



Examination into the Soundness of
Newcastle-under-Lyme's Local Plan.

Matter 1- Legal Compliance and Overarching Issues

Matter Statement by Newcastle-under-
Lyme Borough Council

May 2025

1. Introduction

This statement sets out the Council's response to the Inspector's Matters regarding Legal Compliance [1a] and Overarching Matters [1b].

All documents referenced in this statement are listed in Appendix 1.

Issue 1: Has the Council complied with the duty to co-operate and other relevant procedural and legal requirements in the preparation of the Local Plan.

Qu 1.1 In preparing the Plan did the Council engage constructively, actively and on an on-going basis with neighbouring authorities and other relevant organisations on cross-boundary issues, in respect of the Duty to Co-operate?

1.1.1. The Council has prepared a Duty to Co-operate Statement of Compliance ("DTCSOC") [CD11] which outlines how the Council has engaged constructively and on an ongoing basis with neighbouring authorities and other relevant organisations. Paragraphs 3.1-3.11 [CD11] of the DTCSOC outlines how the Council has engaged with neighbouring authorities and other key partners. The DTCSOC outlines a programme of regular engagement meetings with relevant partners at key stages of Plan making and on an ongoing basis [Appendix 1, CD11]. Minutes of relevant meetings are appended to this Matter Statement.

1.1.2. In line with paragraph 27 of the relevant National Planning Policy Framework (NPPF, December 2023) the Council has prepared and continually reviews maintained statements of common ground ("SOCGs") with neighbouring authorities to demonstrate effective and on-going joint working and these are published as follows: -

- Stoke-on-Trent City Council (Appendix 2, CD11)
- Cheshire East Council (Appendix 4, CD11)
- Stafford Borough Council (Appendix 6, CD11)
- Staffordshire Moorlands District Council (Appendix 8, CD11)
- Shropshire Council (Appendix 10, CD11)
- Staffordshire County Council (Appendix 13, CD11)

1.1.3. The SOCGs confirm agreement between the various parties that the Borough Council has engaged constructively and actively on strategic cross boundary matters with neighbouring authorities. The SOCGs set out the respective positions on strategic cross boundary matters and these are reflected in table 1 (below) alongside identifying any outstanding areas of disagreement.

Table 1: DTC Position with Neighbouring Authorities

Exam Library Reference	Neighbouring Authority	Strategic Matters Considered	Outstanding Areas of Disagreement
CD11, App 2	Stoke-on-Trent City Council	<ul style="list-style-type: none">• Housing• Economy	No specific outstanding

		<ul style="list-style-type: none"> • Gypsy and Travellers / Travelling Showpeople • Transportation • Air Quality • Retail • Green Belt • Infrastructure • Flood Risk / Drainage • Site Specific Comments 	objections to the Local Plan.
CD11, App 8	Staffordshire Moorlands District Council	<ul style="list-style-type: none"> • Housing • Economy • Infrastructure / Transportation • Gypsy and Travellers / Travelling Showpeople 	No specific outstanding objections to the Local Plan.
CD11, App 4 EX/SCG/04	Cheshire East Council	<ul style="list-style-type: none"> • Housing • Economy • Strategic Employment Sites • Gypsy and Travellers / Travelling Showpeople • Transportation • Education 	CEC has objected to policy AB2 'land at Junction 16 of the M6'. If the Inspector is minded to include the site, then EX/SCG/04 provides wording relating to mitigation measures required for the site.
CD11, App 6	Stafford Borough	<ul style="list-style-type: none"> • Housing • Economy • Infrastructure / Transport • Gypsy and Travellers / Travelling Showpeople 	No specific outstanding objections to the Local Plan.
CD11, App 10	Shropshire Council	<ul style="list-style-type: none"> • Housing • Economy • Infrastructure / Transportation • Gypsy and Travellers / Travelling Showpeople 	No specific outstanding objections to the Local Plan.

1.1.4. Table 2 [CD 11, pg. 20] of the DTCSOC sets out engagement with prescribed bodies. The document notes that a number of statements of common ground documents have or are in the process of being prepared, these include with: -

- The Environment Agency (“EA”), following engagement with the EA, a level 2 Strategic Flood Risk Assessment has been prepared. A SOCG has been signed between the two parties and submitted to the examination.
- Historic England (“HE”), a SOCG has been prepared with HE and has been submitted to the examination.
- Natural England (“NE”), following comments received at Regulation 19 stage, a SOCG has been prepared and submitted to the examination in relation to air quality and the Habitats Regulations Assessment [EX/NBC/03c]. A further SOCG has been prepared in relation to Best and Most Versatile Land and other policy comments and has been submitted to the examination.
- National Highways (“NH”), a SOCG has been signed with NH in relation to the comments raised at Regulation 19 stage [EX/SCG/01] confirming matters of agreement.
- Staffordshire County Council (“SCC”) – there is a signed SOCG with Staffordshire County Council on the approach to the development of the Local Plan [CD 11, Appendix 13].

1.1.5. In respect of Seven Trent Water and United Utilities, further engagement with those parties has taken place and they have both provided comments on the level 2 Strategic Flood Risk Assessment which is now in the examination library [ED/NBC/06 and appendices].

1.1.6. There are no outstanding unresolved strategic cross boundary matters in relation to the following parties: -

- Clinical Commissioning Groups
- Homes England
- Civil Aviation Authority
- Office of Rail Regulation
- Network Rail
- Coal Authority

Qu 1.2 Having regard to the proposed release of land from the Green Belt:

- What discussions have been held with neighbouring authorities as to whether they could accommodate some of the identified need for housing and employment development? What form did these discussions take, and what was the outcome?

- 1.2.1 Discussions have been held on an ongoing basis with neighbouring authorities as to whether they could accommodate any of the Borough Council's housing and employment needs. As demonstrated through agreed statements of common ground [CD 11, Appendices 2,4,6,8,10], the outcomes of those discussions are that neighbouring authorities are not able to accommodate identified need for housing and employment development with the expectation that the Borough Council meet its own needs, through the development of the Newcastle-under-Lyme Local Plan.
- 1.2.2 Regular officer level meetings have been held with neighbouring authorities as demonstrated in Appendix 1 of the DTCSOC. Meeting notes are included as an appendix to this Matter Statement.
- 1.2.3 Engagement on such matters started during the preparation of the Issues and Strategic Options consultation in September 2021 and have continued during the development of the Plan.
- 1.2.4 In respect of the identified need for housing, formal letters were sent provided to neighbouring authorities in December 2022 regarding the Council's position on unmet housing need with a request for confirmation as to whether the neighbouring authority could accommodate any housing development. It was confirmed through responses received, at that time, that neighbouring authorities are not able to accommodate any housing need [CD11, Appendices 3,5,7,9 and 12]. Engagement has continued with relevant parties at the drafting of the first draft and final draft iterations of the Local Plan, resulting in the signing of statements of common ground. As noted in paragraph 1.2.1, the outcomes of these ongoing discussions is that neighbouring authorities are not able to accommodate the Borough Council's housing needs.
- 1.2.5 Discussions have also been had in the development and agreement to statements of common ground regarding employment needs. Each neighbouring authority has agreed, through statements of common ground [CD 11, Appendices 2,4,6,8,10], that NUL should seek to meet its own development requirements for employment development. This is the same position for housing. In addition, there has been no corresponding request from neighbouring authorities to accommodate any of their employment or housing identified needs for their respective Plans.
- 1.2.6 Table 1 of DTCSOC [CD11, pg. 7] confirms that a number of SOCG documents have been signed at officer level and others at Councillor and Officer level dependent on the governance requirements of the signing authority.

- **What are the cross-boundary issues relating to economic growth and employment land provision?**

- **Are there any strategic cross-boundary issues in relation to any of the proposed site allocations and any general policies, and if so, how have they been considered via the Duty to Cooperate?**

- 1.2.7 In respect of Stoke-on-Trent City Council, Stafford Borough Council, Staffordshire Moorlands District Council and Shropshire Council, there are no outstanding matters in relation to economic growth and employment land provision. There is an expectation that the Newcastle-under-Lyme Local Plan provides for its own identified needs. This position is confirmed through signed SOCG [CD 11, Appendices 2,4,6,8,10]. In addition, there has been no corresponding request from neighbouring authorities to accommodate any of their identified need in Newcastle-under-Lyme Borough.
- 1.2.8 Discussions with **Cheshire East Council** have confirmed that Newcastle-under-Lyme Borough Council and Cheshire East Council are located within separate functional economic markets areas and that the Newcastle-under-Lyme Local Plan will provide for its own employment land needs. Cheshire East Council is concerned that the NUL Local Plan has overallocated employment land and that there is a misalignment between housing and employment land requirements in the Borough. These comments have been made in the context of a wider objection to site AB2 ("land at Junction 16") in the Local Plan. Discussions with Cheshire East Borough Council have taken place throughout the development of the Local Plan. As highlighted in Appendix 1 to this note, Meetings were held at key stages in the development of the Local Plan and opportunities provided to Cheshire East Council to respond to the various consultation stages during the development of the Local Plan. For example, following the acknowledgement of concerns from Cheshire East Council regarding the potential transport and highways implications of site AB2 ('land at Junction 16') at the First Draft Local Plan consultation stage, the Council was invited to be a stakeholder in the development of the Strategic Transport Assessment [ED011] produced by consultants SWECO on behalf of Newcastle-under-Lyme Borough Council. The concerns of Cheshire East Council are matters of soundness rather than a position on the Duty-to-Co-operate where there is an understanding of respective positions, as set out in the signed Statements of Common Ground [CD11, App 4 & EX/SCG/04].
- 1.2.9 The NUL Borough Council's position is that the Local Plan has been informed by the Housing and Economic Needs Assessment, which has identified the standard method housing figure for the Borough (in line with paragraph 61 of the National Planning Policy Framework (2023)) as an advisory starting point. NUL Borough Council has then established a housing requirement figure. The housing requirement is higher than the standard method identified figure, principally in response to growth ambitions linked to economic development. The Local Plan has also been appropriately informed by evidence-based studies, including the Strategic Transport Assessment, Strategic Employment Needs Assessment and Infrastructure Delivery Plan in relation to matters such as infrastructure and transport [CD 11, Appendix 4, Para 4.5]. As set out in

Appendix 2 (“DTC Records of Notes”), there have been a number of meetings held with Cheshire East and opportunities, during consultation stages (particularly at the Final Draft Local Plan stage), for the full evidence base to be considered. There has been an agreement to undertake ongoing discussions on the AB2 site which continues to take place and has resulted in a supplementary SOCG [EX/SCG/04] which sets out proposed modifications to policy agreed between the Borough Council and Cheshire East, if the Inspector is minded to accept the proposed allocation at site AB2 ‘land at Junction 16’).

- 1.2.10 At the Regulation 18 stage, there was a draft site allocation for housing which was subsequently removed from the Local Plan for Regulation 19 following the implementation of the methodology contained within the site selection report [ED029]. This was a site at Newchapel (reference NC77) and was a site on the boundary with **Stoke-on-Trent City Council**. The Borough Council shared the outcomes of the site selection approach with Stoke-on-Trent following receipt of comments from the City Council at the First Draft Local Plan stage. The SOCG with Stoke-on-Trent City Council confirms agreement to the site being taken out of the local plan at Regulation 19 stage [CD11, Appendix 2 , para 4.33-4.34].
- 1.2.11 **Staffordshire County Council**, in their agreed SOCG, has noted how the two Council’s have engaged on various matters including education, transportation, infrastructure, historic environment, flooding, public health, employment and skills and comments on detailed policy wording. The parties agree that there is a need to allocate employment land in the Borough and that there is a need for at least two strategic employment sites [CD11, App 13, para 4.1].

Qu 1.3 Has the Plan been prepared in accordance with the adopted Local Development Scheme (CD12 2023)?

- 1.3.1 The Local Plan has been prepared in accordance with the adopted Local Development Scheme. The Local Plan was submitted in Q4 of 2024 which is consistent with the timetable contained within the Local Development Scheme relevant at the time of preparing the Plan [CD12, pg. 5].

Qu 1.4 Has consultation on the plan been carried out in accordance with the Council's Statement of Community Involvement (CD13 Sept 2021) and the requirements of the 2004 Act (as amended) and the 2012 Regulations?

- 1.4.1 At all stages of its preparation, consultation on the Local Plan has been carried out in accordance with the consultation requirements specified in regulations and the Council's approved Statement of Community Involvement in force over the preparation of the Local Plan.
- 1.4.2 The Council's consultation statements (CD06a) provide a description of how the consultation was undertaken and the stages of consultation. Annex 1 and Annex 2 of CD06a provide a commentary on the Issues and Strategic Options and First Draft Local Plan consultation stages [CD06a]. This includes a detailed summary of the main issues identified by the Council and an explanation of how the issue was taken into account in the preparation of the submission plan. Examination document CD06b consider the approach to consultation at the Final Draft Local Plan consultation stage. Annex 1 of CD06b provides a summary of the main issues raised alongside the Council's response [CD06b].

Qu 1.5 Does the Sustainability Appraisal (SA) provide a comprehensive and robust basis to inform the strategy and contents of the plan, particularly in terms of:

- (a) Its assessment of the likely effects of the plan's policies and allocations?**
- (b) Its consideration of reasonable alternatives, including the growth and growth directions options? Does it capture all reasonable alternative site options put forward in the plan preparation process? Can these be compared on a like for like basis?**
- (c) Its explanation of why the preferred strategy and policies were selected?**
- (d) Its assessment of the amount of development that would arise as a result of the provisions in the Plan?**

Comments from Lepus Consulting and the Council

- 1.5.2 Yes, the SA has applied a robust, iterative and comprehensive approach to evaluate the environmental, social and economic effects of the Newcastle-under-Lyme Local Plan and reasonable alternatives, in accordance with planning legislation and best practice guidance.
- 1.5.3 The SEA Directive (2001/42/EC), transposed into English law by the Environmental Assessment of Plans and Programmes Regulations 2004 (the SEA Regulations), states that the purpose of SEA is “to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development, by ensuring that, in accordance with this Directive, an environmental assessment is carried out of certain plans and programmes which are likely to have significant effects on the environment”.
- 1.5.4 SA is a systematic process that must be carried out during the preparation of local plans in accordance with Section 19(5) of the Planning and Compulsory Purchase Act 2004, and paragraph 32 of the National Planning Policy Framework (NPPF) (December 2023). The role of SA is to promote sustainable development by assessing the extent to which the emerging plan, when judged against reasonable alternatives, will help to achieve relevant environmental, economic and social objectives. In accordance with national planning practice guidance (PPG) on SA and SEA (007 Reference ID: 11-007-20140306), SA should meet all of the requirements of the SEA Regulations.
- 1.5.5 The SA process and reporting stages are described within Chapter 2 of Volume 2 the Regulation 19 SA Report (2024) [CD03]. Figure 2.5 of the Regulation 19 SA outlines where each of the requirements of an ‘Environmental Report’ as per the SEA Regulations have been met [pg.14]. The Appendices to the Regulation 19 SA (Volume 3) support the content of the main report. A Non-Technical Summary (Volume 1) has also been prepared.

SA Methodology

- 1.5.6 The SA for the Newcastle-under-Lyme Local Plan has consistently used a tool called the SA Framework to evaluate effects. The SA Framework was originally prepared by Newcastle-under-Lyme Borough Council (NuLBC) as part of the SA Scoping Report (2021) [EX/NBC/09] and updated at the Regulation 18 stage as explained in Chapter 2 of the Regulation 18 SA (2023) [CD04]. The SA Framework consists of 12 SA Objectives, reflecting the topics presented in Section 6 of Schedule 2 of the SEA Regulations as well as additional social and economic topics, and was subject to consultation with the statutory consultees Natural England, Historic England and the Environment Agency at each stage of the SA process.
- 1.5.7 The appraisal methodology uses objective geographic information relating to environmental receptors, the SA Framework and established standards (where available) to help make the assessment decisions transparent and robust.
- 1.5.8 The methodology which has been used to evaluate significant effects in the SA process is presented in Chapter 4 of Volume 2 of the Regulation 19 SA Report (2024) [CD03, pgs 18-25]. Within Volume 3 of Regulation 19 SA, Appendix E outlines the assessment receptors, data sources and assumptions applied in the evaluation of reasonable alternative sites.
- 1.5.9 To help evaluate significance, a high-level scoring system has been used to guide the reader. These scores must be read in conjunction with the assessment narrative.
- 1.5.10 SA operates at a strategic level and uses available secondary data for the relevant SA Objective. To enable evaluation on a comparable basis, all reasonable alternatives and preferred options are assessed using the same method as other options of the same type.
- 1.5.11 Predicting effects relies on an evidence-based approach and incorporates expert judgement. The assessments in the SA are based on the best available data and information, including that provided by the Council and information that is publicly available. Every attempt has been made to predict effects as accurately as possible, taking into account available baseline information and trends. The precautionary principle is applied.

Evaluation of reasonable alternatives

- 1.5.12 It is possible to derive reasonable alternatives for different aspects of a local plan. There is no prescribed formula or procedure about which aspects of a local plan require reasonable alternatives. A range of reasonable alternatives for different aspects of the emerging Local Plan have been identified and described by the Council, and evaluated in accompanying SA outputs, throughout the iterative SA and plan making process.

- 1.5.13 The approach to reasonable alternatives in the SA process is described in Chapter 5 of Volume 2 of the Regulation 19 SA Report (2024) [CD03] and summarised in Figure 1 below.

Growth Options

- 1.5.14 A total of six housing growth options and six employment growth options have been considered during the SA process. These were identified, described and evaluated through the Regulation 18 stage (2023) and at Regulation 19 (2024).
- 1.5.15 Three housing growth options were assessed as part of the Regulation 18 SA (2023) [CD04, Chapter 3, pgs 21-27], based on numbers derived from the Housing and Economic Needs Assessment (HEDNA) (2023) [ED001a]:
- Housing Growth Option 1 – Standard Method (358 dwellings per annum (dpa) or 7,160 dwellings between 2020-2040);
 - Housing Growth Option 2 – Midpoint of employment forecasts (301 dpa or 6,020 dwellings between 2020-2040); and
 - Housing Growth Option 3 – Highest employment forecast (369 dpa or 7,380 dwellings between 2020-2040).
- 1.5.16 The housing growth options were updated and assessed as part of the Regulation 19 SA (2024) [CD03, see Appendix D, Section D.2 and Section 5.3 (pgs. 30-32)], to ensure that the options aligned with the latest employment growth forecasts for the plan period and the latest standard method figure at the time of preparation based on the HEDNA (2024) [ED001]:
- Housing Growth Option 1 – Standard Method (347 dpa or 6,940 dwellings between 2020-2040);
 - Housing Growth Option 2 – Standard Method plus uplift for working age population (400 dpa or 8,000 dwellings between 2020-2040); and
 - Housing Growth Option 3 – Higher growth option (435 dpa or 8,700 dwellings between 2020-2040).
- 1.5.17 On balance, Option 2 was identified as the best performing option as it would provide the best balance between economic, social and environmental outcomes, through ensuring housing growth aligns with the economic and employment growth forecasts [CD03, pg 32].
- 1.5.18 Three employment growth options were assessed as part of the Regulation 18 SA (2023) [CD04, Chapter 4, pgs 28-32], based on numbers derived from the HEDNA (2023) [ED001a]:
- Employment Growth Option 1 – Standard Method (need of 45.3-68.8ha, supporting 269 jobs per annum);
 - Employment Growth Option 2 – Midpoint of employment forecasts (need of 40.7-68.8ha, supporting 207 jobs per annum); and
 - Employment Growth Option 3 – Highest employment forecast (need of 36.5-68.8ha, supporting 281 jobs per annum).

1.5.19 The employment growth options were updated and assessed as part of the Regulation 19 SA (2024) [CD03, see Appendix D, and Section 5.4 pgs. 33-35], to ensure that the options aligned with the latest employment growth forecasts for the plan period and the latest standard method figure at the time of preparation based on the HEDNA (2024) [ED001]:

- Employment Growth Option 1 – Standard Method (need of 43ha, supporting 167 jobs per annum);
- Employment Growth Option 2 – Standard Method plus uplift for working age population (need of 63-83ha, supporting 237 jobs per annum); and
- Employment Growth Option 3 – Higher growth option (need of 83ha, supporting 347 jobs per annum).

1.5.20 Notwithstanding the limitations of the assessment, Option 2 was taken forward as it has been informed by a local needs assessment, conducted using the standard method. The figure aligned with the economic job's growth forecasts providing for an increase in the working age population. The option represents the most deliverable option when balanced against site opportunities and constraints in the Borough [CD03, pg. 35].

Growth Direction Options

1.5.21 A total of seven growth direction options have been considered during the SA process. These were identified, described and evaluated through the Regulation 18 stage (2023) and at Regulation 19 (2024).

1.5.22 Six growth direction options were assessed as part of the Regulation 18 SA (2023) [CD04, Section 5, pgs. 33-43], representing potential broad locations for new development:

- Growth Direction Option 1 – Development on strategic sites outside the Green Belt – large rural extensions;
- Growth Direction Option 2 – Strategic Green Belt release for an urban extension – University Growth Corridor;
- Growth Direction Option 3 – Green Belt release for development of strategic sites – Talke and Chesterton expansion;
- Growth Direction Option 4 – Green Belt release for development of strategic sites – Kidsgrove expansion;
- Growth Direction Option 5 – Green Belt release for development of strategic sites – Audley Rural expansion; and
- Growth Direction Option 6 – Combination of strategic sites across the borough comprising of both sites outside the Green Belt and sites which require Green Belt release.

1.5.23 A further growth direction option was identified by the Council and assessed as part of the Regulation 19 SA (2024) [CD03, see Appendix D, Section D.4 and Section 5.5 and paragraph 5.5.3 (pg. 36)]:

- Growth Direction Option Zero – Maximising development within development boundaries, including density uplift within town centres and at locations well served by public transport.

