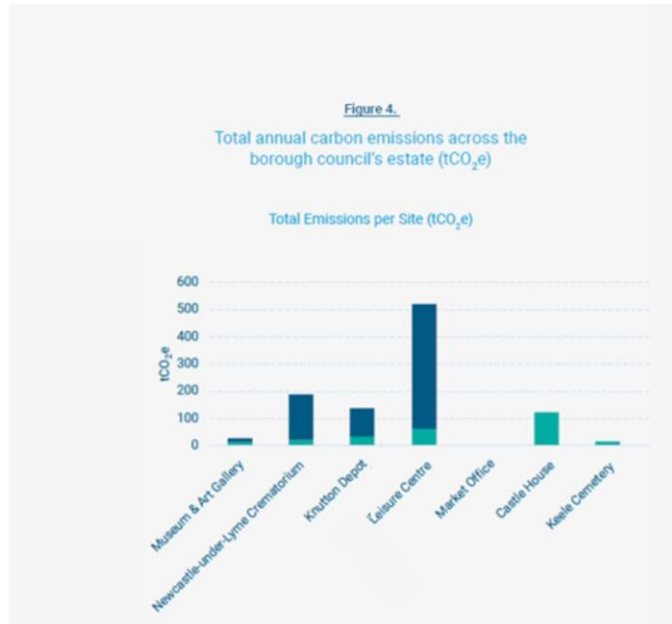
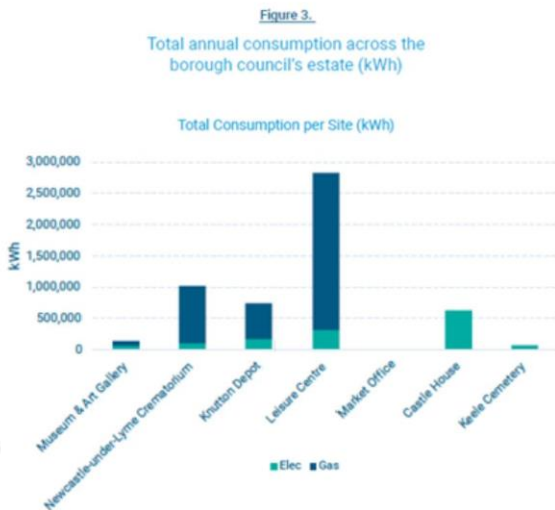


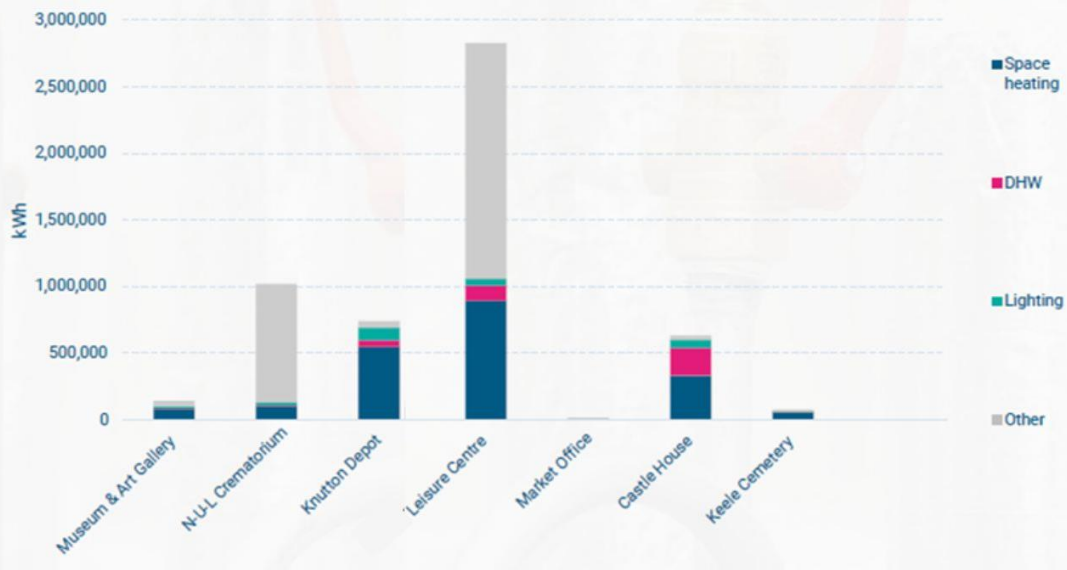
Figure 5 shows the breakdown of energy consumption at each site reviewed. It has been broken down by space heating, domestic hot water (DHW), lighting and other. "Other" is attributed to energy consumers such as the furnaces at the crematorium and the water heating for the leisure centre which as seen below are the main culprits for large amounts of energy consumption. Space heating as seen in the figure below also contributes to the significant amount of energy consumption from the council's operational estate, showing the need for decarbonisation methods especially for space heating and "other" energy consumers.



Figure 5.

Breakdown of energy consumption per site across the estate

Total On-Site Energy Consumption per Site (kWh)



Looking at the breakdown of energy consumption across the estate (Figure 5), space heating is the highest contributor to total energy consumption. Domestic hot water and lighting accounting for a smaller percentage. The remaining consumption is attributed to other services, such as furnaces at the crematorium, pool water heating and the leisure centre, and kitchen appliances. This breakdown has been estimated using certain percentages depending on building type.

Figure 11 shows the substantial decrease in energy use by 2030 from the recommended interventions, most notably in gas consumption. The reason electricity consumption increases is due to the decarbonising interventions like air source heat pumps that use electricity instead of gas. The leftover 666,236 kWh of gas at 2030 is due to the crematorium furnaces and some other consumers that still don't have the adequate technology to replace gas yet, which means that energy use which contributes to our emissions will have to be offset somewhere else until decarbonised replacements mature. However the great decrease in gas consumption means that even with an increase in electricity usage, the overall energy usage of the Councils operational estate decreases by almost half the original amount with these interventions by 2030.

**Figure 11.**

**Consumption changes after Net Zero interventions (all scenarios)**

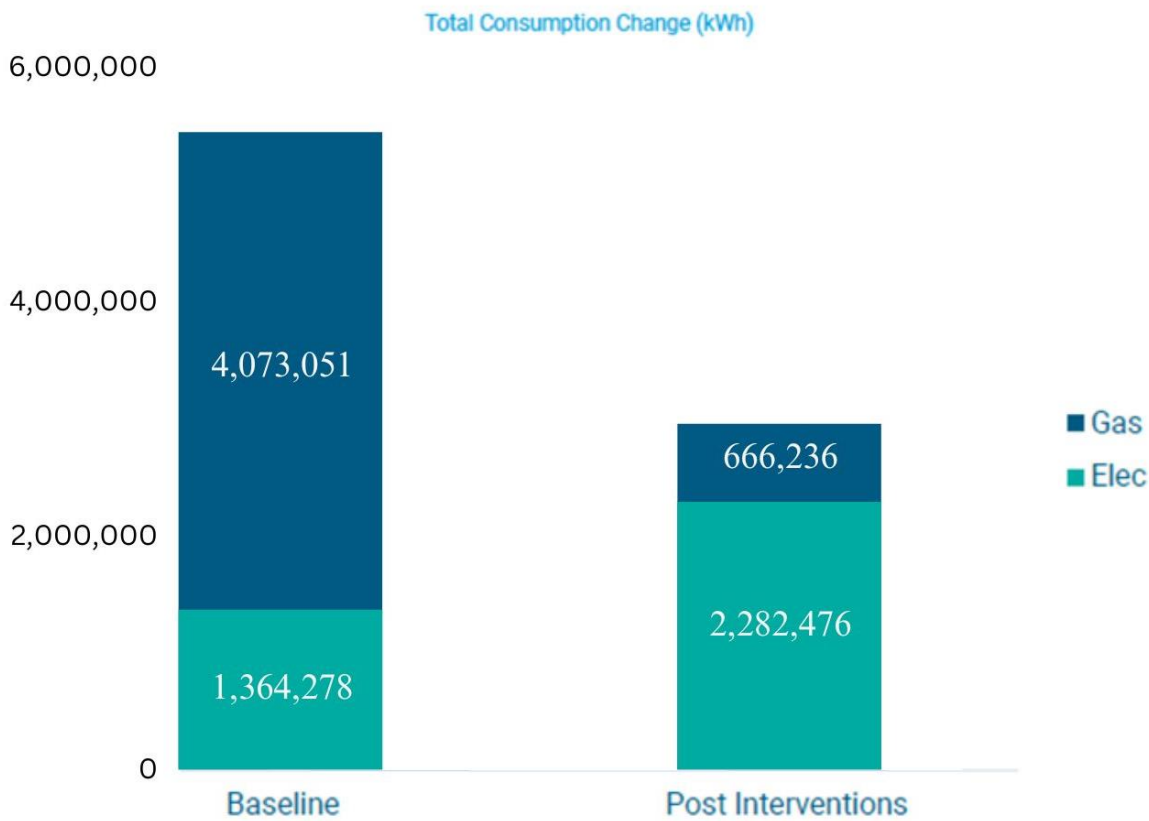


Table 17 breaks down the individual costs of all the installations of different interventions for each site needed by 2030. The most costly sites include Jubilee 2 Leisure Centre and Knutton Depot which together will cost the council over £6M to implement the below interventions. The total amount needed to decarbonise these operational buildings and sites reviewed below will cost a £7,396,287 by 2030. The largest contributor to the cost will be fabric upgrades (insulation, windows etc.) and heating and DHW installations.

**Overview of Measures**

Table 17 provides a site-by-site breakdown of the recommended measures across the 9 sites, highlighting the associated costs with each technological/fabric intervention.

**Table 17. Site and cost breakdown of recommendations**

Site Name	Behaviour Change	Fabric Up-grades	LED Install	Heating & DHW Install	PV Install	BMS/Controls Upgrade	Cooling Upgrade	Vent Upgrade	Total
Museum & Art Gallery	£178	£394,518	£17,056	£143,324	£0	£63,688	£0	£3,750	£622,514
Newcastle-under-Lyme Crematorium	£626	£283,633	£32,755	£211,564	£36,700	£52,632	£0	£7,500	£625,411
Knutton Depot	£632	£1,420,936	£44,664	£525,920	£42,000	£129,410	£0	£3,000	£2,166,561
Leisure Centre	£1,786	£0	£119,392	£3,438,300	£0	£106,600	£170,000	£10,000	£3,846,078
Market Office	£10	£1,335	£971	£4,853	£2,310	£607	£0	£750	£10,835
Castle House	£1,465	£0	£5,952	£0	£49,600	£0	£0	£0	£57,017
Keele Cemetery	£172	£0	£13,720	£0	£33,400	£20,580	£0	£0	£67,872
<b>Total</b>	<b>£4,869</b>	<b>£2,100,420</b>	<b>£234,510</b>	<b>£4,323,961</b>	<b>£164,010</b>	<b>£373,517</b>	<b>£170,000</b>	<b>£25,000</b>	<b>£7,396,287</b>

Table 21 shows the carbon reduction opportunities across the operational sites studied, focusing on how much total carbon was saved by installing the interventions from the roadmap. The most costly sites are the Leisure Centre (Jubilee 2) and Knutton Depot, however as seen below they will contribute the most carbon savings out of all the sites.

Table 21.

Carbon reduction opportunities across the estate

Site	Floor Area (m <sup>2</sup> )	Total Carbon Saved (tCO <sub>2</sub> e today's factors)	Cost of Interventions
Museum & Art Gallery	1,061	14	£622,514
Newcastle-under-Lyme Crematorium	877	31	£625,411
Knutton Depot	2,571	96	£2,166,561
Leisure Centre	4,264	280	£3,846,078
Market Office	24	1	£10,835
Castle House	4,960	14	£57,017
Keele Cemetery	343	9	£67,872

A decarbonisation plan which centres around the properties would require an investment of circa £7,396,287 and would save a total of 502 tonnes of CO<sub>2</sub>e. Targeting the 'worst offending buildings' could be an effective tool for the Council as they push towards Net Zero.

Individual Site 2030 Heat Decarbonisation Case Study:

This section breaks down the data from the Faithful & Gould (F&G) Heat Decarbonisation Report for each of the operational sites as individual cases. It breaks down the cost, energy, carbon savings and intervention type for each site with short analysis.



= Not Applicable



= No Data

Acronyms Glossary:

- ASHP = Air Source Heat Pump
- VRV = Variable Refrigerant Volume
- RE = Radiant Electric
- DX = Direct Expansion
- POU = Point of Use Water System

When an **N** is used after the mention of a certain intervention, this means that this intervention has already been installed and is working on the relevant site OR the intervention is not needed on the site for it to become net zero.

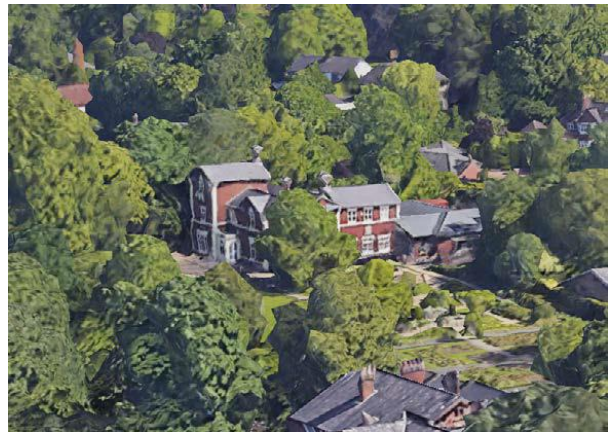
The carbon saving data in this section is derived by adding all carbon saving data located in the table below (Appendix C in the F&G report) in which the total is derived from subtracting the "Additional Elec from Htg & DHW Upgrade" as these upgrades decrease the carbon savings of interventions as they increase electricity usage. Total amounts may differ from calculations made with data presented as they are totals are rounded.