1.5.24 No single best performing option was identified in the SA process although the relative benefits and challenges of each were discussed in the evaluation [CD03, Section 5.5 and appendix D.4]. As set out in the Appendix D of the SA [Table D.4.3, pg. D26/27] reasons for the selection and rejection of options have been clearly set out. The Council in selecting Growth Option 6 (Hybrid Option) has taken account of a number of factors, informed by the outcomes of the SA to select an appropriate strategy for growth in the borough. Option 6 builds in Option Zero, focusing on maximising development at sites within development boundaries in the first instance and then taking a balanced approach which seeks to support development, focused in the strategic and urban centre and then a lower level and scale of development in the rural area, linking also to the objectives of the Local Plan.

Growth Scenario Options

1.5.25 Having selected Growth Direction Option 6 as a preferred option, the Council identified four growth scenarios to provide further clarity on the spatial definition associated with growth under this strategy, based on different proposed employment allocations including strategic employment sites (Table 2) [CD03, Appendix D, Section D.5, Table D.5.1, pg D29, replicated as Table 2 below]. The options were tested against the twelve SA Objectives in section D.5.2.

Table 2: Growth scenarios identified by NuLBC

Growth scenario option	Employment land supply	Strategic employment sites	Gross employment land supply
Growth Scenario 6a	BW1 Chatterley Valley (6.499) CT20 Rowhurst Close (7.51) KL13 Keele Science Park (Phase 3) (11) TC45 York Place (0.29) TC7 Ryecroft (1.63)	<ul style="list-style-type: none"> No strategic sites. 	69.6ha
Growth Scenario 6b	BW1 Chatterley Valley (6.499) CT20 Rowhurst Close (7.51) KL13 Keele Science Park (Phase 3) (11) TC45 York Place (0.29) TC7 Ryecroft (1.63)	<ul style="list-style-type: none"> AB2 Land adjoining corner of A500 and M6 Southbound (22ha) KL15 Land South of A525 between Keele University and Newcastle (13ha) 	104.6ha
Growth Scenario 6c	BW1 Chatterley Valley (6.499) CT20 Rowhurst Close (7.51) KL13 Keele Science Park (Phase 3) (11) TC45 York Place (0.29) TC7 Ryecroft (1.63)	<ul style="list-style-type: none"> AB2 Land adjoining corner of A500 and M6 Southbound (22ha) TK30 Land off Talke Road and A500, Talke (51ha) 	142.6ha
Growth Scenario 6d	BW1 Chatterley Valley (6.499) CT20 Rowhurst Close (7.51) KL13 Keele Science Park (Phase 3) (11) TC45 York Place (0.29) TC7 Ryecroft (1.63)	<ul style="list-style-type: none"> KL15 Land South of A525 between Keele University and Newcastle (13ha) TK30 Land off Talke Road and A500, Talke (51ha) 	133.6ha

- 1.5.26 Evaluation in the SA process revealed that Options 6b and 6d performed similarly and were considered to be the best performing options overall, supporting employment skills and training opportunities to a greater extent than 6a/6c owing to the support for growth within the University of Keele Growth Corridor [CD03, Para D.5.3.4, pg D35].

Reasonable Alternative Sites

- 1.5.27 The identification, description and evaluation of development sites has taken place throughout the plan making process at different stages. A total of 177 reasonable alternative sites have been considered throughout the SA process:
- Regulation 18 SA (2023) [CD04] – evaluation of 141 reasonable alternative sites for residential, employment, mixed and Gypsy, Traveller and Travelling Showpeople use;
 - Regulation 19 SA (2024) [CD03] – evaluation of 27 new sites identified by NuLBC since 2023, and nine amended versions of sites previously assessed. The discussion of these new sites is contained in Appendix F of the SA [CD03]. These were considered following updated information received by the Council during consultation responses received to the First Draft Local Plan consultation stage in 2023 and the implementation of the site selection process, set out in the site selection report [ED029].
- 1.5.28 All 177 reasonable alternative sites have been assessed against the same methodology (as set out in Appendix E of the Regulation 19 SA (2024) [CD03]. All sites have been assessed before and after mitigation, to provide transparency in the appraisal process and enable scrutiny as to the effectiveness of the Local Plan policies as mitigation tools.
- 1.5.29 The summary SA impact matrix for each reasonable alternative site assessed in the SA process is presented in Table H.2.1 (pre-mitigation) and Table H.4.1 (post-mitigation) of Appendix H of the Regulation 19 SA (2024) [CD03, pgs. H3 and H24].

Evaluation of Policies

- 1.5.30 At the Regulation 18 stage, NuLBC prepared 23 initial draft policies which were evaluated in the Regulation 18 SA Report (2023) [CD04]. Following this, at the Regulation 19 stage, NuLBC prepared a total of 55 policies (including updates to the 23 previously assessed draft policies) as well as 45 site allocation policies (prepared following the selection/rejection of reasonable alternative sites). All 100 Local Plan policies were evaluated in the Regulation 19 SA Report (2024) [CD03] with strategic/non-strategic policies in Appendix G and site allocation policies in Appendix J.
- 1.5.31 Each emerging policy was evaluated in the SA process against the SA Framework, with findings and recommendations fed back to NuLBC at each stage to enhance, where possible, the sustainability performance of the policies and the Plan as a whole.

Selection and rejection of reasonable alternatives

- 1.5.32 At each stage of the SA process, draft and final outputs were shared with NuLBC to aid their decision making and selection/rejection of options as the Plan progressed. Best performing options were identified wherever possible.
- 1.5.33 Chapter 5 of the Regulation 19 SA (2024) [CD03] explains the approach to reasonable alternatives during the SA process and provides NuLBC's reasons for selection/rejection of different types of options, taking into account the SA findings as well as wider evidence base information. NuLBC's reasons for selection/rejection of reasonable alternative sites are presented in Appendix I of the Regulation 19 SA (2024) [CD03].

Quick guide to reasonable alternatives

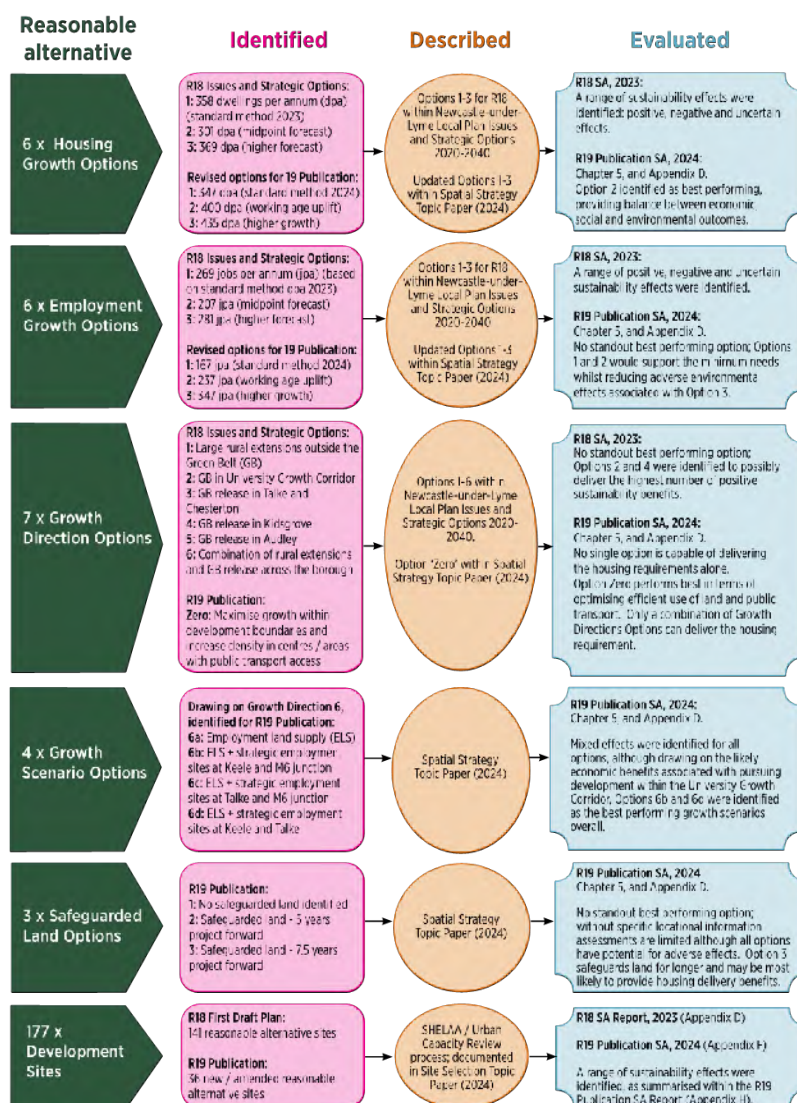


Figure 1 The identification, description and evaluation of reasonable alternatives considered throughout the plan making process (Figure 5.1 of the Regulation 19 SA, March 2024 [CD03])

Qu 1.6 Is the Habitats Regulations Assessment (CD05 July 2024) and the habitats Regulation Assessment with appendices (EX/NBC/03, EX/NBC/03a and EX/NBC/03b) adequate and does the plan include all the recommendations identified in the assessment as necessary to ensure compliance with the Habitats Regulations? Is it robust and convincing in its conclusion that the plan will have no significant effects on the integrity of any European sites?

- 1.6.1 The Regulation 19 Habitats Regulations Assessment (HRA) (2024) [CD05] was prepared in accordance with the Conservation of Habitats and Species Regulations 2017 (as amended) (the Habitats Regulations) and using best practice guidance including national Planning Practice Guidance (PPG) and the David Tyldesley and Associates (DTA) HRA Handbook.
- 1.6.2 During the HRA process, potential impact pathways from the Local Plan and connections to European sites and their vulnerabilities were explored. The HRA scoped in potential impact pathways at the following European sites, (see Chapter 3 of the Regulation 19 HRA [CD05]):
- Cannock Chase SAC - water quality;
 - Humber Estuary SAC, SPA and Ramsar - water quality;
 - Mersey Estuary SPA and Ramsar - water quality;
 - Midland Meres and Mosses Phase 1 Ramsar - water quality and quantity and recreational pressure;
 - Midland Meres and Mosses Phase 2 Ramsar - air quality, water quality and quantity and recreational pressure;
 - Pasturefields Salt Marsh SAC - water quality;
 - Peak District Dales SAC – water quantity;
 - Peak District Moors (South Pennine Moors Phase 1) SPA – water quantity;
 - Severn Estuary SAC, SPA and Ramsar - water quality;
 - South Pennine Moors SAC – water quantity; and
 - West Midland Mosses SAC - water quality.
- 1.6.3 As required under Regulation 105 of the Habitats Regulations, an assessment was made to determine Likely Significant Effects (LSEs) of the Local Plan upon European sites. The Local Plan is not directly connected with or necessary to the management of any European site. Taking no account of mitigation, the following policies and all allocations were screened into the HRA process due to potential LSEs on the European sites listed above either alone or in-combination (see Chapter 4 of the Regulation 19 HRA [CD05]):
- PSD 1: Overall Development Strategy;
 - PSD 3: Distribution of Development;
 - HOU 4: Gypsy, Travellers and Travelling Showpeople;
 - EMP 1: Employment;
 - RET 4: Newcastle-under-Lyme Town Centre; and
 - SE 8: Biodiversity and Geodiversity.
- 1.6.4 The HRA therefore progressed to Appropriate Assessment (AA) to explore the implications of the Local Plan in view of each European site's conservation objectives

(see Chapters 5-7 of the Regulation 19 HRA [CD05]). The following matters were assessed in more detail:

- Impacts on designated features affected by a possible deterioration in air quality;
- Impacts on water quality and quantity associated with increased levels of built development;
- Impacts associated with increased recreational pressure at European sites; and
- Consideration of impacts at associated functionally linked land.

- 1.6.5 The protective framework provided by the Local Plan and existing protection measures set out in high level strategic policy and existing planning policy frameworks that serve to help overcome the identified potential adverse effects were factored into the assessment process. Taking into consideration these factors, and based on the best available information at the time of writing, the HRA concluded that the Local Plan would have no adverse impact on site integrity at any European site, either alone or in combination. The conclusions of the HRA are summarised in Section 8 at pgs 83-84 [CD05].
- 1.6.6 Under the provisions of Regulation 105(2) of the Habitats Regulations, as the competent authority, Newcastle-under-Lyme Borough Council (NuLBC) is responsible for preparing the Integrity Test, in light of the conclusions of the AA, and must have regard to representations made by Natural England.
- 1.6.7 Natural England submitted a representation during the Regulation 19 consultation expressing that they considered the Final Draft Local Plan in its current form not sound or legally compliant due to the lack of evidence with regard to air quality and its implications for the HRA. In this response, Natural England considered that adverse air quality impacts on site integrity at the Midland Meres and Mosses Phase 2 Ramsar site could not be ruled out based on evidence provided in the Regulation 19 HRA Report [CD05]. Natural England advised that further work be undertaken to better understand the LSEs of air quality at the Midland Meres and Mosses Phase 2 Ramsar site where it is underpinned by Black Firs and Cranberry Bog Site of Special Scientific Interest (SSSI) and Oakhanger Moss SSSI.
- 1.6.8 As explained within the Statement of Common Ground (SoCG) between NuLBC and Natural England [EX/NBC/03c and EX/SCG/03] additional HRA and air quality work has been undertaken following engagement with Natural England which has led to the preparation of two further evidence documents:
- Assessment of Air Quality Impacts on Habitat Sites in Newcastle-under-Lyme – Air Quality Assessment Report (February 2025, SWECO) [EX/NBC/03a]; and
 - Habitats Regulations Assessment of the Newcastle-under-Lyme Publication Draft Local Plan – interpretation of Air Quality Modelling Data for the Components of the Midlands Meres and Mosses (Phase 2) Ramsar Site (March 2025, Lepus Consulting) [EX/NBC/03b].
- 1.6.9 Drawing on the air quality modelling work [EX/NB/03a], including information enabling better understanding of the air quality impacts at Oakhanger Moss SSSI and Black Firs

and Cranberry Bog SSSI, the Interpretation of Air Quality Modelling Report (March 2025) [EX/NBC/03b] concluded that there will be no adverse impact on site integrity at the Midland Meres and Mosses (Phase 2) Ramsar due to air pollution associated with the Local Plan alone or in-combination.

- 1.6.10 As stated in the SoCG [EX/NBC/03c and EX/SCG/03 at paragraph 3.10 on pg. 4], “it is agreed by all parties that as long as the Borough Council are going to adopt the final Air Quality HRA (AA) then Natural England can concur with the conclusion of no adverse effect on integrity with regards to Air Quality”.
- 1.6.11 The Regulation 19 HRA (2024) [CD05] together with the supplementary air quality modelling (2025) [EX/NBC/03a] and ecological interpretation (2025) [EX/NBC/03b] provide a fit for purpose and robust conclusion that the Newcastle-under-Lyme Local Plan will not result in an adverse impact on integrity at any European site, either alone or in-combination.

Qu 1.7 Does the plan include policies to address the strategic priorities for the development and use of land in Newcastle under Lyme? How are these identified in the Plan?

1.7.1 The Local Plan in the contents section [CD01 table 1, pg. 8] includes a list of policies and a consideration of whether they are strategic or non-strategic in nature. It is considered that those strategic policies identified promote the Vision identified in paragraphs 4.1 – 4.3 of the Local Plan and address the strategic objectives included in paragraphs 4.4 – 4.16 of the Local Plan, when considered alongside site allocations. This includes: -

- Ensuring that developments include the sense of place and character through appropriate consideration of design (objective SO-1)
- Diversifying the boroughs employment base through allocations that benefit economic growth for the region, including logistics (objective SO-2)
- Supporting, through allocations and town centre policies, the regeneration and renewal of distinctive market towns of Newcastle-under-Lyme and Kidsgrove (objective SO-3)
- Mitigating, through climate change policies, the Borough's impact on climate change and setting out a policy context for renewable energy generation (objective SO-4)
- Providing a policy context for the mix of housing types (objective SO-5)
- Supporting, through allocations, the vitality of rural villages (objective SO-6)
- Supporting, through policies and allocations active and sustainable travel across the borough (objective SO-7)
- Providing a clear local strategic planning framework to support the development of neighbourhood plans (objective SO-8)
- Supporting, through policy, the environmental assets in the Borough including blue and green infrastructure (objective SO-9)
- Supporting a balanced approach to the growth of Keele University whilst recognising the character of the surrounding area (objective SO-10)
- Supporting, through allocations the balance between growth and conservation of the Borough's identify (objective SO-11)
- Identifying, through the Plan, where exceptional circumstances exist to release Green Belt land on a strategic basis (objective SO-12)
- Seek to protect and enhance the historic environment of the Borough (objective SO-13)

Qu 1.8 Does the plan include policies designed to ensure that the development and use of land in Newcastle under Lyme contributes to the mitigation of, and adaptation to, climate change?

1.8.1 The Local Plan, taken as a whole, includes policies designed to ensure that the development and use of land in Newcastle-under-Lyme contributes to the mitigation of, and adaptation to climate change. The development of the Local Plan has been supported by the Climate Change Adaptation and Mitigation Report [ED024a and b] and the Local Plan includes a number of policies which support the Council's response to a climate emergency declaration in 2019. Chapter 6 of the Local Plan specifically addresses Climate and Renewable Energy. Policies in the Local Plan that contribute to the mitigation of, and adaptation to, Climate Change include:-

- Policy CRE 1 'Climate Change' [CD01, pg25] which includes references to energy standards, whole life cycle carbon assessments and general principles to support natural ventilation and light and accessibility of developments. The policy also includes references to supporting the district heat network at Keele University and the Council's Carbon Capture areas (tree planting) as shown on the Policies Map.
- Policy CRE 2 'Renewable Energy' [CD01, pg. 27] which provides policy context for decentralised, renewable or low carbon energy sources including wind and solar energy.
- There are also policies regarding the mitigation of an adaptation to climate change including pollution and air quality [Policy SE1, CD01, pg67] flood risk [CD01, Pg 70, Water Resources and Quality [Policy SE5, CD01, pg75] and biodiversity and geodiversity [Policy SE8, CD01, pg. 80], amongst others.

1.8.2 Strategic Objective SO-4(IV) [CD01, pg. 10] of the Local Plan is to reduce the Borough's Carbon footprint and mitigate the impact of climate change. This overarching objective is reflected throughout the Local Plan including policies on the efficient use of land [Policy PSD1, CD01, pg. 14], and a development strategy [Policies PSD2 & PSD3, CD01, pgs. 14-18] which encourages the use of active and sustainable forms of transport [Policy IN2, CD01, pgs. 57-59]. The development strategy of the Plan has sought to direct the largest scale of growth toward the main urban areas based on sustainability considerations. This provides opportunities to access services and facilities more readily. The strategy also allows for a level of development in smaller and more rural centres to support and sustain services and facilities in those settlements. Policies on health and wellbeing, and good design, will also play their part [Policies PSD6 and PSD7, pgs. 21 and 23].

Qu 1.9 How have issues of equality been addressed in the Local Plan?

- 1.9.1 Issues of equality have been considered through the appraisal processes included within the Sustainability Appraisal [CD03] particularly Appendix K. Appendix K provides an assessment of each policy of the Local Plan for its potential positive, negative or neutral (negligible) impact on potentially vulnerable equalities groups by reference to 6 indicators set out in paragraph K.2.1.1. The EQIA was also incorporated into the population and material assets SEA topic in the Regulation 19 Sustainability Appraisal document [CD03, Chapter 13]. Accordingly, the Local Plan has been assessed for potential positive, negative or neutral impacts on potentially vulnerable groups. In general terms, policies in the Local Plan have been identified to provide for a positive or neutral effect on members of the community included in the assessment.
- 1.9.2 The Local Plan considers the development of land use throughout the Borough. Generally, the Local Plan aims to be positive for all, including those with protected characteristics and has been drafted based on a range of evidence base assessments. Public consultation during the development of the Local Plan has provided further opportunities to check that there are no disproportionate impacts on groups of people with protected characteristics. These elements of the preparation of the Local Plan have provided opportunities for issues of equality to be identified and if so identified, to be addressed.
- 1.9.3 The equalities policy assessment set out in section K3 of the Sustainability Appraisal [CD03, pgs K1 – K12] indicates that a substantial number of Local Plan policies will have positive impacts in relation to age (for older and younger groups) as well as in relation to disability. Other policies will have broader positive outcomes in relation to a number of protected characteristics. Those policies include PSD6, PSD7, RET4, IN1, IN2, IN5, SE6 and SE14.

Qu 1.10 Does the plan comply with all other relevant legal requirements, including in the 2004 Act (as amended) and the 2012 Regulations?

- 1.10.1 Yes. The preparation, consultation and submission of the Local plan has complied with other relevant legal requirements, including the 2004 Act (as amended) and the 2012 Regulations.

Qu 1.11 Does the 'policies map' (CD02) correctly illustrate geographically the application of policies of the Plan?

- 1.11.1 In the Council's view, the Policies Map does correctly illustrate geographically the application of policies of the Plan. The Council has prepared an interactive version of the Policies Map, accessed via a link included in examination CD02, which allows users to easily interpret the spatial implications of the Local Plan.
- 1.11.2 Since the submission of the Local Plan, a discrepancy has been identified relating to the boundary of proposed site G&T Site 8. Due to a cartographical error, there has been an area of land included in the draft proposed allocation which is not in the Council's ownership. This current boundary is shown below and should instead follow the green line shown underneath the boundary, as shown in figure 1 below. The Council intends to correct this issue on the adoption of the Local Plan.

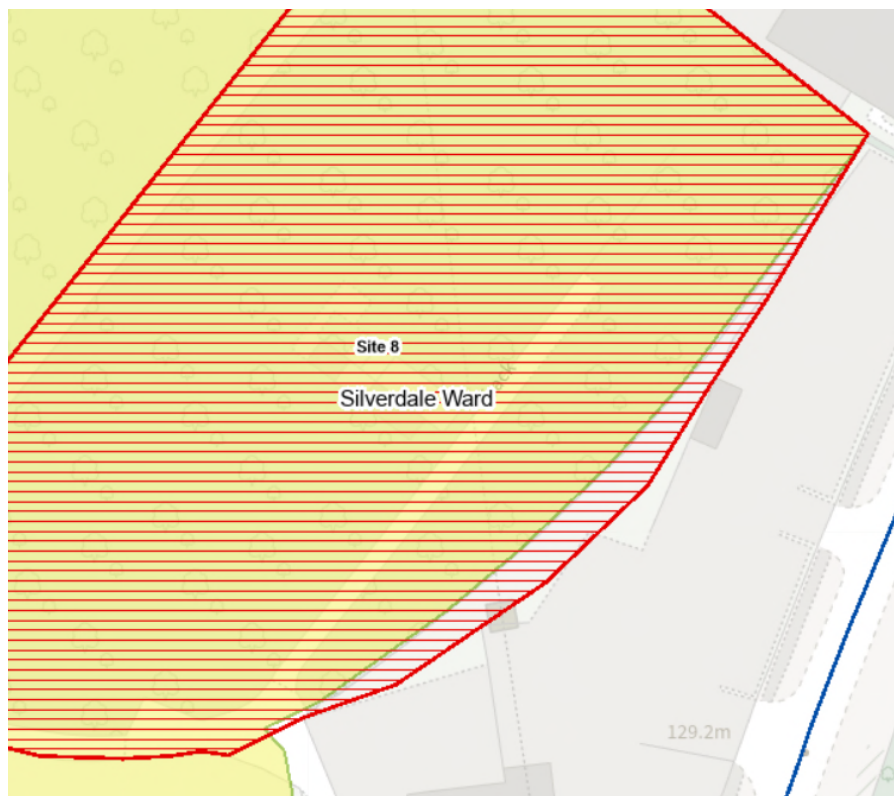


Figure 2: Boundary issue G&T8

Issue 1b Overarching Matters

Qu 1.12 Is the plan period (2020 – 2040) justified, effective and consistent with national policy which requires strategic policies to look at least 15 years ahead from adoption? Should the requirements/timescales for review of the Plan be set out in policy?

- 1.12.1 The Council's Local Development Scheme [CD12, pg. 5] states that the Local Plan is intended to be adopted at the end of 2025. This would provide for potentially less than a 15-year period from adoption, particularly as the adoption date is dependent upon progress during the examination of the Local Plan.
- 1.12.2 The Local Plan has been prepared and supported by robust evidence base up to 2040. To amend the Plan period, in the Council's judgement, would have led to the need to update the detailed evidence base and so delayed Local Plan production. This is within the wider context of the existing development plan for the borough dating from 2009 and containing a number of policies now considered out of date in respect of matters including housing, employment and climate change, amongst others. The National Planning Policy Framework (Dec 2023, in paragraph 15) refers to the need for a genuine plan led system, supported by succinct and up to date Local Plans and supports the Council's broader intention to move forward with the Local Plan in an efficient manner.
- 1.12.3 There is also an existing mandatory local plan review process in place pursuant to regulation 10a of the Town and County Planning (Local Planning) (England) Regulations 2012 and national policy relevant to that task in paragraph 33 of the National Planning Policy Framework. This will lead to the Council needing to review the Plan on a regular basis.
- 1.12.4 The submission of the emerging Local Plan is consistent with the transitional arrangements contained within the National Planning Policy Framework (December 2024), particularly paragraph 234b. However, as stated in paragraph 236, where 234b applies, and the housing requirement in the local plan (currently 400 dwellings per annum) is less than 80% of local housing need (currently at 550 dwellings per annum) at circa 73%, then the local planning authority is expected to begin work on a new Plan, under the revised Plan-making system provided for by the Levelling Up and Regeneration Act 2023 (as soon as the relevant provisions are brought into force in 2025), in order to address the shortfall in housing need. To that end, the Council has prepared an updated Local Development Scheme [EX/NBC/02] that includes a requirement to start a new Local Plan on adoption of the emerging local plan.
- 1.12.5 In relation to a number of key elements, the Local Plan will provide more precise and effective plan-led guidance than the NPPF requires. For example, consistent with its Strategic Objectives the Local Plan identifies specific housing allocation sites that will come forward in years 6-10 and, where possible, years 11-15.
- 1.12.6 In the circumstances the Local Plan conforms with the thrust of national guidance in this respect, but in any event there is a sufficient justification in ensuring that the Borough Council has in place an up to date plan led approach, for any departure that is required.

- 1.12.7 Given the legislative and transitional matters outlined above, there is no need for the Local Plan to set out in policy the timescales or requirements associated with such a review.

Qu 1.13 How have made and emerging Neighbourhood Plans been taken into account and where is this evident?

1.13.1 The Council has been involved in supporting local communities in preparing neighbourhood plans. Made neighbourhood plans in the Borough currently include:

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

1.13.2 Emerging neighbourhood plans, in respect of basic conditions are currently considered against the existing development plan of the Newcastle-under-Lyme and Stoke-on-Trent City Council Core Spatial Strategy, adopted in 2009.

1.13.3 The neighbourhood plans have been used for the determination of planning applications. To date, there has not been any residential / employment development site allocations within neighbourhood plans and they defer to the emerging Local Plan on such matters. Currently, Made Neighbourhood Plans are more design-led and highlight local green spaces and community facilities ambitions etc.

1.13.4 There are policy requirements in the draft Local Plan which link directly to the application of made and emerging neighbourhood plans and that may in turn lead to the need for modifications to made neighbourhood plans, including: -

- Confirming in the supporting text to policy PSD3 (Distribution of Development) that neighbourhood plans can provide development, over and above, that contained in the Local Plan in rural areas and confirms that the Council will provide an indicative housing figures for relevant communities as required.
- The supporting text to policy PSD7 (Design) refers to the need to take account of neighbourhood plans in the consideration of design matters.
- Policy HOU2 (Housing Mix and Density) in criteria 1 (d) makes reference to the need for density requirements for housing schemes to take account of neighbourhood plans.
- Policy HOU8 (Rural and First Homes Exception Sites) in criteria 1(c) refers to evidence for the need for rural exception sites to have regard to the outcomes of evidence from neighbourhood plans.
- Policy SE6 (Open Space, Sports and Leisure Provision) in criteria 5 which refers to Local Green Space Designations, designated through neighbourhood plans.
- Policy SE9 (Historic Environment) in criteria 1(f) which refers to taking account of heritage related evidence and policies included in relevant adopted neighbourhood plans.

- Policy SE10 (Landscape) in Criteria 1(f) which refers to taking account of landscape policies, designations, landmarks and identified key views included in relevant adopted neighbourhood plans.
- Policy SA1 (General Requirements for Site Allocations) includes as a strategic consideration the requirement that site allocations will have consideration to the aims, objectives and relevant 'made' neighbourhood plans.

1.13.5 The Vision of the Local Plan [CD01, pg. 10] includes reference to broadening the network of neighbourhood plans. Strategic Objective SO-8 (VIII) [CD01, pg11] refers to providing a clear local planning framework to support the development of neighbourhood plans, which can in many cases provide for more detailed policies.

1.13.6 In respect of evidence-based work, neighbourhood plan boundaries in made neighbourhood plans were considered during the development of the settlement boundary review [ED007]. Audley Neighbourhood Plan Group were also involved in the development of the Infrastructure Delivery Plan and attended a workshop as a stakeholder in the development of the study [ED003, Appendix C].

2. Appendix 1 – List of Reference Documents

- A. 2.1 The Council's evidence for legal processes and requirements is set out below.
- B. 2.2 **National Policy:**
- National Planning Policy Framework (2023 and 2024)
 - National Planning Practice Guidance
- C. 2.3 **Government Regulations and Acts:**
- Town and Country Planning Act
 - Planning and Compulsory Purchase Act 2004
- D. 2.4 **Newcastle-under-Lyme Local Plan Submission / Examination Documents**
- Final Draft Local Plan [CD01]
 - Final Draft Local Plan Policies Map [CD02]
 - Sustainability Appraisal (Regulation 19 stage) [CD03]
 - Sustainability Appraisal (Regulation 18 stage) [CD04]
 - Habitats Regulations Assessment [CD05] & [EX/NBC/03b]
 - Consultation Statement Part 1 [CD06a] and Part 2 [CD06b]
 - Duty-to-Co-operate Statement of Compliance (Submission Stage) [CD11]
 - Site Selection Report and Assessments [ED029]
 - Duty-to-Co-operate Statement of Compliance at Regulation 19 stage [ED025]
- E. 2.5 **Statements of Common Ground**
- SOCG as listed in the DTC Statement of Compliance at Submission Stage [CD11]
 - EX/SCG/01 – SOCG – NUL and National Highways
 - EX/SCG/03 – SOCG – NUL and Natural England
 - EX/SCG/04 – SOCG – NUL and Cheshire East (Supplementary SOCG)

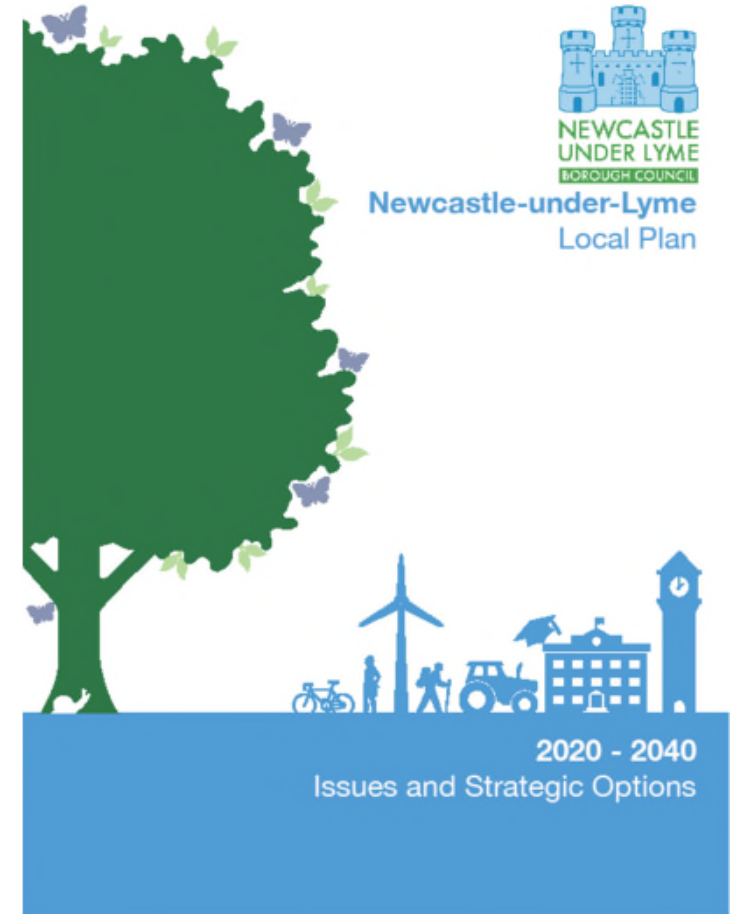
3. Appendix 2 – DTC Meeting Minutes

The following pages set out the minutes of meetings held with respect the Duty-to-Co-operate.



Issues and Strategic Options

September 2021



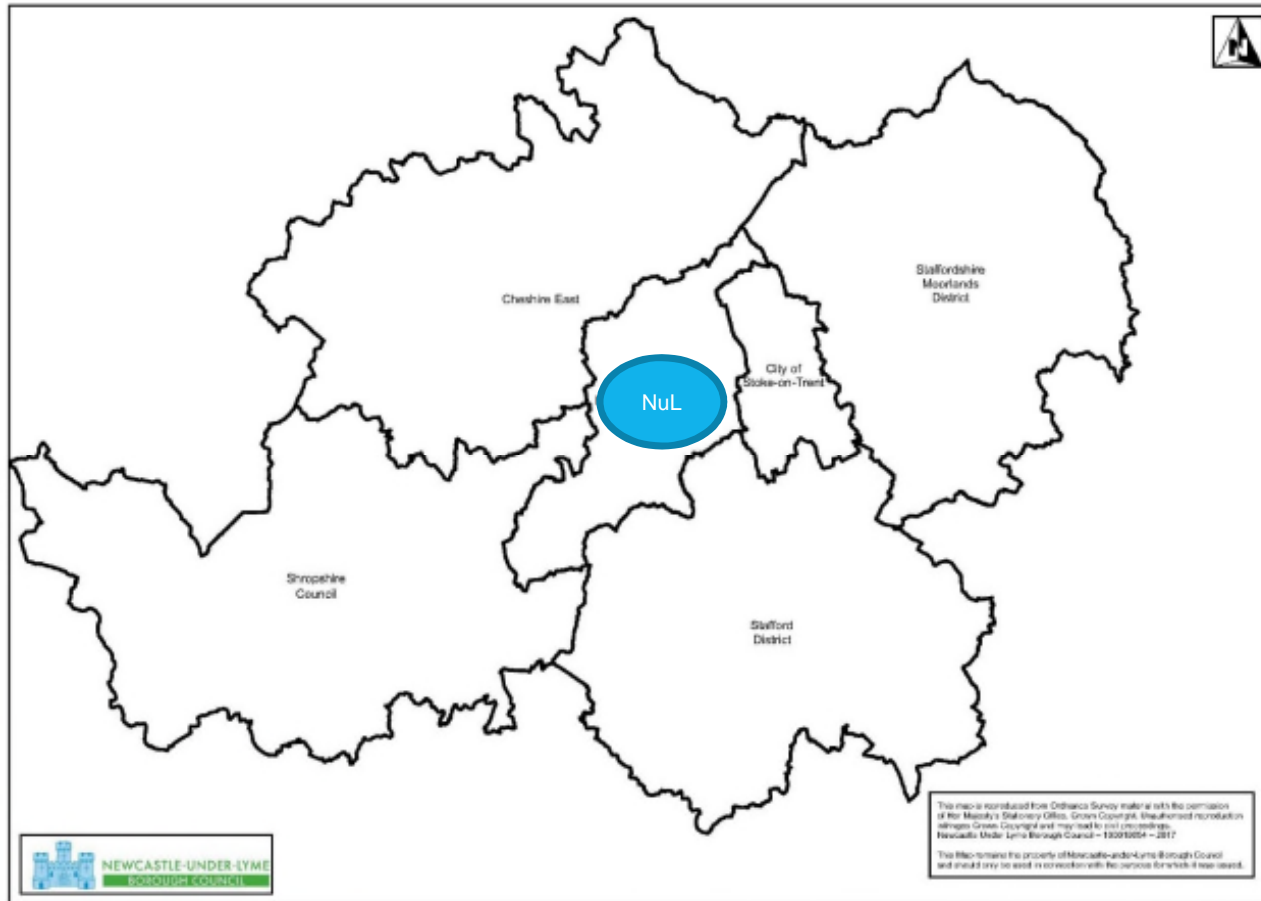
Content

- Stages of Plan development
- Context
- Evidence
- Vision
- Issues
- Options
- Key questions

Stages of Plan development



Context - DtC



- The Vision

By 2040, the Borough will have delivered sustainable new homes and jobs meeting local needs and providing more opportunities for people. We will have respected and improved the character and distinctiveness of our Staffordshire market towns, villages and rural areas with a particular focus on broadening our network of Neighbourhood Plans.

We will have enabled new infrastructure, supported the growth of businesses and our University, whilst preserving and enhancing our natural and built assets and taken action to tackle the impacts of climate change.

Strategic Objectives

Create development with character	Support Kidsgrove railway station
Diversify employment base	Support neighbourhood planning
Invest in regeneration	Maintain open spaces
Mitigate climate change	Enable growth of Keele University
Provide a mix of housing types	Balanced growth and conservation
Support rural villages	Protect the Green Belt

Evidence

- Green Belt Part 1 and 2, 2017, 2020
- Water Cycle Study, 2020
- SFRA, 2019
- Retail and Leisure Study, 2019
- Climate Change Adaption and Mitigation, 2020
- Housing and Economic Needs Assessment 2015, 2017, 2020
- Playing Pitch Strategy, 2020
- Gypsy and Traveller and Travelling Showperson Accommodation Assessment, 2020
- SHLAA, 2020
- Open Space and Green Infrastructure (in production)
- Landscape Character Assessment (in production)

Numbers

Table 3 Summary of growth options - housing

Option		Dwellings per annum	Total dwellings requirement 2020-2040
1	Nationally set	350	7,000
2	Sustainable growth	410	8,200
3	Greater Job growth	445	8,900

Table 4 Summary of growth options - employment

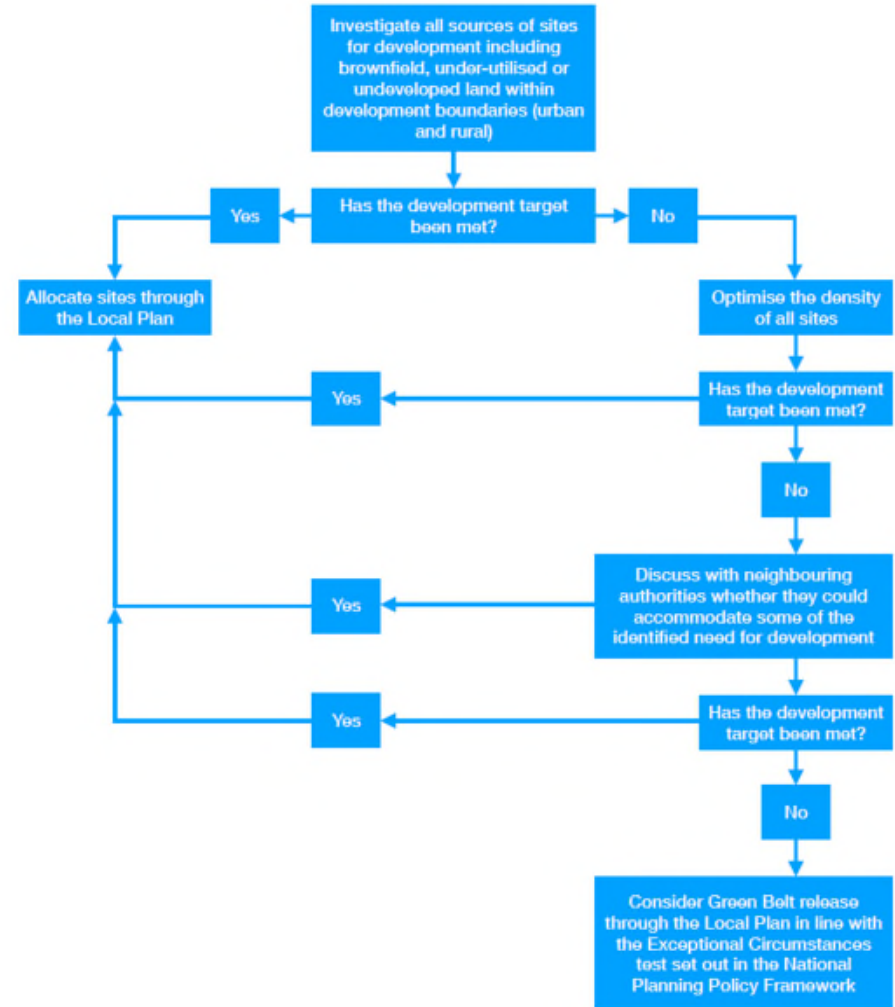
Option		Need	Supply	Total requirement (surplus) 2020-2037
1	Nationally set	46.8	64.8	+18.0
2	Sustainable growth	52.6	64.8	+12.2
3	Greater Job growth	56.6	64.8	+8.2

Housing - Issues

- Much of the evidence already advanced through the JLP (although focused updates required at next stage)
- Site selection was advanced
- As of Winter 2020 around land for 2,500 homes could be found in development boundaries
- Now possibly less if excluding more open space sites
- Prospect of an unprecedented level of GB release to meet need unless there are alternatives

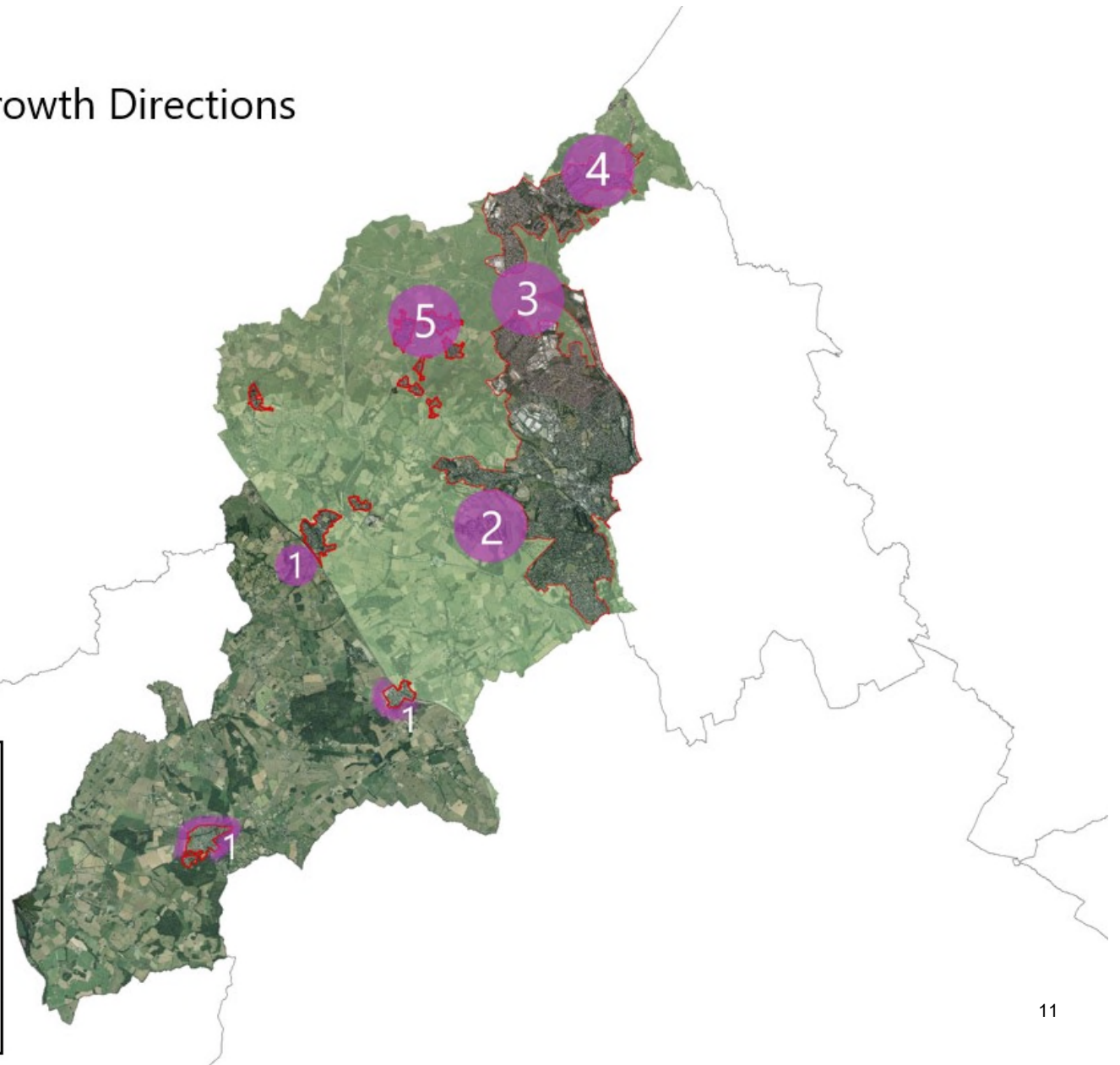
Housing - Options

- Plan explains process of site selection following NPPF process for exhausting reasonable alternatives to Green Belt release