Appendix C. Carbon Saving of Implementation Measures (2022 Carbon Conversion Factors)

tCO <sub>2</sub> e Savings by Building (today's factors)										
Site	Behaviour Change	Fabric Upgrades	LED Install	Htg & DHW Upgrade	Additional Elec from Htg & DHW Upgrade	PV Install	BMS Upgrade	Chiller Upgrade	Vent Up-grade	Total
Museum & Art Gallery	1.32	5.06	0.74	7.68	3.71	0.00	2.83	0.00	0.36	14.27
Newcastle-under-Lyme Crematorium	9.36	4.39	3.04	8.28	3.70	6.03	3.67	0.00	0.26	31.32
Knutton Depot	6.85	40.14	6.35	52.89	28.94	6.90	10.54	0.00	1.42	96.16
Kidsgrove Townhall	2.86	15.08	1.89	12.06	2.40	4.49	5.19	0.00	1.95	41.12
The Guildhall	1.31	5.01	1.23	6.30	1.69	0.00	2.62	0.27	0.82	15.87
Leisure Centre	25.99	0.00	5.35	418.05	197.45	0.00	21.94	3.94	2.09	279.92
Market Office	0.04	0.04	0.06	0.30	0.00	0.38	0.06	0.00	0.04	0.93
Castle House	6.09	0.00	0.25	0.00	0.00	8.15	0.00	0.00	0.00	14.49
Keele Cemetery	0.72	0.00	0.48	0.00	0.00	5.49	1.97	0.00	0.00	8.65
<b>Total</b>	<b>54.53</b>	<b>69.72</b>	<b>19.39</b>	<b>505.55</b>	<b>237.89</b>	<b>31.45</b>	<b>48.83</b>	<b>4.21</b>	<b>6.94</b>	<b>502.75</b>

**Museum & Art Gallery**

The Brampton Museum is a 1061m<sup>2</sup> building comprising a 2 storey 1854 solid brick building and a large 2020 single story extension. The Brampton Museum will cost £622,514 to retrofit for net zero but would reduce its energy use by 77,864 kWh which saves a total amount of 14.27 tCO<sub>2</sub>e per year based on the interventions implemented.



Total Cost of Interventions: **£622,514**  
 Total Energy Use Reduced: **77,864 kWh**  
 Total Carbon Saved: **14.27 tCO<sub>2</sub>e**

Heat Decarbonisation Recommendations	Relevant Actions (Y/N) Y = YES N = NO	Cost of Relevant Actions (£)	Total Cost (£)	Energy Consumption Before (kWh)	Energy Consumption After (kWh)	Carbon Saving (tCO <sub>2</sub> e)
Behaviour Change	<b>Y</b>	£178	£178	Gas 77,864	Gas 0	1.32
Fabric Up-grades	Wall <b>N</b> Roof <b>Y</b> Glazing <b>Y</b>	0 £14,595 £379,922	£394,518			
LED Install	<b>Y</b>	£17,056	£17,056	Electric 62,682	Electric 62,682	0.74
Heating & DHW Install	<b>Heating ASHP Y</b> VRV RE DX <b>DHW POU Y</b> ASHP	£142,324	£142,324			7.68 -3.71 = 3.97
PV Install	<b>N</b>					
BMS/Controls Upgrade	<b>Y</b>	£63,688	£63,688			2.83
Cooling Upgrade	<b>N</b>					
Vent Upgrade	<b>Y</b>	£3,750	£3,750		0.36	
<b>Total</b>		<b>£622,514</b>	<b>£622,514</b>	<b>140,546 kWh</b>	<b>62,682 kWh</b>	<b>14.27 tCO<sub>2</sub>e</b>

## Newcastle-under-Lyme (Bradwell) Crematorium

Bradwell crematorium comprises the chapel and crematorium building, and a remote site which has been converted to an office and accommodation at the site entrance. Bradwell Crematorium will cost £625,411 like the Museum to retrofit for net zero but would reduce its energy use by around 168,459 kWh which saves a total amount of 31.32 tCO<sub>2</sub>e per year based on the interventions implemented. Due to the gas furnaces and currently having no decarbonised equivalent the gas usage that could be eliminated will have to remain until the technology is available to replace them.



Total Cost of Interventions: **£625,411**

Total Energy Use Reduced: **168,459 kWh**

Total Carbon Saved: **31.32 tCO<sub>2</sub>e**

Heat Decarbonisation Recommendations	Relevant Actions (Y/N) Y = YES N = NO	Cost of Relevant Actions (£)	Total Cost (£)	Energy Consumption Before (kWh)	Energy Consumption After (kWh)	Carbon Saving (tCO <sub>2</sub> e)
Behaviour Change	Y	£626	£626	Gas 913,765	Gas 798,269	9.36
Fabric Up-grades	Wall Y Roof Y Glazing N	£40,015 £243,618 0	£283,633			4.39
LED Install	Offices Y Chapel Y	£11,760 £29,995	£32,755	Electric 105,518	Electric 52,555	3.0
Heating & DHW Install	Heating ASHP Y VRV Y RE DX DHW POU Y ASHP	£211,564	£211,564			8.28 -3.70 =4.58
PV Install	Y	£36,700	£36,700			6.03
BMS/Controls Upgrade	Offices Y Chapel Y	£17,640 £34,992	£52,632			3.67
Cooling Upgrade	N					
Vent Upgrade	Y	£7,500	£7,500			0.26
<b>Total</b>		<b>£625,411</b>	<b>£625,411</b>	<b>1,019,283 kWh</b>	<b>850,824 kWh</b>	<b>31.32 tCO<sub>2</sub>e</b>

Table 2. Newcastle-under-Lyme (Bradwell) Crematorium site heat decarbonisation, energy and cost breakdown



## Knutton Depot

Knutton Depot is a large property constructed in the 1960s which contains large unheated factory style units, a heated vehicle workshop area and a two-storey office accommodation. Knutton Depot will cost £2,166,561 to retrofit for net zero but would reduce its energy use by a significant 529,308 kWh which saves a total amount of 31.32 tCO<sub>2e</sub> per year based on the interventions implemented. It is the 2<sup>nd</sup> most costly of site surveyed however one of the most impactful on our net zero goals.



Total Cost of Interventions: **£2,166,561**

Total Energy Use Reduced: **529,308 kWh**

Total Carbon Saved: **96.16 tCO<sub>2e</sub>**

Heat Decarbonisation Recommendations	Relevant Actions (Y/N) Y = YES N = NO	Cost of Relevant Actions (£)	Total Cost (£)	Energy Consumption Before (kWh)	Energy Consumption After (kWh)	Carbon Saving (tCO <sub>2e</sub> )
Behaviour Change	Y	£632	£632	Gas 571,342	Gas 0	6.85
Fabric Up-grades	Wall Y Roof Y Glazing Y	£1,015,232 £51,178 £354,526	£1,420,936			40.14
LED Install	Offices Y Workshop N	£44,664	£44,664	Electric 169,351	Electric 211,386	6.35
Heating & DHW Install	Heating ASHP VRV Y RE Y DX DHW POU Y ASHP	£525,920	£525,920			52.89 -28.94 =23.95
PV Install	Y	£42,000	£42,000			6.90
BMS/Controls Upgrade	Offices Y Workshop Y	£111,660 £17,750	£129,410			10.54
Cooling Upgrade	N					
Vent Upgrade	Y	£3,000	£3,000			1.42
<b>Total</b>		<b>£2,166,561</b>	<b>£2,166,561</b>	<b>740,694 kWh</b>	<b>211,386 kWh</b>	<b>96.16 tCO<sub>2e</sub></b>

Table 3. Knutton Depot site heat decarbonisation, energy and cost breakdown

## Leisure Centre (Jubilee 2)

Jubilee 2 is a multipurpose leisure complex which incorporates a main pool, learner pool, fitness centre, dance studios and café. It was constructed in 2011 and includes ground, first and second floor levels with a combination of single and double height spaces. Jubilee 2 (J2) will cost £3,846,078 to retrofit for net zero but would reduce its energy use by around 1,588,192 kWh which saves a total amount of 279.92 tCO<sub>2e</sub> per year based on the interventions implemented. J2 is the largest emitter of all sites and should be a priority when it retrofitting NuLBC's built estate due to the vast paybacks those would provide.



Total Cost of Interventions: **£3,846,078**  
 Total Energy Use Reduced: **1,588,192 kWh**  
 Total Carbon Saved: **279.92 tCO<sub>2e</sub>**

Heat Decarbonisation Recommendations	Relevant Actions (Y/N) Y = YES N = NO	Cost of Relevant Actions (£)	Total Cost (£)	Energy Consumption Before (kWh)	Energy Consumption After (kWh)	Carbon Saving (tCO <sub>2e</sub> )		
Behaviour Change	Y	£1,786	£1,786	Gas 2,510,080  Electric 318,422	Gas 0  Electric 1,240,310	25.99		
Fabric Up-grades	Wall N Roof N Glazing N							
LED Install	Y	£119,392	£119,392			5.35		
Heating & DHW Install	Heating ASHP Y VRV RE DX DHW POU ASHP N	£3,438,300	£3,438,300			418.05 -197.45 =220.6		
PV Install	Y	£280,000	£280,000					
BMS/Controls Upgrade	Y	£106,600	£106,600			21.94		
Cooling Upgrade	Y	£170,000	£170,000			3.94		
Vent Upgrade	Y	£10,000	£10,000			2.09		
<b>Total</b>		<b>£3,846,078</b>	<b>£3,846,078</b>			<b>2,828,502 kWh</b>	<b>1,240,310 kWh</b>	<b>279.92 tCO<sub>2e</sub></b>

Table 6

Table 4. Leisure Centre (Jubilee 2) site heat decarbonisation, energy and cost breakdown

## Market Office

The Market offices is a 24m<sup>2</sup> single storey with brick walls and a pitched roof over, built in 2002. The Market Office will cost £10,835 to retrofit for net zero but would reduce its energy use by around 4,798 kWh which saves a total amount of 0.93 tCO<sub>2</sub>e per year based on the interventions implemented. Of the 9 sites the Market Office costs the least however would be a 'quick win' for NuLBC to accomplish.



Total Cost of Interventions: **£10,835**

Total Energy Use Reduced: **4,798 kWh**

Total Carbon Saved: **0.93 tCO<sub>2</sub>e**

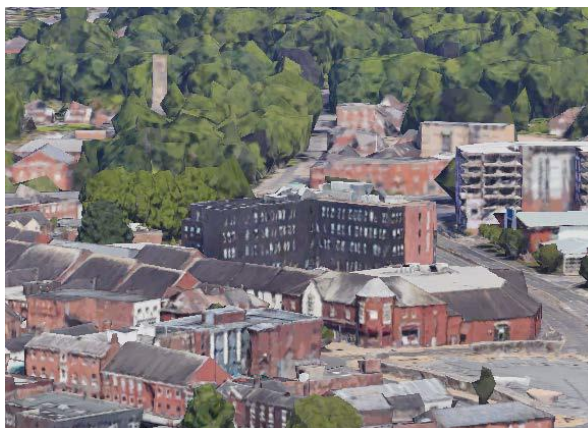
Heat Decarbonisation Recommendations	Relevant Actions (Y/N) Y = YES N = NO	Cost of Relevant Actions (£)	Total Cost (£)	Energy Consumption Before (kWh)	Energy Consumption After (kWh)	Carbon Saving (tCO <sub>2</sub> e)
Behaviour Change	Y	£10	£10	Gas 0  Electric 4,279	Gas 0  Electric -519	0.04
Fabric Up-grades	Wall N Roof Y Glazing N	£1,335	£1,335			0.04
LED Install	Y	£971	£971			0.06
Heating & DHW Install	Heating ASHP VRV RE DX Y DHW POU N ASHP	£1,335	£1,335			0.30
PV Install	Y	£2,310	£2,310			0.38
BMS/Controls Upgrade	Y	£607	£607			0.06
Cooling Upgrade	N					
Vent Upgrade	Y	£750	£750			0.04
<b>Total</b>		<b>£10,835</b>	<b>£10,835</b>	<b>4,279 kWh</b>	<b>-519 kWh</b>	<b>0.93 tCO<sub>2</sub>e</b>

Table 5. Market Office site heat decarbonisation, energy and cost breakdown



## Castle House

Castle House is a 4,960m<sup>2</sup>, four storey, modern building constructed in 2017. Castle House will cost £57,017 to retrofit for net zero but would reduce its energy use by around 74,927 kWh which saves a total amount of 14.49 tCO<sub>2</sub>e per year based on the interventions implemented. As a newer development Castle House is already independent of gas and would only need some basic net zero interventions.



Total Cost of Interventions: **£57,017**

Total Energy Use Reduced: **74,927 kWh**

Total Carbon Saved: **14.49 tCO<sub>2</sub>e**

Heat Decarbonisation Recommendations	Relevant Actions (Y/N) Y = YES N = NO	Cost of Relevant Actions (£)	Total Cost (£)	Energy Consumption Before (kWh)	Energy Consumption After (kWh)	Carbon Saving (tCO <sub>2</sub> e)
Behaviour Change	Y	£1,465	£1,465	Gas 0	Gas 0	6.09
Fabric Up-grades	Wall N Roof N Glazing N					
LED Install	Y	£5,952	£5,952	Electric 629,920	Electric 554,993	0.25
Heating & DHW Install	N					
PV Install	Y	£49,600	£49,600			8.15
BMS/Controls Upgrade	N					
Cooling Upgrade	N					
Vent Upgrade	N					
<b>Total</b>		<b>£57,017</b>	<b>£57,017</b>	<b>629,920 kWh</b>	<b>554,993 kWh</b>	<b>14.49 tCO<sub>2</sub>e</b>

Table 6. Castle House site heat decarbonisation, energy and cost breakdown

## Keele Cemetery

Keele cemetery is a 343m<sup>2</sup>, single storey, modern building constructed in 2010. Keele Cemetery will cost £67,872 to retrofit for net zero but would reduce its energy use by around 44,753 kWh which saves a total amount of 8.65 tCO<sub>2</sub>e per year based on the interventions implemented. Like castle house the cemetery is a newer development so only needs basic interventions to become net zero.



Total Cost of Interventions: **£67,872**

Total Energy Use Reduced: **44,753 kWh**

Total Carbon Saved: **8.65 tCO<sub>2</sub>e**

Heat Decarbonisation Recommendations	Relevant Actions (Y/N) Y = YES N = NO	Cost of Relevant Actions (£)	Total Cost (£)	Energy Consumption Before (kWh)	Energy Consumption After (kWh)	Carbon Saving (tCO <sub>2</sub> e)
Behaviour Change	Y	£172	£172	Gas 0	Gas 0	0.72
Fabric Up-grades	Wall N Roof N Glazing N					
LED Install	Y	£13,720	£13,720	Electric 74,108	Electric 29,355	0.48
Heating & DHW Install	N					
PV Install	Y	£33,400	£33,400			5.49
BMS/Controls Upgrade	Y	£20,580	£20,580			1.97
Cooling Upgrade	N					
Vent Upgrade	N					
<b>Total</b>		<b>£67,872</b>	<b>£67,872</b>	<b>74,108 kWh</b>	<b>29,355 kWh</b>	<b>8.65 tCO<sub>2</sub>e</b>

Table 7. Keele Cemetery site heat decarbonisation, energy and cost breakdown

## Appendix 3 – Vehicle Fleet Transition Background

This report presents the case studies from the Everergi Fleet Transition Plan set out as combined fleet data, light fleet data, heavy fleet data and plant and equipment data. All the data provided below is derived from the commissioned Fleet Transition Plan provided by Everergi.