Housing - Options

Growth Directions



Growth direction 1 - Development on strategic sites outside the greenbelt - Large scale rural extensions

Growth direction 2 - Strategic green belt release for an urban extension - University Growth Corridor

Growth direction 3 - Green belt release for development of strategic sites - Talke and Chesterton expansion

Growth direction 4 - Green belt release for development of strategic sites - Kidsgrove expansion

Growth direction 5 - Green belt release for development of strategic sites - Audley rural expansion

Growth direction 6 - Combination of strategic sites across the borough comprising both sites outside the green belt and sites which require green belt release

Issues and options - Gypsy and Travellers

	In the five years (2020/21) – 2024/25	In the longer term (total need) (2020/21 – 2036/37)
Permanent Gypsy and Traveller sites requirement	5 pitches	7 pitches
Travelling Showperson plot requirements	2 plots	4 plots

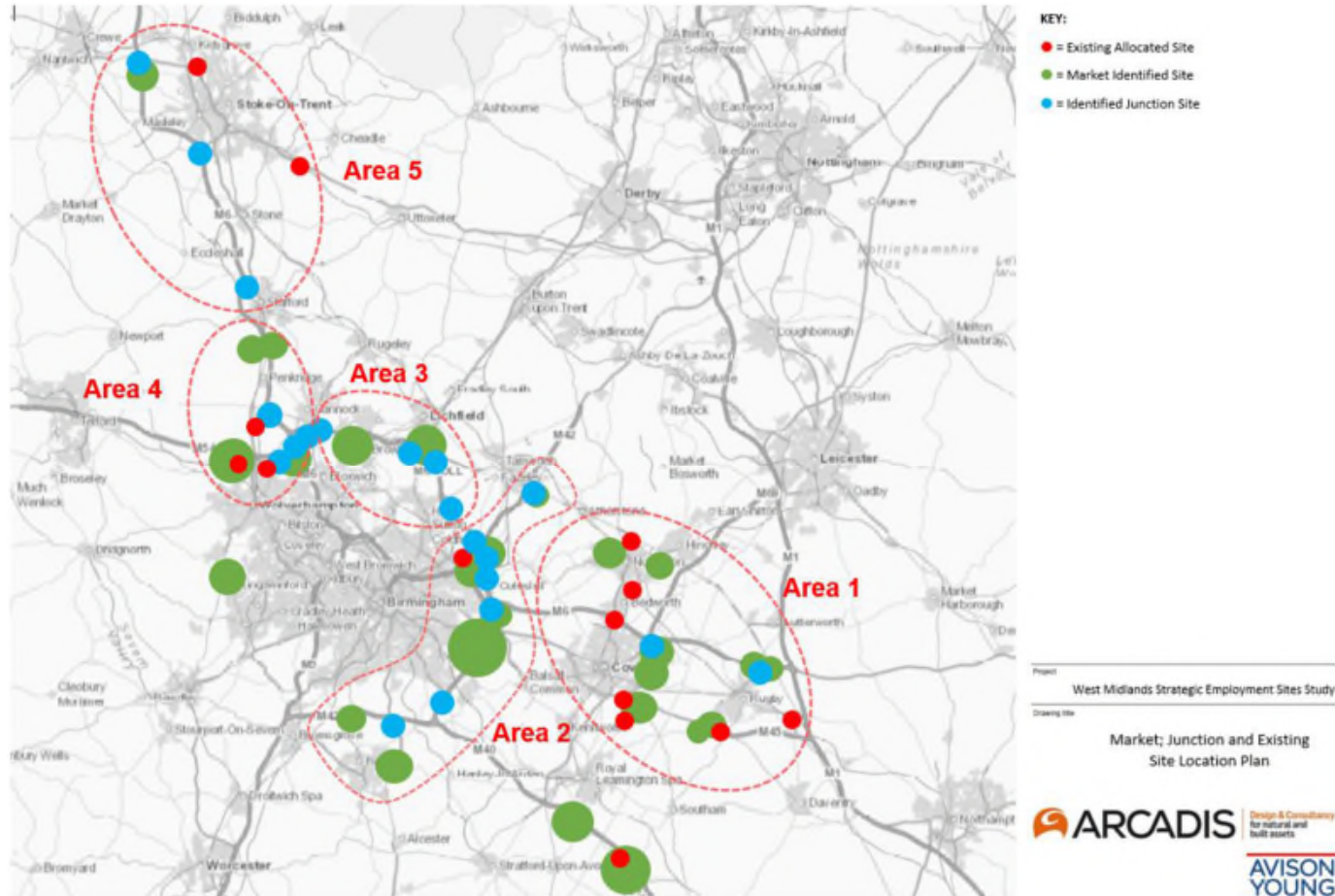
Options for Transit Provision

I	Transit Site with 3 pitches
II	Transit Site with 3-13 pitches
III	Temporary stopover site
IV	Negotiated stopping policy

Employment - Issues

- Offices – supply appears sufficient, but a shortfall seems likely (reliance on Keele Science Park and diminishing supply in town centres)
- Warehouses – sizeable need may not be met in most attractive locations (Chatterley Valley, Etruria Valley/Festival Park and Trentham Lakes becomes exhausted in short term)
- Industrial Premises – reasonable supply but lacking in quality across Stoke and NuL. Issues with market demand, location and deliverability
- ELR combined with West Midlands Strategic Employment sites study highlight lack of available, allocated sites over 25 hectares.

14



Evidence - West Midlands Strategic Sites Study

- Based on evidence of past trends in relation to take-up, and assuming that no additional strategic employment sites are brought forward to replace those that remain, the resultant supply of allocated and committed employment land would appear to represent a maximum of 7.41 years supply.
- Increases to 23.7 years of potential capacity/supply if all market demand sites were brought forward
- **Potential Additional Supply (Motorway Junctions):** It is our view that Strategic Employment Sites are best delivered in locations that are accessible to the strategic highway network, with sites located close to motorway junctions being prioritised by developers and occupiers.

Options - Potential Strategic Sites – J16



Options - Potential Strategic Sites - Keele



Conclusion

- Focus of presentation on issues of need, land supply, and strategic sites as focus for DtC discussion. The Plan also contains planning topics common to I&O stage
- Decision to be bold about the potential issues and green belt release due to advantages of intelligence from evidence production and site investigation for withdrawn JLP
- Decision also due to lack of opportunity to ask questions of the public at a later stage – next stage is Publication Draft
- Keen to work with our neighbours at earliest opportunity

Key discussion points

- Where are you in plan making process?
- What do you need to see to be satisfied NUL has exhausted all reasonable options before potentially requesting you to meet any of our need?
- Any advice or assistance with helping to meet the accommodation for Gypsy and Traveller need?
- Are there any potential cross boundary issues on NUL delivering strategic employment sites of a regional scale?
- Any other points to raise? – see next slide
- Frequency of meetings going forward

- Housing
- Employment
- Gypsy and Travellers
- Transport
- Climate Change
- Biodiversity
- Pollution
- Heritage
- Flood Risk
- Green Infrastructure
- Energy
- Waste

Do we need to think about:

- Memorandum of co-operation
- Memorandum of understanding
- Statement of Common Ground



Presentation on First Draft Local Plan - April - June 2023

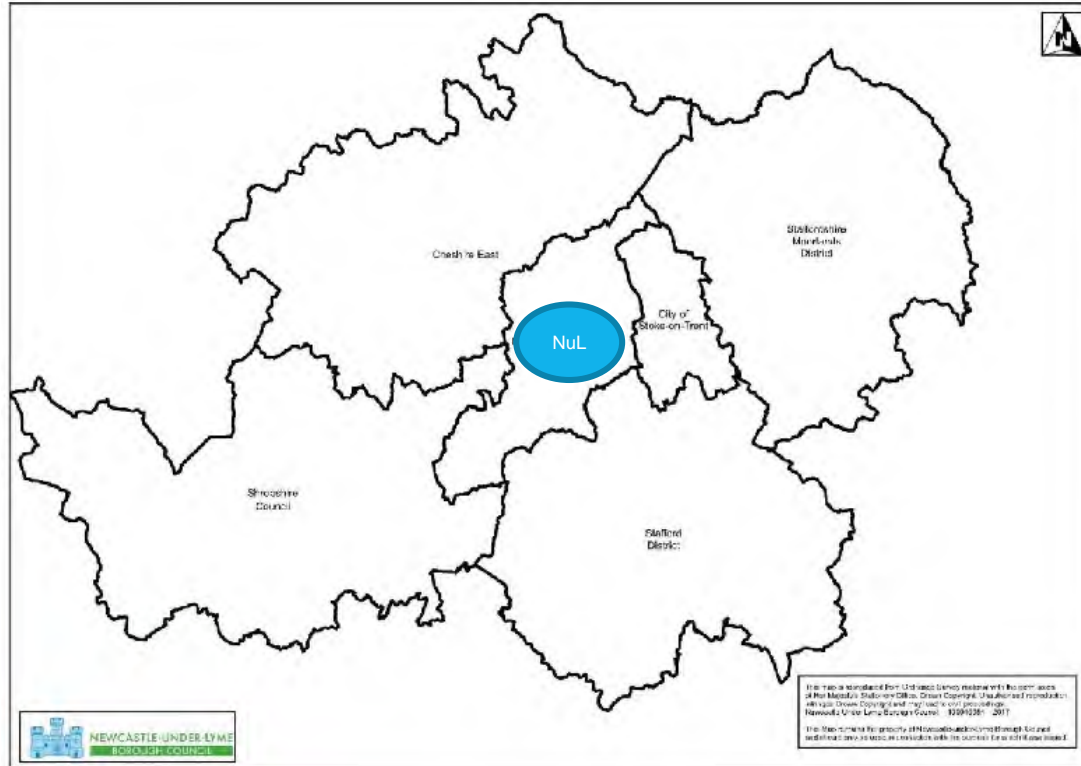
Newcastle-under-Lyme First Draft Local Plan (REG 18)

June 2023

Content

- Context
- Why produce a Local Plan ?
- Overview of Draft Local Plan proposals
- Consultation and Next Steps
- Questions ?

Context - DtC



Current Development Plan

- NuL and SOT Core Spatial Strategy (adopted 2009)
- 'Saved' policies from the NuL Local Plan (adopted 2003)
- Minerals Local Plan for Staffordshire
- Staffordshire and Stoke-on-Trent Waste Local Plan
- Neighbourhood Development Plans
 - Betley, Balterley and Wrinchill (January 2022)
 - Chapel and Hill, Chorlton, Maer and Whitmore (October 2019)
 - Loggerheads (February 2019)
 - Madeley (May 2022)

Why now?

- NuL plans are starting to become dated
- Land supply below minimum threshold required
 - Need at least a 5 year rolling land supply
- No up to date Local Plan so new allocations to support an ongoing housing land supply
- Changes in legislation muted have not materialised and we need to plan ahead

Local Plan: Stages

- Prepare, scope and engage on what a Local Plan should contain (Regulation 18 consultation Plan). **Where we are now.**
- Prepare final draft and consult on that Plan (Regulation 19)
- Submit the Final Draft Plan for Examination
- Independent Examination in Public
- Consultation on any Proposed Modifications
- Inspector's Report
- Adoption of Local Plan by Full Council
- Monitoring and Review of Local Plan performance

Emerging Local Plan

- Consulted on Issues and Strategic Options in 2021 / 2022
- Plan period 2020 – 2040
- Local Development Scheme sets out the timetable for producing the Local Plan
 - Consultation on Regulation 18 Plan – Spring / Summer 2023
 - Regulation 19 Plan – Quarter 1 in 2024
 - Submission to the Planning Inspectorate for public examination – Quarter 3 in 2024
 - Examination of Local Plan – timetable determined by Planning Inspectorate
 - Adoption of Local Plan by Full Council

Local Plans - Supported by evidence

27 documents to support the Local Plan including – **approx. 4000 pages**

<ul style="list-style-type: none">• Housing and employment need assessment• Strategic Housing and Employment Land Availability Assessment• Viability Assessment• Retail and Leisure Study• Strategic Flood Risk Assessment	<ul style="list-style-type: none">• Green Belt Evidence• Gypsy and Traveller and Travelling Showperson Accommodation Assessment and Site Selection Paper• Playing Pitch Strategy• Water Cycle Study• Sustainability Appraisal• Habitats Regulations Assessment	<ul style="list-style-type: none">• Strategic Flood Risk Assessment• Landscape and Settlement Character Assessment Study• Climate Change Adaptation and Mitigation Report• Site selection report
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Emerging Local Plan

- Overall Development Strategy
 - Min of 7,160 dwellings (358 per annum)
 - Minimum of 69 hectares of employment land
- Potential of strategic employment site(s) to support investment and growth.
- Informed by Local Housing Need Assessment, conducted using the standard method in line with national planning guidance.
- Supported by evidence including the Housing and Economic Needs Assessment and Strategic Employment Site Assessment Report

Settlement Hierarchy

- **Strategic Centre – Newcastle-under-Lyme**
- **Urban Centre – Kidsgrove**
- **Rural Centre**
 - Audley and Bignall End (Joint)
 - Baldwins Gate
 - Betley and Wrinehill (joint)
 - Keele Village (with University Hub)
 - Loggerheads
 - Madeley and Madeley Heath (joint)
- **Other Settlements and Rural Areas**

Distribution of Development

- Directing most of the development to higher order centres of the Borough
- Strategic Centre – in the order of 4,800 homes
- Urban Centre – in the order of 900 homes
- Rural Centre –
 - Audley and Bignall End – in the order of 250 homes
 - Betley and Wrinehill and Madeley and Madeley Heath – in the order of 200 homes
 - Loggerheads – in the order of 500 homes
 - Keele and Keele University – in the order of 600 homes
- Employment sites – opportunity led approach. Final position to be assessed and identified in Regulation 19 Plan

The draft Local Plan also sets out a policy approach to....

- Affordable housing
- Housing Mix and Type
- Housing Density
- Nationally Described Space Standards
- Accessibility Standards for dwellings
- Gypsy and Traveller and Travelling Showpeople

Other policy areas include

- Green Belt and Safeguarded Land
- Retail – hierarchy of centres and approach to sequential and impact test
- Infrastructure – policy approach to supporting the delivery of infrastructure
- Health and Wellbeing – Health Impact Assessments
- Design – highlighting importance of Place / Design Codes etc
- Climate Change / Renewable Energy standards
- Transport and accessibility
- Biodiversity Net Gain
- Heritage

Site Selection Process - approach to residential and employment allocations

- Looked at options within the existing urban areas in the Borough
 - Brownfield call for sites (October – November 2022)
 - Brownfield Land Register
 - Review of responses to Issues and Options Consultation
 - Audit of sites in the Strategic Housing and Employment Land Availability Assessment
- Looked at the allocation of brownfield and then non-Green Belt sites first
- Discussions with Neighbouring Authorities to ask whether they can meet some of Borough Council's 'unmet' housing need
- Review of 'exceptional circumstances' and whether that can be demonstrated for Green Belt release

Residential and Employment Allocations

- In the Draft Plan, proposing to allocate:-
 - 42 sites (including 1 employment site, 1 mixed use site (residential and employment) and 40 sites for residential use
 - Consulting on three strategic locations as potential large scale employment sites.
 - The Council has not expressed a view on the three strategic locations and is seeking views on the principle and location of potential future large-scale employment led sites in the Borough.

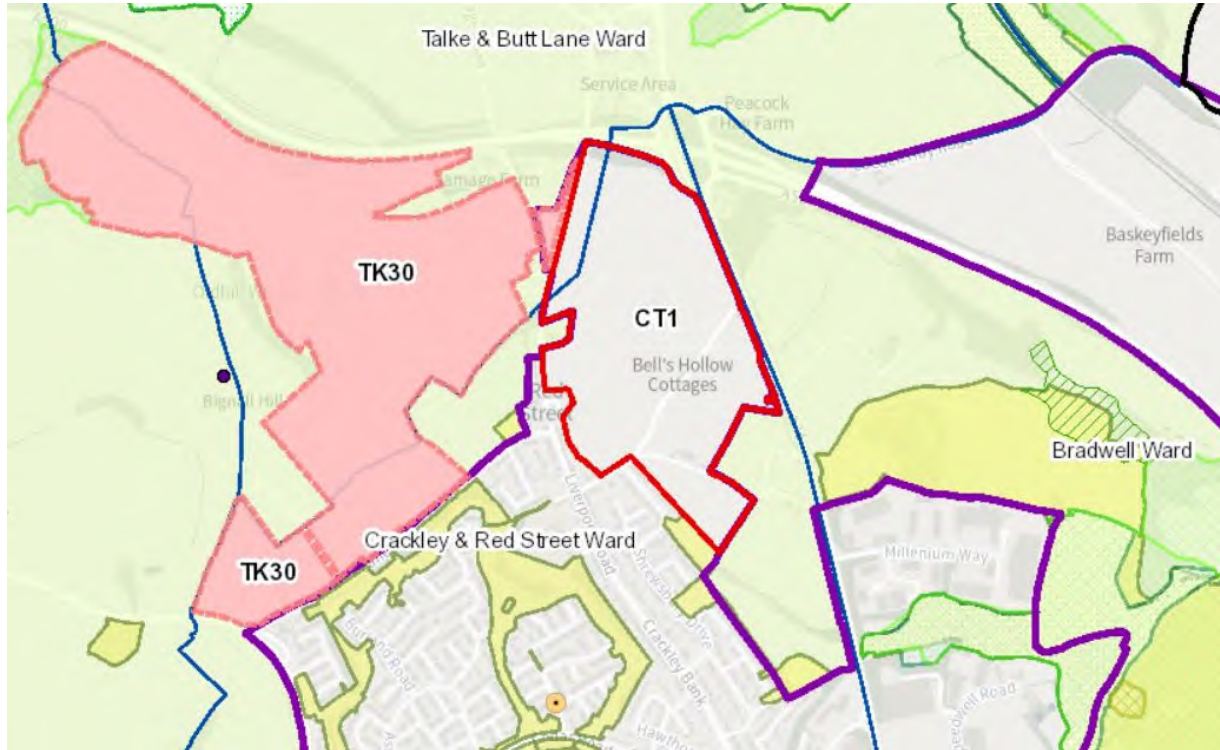
Allocations – Potential Strategic Employment Allocations

- Aspinall Verdi – Strategic Employment Site Report identified a potential need for strategic employment sites
- Looked at three potential sites
 - Land at J16 of the M6 (ref AB2)
 - Land at Barkers Wood Keele (ref KL15)
 - Land off Talke Roundabout / A500 (ref TK30)
- Not proposing to allocate the employment sites in the Plan at this stage but are seeking views on the principle of allocating strategic employment sites and seeking views on the site options themselves

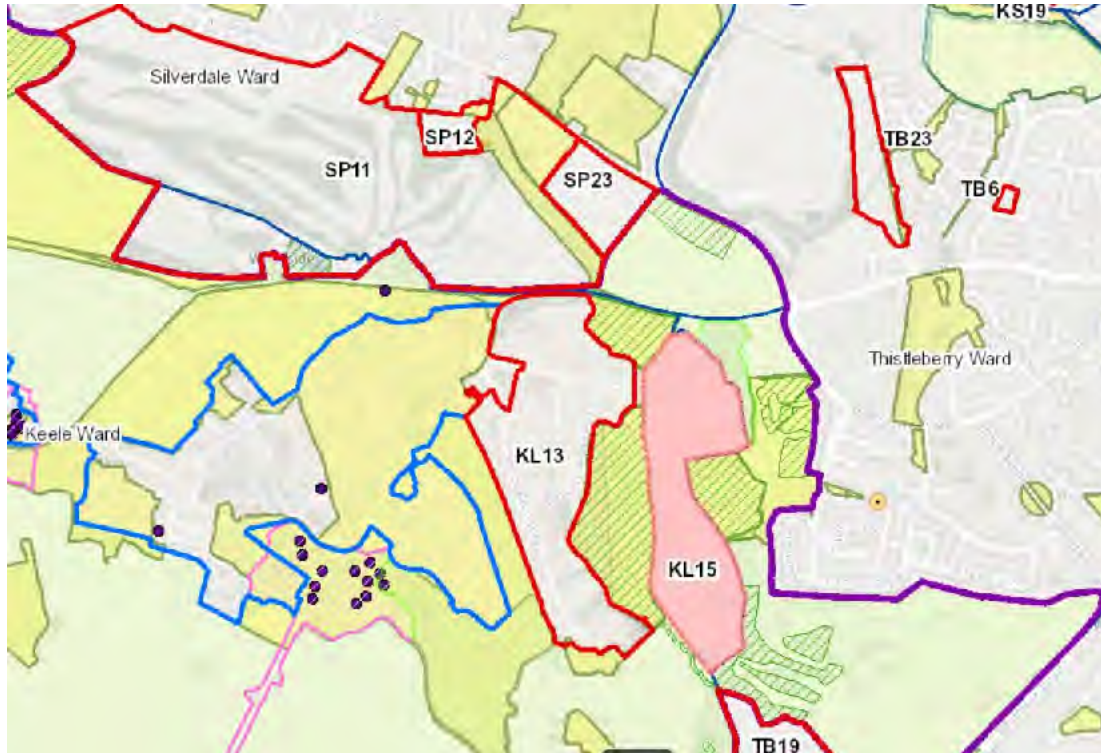
Allocations – Potential Strategic Employment Allocations



Allocations – Potential Strategic Employment Allocations



Allocations – Potential Strategic Employment Allocations



Next Steps

- Cabinet report on the 6 June 2023
- 8 weeks public consultation (2 weeks beyond statutory requirements)
19 June – 14 August 2023
- Review consultation response received
- Undertake and complete any further evidence-based documents if required
- Prepare and consult on the Regulation 19 version of the Local Plan – Regulation 19 Plan to be considered at Full Council
- Submit Plan to the Secretary of State for Public Examination before it can be considered for adoption by the Council.

Next Steps Cont...

- Ongoing dialogue following consultation on the Reg 18 Local Plan
- There is a need to have an understanding of the strategic cross boundary matters, ultimately to be reflected in Statement of Common Ground
 - Housing
 - Economy
 - Transport
 - Air Quality
 - Green Belt
 - Infrastructure
 - Any other strategic cross boundary matters

Consultation: how to respond

- Consultation pages accessed through Council Website - <https://www.newcastle-staffs.gov.uk/localplan>
- Comments can be submitted via consultation portal, post, e-mail
- Consultation events being held at venues across the Borough
- Encourage responses at this stage to influence the future direction of the Plan in a constructive way



Presentation for Neighbouring Authorities April 2024

Final Draft Local Plan Stage

Borough Local Plan DTC Update 09.04.2024 Confidential Draft

Borough Local Plan Overview

- Upcoming Local Plan meetings:-
 - 11 July 2024 – Special Economy & Place Scrutiny Committee
 - 24 July 2024 – Full Council meeting - recommendation to consult on Final Draft Local Plan and submit for examination
- In respect of monitoring position, the Local Plan will take a position as at the 31 March 2023.
- REG 19 Local Plan to be supported by a suite of evidence based documents, including:-
 - Housing and Economic Needs Assessment;
 - Strategic Economic Needs Assessment;
 - Supplementary work on Green Belt;
 - Infrastructure Delivery Plan;
 - Strategic Transport Assessment;
 - Technical studies on flood risk, retail, viability and heritage.
 - Sustainability Appraisal / Habitats Regulations Assessment

Approach to housing need....

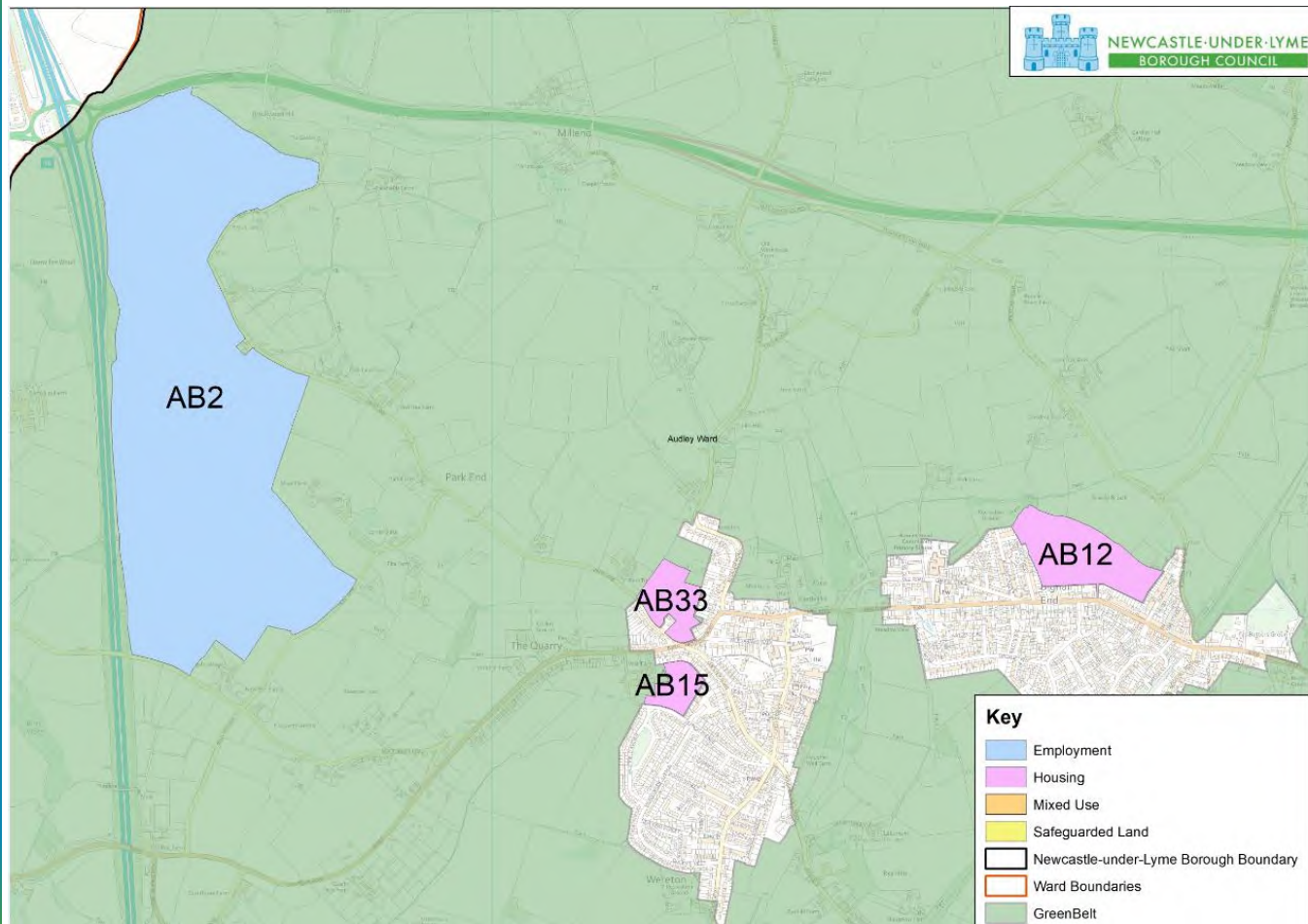
- First Draft Local Plan based on 358 dwellings per annum / 7,160 over Plan period (2020 – 2040).
- Consultants have reviewed position in the light of:-
 - Updated evidence from 2021 Census;
 - Economic projections for the Borough over Plan period;
 - Consultation responses to First Draft Local Plan;
 - Changes to National Planning Policy Framework;
 - Work also reflects impacts upon the role of potential strategic employment sites.

Initial Results

- Baseline assessment of 347 dwellings per annum. However, following further analysis, it is considered that there are adjustments required to the 'starting point' to respond to factors, including economic growth.
- Following analysis and as a initial draft 'working assumption' - the draft borough's housing figure is considered to be 400 dwellings per annum (8,000 for the 2020-2040 Plan period). This option contributes towards meeting economic projections and provides for a reasonable level of jobs growth.
- In line with previous discussions, our understanding is that your Council is unable to contribute towards meeting any of the Borough's housing needs. Can we confirm whether that is still the case?

Approach to sites

- As outlined in the previous slide(s), we have / are in the process of producing a great deal of evidence to support the Local Plan.
- We are now in a position to share with you, a draft list of potential site allocations for the REG 19 Plan in confidence. This is a draft list of 'working assumptions' which will continue to be tested through the Plan making process. One of the reasons why it is necessary to produce this interim position is to enable us to engage with infrastructure providers and DTC partners and work through any issues raised.



AUDLEY

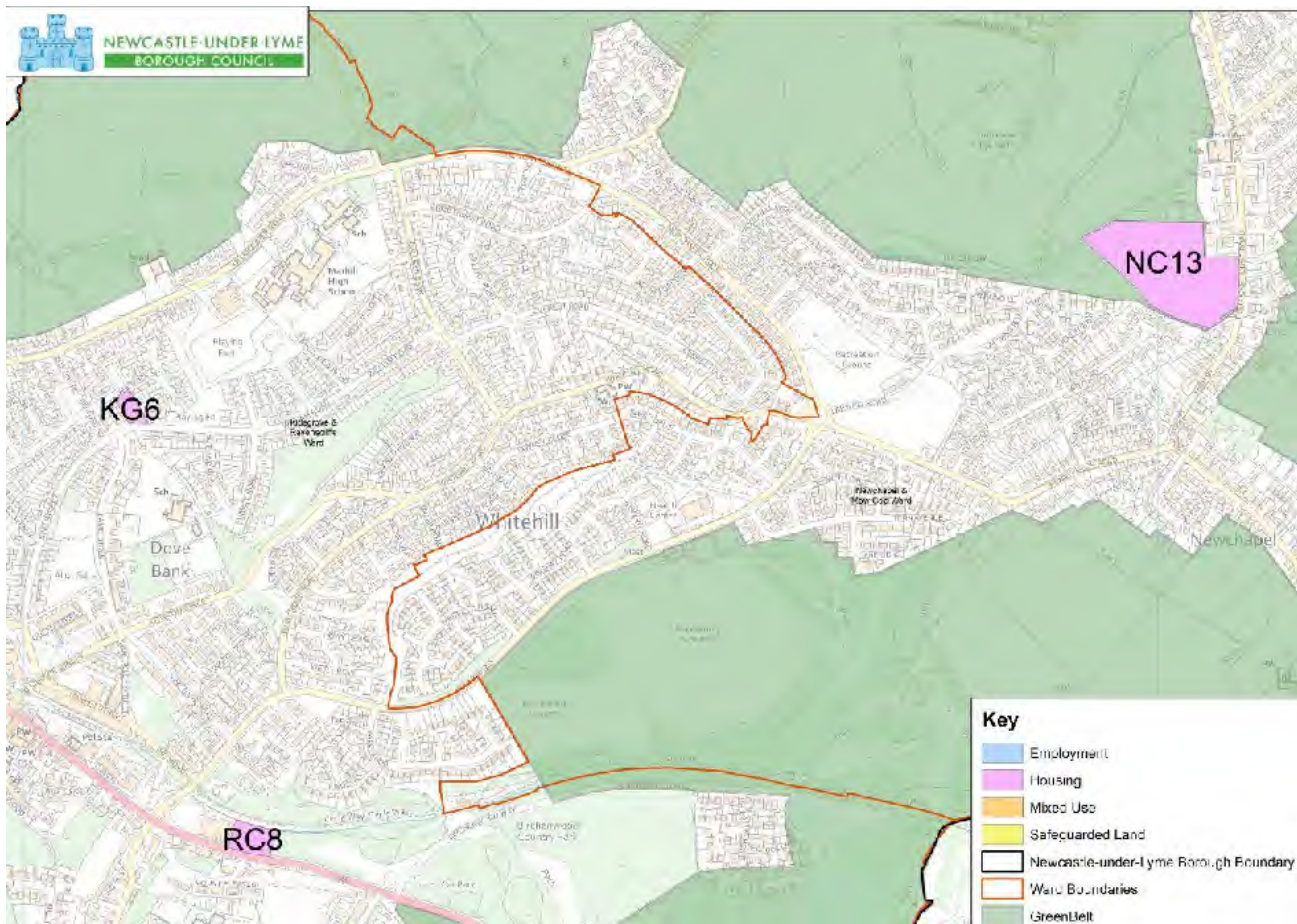
AB2 – Strategic
Employment Site

AB33 – approx. 60
dwellings

AB15 – approx. 40
dwellings

AB12 – approx. 150
dwellings

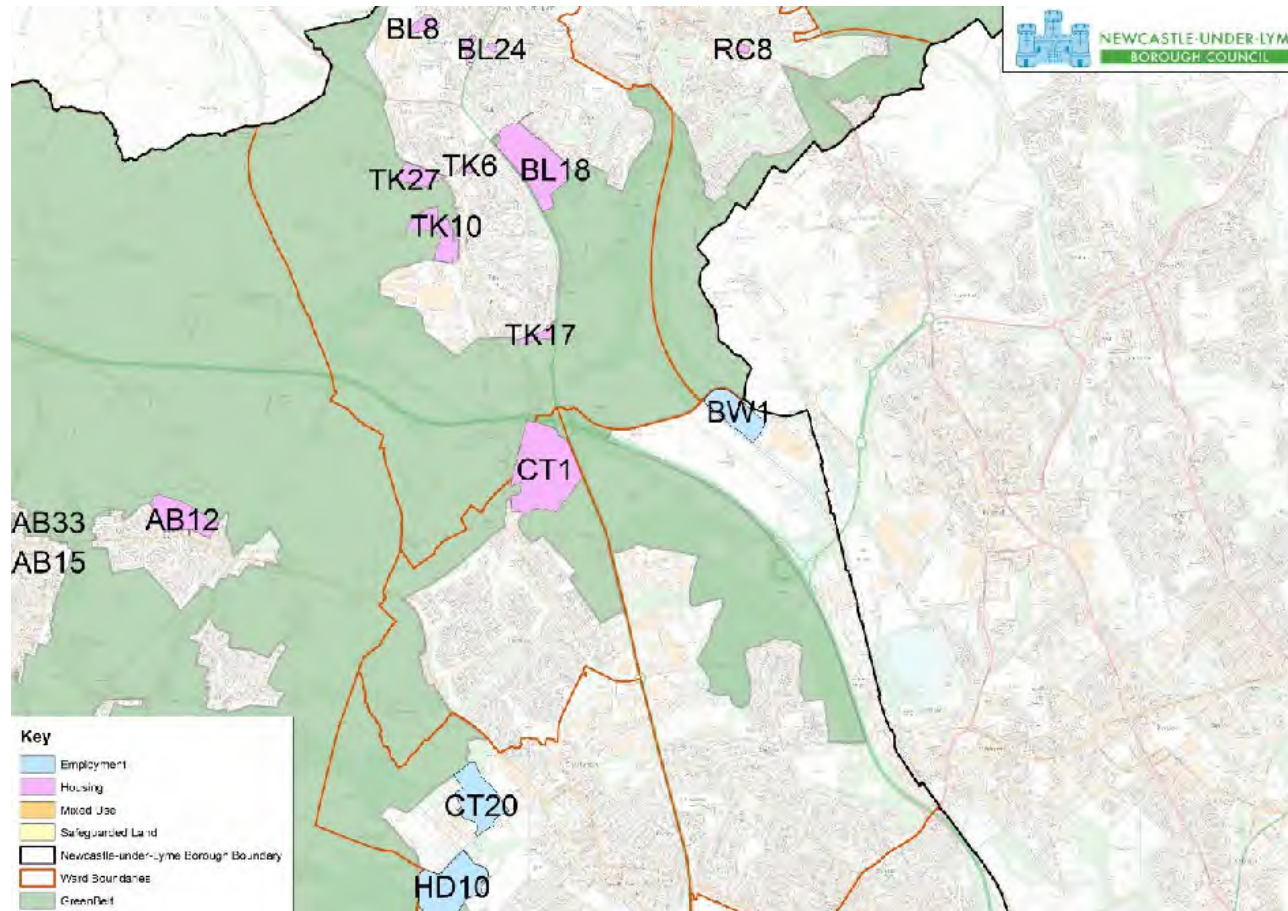
N.B. AB32 proposed
to removed



NEWCHAPEL / MOW COP

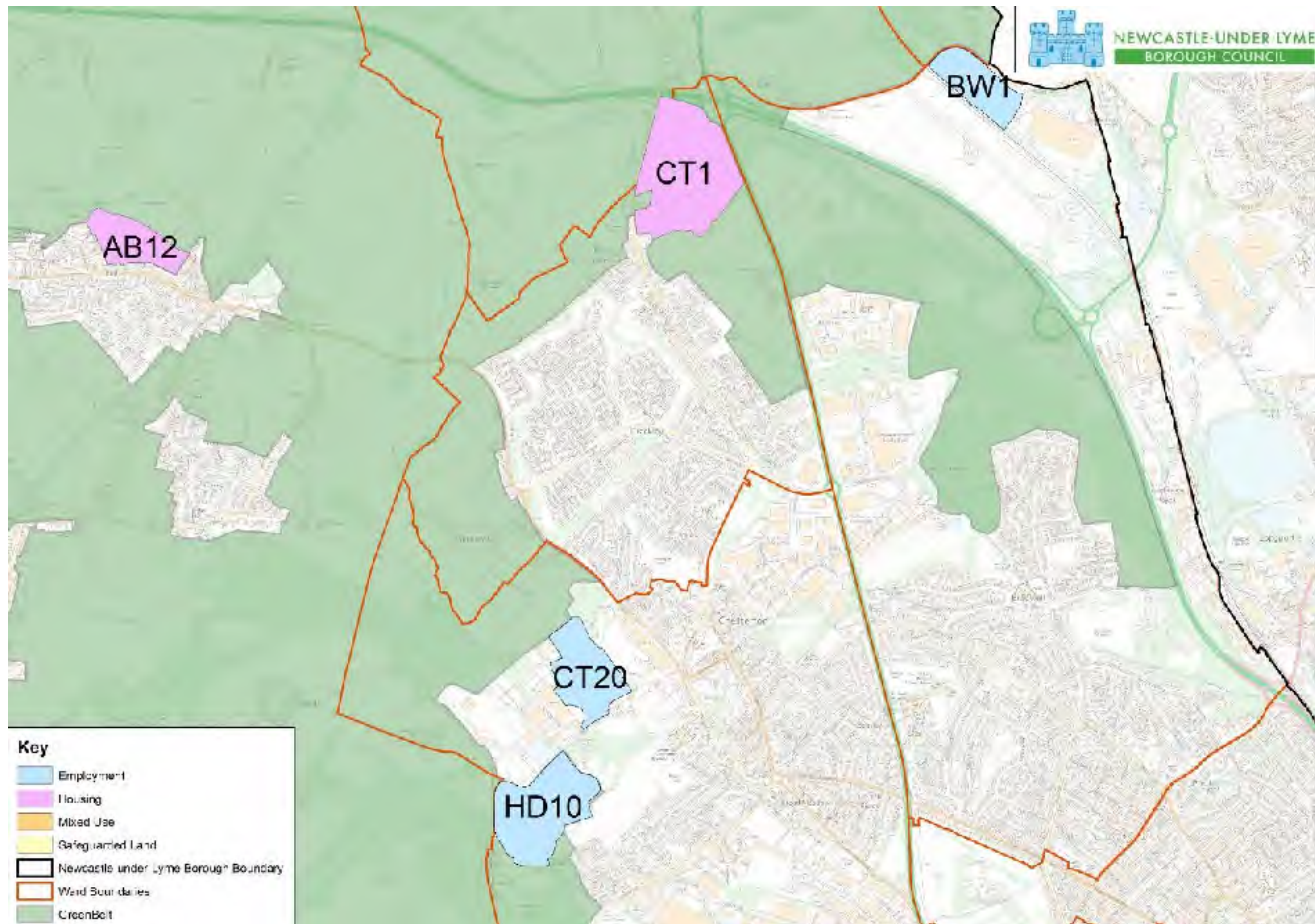
- KG6 – approx. 6 dwellings
- RC8 – approx. 6 dwellings (now a commitment)
- NC13 – approx. 100 dwellings

N.B NC77 proposed to be removed



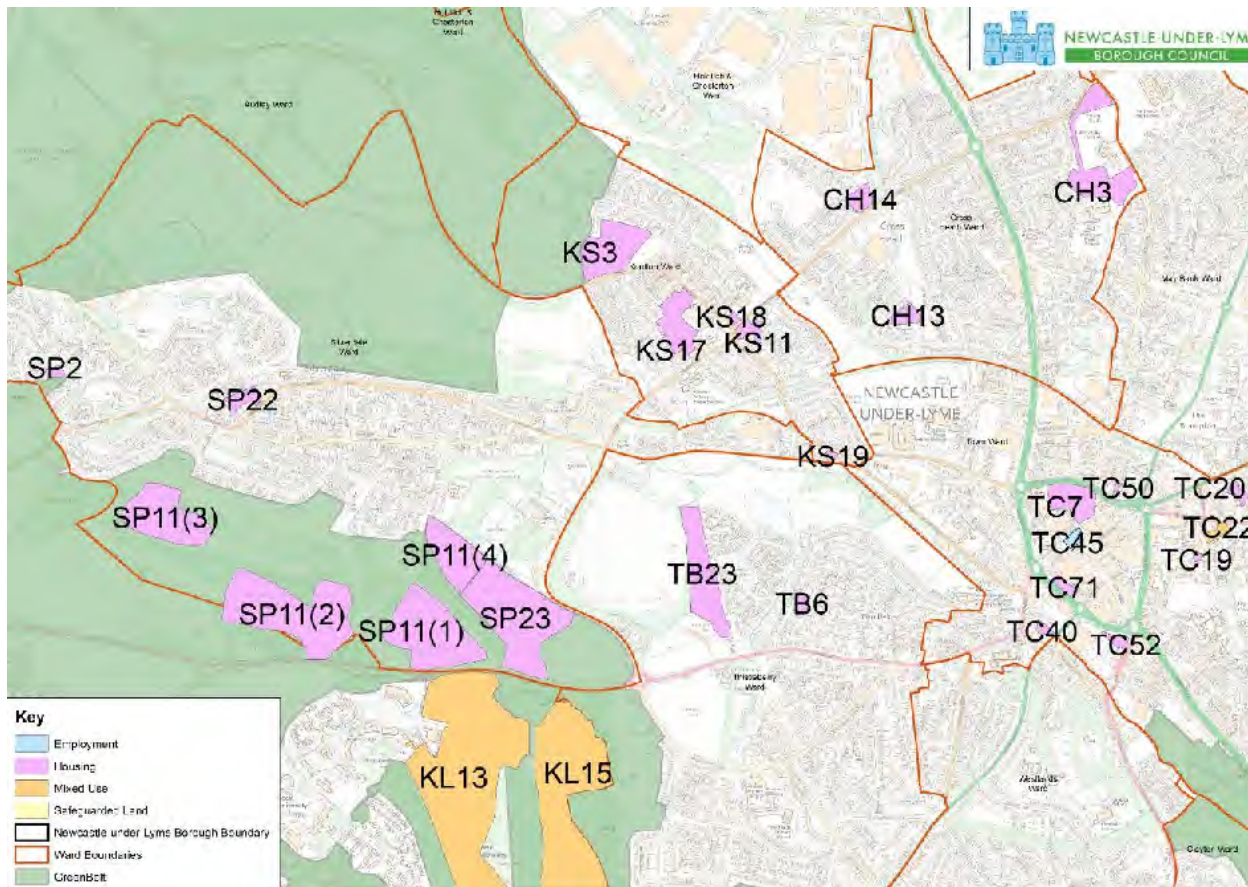
TALKE

- BL8 – approx. 40 dwellings
- BL24 – approx. 10 dwellings
- BL18 – approx. 150 dwellings
- TK6 – approx. 10 dwellings
- TK27 – approx. 90 dwellings
- TK10 – approx. 170 dwellings
- TK17 – approx. 40 dwellings
- BW1 - Employment