To learn more about the Councils fleet transition plan, the full Everergi plan/report the supplementary documents are available if requested.

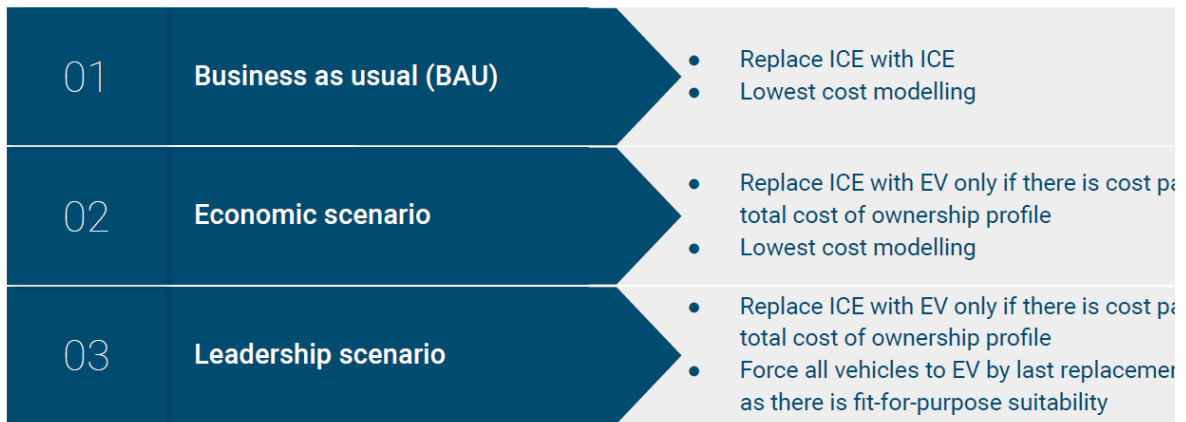
An abbreviation list has been provided below.

Abbreviation	Meaning
BAU	Business as Usual
BEV	Battery Electric Vehicle
CMS	Charge Management System
EVSE	Electric Vehicle Supply Equipment
FCEV	Fuel Cell Electric Vehicle
HEV	Hybrid Electric Vehicle
ICEV	Internal Combustion Engine Vehicle
IPCC	Intergovernmental Panel on Climate Change
NULBC	Newcastle Under Lyme Borough Council
PHEV	Plug-in hybrid electric vehicle
TCO	Total cost of ownership
ZEV	Zero emissions vehicle

The Everergi Fleet Transition Plan presents 3 main scenarios Business as usual (BAU), Economic scenario and leadership scenario which generate different costs, timelines of transitions and feasibility of transitions as shown in the figure below (. In this Appendix the focus will be on the Leadership scenario which will deliver a net zero fleet by 2030.

## Fleet transition scenarios

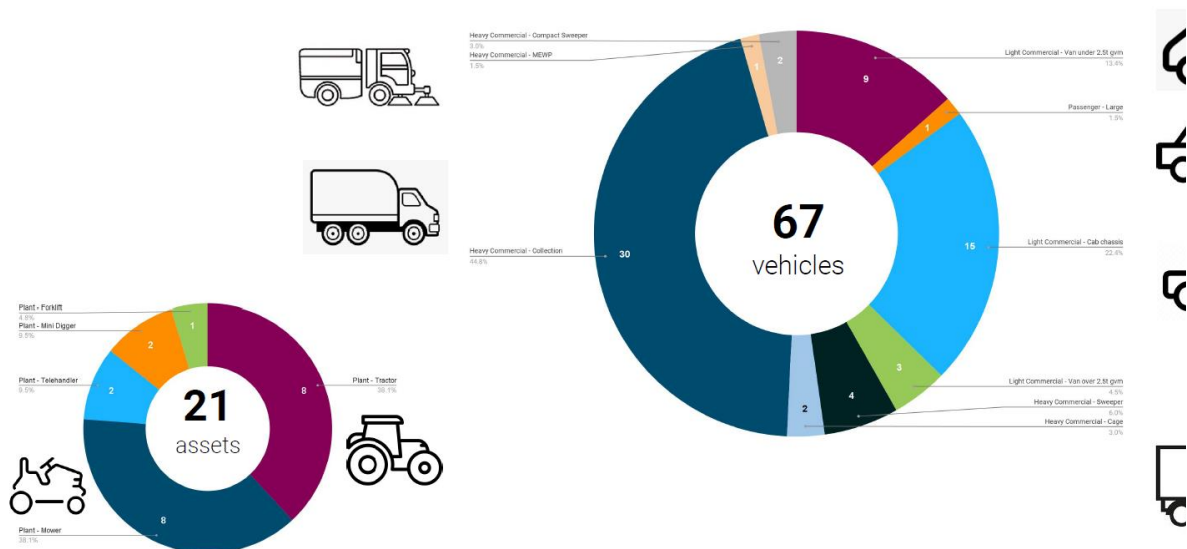
The fleet transition analysis considers two zero emission transition options (economic and leadership) them against a business-as-usual (BAU) scenario for both vehicles and associated infrastructure.



### Combined Fleet Transition Case Study

This section presents the combined fleet data of the Councils fleet surveyed by Everengi, derived from the Everengi Fleet Transition Plan. The section provides summary analysis and figures/tables to present the cost, energy, carbon savings and interventions needed by 2030 for the combined Council fleet to become net zero.

The figure below shows that the Councils fleet consists of 88 total assets which includes 28 light vehicles, 39 heavy vehicles and 21 plant equipment. As seen below the largest proportion of vehicles the Council use are heavy commercial vehicles which consists mostly of our recycling and waste collections vehicles.



The figure below maps the transition readiness of the Council and describes the steps that which the Council needs to take to assess the feasibility of transitioning our 88 assets. The transition steps/barriers range from zero emission vehicle model availability, good data on requirements, meeting energy requirements, charging solutions begin available and finally economic viability.

## Transition readiness

Readiness to transition considers a number of factors (ie hurdles to overcome) to assess the feasibility of transition vehicle in the fleet









1	2	3	4	5
<b>ZEV Model Availability</b> High level comparison of vehicle functional requirements vs. those available on the market	<b>Good Data on Requirements</b> Data exists to confidently understand the requirements and hence select a zero emissions vehicle which will work operationally	<b>Can Meet Energy Requirements</b> Daily energy requirements for the vehicle are within the limits of what can be delivered with currently available zero emissions vehicles	<b>Charging Solution Available</b> Vehicle logistics and operations allows for realistic charging solution to be utilised	<b>Economic Viability</b> Total cost of ownership comparison vs traditional vehicle options to ensure value is being created

The below figure shows the readiness of the current zero emissions vehicle market for the transition that the Council must make by 2030 to become net zero. The most notable mention is that most light vehicles will definitely be able to transition however zero emission heavy vehicles are still a new technology and being tested which makes them less ready for our transition needs and will hopefully be available in the market before 2030.

## Market transition readiness

Typically the light vehicle fleet has less barriers to a complete transition, whereas currently the heavy vehicles have less vehicles that have fit-for-purpose suitability

**Hurdles to Assess Transition Feasibility**

	Total Pool	Zero Emissions Availability	Good Data on Requirements	Can Meet Energy Req'ts	Charging Solution Available	Economic Viability
Passenger cars & SUVs 	1	Maturing	Yes	100%	Yes	
Cab chassis and pickup trucks 	15	Immature	Yes	79%	Yes	A fit-for-purpose
Vans and buses 	12	Immature	Yes	87%	Yes	
Heavy - Light Duty 	3	Immature	Yes	80%	Yes	A fit-for-purpose
Heavy -Medium Duty 	9	Immature	Yes	77%	Yes	A fit-for-purpose
Heavy - Heavy Duty 	18	Immature	Yes	79%	Yes	A fit-for-purpose

The below figure describes when zero emissions vehicle (ZEV) transitions and infrastructure upgrades will be made in the leadership scenario Everergi have created which focuses on our net zero goal by 2030. Most notable is the significant amount of ZEV transitions that are required in the year 2024 and 2027 which amounts to 36 transitioned vehicles. Another

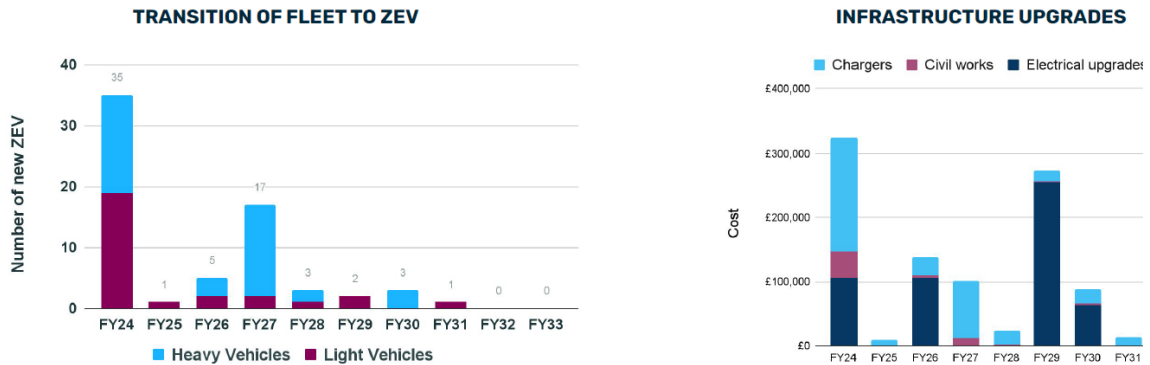
notable mention is the significant amount of infrastructure upgrades that must be made in 2024, 2027 and 2029 which together will cost the Council around £750,000.

## Scenario Analysis - A leadership transition

Under a leadership scenario all of the light and heavy vehicle fleets will transition by 2033 and this will require si ready in 2024. Many more light vehicles transition in this scenario.

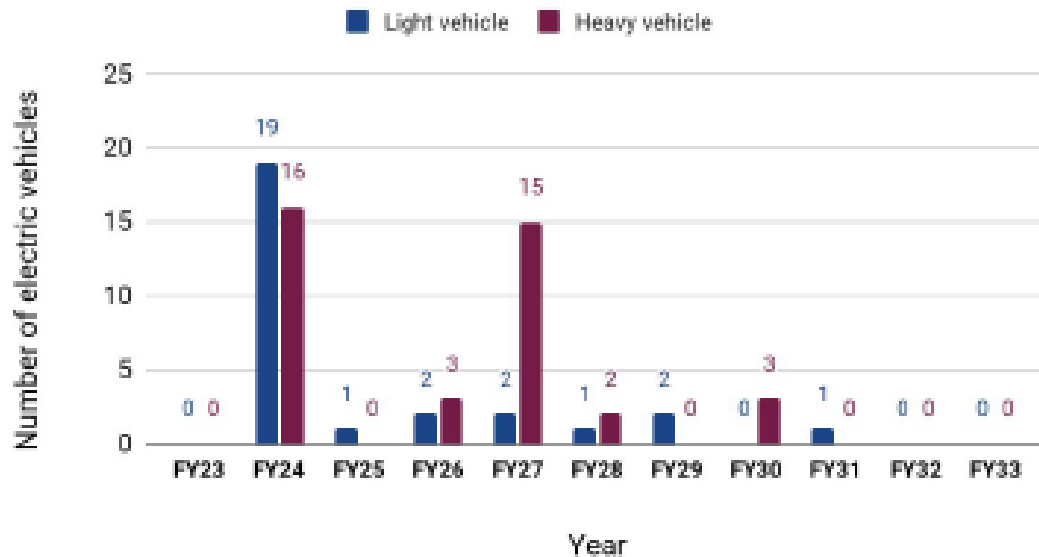
In this scenario EVs are selected based on a superior TCO or forced at the last transition prior to 2030. As in the previous sce for purpose check rules out vehicles that can not meet the duty requirements from transitioning.

In this scenario all 67 vehicles (28 light vehicles and 39 heavy vehicles) are electrified before 2033. This scenarios sees many vehicles transitioning than in the economic scenario. Many of the early transitions between FY24 and FY27 are light commer chassis. Major infrastructure upgrades at the depot site are required from 2024 to support the increase of EVs in the same ye spillover to 2033 is due to the replacing period of vehicles, where some vehicles only see their first (suitable) replacement aft



The below figure shows the comparison between light and heavy vehicle trnsitions that will be made overtime for our 2030 net zero goal. Most light vehicles will transition in 2024 due to the availability of the technology based on the leadership model and heavy vehicles will transition in 2024 and 2027 based on the time it takes for the relevant technology to develop and come to market.

### EV timeline - Leadership Transition



The figure below focuses on the amount of vehicle fleet emissions from 2023 till 2033 based on different transition scenarios. It shows that by transitioning quicker (leadership scenario) that emissions would be reduced by around 96% once all transitions are completed by the early 2030s.



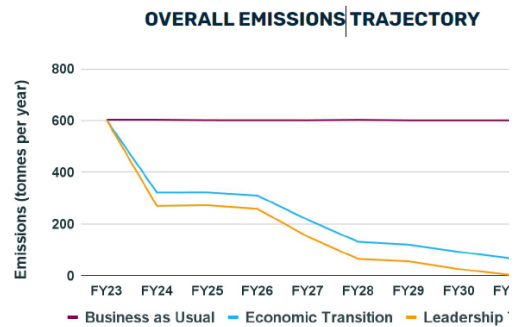
## Impact on vehicle operating emissions FY24 to FY33

The economic transition achieves a 85% reduction in emissions by 2030; 96% reduction in fleet emissions is achieved in the leadership scenario by 2030.

The economic scenario transition provides a total CO2 emissions reduction of around 4300 tonnes over the transition period (FY24 - FY33) compared to BAU with annual emissions dropping by 85% by 2030. Under this scenario a large number of light vehicles are yet to transition by FY30.