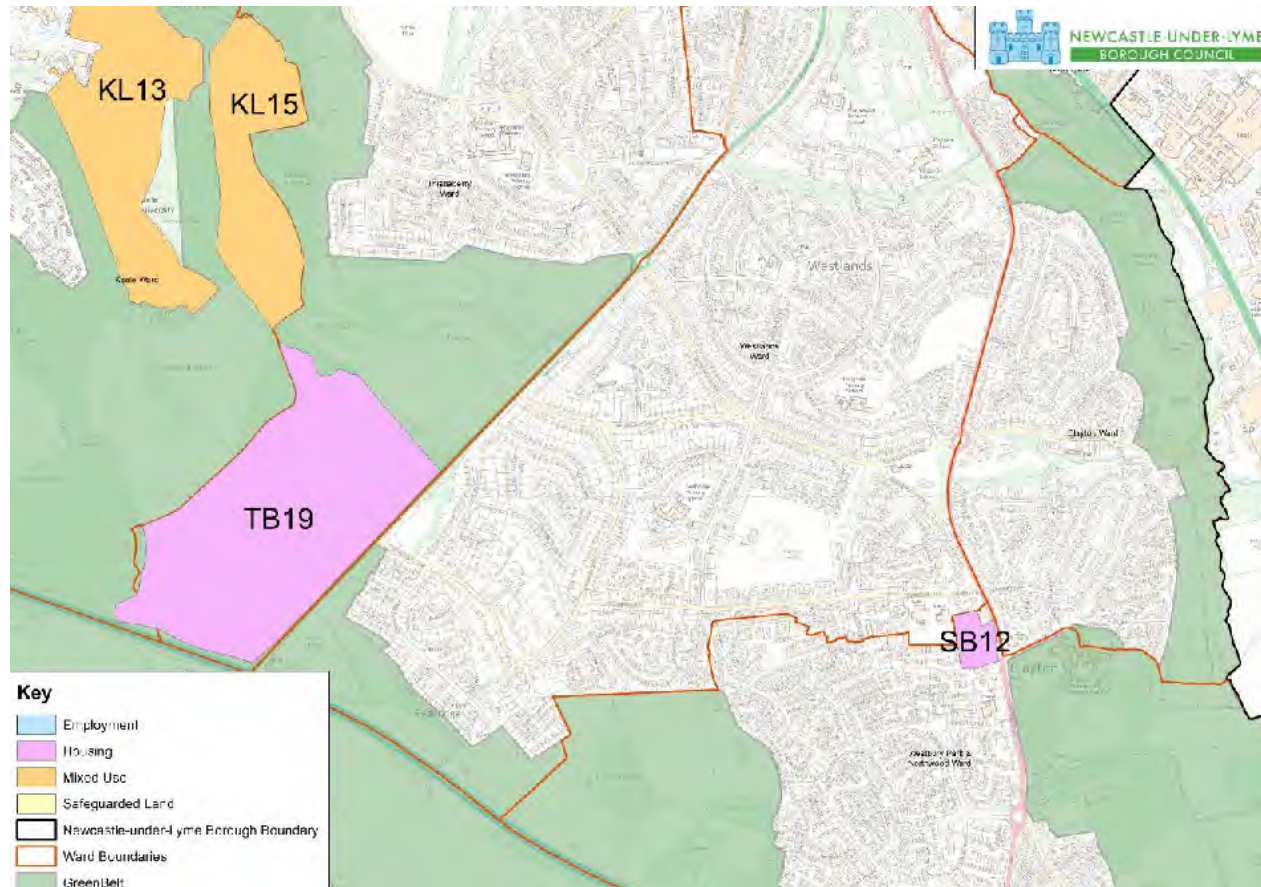
TALKE / CHESTERTON

- CT1 – approx. 750 dwellings
- CT20 – employment uses
- HD10 – employment uses



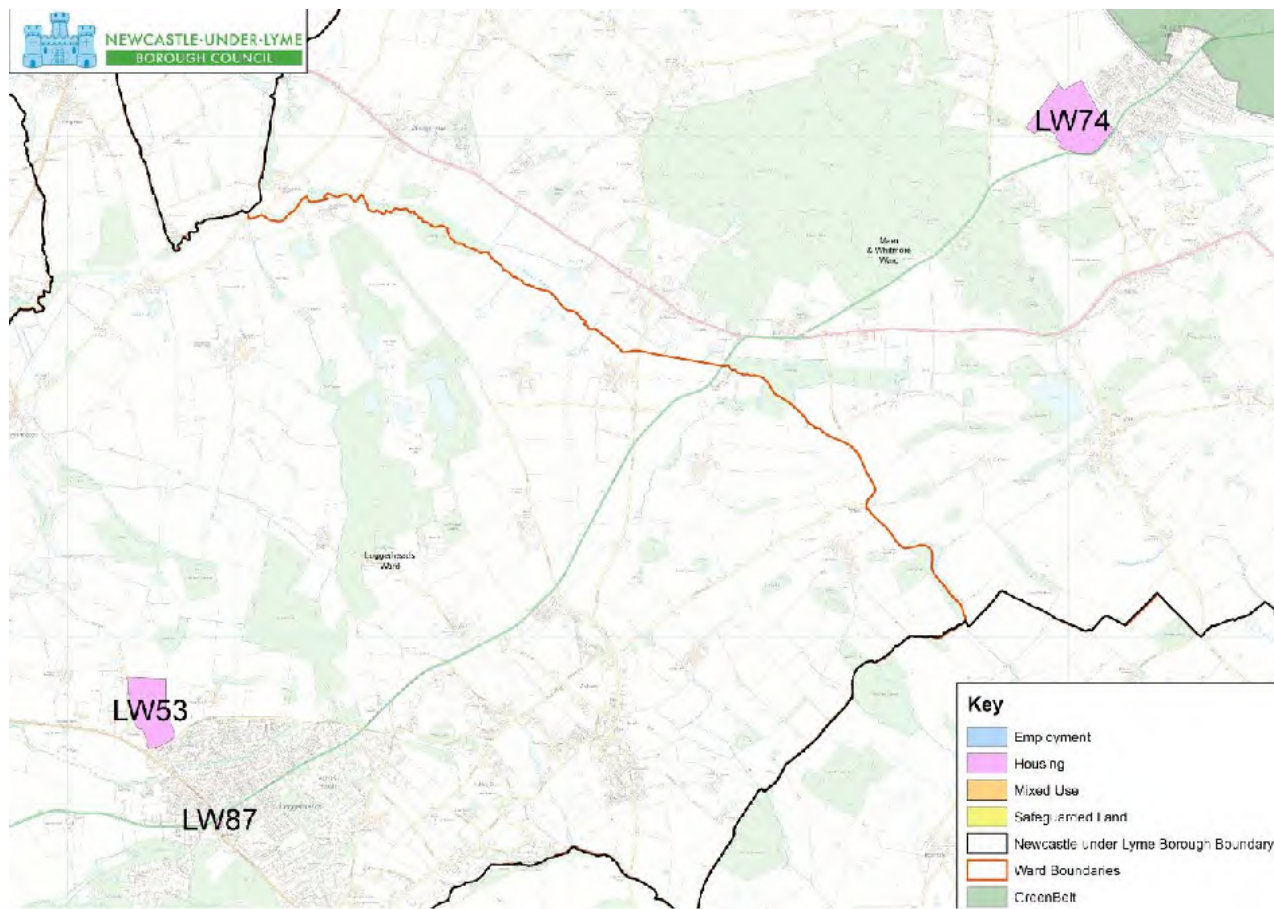
NUL CENTRAL / KNUTTON & SILVERDALE

- Town centre sites
- Knutton 'masterplan' sites
- CH3 – Land at Hoon Avenue (commitment following appeal)
- Lyme Park sites (SP sites)
- SP23 change in boundary
- SP12 removed

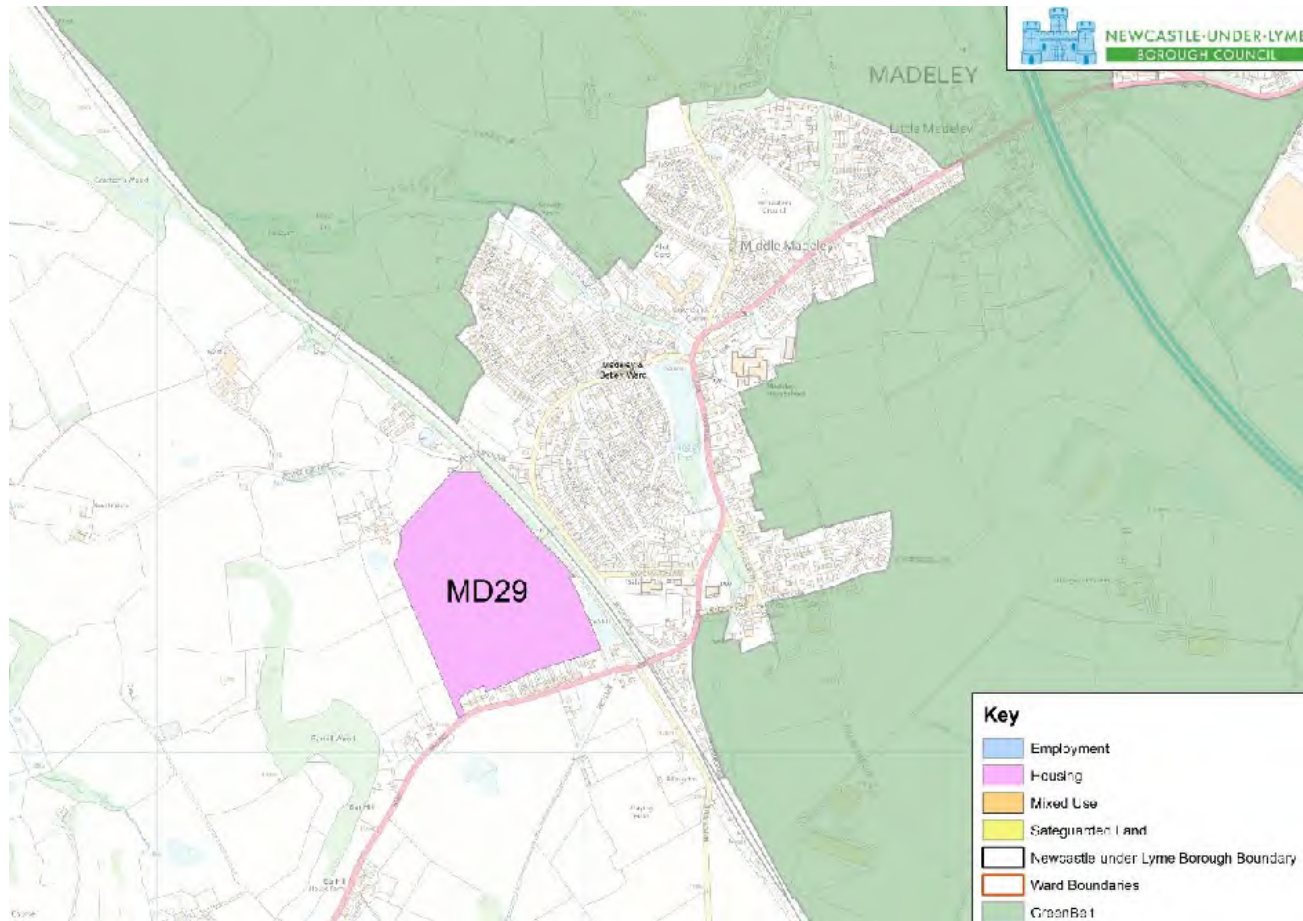


NUL SOUTH

- TB19 – approx. 500 dwellings
- SB12 – approx. 60 dwellings. (commitment in Plan).



RURAL SOUTH
 LW74 – Baldwins Gate (200 dwellings, granted at appeal)
 LW53 – Mucklestone Lane, Loggerheads 130 dwellings
 LW87 – approx. 12 dwellings (now a commitment)



MADELEY
MD29 – approx. 150 dwellings.

Where does this lead us....

- Sites presented would get us to a position to meet indicative housing development requirements, as set out below:-
- As at 31 March 2023:-
 - Completions - 1,099 (2020 – 2023)
 - Commitments – 2,270 as at 31 March 2023
 - Allocations of circa – circa 5,100
- Total housing supply– circa 8,500 (housing numbers + flexibility/buffer + windfall allowance)

Next steps

- Continue to engage with you on relevant emerging evidence with the ultimate aim of drafting a statement of common ground over the next few months. This position will then be reviewed following the consultation on the Final Draft Local Plan.

Cheshire East Meeting 22 April 2021 11:00 – 12:00

Newcastle-under-Lyme (NuL) Borough Council and Cheshire East Council

Attendees:

- Shawn fleet - Head of Planning and Development, Newcastle-under-Lyme Borough Council
- Jemma March - Planning Policy Manager, Newcastle-under-Lyme Borough Council
- Chris Binns - Planning Policy Officer, Newcastle-under-Lyme Borough Council
- Jeremy Owens - Planning Policy, Cheshire East Council
- Allan Clarke - Planning Policy, Cheshire East Council
- Adrian Crowther – Development Management, Cheshire East Council
- Paul Hurdus – Development Management (Transport), Cheshire East Council

J16 M6 Logistics Site – St Modwens

Email in relation to J16 on the M6 which spurred this meeting.

Turley were contracted to do Newcastle-under-Lyme HNA and ENA, updated 2020. Will need updating again before we enter examination.

Originally looking for 586 homes per annum, revised range is now 355 to 445.

‘Roughly enough land to meet the need’. However, assessment notes much of this is not in good or very good condition and there is also a lack of warehouse space for logistics.

Existing large sites such as Chatterley Valley, Etruria Valley and Trentham to be taken up in the short term which will leave us with a deficiency in strategic logistical sites.

West Midlands Strategic Employment Sites Study – published in 2015 and due for refreshed study to be published this summer, concluded that there was not sufficient sites above 25hectares in the West Midlands to attract investment. Latest study highlights that sites over 25ha represents less than 7.41years capacity. Less than 5years if one key strategic site with rail freight interchange is discounted.

Cheshire East noted that work was ongoing in respect of the second part of their Local Plan, the Site Allocations and Development Policies Document (or SADPD) following the adoption of the strategic Plan, the Local Plan Strategy, in 2017. The SADPD has been approved for submission to the Secretary of State for public examination following a Council meeting of the 19 April 2021, with the examination hearings expected later in the year (2021).

Cheshire East advised that their Local Plan Strategy will need to be reviewed by July 2022, however it is looking likely that the update will be in the form of the new style of plan envisaged in the 2020 Planning White Paper.

Cheshire East touched on a number of issues relevant to the St Modwen proposals and would be keen to see any further evidence in connection with it when available. From a Highways/Transport perspective Highways England and Staffs CC would take the lead and CEC would assess the impact on its road network when more detail is available.

Background to the site:

- Promoted through Joint Local Plan process
- Commented on 2018 preferred options, stated they were seeing to promote 70hectares of land south East of J16
- 2.4million square foot of employment space
- Members had preference for site not close to communities
- ENA suggesting largely stagnant employment growth in NuL- job growth a key desire for members
- Biggest issue behind the site is greenbelt release and highways, particularly the loss of slip road
- **Nick Dawson** – County Council contact for Highways
- Potential contributions from S106 agreements towards Cheshire East dual carriageway (A500)
- Concern surrounding the removal of lay-bys on the A500
- Concern surrounding travel of employees to the site

Immediate Actions

- It was agreed that it be more appropriate for Cheshire East to respond to issues and options in the autumn rather than directly to the request it has received from St Modwen's consultants now.
 - o Likely to have more detailed information regarding the site close to Christmas.

NOTE OF DUTY TO CO-OPERATE MEETING BETWEEN NEWCASTLE- UNDER-LYME BOROUGH COUNCIL & CHESHIRE EAST COUNCIL

Date & Time: 14th September – 14:00

Means of Engagement: Microsoft Teams

Contributors:

Jemma March: Planning Policy Manager, Newcastle-under-Lyme Borough Council (NuL)

Noel Bell: Principal Planning Policy Officer, Newcastle-under-Lyme Borough Council (NuL)

Chris Binns: Planning Policy Officer, Newcastle-under-Lyme Borough Council (NuL)

Stuart Penny: Planning Policy & CIL Manager, Cheshire East Council

Thomas Evans: Neighbourhood Planning Manager, Cheshire East Council

Jeremy Owens: Development Planning Manager, Cheshire East Council

Issues & Strategic Options Presentation:

- 1.1. As this document and its intended forthcoming consultation represented the catalyst for direct engagement and the principal focus for information sharing, dialogue & debate during the meeting, NuL produced a PowerPoint Presentation highlighting its purpose, structure & content. The presentation focused on areas of specific relevance to neighbouring authorities with the intention that this would highlight potential cross boundary issues and frontload engagement from the earliest opportunity.
- 1.2. An overview of some of the pertinent points to emerge reveals:
- 1.3. The Issues and Options document has been approved by committee and cabinet and NuL are aiming to begin consultation on 18th October.
- 1.4. The stages of the Local Plan development were explained. Lichfields consultants were appointed to advise on the concept of producing the Boroughs own Local Plan in December 2020 and recommended in order to produce the Local Plan to the same timescale as the Joint Local Plan, an Issues and Options or Preferred Options stage was not necessary and the Plan could start at the Publication Draft in order to meet the two year timetable. As an authority, it was decided that the Issues and Strategic Options stage would still take place to enable the public and external organisations to shape the plan, however in more detail than usual to bridge the gap between this stage and the draft plan. The Issues and Options benefits from the fact that most of the Evidence Base is more complete and up to date than usual at this stage.
- 1.5. It was acknowledged that there is a large boundary shared between Newcastle-under-Lyme and Cheshire East, but that the urban area is predominantly shared between Stoke and Newcastle, which function as the joint housing market area and functional economic area.

- 1.6. The extent & contemporary nature of the evidence base was highlighted, with this providing a key facet of the justification as to the degree of detail presented within the Issues & Strategic Options document & a significant aid in being able to frontload aspects of the Duty to Cooperate. It was conceded that the impacts of Covid and the timeframes (in some cases to 2037 as opposed to 2040) may necessitate further consideration of the need for evidence base updates to be undertaken prior to public examination of the plan.
- 1.7. The shift in emphasis of the Vision was explained from the former Joint Local Plan Vision, with a less overt reference to growth and greater precedence to the protection of specific areas. Seeking to preserve the majority of open spaces is also now stressed within the Strategic Objectives reflecting a stated political desire. The approach to Green Belt protection was similarly stated.
- 1.8. The growth options that have been presented in the document were explained highlighting the positives and negatives of each option. It was explained that in order to make the document more readable for the public, the names of growth methodologies were changed to the following:
 - 1.8.1. Standard Methodology - Nationally Set
 - 1.8.2. Experian - Sustainable Growth
 - 1.8.3. Experian Plus - Greater Job Growth
- 1.9. A commentary was given on how the growth figures had been derived in the Housing Needs Assessment. It was explained that the borough currently has a surplus in employment sites, however the sites available do not meet the market demand. It has been highlighted that there is a lack of any regional/large scale sites in the borough. Therefore, two options for strategic employment sites have been identified in the borough; Keele University Growth Corridor and Junction 16 on the M6.
- 1.10. Strategic Employment Sites and the work presented within the West Midlands Strategic Sites Study (2021) was highlighted. Whilst it was recognised that this Study presents a number of opportunities around the Birmingham conurbation, those of direct relevance to NuL were discussed, with NuL asking whether any investigations have taken to take account of the Greater Manchester and North West areas. Cheshire East stated that it is believed there is such a study, and this will be investigated.
- 1.11. The need for Gypsy and Travellers and Travelling Show People's accommodation was detailed in the presentation and it was discussed that there has been difficulty in the past when finding suitable sites. It was acknowledged that the biggest issue in Newcastle-under-Lyme for gypsy and travellers is providing transit sites as there are currently none within the borough.

Questions:

- 2.1. Post the PowerPoint presentation, a series of questions were presented by NuL to help frame subsequent discussions. The key features of this were:

Plan Making Process:

- 3.1. The Cheshire East Local Plan Strategy was adopted in July 2017 which included Strategic Policies and Site Allocations.
- 3.2. The Cheshire East Local Plan is formed of four parts:
 - 3.2.1. The Local Plan Strategy, adopted 2017
 - 3.2.2. Site Allocations and Development Policies Document – examination hearings for this document being on 12th October 2021.
 - 3.2.3. Minerals and Waste Local Plan 2010 – 2030 – a draft of this document is scheduled to go to the Environment and Communities Committee on 11th November to get approval for public consultation.
 - 3.2.4. Crewe Hub Area Action Plan – the necessity of this document is currently under review with a decision expected to be made public in November.
- 3.3. The Local Plan Strategy, adopted July 2017, is scheduled to have its first review 5 years after adoption. Therefore, this document will be reviewed by July 2022 at the latest.