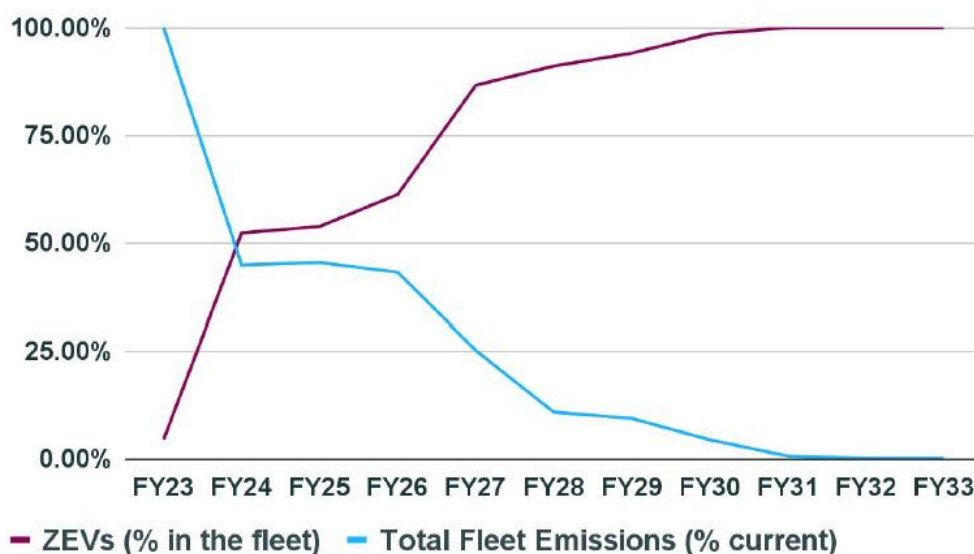
The leadership scenario results in total CO2 emissions reduction of around 4900 tonnes compared to BAU with annual emissions dropping by 96% by 2030. The remaining emissions are predominantly from heavy vehicles that are yet to transition.

Scenario (light and heavy vehicles)	Total CO <sub>2</sub> emissions FY 24 - FY33 (tonnes)	Total emissions reduction (tonnes)	CO <sub>2</sub> emissions FY30 (tonnes)	Emissions reduction (%)
BAU	6,014	N/A	601	0%
Economic	1,706	72%	93	85%
Leadership	1,104	82%	26	96%



Based on the leadership transition scenario the figure below shows the transition of vehicles in the fleet compared to the level of emission from the vehicle fleet. It shows that as more vehicles in the Councils fleet are transitioned to zero emission vehicles (in purple) that emissions greatly decrease from the fleet to 0 (in blue).

### LEADERSHIP TRANSITION

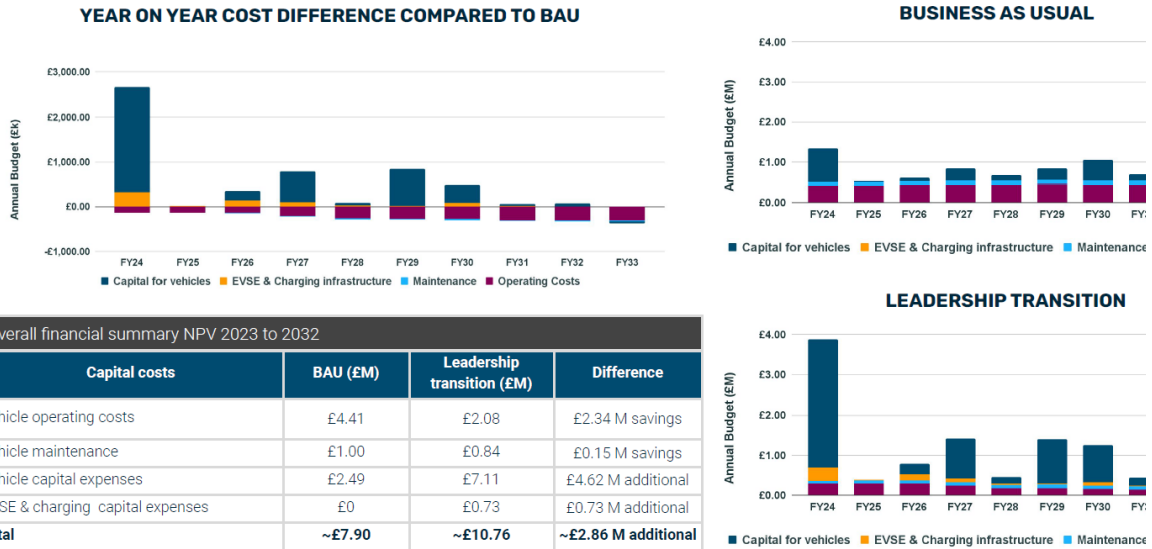


The figure below, based on the leadership scenario shows the cost associated with transitioning the Councils fleet by 2030 to become net zero. The most significant cost is

predicted to occur in 2024 with the transition of the bulk of light and heavy vehicles and the costs of the infrastructure needed to support those transitioned vehicles. Overall the entire cost of transitioning to ZEVs, vehicle maintenance thereafter, operating costs and infrastructure capital expense is predicted to be around £10.76M.

### Scenario Analysis - Leadership transition FY 24 to FY33

The leadership scenario requires £2.86M extra over the period to FY33. Higher upfront vehicle purchases and the n deploy infrastructure are only partially offset by operating and maintenance savings during the period to FY33.



The table below displays the overall transition summary of each scenario generated from the associated costs of each action, amount of vehicles transitioned and the associated emissions. To see the full breadth of the actions needed for the fleet please address the leadership column as this is the suggested path NuLBC take to become net zero by our 2030 goal.

### Overall Transition Summary

#### Total Cost of ownership

- The economic costs are lower in terms of vehicle TCO but the additional costs for infrastructure capital expenses pushes it to a higher NPV vs. BaU
- Due to the current timeline dynamics that include a 7 year timeframe between 2024 and 2030, as well as the replacing periods of the fleet, the leadership scenario is similar to the economic scenario from a total cost of ownership perspective.

#### Fleet transition

- The leadership scenario achieves 100% light and heavy vehicle transition to net zero. Whereas the economic achieves 54% light and 97% heavy by 2033. This is mostly due to the low utilisation of light commercial vehicles.
- Economic scenario sees a 90% emissions reduction vs. BaU and the Leadership scenario 100% reduction by 2033.

Capital costs	Overall summary FY24 to FY33	
	BAU (£M)	Economic transition (£M)
Vehicle operating costs	£4.41	£2.20
Vehicle maintenance	£1.00	£0.86
Vehicle capital expenses	£2.49	£6.44
EVSE & charging capital expenses	£0	£0.60
<b>Total</b>	<b>~£7.90</b>	<b>~£10.10</b>
<b>Light Vehicles that are EVs (period end)</b>	<b>3</b>	<b>15</b>
<b>% of Light Vehicles that are EVs (period end)</b>	<b>11%</b>	<b>54%</b>
<b>Heavy Vehicles that are EVs (period end)</b>	<b>0</b>	<b>66</b>
<b>% of Heavy Vehicles that are EVs (period end)</b>	<b>0%</b>	<b>97%</b>
<b>Annual CO2 emissions in tonnes (period end)</b>	<b>603</b>	<b>61</b>
<b>Emissions reduction (%)</b>	<b>0%</b>	<b>90%</b>

The pie chart below shows the associated current carbon emissions of the Council's vehicle fleet. Most notable is that the collection freighters, sweepers and cab chassis account for around 89% of the Council's current emissions with many of the light vehicles making up the rest of our fleet emissions. In total the Council's fleet emits around 590 tonnes of CO2e

per year. Note that all data was taken after the introduction of Hydrotreated Vegetable Oil (HVO) into 2023 of the collections vehicles in the fleet, which show a 90% decrease in the emissions from the heavy collection vehicles. As shown in the figure below even on HVO the emissions from those collection vehicles still contribute to the Council's total.

## Carbon emissions combined

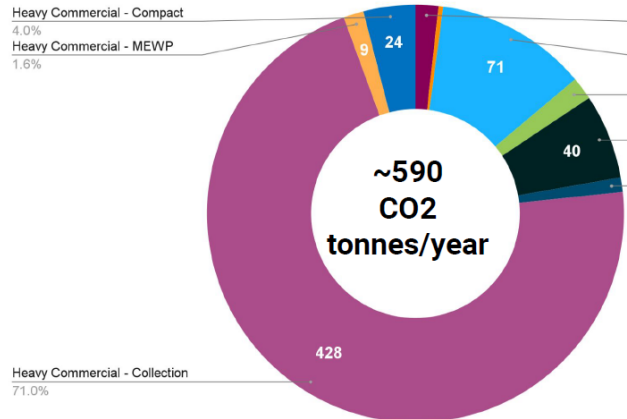
Collection freighters, Sweepers and Cab Chassis collectively account for around 89% of the Council's fleet CO<sub>2</sub>

Collection freighters, Sweepers and Light commercial cab chassis are the largest emitters of CO<sub>2</sub> emissions in the Council's fleet, collectively contributing around 89% of total emissions as seen on the chart. This is due to their predominance in the share of total vehicles and their relatively higher levels of utilisation.

Transitioning these three vehicle types to EVs will therefore be key for the Council to mitigate a large share of the fleet's CO<sub>2</sub> emissions.

Looking at the share between light and heavy vehicles, it is seen that heavy vehicles are contributing to around 84% of total fleet emissions (~496 tonnes out of ~590 tonnes of total fleet CO<sub>2</sub> emissions annually).

It should be noted that 23 heavy vehicles are indicated to use HVO as the main fuel. The carbon emissions of HVO can be up to 90% lower than diesel.



The figure below shows the total key recommendations from Everergi for the Council's fleet to become net zero by 2030. The recommendations are separated by 10 key themes.

## Key Recommendations

Many recommendations have been made based on this study. The key recommendations are shown below

01	Improve fleet productivity	<ul style="list-style-type: none"> <li>Consider if low utilisation vehicles can be removed (ie work plac</li> <li>Ensure all vehicle selection leading to large and heavier vehicles</li> </ul>
02	Prepare, conduct and initial replacements	<ul style="list-style-type: none"> <li>Continue with light vehicle EV trials. Expand trials to regional are</li> <li>Look to begin trials of heavy electric vehicles.</li> </ul>
03	Prepare for scaled deployment	<ul style="list-style-type: none"> <li>Set and communicate a transition target.</li> <li>Develop detailed plans for charging infrastructure for depot site.</li> </ul>
04	Use a framework for planning with frequent updates	<ul style="list-style-type: none"> <li>Develop and implement a planning framework to continually up</li> <li>In future iterations consider what TCO levers can be utilised to fi</li> </ul>
05	Engaging the workforce	<ul style="list-style-type: none"> <li>Utilise change management principles and communication to en</li> <li>Expose staff to EVs through trials and training sessions.</li> </ul>
06	Engage the broader community	<ul style="list-style-type: none"> <li>Collaborate with industry and other organisations on shared sol</li> <li>infrastructure to minimise rollout costs.</li> </ul>
07	Vehicles with high energy requirements	<ul style="list-style-type: none"> <li>Maintain ongoing engagement with suppliers of light and heavy</li> <li>Focus on the majority of vehicles that have energy requirements</li> <li>Ensure data such as telematics is analysed and available for rev</li> </ul>
08	Internal policy & procedures	<ul style="list-style-type: none"> <li>Ensure policy and procedures do not disadvantage electric vehic</li> <li>ensure EVs are considered on both financial and social benefits</li> </ul>
09	Implement iterative Planning Framework	<ul style="list-style-type: none"> <li>NULBC should focus on an iterative process for transitioning its</li> <li>the evolutionary nature of the ZEV market, while continuously irr</li> <li>capturing opportunities of ZEVs.</li> </ul>
10	Maximise the centralised depot approach	<ul style="list-style-type: none"> <li>NULBC can maximise the value of a centralised depot approach</li> <li>that include advanced CMS and others, exploring access to flexi</li> </ul>

## Light Fleet Transition Case Study

This section presents the light fleet data of the Council surveyed by Everergi, derived from the Everergi Fleet Transition Plan. The section provides summary analysis and figures/tables to present the cost, energy, carbon savings and interventions needed by 2030 for the Councils light fleet to become net zero.

The figure below details the 28 assets the Council has in their light vehicle fleet. The light vehicle fleet is mostly composed of cab chassis with the rest being light commercial vans and a passenger vehicle.

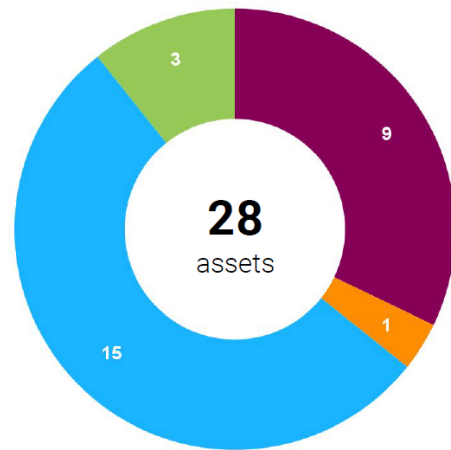
### Light fleet composition

The light vehicle fleet consists of predominantly light commercial vehicles and vans. Several EV models available in the market currently cater for these models.

Vans of Cab chassis body type comprise the largest share of the light vehicle fleet, represented mainly by Vauxhall Movano.

Light vans (under 2.5t gvm) forms the second largest part of the fleet are represented mainly by Peugeot Partner, including three Nissan E-NV200 electric vans. Other vehicles in the fleet are vans over 2.5t represented by Ford Transit.

Several EV models available in the market currently cater for all segments of light commercial vehicles included in the council's fleet.



● Light Commercial - Van under 2.5t gvm ● Passenger - Large  
● Light Commercial - Cab chassis ● Light Commercial - Van over 2.5t gvm

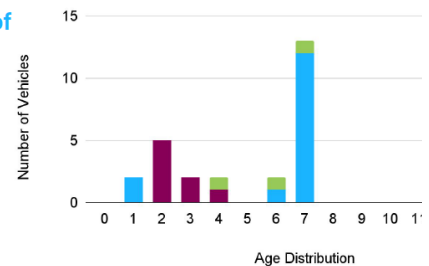
The figures below show the age distribution and time to replacement for the light vehicles in the Council's fleet. The oldest and most light vehicles (cab chassis mostly) are 7 years old with the majority of the rest being fairly new (0-4 years old). For the vehicles which are 7 years old, that make up most of the fleet will have to be replaced in the next year to ensure they are transitioned before major maintenance needs and to decarbonise them.