What do you need to see to be satisfied NuL has exhausted all reasonable options before potentially requesting you to meet any of our need?

- 3.4. Cheshire East Council stated that it would be difficult to commit to outlining requirements to be satisfied that NuL have exhausted all reasonable options before considering whether the it would be possible to help meet NuL's unmet need. Their own need would not be reviewed until after the first review of the Cheshire East Adopted Local Plan in July 2022.
- 3.5. In the Cheshire East adopted Local Plan, July 2017, green belt land was safeguarded for future development throughout the plan period. That was intended to prevent the need to alter Green Belt boundaries again through a Plan update. It is not anticipated that any further land will need to be removed from the Green Belt in Cheshire East during the next plan period i.e. say up to around 2044, assuming the next plan covers a 20 year period.
- 3.6. Cheshire East suggested that NuL should converse with Staffordshire County Council in relation to cross border implications for highways and education.
- 3.7. Cheshire East stated that taking the need of a neighbouring authority's unmet need would be difficult. There was a short reminiscence of the benefits in regional planning, albeit CE and NuL were in separate planning regions.

Any advice or assistance with helping to meet the accommodation for Gypsy and Traveller need?

- 4.1. Cheshire East Council stated that accommodating the needs of Gypsies and Travellers within the borough has been a challenging issue.
- 4.2. Three call for sites exercises were conducted in Cheshire East for Gypsy and Traveller accommodation. However, none of these exercises provided a significant number of sites to assess.
- 4.3. The sites received from the Call for Sites exercises were assessed through the site selection methodology. This was a tweaked version of the methodology used for general site selection. Cheshire East have allocated sites for both 5 years and full plan period supply for Gypsy and Traveller accommodation.

- 4.4. It was stated that the Inspector examining the SADPD has asked for more details of site delivery for 5 years supply.
- 4.5. It was noted by Cheshire East that generally sites had deficiencies however were the only options to meet the need.
- 4.6. Cheshire East also outlined how figures were established for the 'unidentified need' of Gypsies and Travellers. This reflects that not everyone was able to be interviewed. Therefore, assumptions had to be made about this need.
- 4.7. Cheshire East have an identified need for 32 pitches, 10 transit pitches and 5-10 travelling showperson pitches in the borough.
- 4.8. Three proposed allocated sites are owned by the council and the rest are privately owned.
- 4.9. A new transit site is being provided by the council in Middlewich. It is a proposed allocation and was recently granted planning permission
- 4.10. Cheshire East stated that some of the need is being met by granting permanent permission for sites with historical temporary permissions.
- 4.11. Cheshire East have a 'Windfall Policy'. In this policy anyone in the borough who meets the planning definition, or does not but is an ethnic Gypsy or Traveller who is in need of culturally appropriate accommodation.

Are there any potential cross boundary issues on NUL delivering strategic employment sites of a regional scale?

- 5.1. It was stated by Cheshire East that Junction 16 has capacity issues with current traffic flow and that improvement works have been confirmed for dualling the A500 west of the M6. This work would need to be completed in order to accommodate the construction of the employment site.
- 5.2. Cheshire East has a site in Alsager which is currently under construction and is close to Junction 16, this could accumulatively cause traffic issues if other sites are built out.
- 5.3. Cheshire East's has a few strategic junction employment sites; one in Middlewich and the upcoming site in Alsager.
- 5.4. The status of the Constellation Partnership was discussed. Cheshire East states that a plan for how additional growth generated by HS2 could be accommodated was submitted to government. However, nothing has been heard about this since. The status of the Constellation Partnership will be investigated further.
- 5.5. It was acknowledged that the types of employment that would be seen on the Junction 16 employment site would be different to those which are being proposed at the Crewe Hub in Cheshire East. Cheshire East stated that this factor, and upgrades to the A500 either side of the M6 would suggest that J16 would not compromise proposals for Crewe Hub and that it could generate jobs for people in Cheshire.
- 5.6. Transport implications and landscape impact, particularly towards Barthomley in Cheshire could be key issues that would need addressing in any proposal.
- 5.7. Cheshire East stated that suggestions of major engineering work to take the A500 under Junction 16 to relieve pressure on for people travelling between Cheshire East and Newcastle-under-Lyme have been made in the past.
- 5.8. It was suggested that officers from Newcastle-under-Lyme speak to Transport and Highways at Cheshire East to gain further information.

Any other points to raise?

- 6.1. The point was raised on development around Kidsgrove and cross boundary issues which may arise in relation to education and residents from NuL wanting to take school places in Cheshire East. It was concluded that discussions will be initiated with the necessary officers in education regarding catchment areas to resolve this.

Frequency of meetings going forward

- 7.1. It was suggested that a DtC meeting take place once every six months, which is the same as suggested with other neighbouring authorities.
- 7.2. It was agreed that if the employment site at Junction 16 of the M6 or sites in Kidsgrove come forward, then meetings can be more frequent to discuss cross-boundary issues.

Agreed Action 1: Cheshire East to provide information to NUL on any similar or equivalent plan to the West Midlands Strategic Sites Study that covers their authority area.

Feedback subsequent to meeting:

In terms of para 1.10, I don't think there is a recent single employment sites study covering the North West of England as there has been in West Midlands but the Liverpool and Manchester conurbations are doing their own work as part of the development of their economic and planning strategies. For example details on economic floorspace needs in Manchester for the Places for Everyone strategy can be found at:

[Nicol Economics Report \(greatermanchester-ca.gov.uk\)](https://greatermanchester-ca.gov.uk)

Other than the work we have done for the CE Local Plan Strategy, wider economic strategy is being developed by the Cheshire and Warrington LEP and details of related strategies can be found at: [Our plans for the future - Cheshire and Warrington](#)

Agreed Action 2: to meet on a 6 monthly basis as a minimum

Agreed Action 3: NUL to investigate the status of the Constellation Partnership

Meeting Notes 25/07/2023: NUL, Cheshire East

Attendees: Allan Clarke (AC), Noel Bell (NB), Jenny Perkins (JP), Stuart Penny (SP), Stewart House (SH), Jeremy Owens (JO)

Summary:

1. AC gave presentation on Draft Local Plan

NUL currently consulting on the First Draft Local Plan. AC provided reasons for the Council preparing the Local Plan, for example, need to demonstrate ongoing 5 year rolling housing land supply etc.

Previously a joint plan with Stoke-on-Trent City Council but, since 2021, the Borough Council has been preparing a NUL Borough Local Plan.

Indicative timetable as set out in the Local Development Scheme confirmed. Noted that timetable may need to be amended to take account of consultation responses received during the consultation on the First Draft Local Plan.

The First Draft Local Plan proposes a minimum of 7,160 homes and 69 hectares of employment land.

The draft plan is consulting on 42 sites, primarily housing, also 3 strategic employment sites (Council has not taken a view on these sites at this stage).

Brief overview of strategic employment sites provided. It is noted that the Council has not taken a view on these sites at this stage and is seeking views of all parties including technical information and the views of neighbours etc.

Next steps: Consultation ends 14th August, review comments and undertake further evidence based documents as required to support Regulation 19 version of the Local Plan.

Recognise ongoing dialogue regarding cross boundary issues with Cheshire East and other DtC partners ultimately to be reflected in a statement of common ground, if possible.

Discussion as a result of presentation:

2. It was recognised that NUL has not yet come to a view yet regarding the strategic employment sites (or strategic locations) included in the draft Plan. Should the strategic location sites be included at the next stage, then they will require justification in terms of the principle and technical information about the sites, such as highways etc. Cheshire East raised the potential landscape impact on Barthomley Conservation Area from the proposed strategic employment site at junction 16 of the M6 (AB2).
3. JO asked if parish councils across the border have been notified. AC confirmed that NUL have received responses from Parish Council's in CEC area.

Next steps

4. CE will submit a formal response to the consultation by the 14th August 2023. Ongoing engagement will take place regarding the NUL Local Plan. This will also take account of previous work associated with the adoption of the Local Plan Strategy.

5. CE will be taking a report to Members later in the year regarding next steps on the Cheshire East Local Plan.

Borough Local Plan

DTC meeting – Newcastle-under-Lyme Borough Council (NUL) and Cheshire East Borough Council (CEC)

Monday 29 January 2024

Location: Virtual (Via teams)

Attendance

Allan Clarke, Planning Policy Manager, NuL	Jeremy Owens, Development Planning Manager, CEC
Noel Bell, Principal Planning Policy Officer, NuL	Stuart Penny, Planning Policy and CIL Manager, CEC
Jenny Perkins, Planning Policy Officer, NuL	

1.	<p>Introduction</p> <ul style="list-style-type: none">• Apologies from Stewart House, Principal Planning Officer, CEC
2.	<p>Progress Update on Plan <u>Newcastle-under-Lyme Borough Council</u></p> <ul style="list-style-type: none">• NUL gave an update on Local Plan progress. A report taken to the Council's Cabinet on the 16th January 2023 provided an overview and interim consultation report following consultation on the Borough First Draft Local Plan during June – August 2023. In line with the Council's Local Development Scheme, the Cabinet report also set out next steps of taking a report to Full Council on the 24 July 2024 to consider the Regulation 19 version of the Council's Local Plan and seek approval to consult on the Plan for six weeks prior to submitting the Plan, its evidence and consultation responses to the secretary of state for examination by the end of 2024.• The Council also outlined some of the evidence base it is in the process of collating including:-<ul style="list-style-type: none">• Housing and Economic Needs Assessment• Infrastructure Delivery Plan• Habitats Regulations Assessment / Sustainability Appraisal (incorporating Equality Impact Assessment)• Strategic Employment Needs Assessment• Gypsy and Traveller and Travelling Showperson Accommodation Assessment• Strategic Flood Risk Assessment / Water Cycle Study• Viability Assessment• Strategic Transport Assessment <p><u>Cheshire East Borough Council</u></p> <ul style="list-style-type: none">• In November, the Council's Environment and Communities Committee decided that a 'new style' local plan should be prepared under the governments reforms to the planning system. Cheshire East are in the early days of new style plan. Ahead of the formal commencement of the new local plan the committee decided that it would be helpful to invite feedback from residents, local councils and other organisations about the issues that it should address. This is expected

	to take place in the spring once the committee has agreed the issues paper for publication alongside consultation on a draft land availability assessment methodology (and call for sites), SA scoping report and a draft settlement hierarchy review methodology.
3.	<p>Discussion re identification of issues and process of engagement on NuL Regulation 19 Plan</p> <ul style="list-style-type: none"> • NUL noted that CEC had raised a number of issues through their consultation response to the NUL First Draft Local Plan. Primarily in relation to the strategic locations consulted upon in the NUL First Draft Local Plan. • NUL noted that the First Draft Local Plan included 3 strategic location sites (references AB2, TK30 and KL15). The sites were not consulted on as draft allocations in the First Draft Local Plan. Further information was submitted on those sites during the consultation. NUL are yet to finalise a position on the strategic locations or final allocations and would look to discuss these with CEC at an appropriate time and where strategic cross boundary matters arise. • NUL noted that a suite of evidence documents was being prepared and at key points, where strategic cross boundary matters arise, that NUL would share information and seek views from CEC. Studies which were highlighted included the Strategic Transport Assessment and the Infrastructure Delivery Plan. • It was agreed that CEC are invited to steering group meetings regarding the Strategic Transport Assessment where strategic cross boundary matters arise, particularly in respect of strategic sites. This would include representatives of the highways team at CEC. • NUL noted that CEC had previously confirmed that it was unable to accommodate any of NUL's housing need. CEC confirmed that this was still the case. • NUL noted that the intention, if possible and agreeable to both parties, was to draft a Statement of Common Ground with CEC to inform the Regulation 19 NUL Local Plan submission at the end of 2024. • NUL and CEC agree to establish a programme of meetings to discuss matters arising from the NUL Local Plan, perhaps monthly from March onwards. • CEC noted that they would have to investigate how they would agree to any statement of common grounds with a committee system for decision taking. • CEC / NUL noted that any change in cross-border education movements arising from NUL's Plan proposals would need to be considered, in liaison with Staffordshire County Council.
4.	<p>AOB</p> <ul style="list-style-type: none"> • NUL and CEC discussed which evidence was being collated and the consultants employed. • NUL and CEC agree to next session in early March.

Minutes of meeting

Place	MS Teams		
Date	2024-03-04	Time	13:00-14:00
Present	Allan Clarke (AC)	NuL BC	
	Martin Sellman (MS)	Sweco	
	Fred van Vuren (FvV)	Sweco	
	Joanne Keay (JK)	Staffordshire CC	
	Stuart Penny (SP)	Cheshire East	
	Jeremy Owens (JO)	Cheshire East	
	Paul Griffiths (PG)	Cheshire East	
	Richard Hibbert (RH)	Cheshire East	
Copy to	Karl Jarvis (KJ)	Sweco	
	Ed Whittaker (EW)	Sweco	

Subject of meeting - Newcastle-under-Lyme Local Plan STA – Inception Meeting with Cheshire East

Apologies – Karl Jarvis, Ed Whittaker

- MS led presentation to introduce the project to representatives of Cheshire East.
- SCC – Staffordshire CC
- SoT – Stoke-on-Trent
- NaHi – National Highways
- ChEa – Cheshire East

- Newcastle-under-Lyme Local Plan slide
 - J16 and Talke, NaHi and ChEa concerns about these sites
 - Currently working towards 24th July deadline. Present final draft of Local Plan + 6 week consultancy period
 - Purpose of meeting - provide context for Sweco work, and develop programme between now and summer between NuL and ChEa
- NSMM Model slide
 - MS gave overview of the North Staffordshire Multi-Modal Transport Model (NSMM)
 - RH – Capabilities of the NSMM in modelling active travel and short trips, especially regarding J16.
 - MS – active travel has minimum capability in the model. We will use PUNTA.
 - JK – SCC would not expect walking and cycling in the model. County is content with walking and cycling demand being handled externally.
 - ChEa LCWIP to be provided as an input.
 - PG/RH – What is the zoning structure in ChEa? How well can the NSMM cover what is happening outside of the detailed model area, esp. Crewe area?

- MS – Will provide plot of model network in ChEa to give context around the zoning structure.
 - PG – How much can be shared re NaHi thoughts? Point also made around the need for a single joined up approach from NaHi Midlands and NaHi North West.
 - AC – Comments at Reg 18 are available and will be circulated.
 - ChEa happy to be led by National Highways into the assessment for J16.
 - RH – Requested information on validation.
 - MS – To share relevant reports detailing the NSMM, notably validation (LMVR).
- NuL STA Slide
 - Shared detail on strategic sites and their locations.
 - PG – Is there a need for all three sites?
 - AC – Consultants have been appointed to look at the need for sites.
 - RH – Is there an understanding of how well the model validates in the locality of each of these sites? Is there potential to improve the model around the M6 J16 site to ensure all three sites can be compared in an equal manner?
 - MS – This forms part of the work that is being undertaken at the moment. Early considerations are being made around the availability of NaHi's VISSIM model for J16.
 - JK – NaHi may have already decided to use their own model instead of NSMM.
 - PG – Any accessibility for these sites for non-car mode access? Can the job market in ChEa be included?
 - MS – Baseline accessibility assessment almost complete. Can be shared when more detail available.
 - JK – Accessibility analysis – ChEa can share with Sweco walk and cycle infrastructure commitments (LCWIP) and BSIP (BSIP+) commitments.
- Uncertainty Log Slide
 - Local Plan allocations for ChEa requested, especially those around the border. Highway schemes that are committed requested. Active travel and public transport schemes that are committed requested.
 - PG – Can share the Basford East and the Garden Village planning numbers and transport assessment. Capricorn site is next junction up the M6 and has issues regarding motorway access. Improvement schemes – Radway Road and A500 dualling. Dualling not committed so agreed not to include to represent worst case.
 - RH – Transport for the North are undertaking a very similar exercise through refreshing their strategic highway assignment models.
- Cheshire East Comments
 - RH – Forecasting to 2040. How does this relate to new Local Plan?
 - AC – Plan period runs to 2040.
 - RH – ChEa definitely want to be involved in the Steering Group.
 - AC – There will be other Local Plan discussions outside of the STA that can be undertaken with ChEa.

- RH – How strong is the public transport model in NSMM? And is there the need for a better model?
 - MS – Relevant reports can be sent. Has recently been reviewed as part of SoT's Transport Strategy.
- RH – Will SoT BSIP have an impact on NuL?
 - JK – SCC got no BSIP money, but got BSIP+ money (same as ChEa). SCC found beginning of BSIP challenging. Writing another BSIP but not in time for this process.
 - RH – BSIP that is being written now (will go to DfT later) – can this be considered as part of forecasting?
 - JK – Unlikely, it is not committed as part of Local Plan re TAG. Happy to require bus mitigation measures as part of local plan mitigations that then feed into the respective BSIP.
- RH – We would like a passenger plan when these sites are embedded into the plan.
- PG – Please include how long we can implement sustainable transport mitigations (e.g., funding) over lifespan of the development.
- M6/M62 in Warrington has similar site to M6 J16 – can be used as an example.

Actions

- Sweco to provide modelling reports to ChEa.
- Sweco to provide plot of full model area, and show details of the model periphery, especially Crewe and Alsager.
- Sweco to provide baseline accessibility assessment when completed.
- Sweco to provide a blank Uncertainty Log to ChEa to populate:
 - Land-use/allocations.
 - Highway schemes.
- ChEa to provide LCWIP details and other walk/cycle infrastructure commitments.
- ChEa to provide BSIP/BSIP+ plans and other public transport infrastructure commitments.
- AC to circulate NaHi comments on Reg18 documents.
- PG to share Basford East and Garden Village TA and Planning Numbers. Also, potentially Capricorn site.

Prepared by

Approved by

Fred van Vuren

Ed Whittaker

Minutes of meeting

Author: Xenia Masoura

Place	Teams		
Date	18/03/2024	13:00	14:00
Present	Allan Clarke	NuLBC	AC
	Eva Neale	Staffordshire CC	EN
	Joanne Keay	Staffordshire CC	JK
	Ed Whittaker	Sweco	EW
	Karl Jarvis	Sweco	KJ
	Martin Sellman	Sweco	MS
	Xenia Masoura	Sweco	XM
	Patrick Thomas	National Highways	PT
	Chris Morris	AECOM	CM
	Claire Simpson	SoTCC	CS
	Paul Griffiths	CEC	PG
Copy to	Brian Edwards	SoTCC	BE
	David Pyner	National Highways	DP
	Eri Wong	National Highways	EW

Subject of meeting: Newcastle-under-Lyme Local Plan - Strategic Transport Assessment

Meeting Agenda

1	Introduction: <ul style="list-style-type: none"> Introduction from those attending the inception meeting (All) Purpose of the STA within the Local Plan: to support the emerging Regulation 19 Local Plan, will assess the impacts of LP scheme based on analysis with the North Staffordshire Multimodal Model (NSMM). Review of the strategic development sites and other Local Plan sites: presented map of local plan sites (residential and employment) and table of the three strategic sites: AB2 – employment site, TK30 and KL15 – mixed use sites. Steering group engagement strategy and timetable: first of a series of meetings to review the reference case model, identify areas of concern and the study area. Future meetings will look at forecast traffic from the local plan sites and looking at potential mitigation packages before Sweco provides a final STA to the steering group. 		
2	NSMM (North Staffordshire Multi Modal Model) (Sweco) <ul style="list-style-type: none"> Introduction to the NSMM: To be used for forecasting and assessment of the impact of proposed planning. Multi-modal model of 288 zones covering NuL and SoTCC in detail. It includes a demand model, highway assignment model, public transport model and it has been signed off by SoTCC, DfT, NH and JAQU. Model periods include AM, IP and PM peak hours (8-9am, 2-3pm and 5-6pm) Presented network structure on map as well as junction coding Several modelling reports available including LMVR, demand modelling report, data collection and forecasting report. As part of the local air quality plan, Sweco produced a T2 report (similar to LMVR). Applications of the NSMM and previous sign-offs. Extensively used for various projects such as: <ul style="list-style-type: none"> Etruria Valley Link Road - signed off by DfT Local Plan Modelling - signed off by SoTCC Officers Local Air Quality Plan - signed off by JAQU -DfT/DEFRA TCF – College Road and Station Road changes - signed off by DfT 		