### Age distribution & time to replacement - light fleet

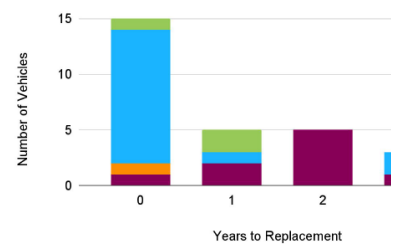
Over 50% of the fleet is scheduled to be replaced in the near term - most of these are light commercial vehicles and vans.

The typical holding period based on the current council's policy is 5 or 7 years. The age chart (top) shows that vehicles are spanning in the range of 1 to 7 years with exception to the only passenger car and a van which are kept beyond their replacement time.

Light commercial cab chassis are mainly the oldest vehicles in the fleet, majority are 7 years old which contribute to the spike in the replacement graph (bottom).



■ Light Commercial - Van over 2.5t gvm ■ Light Commercial - Cab chassis  
■ Passenger - Large ■ Light Commercial - Van under 2.5t gvm



■ Light Commercial - Van over 2.5t gvm ■ Light Commercial - Cab chassis  
■ Passenger - Large ■ Light Commercial - Van under 2.5t gvm

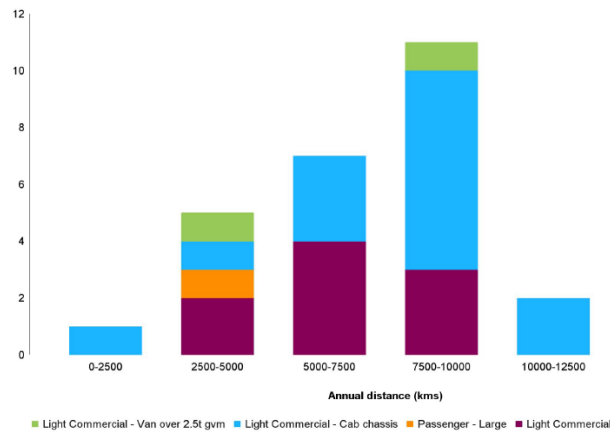
The table below shows the utilisation of the Council's light fleet and shows most light vehicles are used for an annual distance of 7500-10,000 kms. This shows a relatively low utilisation which may show the need to decrease the total amount of light vehicles in the fleet to consolidate energy.

## Annual utilisation - light fleet

The fleet has a low utilisation. Around 85% has annual utilisation of <10,000 kms, which can pose an economic case to transition these vehicles.

Cab chassis span over an annual utilisation range of 2,000 to 15,000 kms with average utilisation of ~8,000 kms. Vans span over a similar range, with an average utilisation of 7,000 kms.

~20% of the fleet has an annual utilisation below 5,000 kms.



The table below shows the max daily energy requirements of a transitioned light vehicle fleet. It is estimated that all vehicles in the fleet based on current utilisation wouldn't need a second charge in a full day's duty cycle. Most transitioned light vehicles will only require 10-20 and 20-30 kWh per day to run.

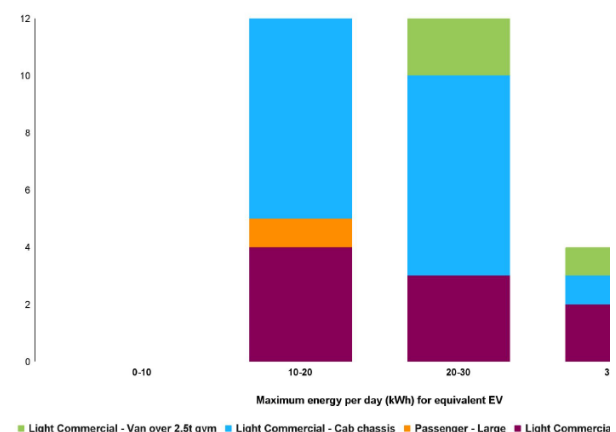
## Max daily energy requirements - light fleet

It is estimated that, if transitioned to electric, all vehicles in the fleet will be able to complete a full day's duty cycle without need for secondary charge.

Available battery sizes on standard models vary with vehicle type and size. Small passenger vehicles typically have standard batteries in the 60kWh or less range. 60-80kWh is typically available in the medium SUVs with longer range options up to 110kWh.

Smaller light commercial vans have EV variants with batteries in the range of 50kWh, with some options up to 75kWh. Larger LCVs and minibuses are available in battery sizes ranging between 40-100kWh.

The next slide is a combination of utilisation and maximum energy requirements with each vehicle represented by a dot. Generally vehicles most suited to electrification are right on the x-axis (higher utilisation) and lower on the y-axis (lower maximum requirements).

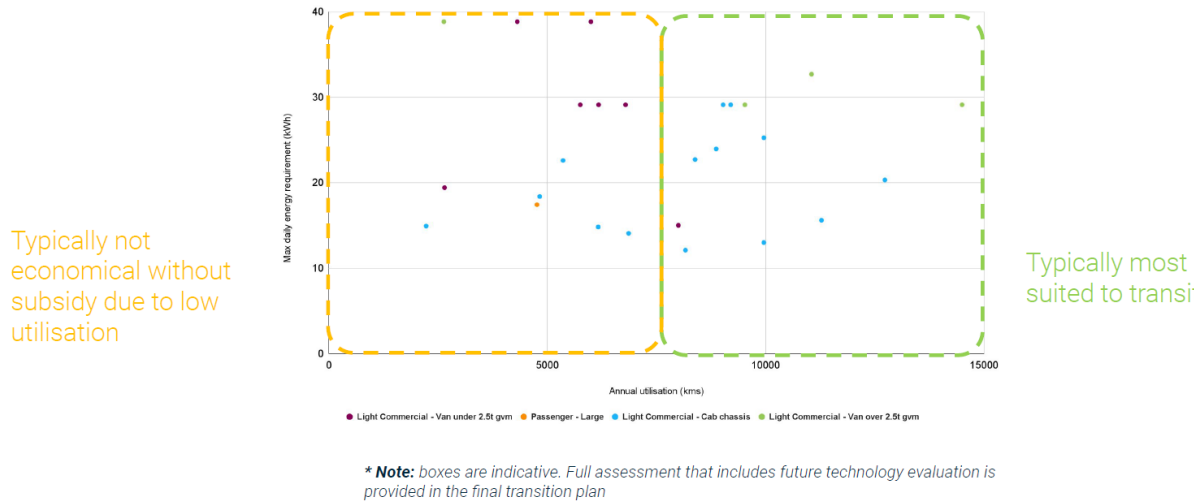


The scatter plot graph below shows the entire light vehicle fleet and the associated suitability to transition based on energy requirement and annual utilisation. The vehicles located in the green area are of high utilisation and relatively low energy requirements which makes them most economical to transition and run. However the light vehicles located in the yellow/orange area are of lower utilisation and potentially higher energy requirement which mean they are less economical to transition and run. This begs the question if the Council

should supercede vehicles like the 1 large passenger vehicle and some light commercial vans and should optimise it's light vehcile fleet use to ensure the vehicles the Council does have are used to their full potential. Which in turn would decrease the amount of vehicles in the fleet and optimise the one's the Council do have to decrease energy and resource waste.

### Maximum energy requirement and utilisation scatterplot

Generally vehicles most suited to electrification have higher utilisation and lower maximum requirements.



The graph below shows the carbon reduction of transitioning the Council's light vehicle fleet. Under the leadership scenario the light vehicle fleets emissions would decrease by 73% and 6% of current levels by 2030.

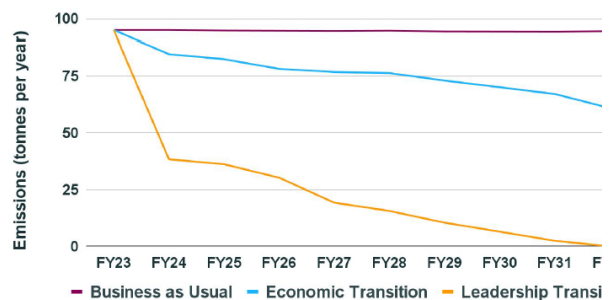
### Light vehicle transition CO2 reduction

Light vehicle emissions fall to 73% and 6% of current levels by FY30 under the economic and leadership scenarios.

Light vehicle emissions fall to 73% and 6% of current levels by FY30 under the economic and leadership scenarios, respectively.

Under the economic transition, emissions fall to 63% of the current values by FY33. Largest reductions occur from FY28 to FY32 in line with relatively larger number of vehicles transitioning in those years.

Under the leadership transition scenario, emissions see a steeper decline in the early years, reaching zero in FY32 when all light vehicles are transitioned.



Note: FY31 includes emissions for those vehicles transitioning in FY31.

The graphs below show number of light vehicles that would need to be transitioned and the relative cost of those transitions by year. Most of the zero emission vehicle transitions would occur during 2024 which means the associated cost in the first year would be relatively over £400,000. Overall transitioning the entire light vehicle fleet at NuLBC would cost around £1,011,000, which may mean optimising the lfeet could come at a lower cost as there would be less vehicles to transition.



## Light vehicle transition analysis - Leadership scenario

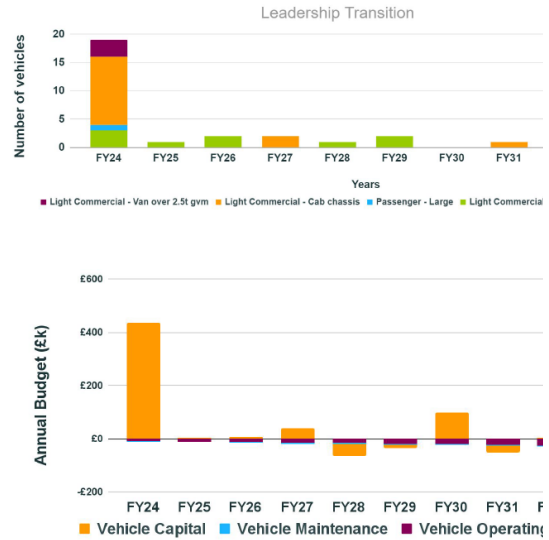
**Leadership scenario: 100% of the light vehicle fleet will transition, with a total additional cost of £383K however between FY24, FY27 and FY30 an additional £628K is required to fund extra capital required for EVs.**

In the leadership scenario, 100% of the fleet will transition to electric vehicles by FY35. By FY30 96% of the fleet will transition.

The operating and maintenance savings fully offset the higher upfront capital spend over the whole period but only partially in FY24, FY27 and FY30.

The leadership scenario has a higher cost over the full period in the order of £383K however £628K additional needs to be spent between FY24, FY27 and FY30.

Note: These values do not include costs associated with charging infrastructure. These are added into the combined summary.



## Heavy Fleet Transition Case Study

This section presents the heavy fleet data of the Council surveyed by Everergi, derived from the Everergi Fleet Transition Plan. The section provides summary analysis and figures/tables to present the cost, energy, carbon savings and interventions needed by 2030 for the Councils heavy fleet to become net zero.

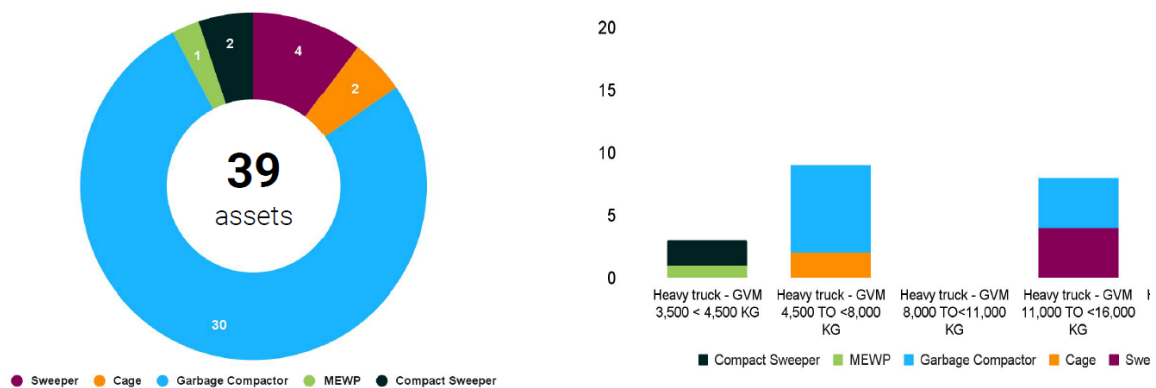
The first figures below show the heavy fleet composition at the Council based on the amount of each type of vehicle and how heavy they weigh in KG. Most of the fleet is consists of collection vehicles which consist of the heaviest vehicles in the fleet which mean they are the most energy intensive.

## Heavy fleet composition

**Majority of the heavy fleet comprised of Collection freighters, with potential for electrification in all GVM ranges than two-thirds of the fleet fall in the higher GVM band (from 11t - >16t).**

Collection freighters and Sweeper trucks are the most significant groups by body type, comprising ~87% of the heavy vehicle

The British EV market continues to mature for the high and low GVM heavy vehicles with options also available for specific such as the Collection freighters (eRCVs) and gritters. Electric compact sweepers (GVM<3.5t) have been adopted by many across the UK that could also replace the compact sweepers in Newcastle Borough Council's fleet.



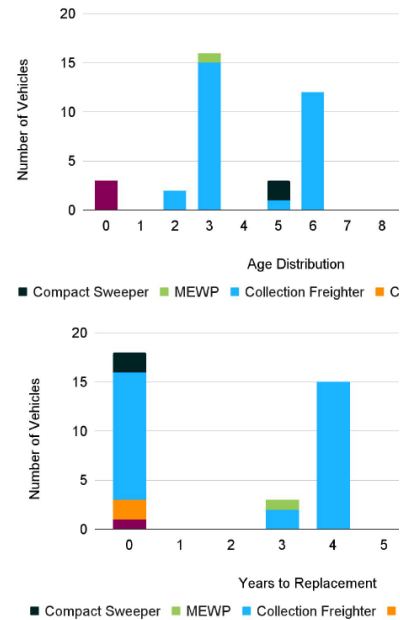
The graphs below show the age and time to replace different heavy vehicles in the Council's fleet. More specifically it shows that most heavy vehicles in the fleet are 3 or 6 years old with a couple younger and older outliers. The second graph shows that the older vehicles in the heavy vehicle fleet (after ~7 years old) should be scheduled for replacement/transitioning in the first iteration of this action plan and that many of the Council's collection vehicles need to be replaced and transitioned after another 4 years.

### Age distribution & time to replacement - heavy fleet

Around 46% of the fleet is scheduled to be replaced immediately - mostly are Collection freighters.

The typical holding period based on the council's current policy is either 4, 6 or 7 years. The age chart (right) shows that vehicles are spanning to the range of 1 to 6 years with exception to cage and sweeper trucks which are kept beyond the holding period.

Based on the age profile and the holding periods, all of the fleet is due for replacement in the next seven years, with 18 trucks due for replacement immediately.



The graph below shows the annual utilisation of the Council's heavy vehicle fleet. The fleet in total has an average utilisation of 9000 kms with the collection vehicles being the most utilised among the entire heavy vehicle fleet. The majority of heavy collection vehicles are utilised over 10,000 kms.

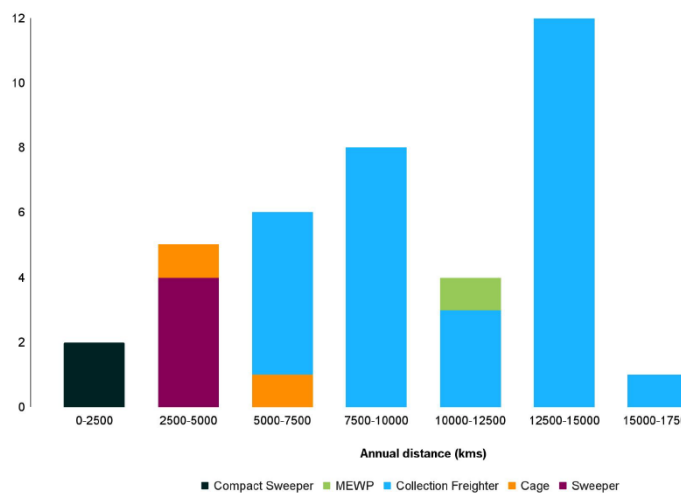
### Annual utilisation - heavy fleet

The fleet has an average utilisation of 9000 kms with Collection freighters being the most utilised among the fleet.

More than half of the fleet is seen to have low utilisation levels (<10,000 kms with 9 vehicles under 5,000 kms annually), which might impact the economic viability of transitioning them to EVs. Most of these vehicles are Collection freighters and sweepers.

The Council should consider the potential for consolidation of these vehicles or increase their utilisation subject to other considerations.

The highly used trucks on the right-hand side of the graph are mostly Collection freighters with an average utilisation around 10,000 kms.



The graph below shows the max daily energy requirements for the Councils heavy vehicle fleet. It details how around 90% of heavy vehicles have a max daily energy requirement of less than 250kWh which indicates a favourable energy requirement for EV alternatives. Most collection vehicles see middle amount of daily energy requirement whilst regular sweepers need the most daily energy to run their services. Compact sweepers, cage and MEWP heavy vehicles use the least amount of energy on a daily basis.

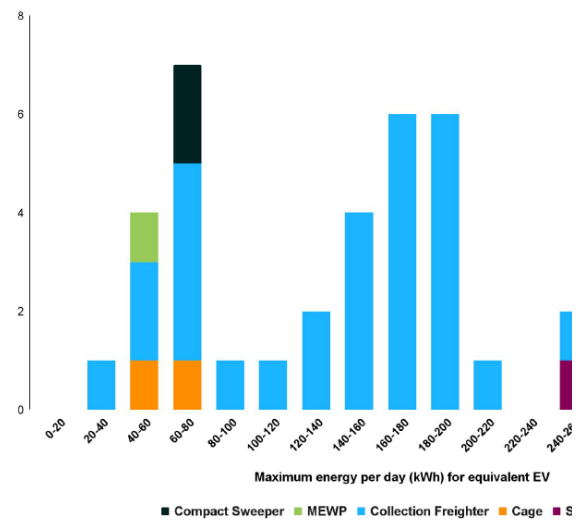
### Max daily energy requirements - heavy fleet

Around 90% of the heavy vehicles are seen to have maximum daily energy requirements of less than 250kWh favourable energy requirements from a battery capacity perspective.

Available battery sizes on standard EV truck models tend to vary, with smaller light duty trucks (less than 8t GVM) having battery sizes of 140kWh and medium duty trucks with current batteries up to 220kWh. Heavy duty trucks (GVM >16t) are seeing battery capacities in excess of 350kWh. Battery capacities are expected to continue to increase as battery technologies and energy densities improve.

Around 90% of the heavy vehicles are seen to have maximum daily energy requirements of less than 250kWh, indicating favourable energy requirements from a battery capacity perspective.

The next slide combines utilisation and maximum energy requirements to assess vehicles most suitable for electrification.



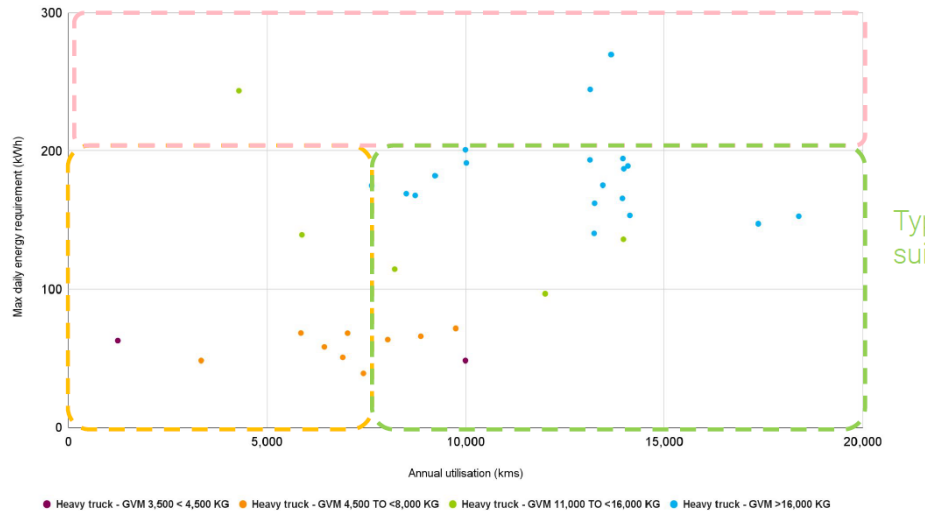
The scatterplot graph below shows the most heavy vehicles the most suited for transitioning based on the annual utilisation and max daily energy requirements of different heavy vehicles. It shows that the highly used 16,000 KG and above vehicles are most suited for transition out of the entire heavy vehicle fleet and that heavy vehicles such as the 4,500 to 8,000 KG are somewhat suited for transition. Some vehicles across the spectrum are not suited to be transitioned based on their low utilisation and high energy requirement which means the Council should look into optimising their heavy vehicle fleet to ensure all vehicles are being used to their full potential and can be transitioned and used on solely one charge per day.

## Maximum energy requirement and utilisation scatterplot

Generally vehicles most suited to electrification have higher utilisation and lower maximum requirements.

Typically too high energy demands for single charge and all day operation

Typically not economical without subsidy due to low utilisation



\* **Note:** boxes are indicative based on current technology. Full assessment that includes future technology evaluation is provided in the final transition plan

The line graph below shows the reduction in emissions as the amount of heavy vehicles are increased and presents the data based on different transition scenarios. By 2030 emissions from the heavy fleet could fall to less than 5% based on the economic and leadership scenario which would see a full decarbonisation and optimisation of the heavy vehicle fleet by 2030.

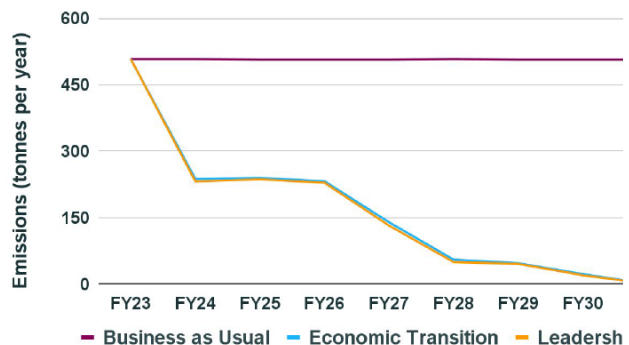
## Heavy vehicle transition - CO2 operating emissions reduction

The economic and leadership transition scenarios provides a similar CO2 reduction profile for the two scenarios, emissions falling to less than 5% of current levels by FY30

The similarity in transition timelines for the economic and leadership scenarios for heavy vehicles provides a similar emissions reduction profile, with the carbon output falling to 4.5% of current levels by FY30 in the economic case and 3.9% in the leadership.

The leadership scenario reduces heavy fleet emissions to zero by FY33 when all vehicles are transitioned to electric vehicles.

In the economic case, one vehicle from the heavy fleet remains as an ICE vehicle due to its lower utilisation. The vehicle is currently fuelled with crude oil based diesel fuel, if switched over to HVO fuel it would give larger emission reductions.



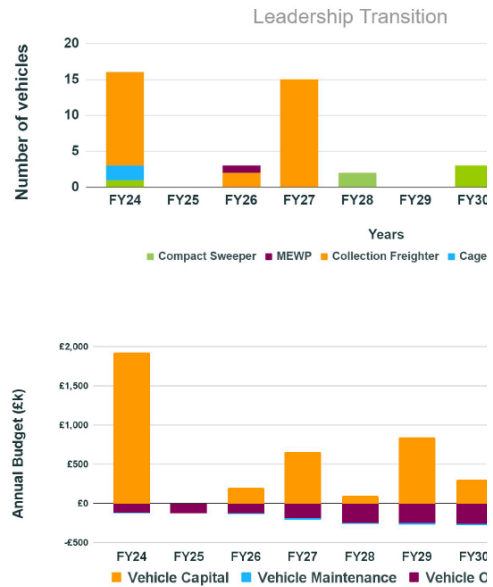
The graphs below show the timeline of heavy vehicle transitions and the relevant costs for those transitions based on the leadership scenario that .The heavy vehicle fleet at the Council would see most transitions to zero emissions vehicles during 2024 and 2027 of heavy vehicles and that for the total decarbonisation of the heavy fleet it would cost around £7.96M up to 2033. The most costly of years for the transition of the heavy vehicle fleet would be 2024, 2027 and 2029.

## Heavy vehicle transition analysis - Leadership scenario

All of the heavy vehicles could transition to EVs, with a total cost of ~£7.96 million up to FY33.

In the Leadership scenario, all of the heavy fleet (39 vehicles) are expected to transition to electric by FY30.

The leadership transition scenario has a higher total cost compared to the BAU over the full period to FY33 in the order of ~£1.90M. This is a net result of £2.16M savings in operating costs and £126k savings in maintenance that partially offset the higher capital for vehicles increase of £4.18M.



### Plant and Equipment Transition Case Study

This section presents the plant and equipment data of the Council surveyed by Everergi, derived from the Everergi Fleet Transition Plan. The section provides summary analysis and figures/tables to present the cost, energy, carbon savings and interventions needed by 2030 for the Councils plant and equipment to become net zero.

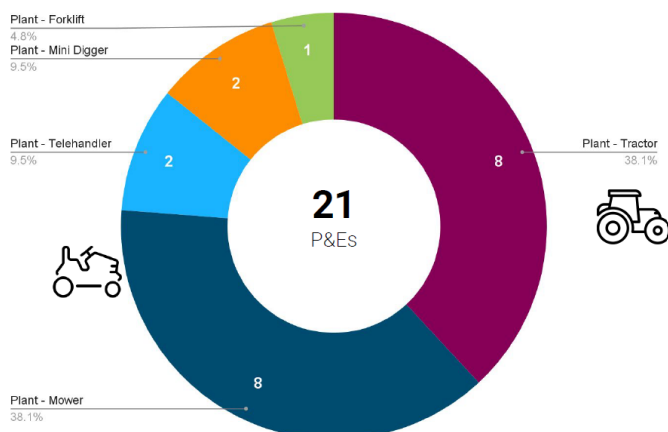
The pie chart below shows the amount of plant and equipment assets that the Council own and what it consists of. There are 21 P&Es (Plant and Equipment) mostly composed of tractors and mowers. Other P&Es include a forklift, mini diggers and tele handlers.

#### Plant composition

The council has light and heavy Plant & Equipment. Tractors and mowers are the prominent of the fleet.

The majority of the Council's P&E fleet are small light plant equipment, predominantly diesel powered, mainly represented by Massey Ferguson tractors and Ransome HR300 mowers, together they account for more than two thirds of the council's Plant & Equipment. Other P&Es in the fleet include mini diggers and telehandler.

The P&E fleet has a combined annual diesel fuel consumption of almost 35,500 litres, with the highest consumption by equipment type of tractors and telehandlers.

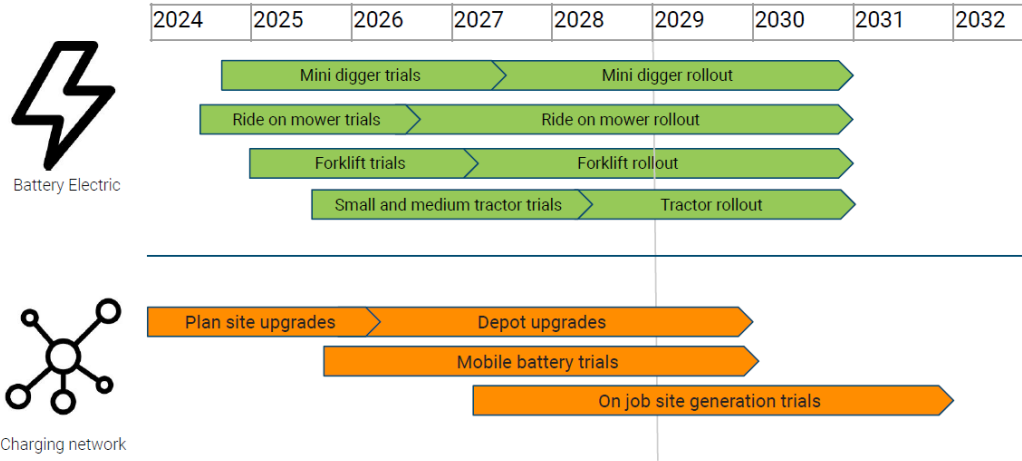


The figure below shows the transition plan for P&Es at the Council. Much of the technology for these is still in development and would need to be tested and trialed in the early 2020s before being rolled out before 2030 as seen on the figure. To learn more about the development of P&E technology and the barriers and risks they may cause please read after page 75 in the full Everergi Fleet Transition Plan.

## Next steps to transition plant and equipment

A staged approach to the transition is recommended for NULBC focusing current fit-for-purpose market available equipment and total cost of ownership suitability. Periodic reevaluation will be required to update the plan.

The NULBC plant equipment fleet of 21 vehicles currently show low utilisation which typically does not show an optimum from a total cost of ownership perspective. Below is an indicative suggested timeline for replacing NULBC plant and equipment starting with Ride on Mowers.





# Sustainable Environment

05/10/2023 09:03:57

Risk	Impact Measures	Risk Description	Implication	Potential Consequences	Risk Owners	Risk Rating	RiskLevel	Target Risk Level
<b>Sustainability - Carbon Reduction</b>		There are overarching risks of inaction in respect of the Councils response to the environmental threats caused by rising carbon emissions, habitat loss, plastic pollution and poor use of dwindling natural resources. As a result, Councils around the UK and Governments around the world are responding to these threats and public calls for a robust and rapid reduction and mitigation measures.	There are growing expectations that Councils take a leading and decisive role in this respect and there are reputational risks to the Council in not acting positively	Reputational damage to the Council for failure to lead by example	Andrew Bird; Jane Finnemore	2	2	2

## Action Plans

	Action Plan Description	Action Plan Type	Action Plan Owner	Due for Completion by	ActionPlanComment
Newcastle-under-Lyme BC Sustainable Environment Strategy	The Sustainable Environment strategy sets out the Councils commitment to ensuring a sustainable future that leads to improvements within our communities and the Council will continue to strive to reduce its impact on the environment in everything we do.	Ongoing	Andrew Bird	29/09/2023	RoadMap decarbonisation plan for the councils operational buildings and fleet is now complete and will form the basis for the project plan to reach the Councils net zero target by 2030. Update of SES and RoadMap scheduled for Cabinet decision in October 2023.

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Appendix 5 - SSB - Baseline Pledges - NuLBC		
<b>Pledge 1 Baseline Reporting</b>		All Councils will prepare and publish an annual baseline analysis of their organisation's carbon footprint. All Councils will assess and publish progress in reducing their carbon footprint in October each year
• Previous financial years carbon emissions published by October each year		Complete
• Council carbon reduction achievements published by October each year		increase of 304t over 2020/21 figures due to lockdown ceasing and more Council buildings being operational, leisure centres especially. 2021/22 have been adjusted for Castle House due to not being proportioned for NBC - 25% building use.
<b>Pledge 2 Carbon Literacy Training and Awareness</b>		All Councillors and Senior Management Teams will undertake carbon literacy training to build corporate awareness of the issue and the Council's role in securing carbon reduction. All Councils will conduct a community impact assessment for key projects and proposals and include an assessment of Climate Change Implications in all key decision reports
• 100% completion of carbon literacy/general awareness training by Councillors and Senior Management by December 23		On target over two thirds complete. Councillors trained by end of Feb 2023. Senior managers trained by March 2023. Staff uptake excellent with face-to-face training for ops staff completed by Dec 2022.
• Community Impact Assessment template to include climate change evaluation by June 23		Complete
• Cabinet report templates to include climate change evaluation by June 23		Complete
<b>Pledge 3 Ambassadors</b>		All Councils will encourage members to act as climate change ambassadors, to encourage reduction in organisational carbon footprints and champion this in their own division/ward areas
• Provide a two references each financial year where members have actively supported staff and communities for the reduction of carbon emission		Ivy carbon screening tool by our central bus station in Newcastle Town Centre - initiated by our leader, Cllr Simon Tagg. Cllr Trevor Johnson has supported the widening partnership and feasibility studies of new technologies between NBC and Keele University through active engagement and commitments.
<b>Pledge 4 Green Travel Planning</b>		All Councils will support and facilitate green travel by members, employees, and their communities through promotion of green travel planning. Policy implementation on green transport and ways of working
• Suitable policies and strategies in place for supporting green transport by 2023		Green travel incentive schemes for staff (including cycle to work scheme, bicycle storage at council car park, EV salary sacrifice). Remote/flexi working for all office staff.
<b>Pledge 5 Communications</b>		All Councils will contribute to a countywide communications group who will plan to deliver and manage a countywide Communications Plan, working together to drive our collective net zero visions forward, throughout the County
• Annual communications strategy and plan to be agreed by March 23		
<b>Pledge 6 Green Energy</b>		All the Councils will commit to procure 100% green energy supplies for their electricity as soon as existing contract commitments allow
• Switch to 100% REGO certified green energy achieved.		Complete
<b>Pledge 7 Energy Reduction</b>		By January 2023, all Councils will have established plans to reduce energy consumption across their estates.
• Plan in place for reducing energy use within estate by January 2023		Various initiatives are taking place to support our internal estates and the reduction in energy use and alternatives including: cyclical replacements of LED lights in street lights and within our own buildings, staff training and awareness raising (early stages), increased social media representation of sustainability objectives, countywide communications plan with planned events for 2023, feasibility studies of our community buildings to reduce energy.
<b>Pledge 8 Low carbon fuelled fleet vehicles</b>		Moving towards an aspirational zero emission operational vehicle fleet, the Councils will by 2025, establish a plan to move to low carbon fuels within their internal fleets by 2030
• Internal fleet low carbon plan completed by December 2025.		Vehicle replacement programme reviewed and costed in capital programme to account for low / zero carbon vehicles. Move to HVO fuel has taken place for all HGV's. Existing EV continuing.
<b>Pledge 9 Waste and Recycling</b>		By 2025 there will be a countywide waste strategy that all authorities will adhere to. This strategy will cover all aspects of the countywide waste operation, to reduce residual waste creation, increase recycling rates, promote composting of food waste at home and establish food waste collections throughout the County
Waste Strategy completed by 2025.		On target. Food waste already collected separately - now pushing further initiatives and working in partnership with Aspire (main social housing provider within the Borough) to support flats / apartment properties to recycle and collect food waste.
<b>Pledge 10 Innovation and Technology</b>		Working collaboratively with research institutions, businesses and partners the Councils will encourage both innovation and technology development, that will assist the delivery of our combined net zero visions.
Collaborate with 3 organisations each financial year to encourage or progress green innovation/technology		HVO fuel for waste collection vehicles and street scene vehicles with Euro 6 engines rolled out in January 2023. CO2 reduction of 90% compared to diesel. Solar Farm Feasibility Study progressed and supported by Cabinet, developing partnership with major manufacturer. Continuing to work with Keele University on a number of initiatives including offering student placements around 'green' skills agenda.

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**NEWCASTLE-UNDER-LYME BOROUGH COUNCIL**

**CORPORATE LEADERSHIP TEAM'S  
REPORT TO**

**Cabinet  
17 October 2023**

**Report Title:** Urban Tree Planting Strategy Update 2023

**Submitted by:** Service Director – Neighbourhood Delivery Services

**Portfolios:** Sustainable Environment and Recycling

**Ward(s) affected:** Westlands, Clayton, May Bank, Wolstanton, Bradwell

**Purpose of the Report**

To update Cabinet on progress with the Urban Tree Planting Strategy and to seek approval for Phase 5 of the proposed planting schemes

**Recommendation**

That

1. Phase 5 of the tree planting under the Urban Tree Planting Strategy is approved for implementation, subject to consultation responses, and the Service Director – Neighbourhood Delivery Services is authorised to seek and accept quotations for the work.
2. That the Service Director – Neighbourhood Delivery Services is authorised to bid for and accept external grant funding and secure community donations to contribute to the delivery of the Urban Tree Planting Strategy and other related projects.

**Reasons**

To contribute to the Councils Sustainable Environment Strategy, with particular focus on carbon sequestration and off-setting as part of its journey to net carbon zero

To contribute to the removal and sequestration of carbon from the atmosphere.

To contribute to the good management of the Borough Council's tree stock and appropriate decision making on tree planting proposals

To contribute to the Councils Nature Recovery plans.

To enable external grant funding and donations to be received that contribute towards the delivery of the Urban Tree Planting Strategy and other projects

1. **Background**

- 1.1 The Council adopted its Sustainable Environment Strategy in December 2020 which commits, under the "Offset" theme, to a tree planting programme to facilitate carbon capture and greening in the priority outcomes for the Natural Environment theme.



- 1.2 On 7 July 2021 the Cabinet approved the Urban Tree Planting Strategy which set out its approach for the management and improvement of the urban forest of Newcastle-under-Lyme.
- 1.3 In November 2021 the Council was the first in Staffordshire to adopt a Nature Recovery motion in Full Council, in recognition that nature is in long term decline and action is needed to halt and reverse this urgently.
- 1.4 Over the last 3 years, the Council has delivered the first 4 phases of the Urban Tree Planting Strategy, planting 14,947 trees over 21 sites, and plans are now in place to deliver phase 5 over the winter of 2023/24.
- 1.5 A number of other linked initiatives have also been delivered including the planting of wildflower meadows at Sandy Lane and Winchester Drive and the Treetotalizer which now stands at over 9995 trees which have been planted by the community as part of the Britain in Bloom Plant a Bloomin' Tree project, meaning that when added to the trees the Council has planted in the first 4 phases of the Urban Tree Planting Strategy, 24,942 trees have been planted in the Borough in the last 3 years.

## 2. Issues

- 2.1 A list of sites for Phase 5 tree planting has been identified. The list includes 6 sites at Bradwell Dingle, Grange Lane Community Centre, Betley Place in Clayton, Earls Drive in Clayton, Wolstanton Marsh and Wye Road which are suitable for community planting and therefore consultation will be undertaken and, dependent on the outcome, planting will be scheduled to be completed by March 2024.
- 2.2 The latest Phase continues to follow the principle of the importance of “the right tree in the right place”, involving the community in managing existing trees and new planting schemes, and the long-term nature of urban forest management, reflecting the lifespan of trees and the timescales (20 – 30 years) involved for newly planted trees to grow to the age where they begin to absorb large amounts of carbon dioxide. Ultimately, they will assist in the Council’s aim of becoming carbon neutral through carbon sequestration and offsetting when the trees begin to mature.
- 2.3 The Urban Tree Planting Strategy is focusing on carrying out tree planting in the urban wards in the Borough, as this is where carbon capture or sequestration will be most needed to mitigate the carbon footprint generated in built-up areas.
- 2.4 The approved Urban Tree Planting Strategy Action Plan proposed 4 initial phases of site selection for suitable areas of open space that have less than 2 ha of open area and the first 4 phases have been successfully completed over the last 3 years as per the following table:

Site	Ward	Area (ha)
<b>Phase 1 &amp; 2</b>		
Sandy Lane	May Bank	0.91
Newchapel Recreation Ground	Newchapel and Mow Cop	1.96
<b>Phase 3</b>		
Repton Drive	Westlands	0.11
Winchester Drive	Westlands	0.13
Westbury Road	Westbury Park and Northwood	0.48

Wilson Street	Town	0.44
Hanbridge Avenue	Bradwell	0.48
Harriet Higgins/Poolfields LNR	Thistleberry	0.73
<b>Phase 4</b>		
Leys Drive/Whitmore Road	Westlands	1.29
Former pitch and putt Lyme Valley Parkway	Clayton	1.04
Rear of Homebase/Lyme Valley Parkway	Town	0.17
Moreton Parade	May Bank	0.05
St Edmunds Avenue	Wolstanton	0.25
Coalpit Hill	Talke and Butt Lane	1.74
Mount Road/Weir Grove	Kidsgrove and Ravenscliffe/Newchapel and Mow Cop	3.64
Silverdale crossroads	Silverdale	0.67
Kennet Close / Severn Drive	Westbury Park & Northwood	0.14
Clough Hall Park	Talke and Butt Lane	0.05
Arnold Grove	Bradwell	2.24
Keele Golf Course	Silverdale	3.20
Sheldon Grove	Holditch & Chesterton	2.40

Phase 5 is now planned for delivery in January – March 2024 as follows:

<b>Phase 5 – for planting Autumn/Winter 2023/24</b>		
Bradwell Dingle	Bradwell	3.29
Grange Lane Community Centre	Wolstanton	0.11
Betley Place	Clayton	0.19
Earls Drive	Westlands	3.69
Wolstanton Marsh	Wolstanton	7.37
Wye Road Community Centre Car Park	Westbury Park and Northwood	0.15

- 2.5 A dedicated web page has been set up on the Council's website with information about the benefits of tree planting, details of the proposed Phase 5 sites and an invitation to residents to let the Council know their views on tree planting and any other suggestions for further nature recovery improvements. Consultation on the Phase 5 sites will run for 6 weeks from October 2023 to November 2023 and dependent on a consensus of support for the proposals, planting will be planned for January - March 2024.
- 2.6 Ward Members of the phase 5 sites will be issued with a pack including a consultation letter that can be delivered to residents and a plan of the particular site involved, with the intention that Ward Members can undertake appropriate distribution in their area.
- 2.7 In order to provide an opportunity for the community to sponsor a tree or make a contribution to a particular site or project, a donation scheme has been set up on the council's website. Residents and businesses will be able to contribute to the Urban Tree

Planting Strategy for which any donations collected will be used on the rolling programme of tree planting. Suggested donation amounts are included on the webpages as a guide, and the funds received will be stored in specific account areas. This will ensure that any funds raised are appropriately managed and can be rolled forward to match suitable planting seasons.

2.8 The intention is also to establish the principle of securing donations for other future council projects, subject to ensuring that such projects meet requirements for this funding mechanism.

### 3. **Proposal**

3.1. Phase 5 of the tree planting under the Urban Tree Planting Strategy is approved for implementation, subject to consultation responses, and the Service Director – Neighbourhood Delivery Services is authorised to seek and accept quotations for the work.

3.2 That the Service Director – Neighbourhood Delivery Services is authorised to bid for and accept external grant funding and to secure community donations to contribute to the delivery of the Urban Tree Planting Strategy as well as other related projects.

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

4.1 To contribute to the Council's Sustainable Environment Strategy, with particular focus on its journey to net carbon zero in terms of removing and sequestering carbon emissions from the atmosphere.

4.2 To contribute to the good management of the Borough Council's tree stock and appropriate decision making on tree planting proposal.

4.3 To enable residents to contribute towards this and future tree planting and other projects.

### 5. **Options Considered**

5.1 The options considered are whether or not to approve Phase 5 of the tree planting under the Urban Tree Planting Strategy.

5.2 It is recommended that the proposed phase 5 of the tree planting is approved and implemented, subject to consultation responses, in line with the Council's Sustainable Environment Strategy.

5.3 It is also recommended that work begins on developing future phases of tree planting, including consultation with appropriate stakeholders.

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

6.1 The Council, as a landowner, has a statutory duty to ensure that its tree stock is managed safely. It also has a "biodiversity duty" under the Natural Environment and Rural Communities Act 2006, to which the provision and management of trees and woodlands contributes.

6.2 Donations from the community can only be used for non-statutory purposes; the proposed tree planting is not something that the Council is required to do and therefore the proposed donation scheme can be set up and used to support this purpose.

## 7. **Equality Impact Assessment**

7.1 There are no direct equality impacts associated with this report.

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

- 8.1 There are financial and resource implications arising from the proposed delivery of the Urban Tree Planting Strategy as follows.
- 8.2 There is a significant requirement for staff time to engage and consult with affected communities and other stakeholders, design schemes, seek tenders, appoint and manage contractors and arrange and manage planting.
- 8.3 This work, in relation to Phase 5 of the tree planting has been reprioritised over other projects and work streams to enable successful delivery within the required timescales.
- 8.4 Cost estimates in the sum of £70,000 have been prepared for Phase 5 of the tree planting. A sum of up to £80,000 has been allocated in the Council's UK Shared Prosperity Fund (UKSPF) to cover the estimated total cost of the Phase 5 scheme.
- 8.5 As a contingency, work is in progress on external funding bids to the Forestry Commission. This funding will be used to supplement the UKSPF if required.
- 8.6 On receipt of quotations and tenders, consultation will be undertaken with the Portfolio Holder prior to awarding contracts for the planting proposals so that funding amounts can be agreed and budgets managed appropriately.
- 8.7 Provision will need to be made for any future phases in 2024/25 and onwards. The UKSPF bid also includes sums for tree planting in 2024/25 and this funding will be drawn down in the first instance.
- 8.8 Opportunities to secure external funding for planting schemes are also being explored to supplement the Council's resources for future phases, and any successful bids will be reported. This includes the option of the donation scheme to enable residents and businesses to contribute towards the planting projects. Any amounts received via this route will be recorded and used to offset the above costs.

## 9. **Major Risks**

- 9.1 The major risks associated with this report relate to the Council's duty to safely maintain its current tree stock, and its ambition to be carbon neutral across its operations and assets by 2030 through a combination of reducing carbon production and offsetting of any residual carbon emissions. Tree planting, particularly in the urban areas of the Borough, would ultimately assist in such offsetting.
- 9.2 There is also a risk of a lack of community support for proposed new tree planting, depending on location and scale. This risk will be managed through community engagement and consultation on planting proposals for any sites identified for this purpose.

## 10. **UN Sustainable Development Goals (UNSDG)**

- 10.1 The Urban Forest Strategy and Urban Tree Planting Strategy will support the realisation of the aims of UN SDG 3, 13 AND 15.



11. **Key Decision Information**

11.1 This is not considered to be a key decision.

12. **Earlier Cabinet/Committee Resolutions**

12.1 December 2022

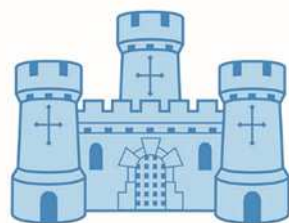
13. **List of Appendices**

13.1 None

14. **Background Papers**

1. Urban Tree Planting Strategy
2. Sustainable Environment Strategy

Published 09 October, 2023



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

**Regulation 10 (Urgency) Notice of Key Decisions on 17 October, 2023**

REGULATION 10 - KEY DECISIONS

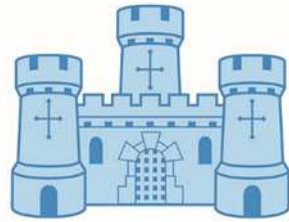
Regulation 10 (general exception) allows for a key decision to be made if it is impracticable for notice of the intention to take a key decision under Regulation 9 to be given 28 clear days in advance of the taking of the decision. Regulation 10 sets out the actions required to be taken in those circumstances which include giving public notice at least five working days before the decision is taken.

For all enquiries, please contact Democratic Services, Castle House, Barracks Road, Newcastle-under-Lyme, Staffordshire ST5 1BL.  
 Telephone – 01782 742222 / Email – [DemocraticServices@newcastle-staffs.gov.uk](mailto:DemocraticServices@newcastle-staffs.gov.uk) [www.newcastle-staffs.gov.uk](http://www.newcastle-staffs.gov.uk)

Subject/Decision	Decision Maker	Decision Due Date	Documents expected in relation to this Decision/ Consultation	Likely Exemptions	Officer Contact	Reason for Use of Regulation 10
<p><b>Borough Local Plan Update</b></p> <p>To consider a report of the Service Director – Planning, regarding the next stages of the Borough Plan process and to seek approval for additional financial expenditure to ensure that plan delivery is within agreed timescales</p>	<p>Cabinet</p>	<p>17 October 2023</p>	<p>Report/ Decision Record</p>	<p>Open</p>	<p>Allan Clarke  <a href="mailto:allan.clarke@newcastle-staffs.gov.uk">allan.clarke@newcastle-staffs.gov.uk</a></p> <p>The need to ensure that plan delivery is within agreed timescales</p>	<p>It was impracticable to give the required 28 days notice because the decision to prepare a report was only taken recently, following discussions with Members</p>







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

## **Cabinet Forward Plan: Newcastle under Lyme Borough Council**

### **Notice of Key Decisions to be taken under the Local Authorities (Executive Arrangements) (Meetings & Access to Information) (England) Regulations 2012 between 1 October 2023 and 31 January 2024**

This plan gives notice of decisions that [Cabinet](#) is expecting to take over the next few months. It also gives, except in cases of urgency, at least 28 days notice of all “Key Decisions” that will be taken “Key Decisions” are decisions about “executive” functions that will:-

- A) result in the Council incurring expenditure or making savings of an amount which is significant having regard to the Council’s budget for the service or the function to which the decision relates. (NB: The financial threshold above which expenditure or savings become significant has been set by the Council at £100,000 Revenue and £250,000 Capital Expenditure); and/or
- B) be significant in terms of its effects on communities living or working in an area comprising two or more wards of the Borough.

We have to take some Cabinet decisions in private because they deal with confidential or “exempt” information. That is information described in one or more of the following categories set out in Schedule 12A of the Local Government Act 1972.

1. Information relating to any individual
2. Information which is likely to reveal the identity of an individual
3. Information relating to the financial or business affairs of any particular person (including the authority holding that information).
4. Information relating to any consultations or negotiations, or contemplated consultations or negotiations, in connection with any labour relations matter arising between the authority or a Minister of the Crown and employees of, or office holders under the authority
5. Information in respect of which a claim to legal professional privilege could be maintained in legal proceedings.
6. Information which reveals an authority proposes;

- a. to give under any enactment a notice under or by virtue of which requirements are imposed on a person; or
  - b. to make an order or direction under any enactment
7. Information relating to any action taken or to be taken in connection with the prevention, investigation or prosecution of a crime

If we intend to take a decision in private, we will tell you why in the plan below. If you disagree with our reasons, you can tell us why using the contact details below. We will respond to you directly and will publish our response in the meeting agenda. If we have published the meeting agenda before we can respond, we will respond verbally at the meeting and record the response in the minutes.

You can find more information about Cabinet, Cabinet Members and their portfolios, agendas, reports and minutes [here](#).

More information on Cabinet procedures, executive functions, Key Decisions, urgent decisions and access to information is available in our [Constitution](#).

For all enquiries, please contact Democratic Services, Castle House, Barracks Road, Newcastle-under-Lyme, Staffordshire ST5 1BL.  
Telephone – 01782 742222 / Email – [DemocraticServices@newcastle-staffs.gov.uk](mailto:DemocraticServices@newcastle-staffs.gov.uk)

Report Title	Description	Portfolio	Intended Decision Taker and Date	Overview & Scrutiny Committee	Wards Affected	Reason for Determining in Private Session (if Applicable)	Key Decision
Ryecroft Redevelopment	To consider an update report on the Ryecroft redevelopment	Cabinet Portfolio Holder - Finance, Town Centres and Growth	Cabinet 17 October 2023	Economy and Place	Town	3 Information relating to the financial or business affairs of any particular person (including the authority holding that information)	Yes
Walleys Quarry Update Report	To consider a report giving an update on Walleys Quarry	Cabinet Portfolio Holder - One Council, People and	Cabinet 17 October 2023	Health, Wellbeing and Environment	All Wards	N/A	No

Report Title	Description	Portfolio	Intended Decision Taker and Date	Overview & Scrutiny Committee	Wards Affected	Reason for Determining in Private Session (if Applicable)	
		Partnerships					
Review of Sustainable Environment Strategy and Road Map to Net Zero	To consider a report on the Review of Sustainable Environment Strategy and Road Map to Net Zero	Cabinet Portfolio Holder - Sustainable Environment	Cabinet 17 October 2023	Economy and Place, Health, Wellbeing and Environment	All Wards	N/A	Yes
Urban Tree Planting Strategy - Phase 5	To consider a report on the Urban Tree Planting Strategy - Phase 5	Cabinet Portfolio Holder - Sustainable Environment	Cabinet 17 October 2023	Health, Wellbeing and Environment	All Wards	N/A	Yes
Future High Street Fund Market Improvement	To consider a report on the Future High Street Fund Market Improvement	Cabinet Portfolio Holder - Finance, Town Centres and Growth	Cabinet 17 October 2023	Economy and Place	Town	N/A	Yes
Newcastle Local Plan	To consider a report on the Local Plan	Cabinet Portfolio Holder - Strategic Planning	Cabinet 17 October 2023	Economy and Place	All Wards	N/A	Yes
Keele Solar Energy Project	To consider a report on the Keele Solar Energy Project	Cabinet Portfolio Holder - Finance, Town Centres and Growth, Cabinet Portfolio Holder - Sustainable Environment	Cabinet 17 October 2023	Economy and Place, Finance, Assets and Performance	Keele	3 Information relating to the financial or business affairs of any particular person (including the authority	Yes

Report Title	Description	Portfolio	Intended Decision Taker and Date	Overview & Scrutiny Committee	Wards Affected	Reason for Determining in Private Session (if Applicable)	
						holding that information)	
Newcastle Town Deal - Projects in Knutton	To consider a report on projects in Knutton as part of the Town Deal	Cabinet Portfolio Holder - Finance, Town Centres and Growth, Cabinet Portfolio Holder - Sustainable Environment	Cabinet 7 November 2023	Economy and Place	Knutton	N/A	No
Walleys Quarry Update Report	To consider an update report on Walleys Quarry	Cabinet Portfolio Holder - One Council, People and Partnerships	Cabinet 7 November 2023	Health, Wellbeing and Environment	All Wards	N/A	No
Temporary Accommodation Policy	To consider a report on the Temporary Accommodation Policy	Cabinet Portfolio Holder - Community Safety and Wellbeing	Cabinet 7 November 2023	Health, Wellbeing and Environment	All Wards	N/A	Yes
Quarter Two - Finance and Performance Report 2023/24	To consider a report on the Finance and Performance figures for Quarter Two of 2023/24	Cabinet Portfolio Holder - Finance, Town Centres and Growth, Cabinet Portfolio Holder - One Council, People and Partnerships	Cabinet 7 November 2023	Finance, Assets and Performance, Audit and Standards	All Wards	N/A	No
Procurement of Internal Audit	To consider a report on the Procurement of	Cabinet Portfolio Holder - Finance,	Cabinet 7 November	Finance, Assets and	All Wards	N/A	Yes

Report Title	Description	Portfolio	Intended Decision Taker and Date	Overview & Scrutiny Committee	Wards Affected	Reason for Determining in Private Session (if Applicable)	
Service	the Internal Audit Service	Town Centres and Growth	2023	Performance, Audit and Standards			
Council's Annual Report 2022/23	To consider the Council's Annual Report for 2022/23	Cabinet Portfolio Holder - One Council, People and Partnerships	Cabinet 5 December 2023	Finance, Assets and Performance	All Wards	N/A	No
Draft Savings Proposals 2024/25	To consider a report on Draft Savings Proposals for 2024/25	Cabinet Portfolio Holder - Finance, Town Centres and Growth	Cabinet 5 December 2023	Finance, Assets and Performance	All Wards	N/A	No
Chatterley Valley - Small Business Park Project	To consider a report on the Chatterley Valley - Small Business Park Project	Cabinet Portfolio Holder - Finance, Town Centres and Growth	Cabinet 5 December 2023	Economy and Place	Kidsgrove & Ravenscliffe	3 Information relating to the financial or business affairs of any particular person (including the authority holding that information)	Yes
Chatterley Valley - Lucideon Project	To consider a report on the Chatterley Valley Lucideon Project	Cabinet Portfolio Holder - Finance, Town Centres and Growth	Cabinet 5 December 2023	Economy and Place	Kidsgrove & Ravenscliffe	3 Information relating to the financial or business affairs of any particular person (including the authority holding that	Yes



Report Title	Description	Portfolio	Intended Decision Taker and Date	Overview & Scrutiny Committee	Wards Affected	Reason for Determining in Private Session (if Applicable)	
						information)	
Kidsgrove Town Deal Contract Award - Shared Services and Garage Replacement	To consider a report on the Kidsgrove Town Deal Contract Award - Shared Services and Garage Replacement	Cabinet Portfolio Holder - Finance, Town Centres and Growth, Cabinet Portfolio Holder - One Council, People and Partnerships	Cabinet 5 December 2023	Economy and Place	Kidsgrove & Ravenscliffe	3 Information relating to the financial or business affairs of any particular person (including the authority holding that information)	Yes
Walleys Quarry Update Report	To consider an update report on Walley's Quarry	Cabinet Portfolio Holder - One Council, People and Partnerships	Cabinet 5 December 2023	Health, Wellbeing and Environment	All Wards	N/A	No
IT Strategy	To consider a report on the IT Strategy	Cabinet Portfolio Holder - One Council, People and Partnerships	Cabinet 5 December 2023	Finance, Assets and Performance	All Wards	N/A	No
Draft Revenue & Capital Budget & Strategies 2024/25	To consider a report on the Draft Revenue & Capital Budget and Strategies 2024/25	Cabinet Portfolio Holder - Finance, Town Centres and Growth	Cabinet 16 January 2024	Finance, Assets and Performance	All Wards	N/A	No
Schedule of Fees and Charges 2024/25	To consider a report on the Schedule of Fees and Charges for 2024/25	Cabinet Portfolio Holder - Finance, Town Centres and Growth	Cabinet 16 January 2024	Finance, Assets and Performance	All Wards	3 Information relating to the financial or business affairs of	Yes

Report Title	Description	Portfolio	Intended Decision Taker and Date	Overview & Scrutiny Committee	Wards Affected	Reason for Determining in Private Session (if Applicable)	
						any particular person (including the authority holding that information)	



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