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3	Policy Context (Sweco) <ul style="list-style-type: none"> Key local national policies and how they relate to the STA: We have started a policy review that would be key for the mitigation measures stage. 		
4	Data Analysis <ul style="list-style-type: none"> Census commute data (2011): 72% of commute trips are "driving car or van or passenger in a car or van. Plotting these commute patterns (map), the polycentric Stoke-on-Trent is evident with Hanley being the key commuting centre, and with NuL centre following with slightly less trips. Local Traffic Trends: annual traffic in Staffordshire and Stoke-on-Trent has been stable from 2016 (apart from the COVID period) and recovering in 2022. Traffic specifically for NuL (DfT AADF from traffic counts) has been stable, apart from dropping during COVID. Accident data for the last 5 years: showing map with accident hotspots based on the last five years data (locally validated data for NuL and STATS19 data for external areas). With a 1.5km study area around the strategic sites which can be updated if needed later on. Observations: <ul style="list-style-type: none"> AB2: cluster of accidents to the north of the site, both to the slip roads and junction. Not so many clear hotspots to the south. Some minor accidents on the west bound roundabout approach. A number of serious and fatal accidents on the A500 west of the roundabout. TK30: On the A500 alongside proposed site, a fatal and a serious accident though with similar pattern to other sections of the A500. A hotspot on the roundabout (similar pattern to other A500 roundabouts). KL15: few Hotspots on Keele Rd as approaching the University, generally minor accidents. Presenting plots of accident data with residential and employment sites: Most other sites are not near obvious hotspots. We see more hotspots along Keele Rd towards NuL centre where there are a proposed employment and residential sites. Accessibility Analysis: presenting PT Isochrones on a typical day on 9am arrival. <ul style="list-style-type: none"> AB2 does not have PT access. KL15: NuL accessible in 30 min. SoT Railway within 45 min. Whilst the western side towards Crewe is served by an hourly service, the frequency and travel time severely affects accessibility. TK30: accessibility towards north (Kids Grove) is a bit more evident, good accessibility with the Stoke conurbation. Discounting the arrival wait time: This analysis removes some of the impacts of an infrequent service. From KL15: increased accessibility to the west. From TK30: increased accessibility to the north and south. Local neighbourhood accessibility analysis: Identified a series of amenity types that could be accessed within 15 minutes by active modes. <ul style="list-style-type: none"> Walk: Maps illustrating how accessible the areas around the sites are. It is more useful for residential sites since we are looking for access to amenities (school, healthcare etc.) hence not so useful for site AB2 which is just commercial. The baseline analysis shows the need for accessibility, it is assumed that large strategic sites will be designed with improved network accessibility and new destination features. Mapped are all OAs ranged from most accessible OAs to least OAs. Keele and Talke are part of the least accessible neighbourhoods. Cycle: The accessibility does improve. The analysis is heavily influenced by safe routes and cycling infrastructure. 		
5	Local AQ Management: overview of nearby Air Quality Management Areas (AQMA)s of NuL and SoTCC. Discussion on the North Staffordshire Local Air Quality Plan under ministerial direction. Discussion of the link between poor air quality and respiratory illnesses. Local hospital admissions for respiratory conditions exceeds national average. <p>Overview of AQ Constraints: maps illustrating the 2022 Annual Mean NO₂ around the three strategic sites. M6 likely to present main constraint and will be significant source of air pollutant emissions near to each site. Monitoring in proximity to each site suggests existing levels of NO₂ are below national standard (40µg/m³). There are some potentially sensitive designated sites nearby that might be sensitive to changes in nitrogen such as Ancient Woodland and SSSIs.</p>		
6	Existing Traffic Conditions (Sweco) <ul style="list-style-type: none"> Examination of traffic speeds at key local sites: <ul style="list-style-type: none"> Identified junctions likely to be affected by Local Plan schemes. Used 2022 Inrix observed speed data to understand current traffic conditions Plots illustrating traffic speeds at key locations AM and PM: <ul style="list-style-type: none"> M6 Jct 16: mainline operating ok. Slip Road shows delays in all time periods 		

	<ul style="list-style-type: none"> ○ M6 Jct 15: queueing traffic on the A500 approach, congestion between the roundabout and Newcastle Rd signalised junction with significant delays on all approaches. ○ A500: flowing pretty well. No capacity related issues. ○ Talke Interchange: slow moving traffic with the roundabout to the north showing delays. ○ A527: operating without queues. Slower moving traffic as you move to the side roads ○ A5271: signs of queueing traffic in SB and NB slip road in the PM. ○ A34: SB exit slip shows delays on AM/PM otherwise looks pretty free flow traffic ○ A525: Some slowing between Station Rd and Keele Rd 																										
7	<p>NSMM 2023 model validation:</p> <ul style="list-style-type: none"> • Previous validation for NSMM LMVR and LAQP show good validation across the model • Localised validation with the use of one day MCC Dft Dta and neutral month ATC WebTris data was presented • This shows NSMM overestimates by around 26-28% against observed: Related to level traffic growth since 2016 and impacts of Covid on travel behaviour • 15-35% of WebTRIS counts validate 																										
	<p>2040 Reference Case (Sweco)</p> <ul style="list-style-type: none"> • Uncertainty log: received potential allocation data. Any other development or network schemes to consider would be appreciated and would need submitting quickly noting tight timescales • Reference case network performance (AM, PM): without LP plan infrastructure added. We have plotted Links where capacity issues appear as well as junction delays: <ul style="list-style-type: none"> ○ At Talke Interchange Slight to Moderate traffic delays are forecasted at the A34 southbound approach to the A500/A34 junction. ○ Slight to Serious traffic delays are forecasted on the A500 EB approach to the M6/A500. ○ PM similar to the AM. Slight easing of AM issues around strategic sites ○ Non-strategic local plan sites are generally in areas less affected by poor network performance however some of the sites nearer to the centre of NuL are close to junctions forecast to experience delays 																										
	<p>Summary and Conclusions (Sweco)</p> <ul style="list-style-type: none"> • Overview and suggested modelling approach: Pre-meeting Technical note shared on the 15th of March detailing our proposed approach. • Timescales are tight hence our proposal is reflecting the available time. • Using the NSMM at a strategic level. NSMM will focus on the incremental change between ref case and LP. • In addition to the ref case which focuses on the committed plans, Model Run 1 will include the Local plan in addition to the RC. Model Runs 2 to 4 are assessing the strategic sites separately. <table border="1"> <thead> <tr> <th>Model Run</th><th>Model Year</th><th>Demand Assumption</th><th>Assumption</th></tr> </thead> <tbody> <tr> <td>1</td><td>2040</td><td>First draft Local Plan (Regulation 19 stage)</td><td>Reference Case + Local Plan infrastructure</td></tr> <tr> <td>2</td><td>2040</td><td>Model Run 1 + J16 potential strategic location</td><td>Model Run 1</td></tr> <tr> <td>3</td><td>2040</td><td>Model Run 1 + Talke potential strategic location</td><td>Model Run 1</td></tr> <tr> <td>4</td><td>2040</td><td>Model Run 1 + Keele potential strategic location</td><td>Model Run 1</td></tr> <tr> <td>5</td><td>2040</td><td>Model Run 1 + final suite of sites proposed for Regulation 19</td><td>Model Run 1</td></tr> </tbody> </table> <ul style="list-style-type: none"> • From the validation analysis, NSMM over-forecasts in some areas. We can apply an incremental approach for key junctions. For example, we could utilise the Vissim model that exists for M6 J16 to provide more detail. • Sensitivity testing will be undertaken. • Assessment methodology (including strategy for scoring junction delays): presenting three approached for scoring junction delays. Previously used a RAG rating for SoTCC (20- 	Model Run	Model Year	Demand Assumption	Assumption	1	2040	First draft Local Plan (Regulation 19 stage)	Reference Case + Local Plan infrastructure	2	2040	Model Run 1 + J16 potential strategic location	Model Run 1	3	2040	Model Run 1 + Talke potential strategic location	Model Run 1	4	2040	Model Run 1 + Keele potential strategic location	Model Run 1	5	2040	Model Run 1 + final suite of sites proposed for Regulation 19	Model Run 1		
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	<p>40 secs, 40-60 secs >60 secs). However, another approach has been utilised by SoTCC (1-2 mins, >2 mins).</p> <ul style="list-style-type: none"> Alternative approach: Highway capacity manual - American manual though sometimes used in UK, requires categorisation of signalised/non-signalised junctions. 		
	<p>Next Steps:</p> <p>Review of RC and LP schemes</p> <ul style="list-style-type: none"> Where is traffic impact? What is the traffic impact around relevant locations? Consider air quality impacts 		
	<p>Open discussion on strategy (All)</p> <p>Junction Delays:</p> <ul style="list-style-type: none"> MS: Previously used the RAG rating. Discussion from Stoke led to the new approach. CM: If the raw delay is supplied, can categorise as needed. <p>General Modelling Approach</p> <p><i>Vissim model available for J16:</i></p> <ul style="list-style-type: none"> PT: NH colleagues from the North-west are supporting on this (WSP run a Vissim model of J16). PT to facilitate a discussion with CM and provide feedback. NuLBC to potentially contact NH northwest. <p><i>In terms of J15:</i></p> <ul style="list-style-type: none"> PT: Do not include in the modelling as it might not be delivered within the timeline of the local plan and it is not committed <p><i>Tech Note:</i></p> <ul style="list-style-type: none"> PT: To review and provide feedback <p><i>In terms of what else was presented:</i></p> <ul style="list-style-type: none"> PT: There are constraints regarding the M6 J16 location. Operational network and safety concerns around that junction that have been made to the developer. <p><i>Clarification:</i></p> <ul style="list-style-type: none"> PG: Asking clarification on which HW team is owning the proposals/comments and the modelling? PT: The border between the northwest and the midlands is on M6 J16. Hence, the site allocation proposals/comments is managed by the Midlands region but the Vissim model is with the northwest region. PG: There is detailed Vissim model which would need to be utilised. How does that work? PT: In conversation with the northwest office to get insights <p><i>AB2:</i></p> <ul style="list-style-type: none"> PG: Concerned about baseline public transport access PT: Agreed. Needs access by sustainable means. PG: Where developers agree to fund an enhanced bus service, there is a risk of it being discontinued once the funding period concludes leaving a site with no public transport access JK: Mitigation is needed for J16 sites. We need to understand how the buses will operate outside of working hours. Operators need to be willing to run those and understand what they are going to do with the vehicles for the rest of the day. 		
	<p>1. Actions</p> <ul style="list-style-type: none"> Detailed technical note to be shared with more information (Sweco). PT and consultants to review the already provided technical note on the methodology and provide feedback next week. PT to provide feedback and contact for M6 J16 Vissim model. 		

Minutes by

Approved by

Xenia Masoura

Edward Whittaker

Borough Local Plan

DTC meeting – Newcastle-under-Lyme Borough Council and Cheshire East Borough Council

Tuesday 09 April 2024

Location: Virtual (Via teams)

Attendance

Allan Clarke, Planning Policy Manager, NuL	Jeremy Owens, Development Plans Manager, CEC
Jenny Perkins, Planning Policy Officer, NuL	Stuart Penny, CIL and Policy Manager, CEC
Stewart House, Principal Planning Policy Officer, CEC	

1.	Introduction
2.	<p>Progress Update on Plan documents</p> <p><u>Newcastle under Lyme Borough Council</u></p> <ul style="list-style-type: none">NUL gave an update on Local Plan progress. A report taken to the Council's Cabinet on the 16th January 2023 set out next steps of taking a report to Full Council on the 24 July 2024 to consider the Regulation 19 version of the Council's Local Plan and seek approval to consult on the Plan for a minimum of six weeks prior to submitting the Plan, its evidence and consultation responses to the secretary of state for examination by the end of 2024. Before the Full Council meeting, the Final Draft Local Plan will also be considered at the Council's Economy and Place Scrutiny Committee on the 11th July 2024.NUL also outlined some of the evidence base it is in the process of collating including:-<ul style="list-style-type: none">Housing and Economic Needs AssessmentInfrastructure Delivery PlanHabitats Regulations Assessment / Sustainability AppraisalStrategic Employment Needs AssessmentGypsy and Traveller and Travelling Showperson Accommodation AssessmentStrategic Flood Risk Assessment / Water Cycle StudyViability AssessmentStrategic Transport Assessment <p><u>Cheshire East Borough Council</u></p> <ul style="list-style-type: none">Cheshire East have started to prepare a new local plan for the borough. The new local plan will take several years to complete. In November 2023, the Council's Environment and Communities Committee decided that a 'new-style' local plan should be prepared under the government's reforms to the planning system. Council's preparing this new style of plan should be able to make a formal start on them from late 2024 and guidance is awaiting on how this will operate. Ahead of the formal commencement of the new local plan, the committee

	<p>decided that it would be helpful to invite feedback from residents, local councils and other organisations about the issues that it should address. Consultation on the Issues paper started on the 08th April for 12 weeks and is being prepared under the Regulation 18 of the current Local Plan making regulations. The Council is awaiting further guidance from national government with regards to timeframes for the new style of plan making.</p> <ul style="list-style-type: none"> Alongside the Issues Paper, the Council is also consulting on a draft land availability assessment, draft settlement hierarchy review methodology, sustainability appraisal scoping report. The consultation stage also includes a call for sites.
3	<p>Items arising from previous minutes.</p> <ul style="list-style-type: none"> Representatives from Cheshire East attended the inception meeting for the NUL Strategic Transport Assessment Steering Group Meeting. The methodology for the Strategic Transport Assessment is with representatives of the steering group, including Cheshire East, National Highways and other bodies for comment. The Cheshire East Highways team have met separately with the Council's Transport consultants also. In respect of education comments. Since the last DTC meeting, NUL have met with Staffordshire County Council. Information continues to be shared with regards pupil movements between Staffordshire County Council and Cheshire East Borough Council. Noted that this relationship needs to continue.
4.	<p>NuL presentation on initial evidence outputs (working assumptions) from emerging Local Plan - initial discussion and feedback.</p> <ul style="list-style-type: none"> NUL gave a presentation on the initial position on the Local Plan. It was made clear that the slides represented an initial draft position based on current evidence. NUL made clear that it retained an open mind on this initial position and that it would continue to be tested, checked and challenged through any emerging evidence arising in the development of the Plan. This included the feedback received from Infrastructure Providers and Duty-to-Co-operate partners. AC outlined the overall draft position regarding housing numbers. That the First Draft Local Plan was based on 358 dwellings per annum. This position has been reviewed in the light of a number of factors including updated 2021 census data, revised economic projections, changes to the National Planning Policy Framework and then consideration of consultation responses received to the First Draft Plan and the role of the potential strategic employment site(s). The initial results indicate that a 'working draft' assumption of 400 dwellings per annum is being worked too which includes support for a reasonable level of jobs growth. NUL asked, and CEC confirmed that the position remained that it was unable to help to meet any of NUL's housing need. NUL presented a draft 'working assumption' site allocation list, in confidence. Again, this list of sites was the subject of further testing through the Plan making process before being finalised but it was necessary to receive feedback on the initial list of sites now. Total housing supply is circa 8,600 dwellings.

	<ul style="list-style-type: none"> • NUL will continue to engage with Cheshire East on relevant emerging evidence with the aim of drafting a statement of common ground over the next few months. All parties noted, and understood, that it would not be possible to have a fully agreed statement of common ground until after the consultation of the Regulation 19 Plan to enable a full understanding of the evidence. NUL asked CEC whether it would be possible to prepare a draft statement of common ground for the summer 2024 to then be reviewed later in the year. CEC to investigate how procedurally a statement of common ground would be considered through their committee system and at officer level. • CEC noted the site AB2 and highlighted initial concerns that was also expressed in their consultation response to the First Draft Local Plan, particularly related to Highways and the impacts on the Barthomley Conservation Area. CEC would like to see relevant assessments, including the strategic transport assessment, and how mitigation will be achieved. • Discussion on how the site AB2 would potentially be treated, whether NUL would consider an exceptional circumstances case for a Green Belt boundary change or allocate in the Green Belt and try to demonstrate a future very special circumstances case. NUL noted that no final decision has been made on a final approach but the final position would be set out in the evidence base of the Council.
5.	<p>AOB</p> <ul style="list-style-type: none"> • Next meeting to be scheduled for May 2024. Slides from the meeting to be provided to CEC in confidence.

Minutes of meeting

Place	Teams		
Date	15/05/2024	10:00	10:45
Present	Allan Clarke	NULBC	AC
	Joanne Keay	Staffordshire CC	JK
	Ed Whittaker	Sweco	EW
	Martin Sellman	Sweco	MS
	Karl Jarvis	Sweco	KJ
	Xenia Masoura	Sweco	XM
	David Battershill	Sweco	DB
	Patrick Thomas	National Highways	PT
	David Pyner	National Highways	DP
	Esme Portsmith	AECOM	EP
	Chris Morris	AECOM	CM
	Brian Edwards	SoTCC	CS
Copy to	Eri Wong	National Highways	EW
	Paul Griffiths	CEC	PG

Subject of meeting: Newcastle-under-Lyme Local Plan - Strategic Transport Assessment

Meeting Agenda

1	Introduction: <ul style="list-style-type: none"> - Introduction from those attending the meeting (All) - Agenda Overview (Sweco) <ul style="list-style-type: none"> • Overview of existing traffic conditions • We will present the following scenarios: <ul style="list-style-type: none"> ○ Local Plan (non-strategic sites) ○ Local Plan (non-strategic sites) plus, <ul style="list-style-type: none"> ▪ AB2 – M6 Jct 16 ▪ TK30 – Talke ▪ KL15 - Keele • For each, we will show scenario details of the impact on the road network including plots of flow-difference, volume/capacity and junction delay • Discuss context including current accident statistics and air quality implications • Discuss reporting, including alternative methods of presenting junction delay • Seek advice from the steering group on modelling to date and future modelling • Open discussion on mitigation options, • Give some initial thoughts on potential mitigations • Seek advice from the steering group on mitigations 		
2	Existing Traffic Conditions (Sweco) <ul style="list-style-type: none"> • AM Peak Google Traffic: presenting plots illustrating the typical AM peak congestion as well as plots of the traffic in proximity to the location of three key sites. Some congestion is visible on the A500 approaching Jct16. Congestion is particularly severe on the WB approach. Some congestion is notable around the Talke roundabout and further up Newcastle Rd. Congestion along parts of the A500 with some smaller severe areas. Congestion is evident in and around NULBC (city centre, A53) including the area around M6 Jct 15. • SRN – Areas of Potential Interest: plot presenting the key junctions of the SRN that are of interest as previously identified out by NH 		
3	Model Run Results (Sweco) Local Plan – Non Strategic Sites: <ul style="list-style-type: none"> • Local Plan (LP - non-strategic sites): plot presenting the employment and residential sites excluding the three strategic sites for NULBC • AM/PM Flow Diff Plots: flow difference plots between the non-strategic LP and the reference case (RC) identifying the affected links. 		

	<ul style="list-style-type: none"> • Junction delays and link volume over capacity presented by Slight Problem (average delay 20-40 secs), Moderate Problem (average delay 40-60 secs), Severe Problem (average delay > 60 secs): <ul style="list-style-type: none"> ○ AM Junction Delays and Link Volume over Capacity RC (without any LP) ○ AM Junction Delays and Link Volume over Capacity (RC + LP): Identified junctions and links likely to be affected by Local Plan schemes. ○ PM Junction Delays and Link Volume over Capacity RC (without any LP): PM is quite similar to the AM. ○ PM Junction Delays and Link Volume over Capacity (RC + LP): Identified junctions and links likely to be affected by Local Plan schemes. Similar to the AM • Junction delays and link volume over capacity presented by the alternative approach; Slight Problem (average delay 60-119 secs), Moderate Problem (average delay 120-179 secs), Severe Problem (average delay > 180 secs): <ul style="list-style-type: none"> ○ AM Reference Case (without any LP) ○ AM Junction Delays (RC + LP): Identified junctions and links likely to be affected by Local Plan schemes. The impact shown is less severe because of the ranges. ○ PM Reference Case (without any LP): Similar to the AM with Jct 16 showing a moderate delay. ○ PM Junction Delays (RC + LP): Identified junctions and links likely to be affected by Local Plan schemes. • Junction delays differences (RC+ LP vs RC): presenting the junction delay differences for the AM with an increase on the Talke Roundabout and small increases largely on to the local roads towards NULBC. This impact does not look like it travels further than the Jct 15. PM is fairly similar to the AM with Talke Roundabout showing increased delay. • Mitigation: Key areas of increased junction delay <ul style="list-style-type: none"> ○ Slight (Additional 10-20 secs delay) <ul style="list-style-type: none"> ▪ Talke Interchange (SRN) ▪ A500/A52 (SRN) ○ Moderate (Additional 20-40 secs delay) <ul style="list-style-type: none"> ▪ A527/Oxford Rd (Chell) ▪ B5500 (Chesterton) ▪ B5044/B5368 (Sliverdale) • Discussion (All): <ul style="list-style-type: none"> ○ <i>BE: To agree on how the results will be presented as the model outputs and plots include SoTCC allocation sites. Approach could include presenting plots including plans from SoTCC only, NULBC only, or combined.</i> ○ <i>AP: Happy to meet with BE and JK separate and have a general discussion on how the outputs should be presented by Sweco.</i> 	
4	<p>Model Run Results (Sweco)</p> <p>Local Plan (non-strategic sites) plus AB2 – M6 Jct 16:</p> <p>AB2 is an employment site and truck stop site. Demand was derived from latest Jct 16 VISSIM model LMVR. The demand was then assigned to a new NSMM zone (utilising trip generation from Jct 16 LMVR). NSMM was used to assign additional demand to the network. Additional network changes and new signalised junction were implemented as per description in VISSIM LMVR.</p> <p>Current NSMM signal timings don't allow enough time for turn into development, resulting in delays on the network. Therefore, signal timing would need to be updated and re-run. As the NSMM model is a strategic model and site AB2 is near the periphery, we will assess based on flow change (absolute flow change) between scenarios utilising observed data.</p> <ul style="list-style-type: none"> • AM/PM Flow Difference Plots (AB2 vs Non-Strategic LP): quite a lot of rerouting on Jct16, however subject to change based on the signal timings update. • AM/PM Junction Delays and Link Volume over Capacity (and alternative approach): not much impact. The alternative approach is showing even slighter impact. Once the signals are resolved, it seems that the demand will also be resolved. Similar picture for the PM. • AM/PM Junction Delay Differences (AB2 vs Non-Strategic LP): slight increase near the Jct 16. • Potential Mitigation: <ul style="list-style-type: none"> ○ Effort to improve the issues from new signalised junction signal timing in the model. ○ PT access is currently poor. Enhanced PT could mitigate some of the car traffic for the employment site providing more travel options. 	

	<ul style="list-style-type: none"> ○ Potential HRA site north of Jct 16 on M6 <ul style="list-style-type: none"> ▪ Most likely to be impacted by additional HGV traffic ▪ Much of the truck stop HGV traffic will be existing M6 traffic. ○ Historic accident data are showing clusters of accidents on the M6 slips and westbound A500 approach. To increase safety, the layby could be removed, and the layout of the junction improved. • Discussion (All): <ul style="list-style-type: none"> ○ <i>BE: There is an early-stage discussion on how we are going to manage the traffic on the SRN and specifically the M6 and the M1. That would require new signage on Jct15 which would take some traffic off the Jct16. We will use the Jct15 to address that in the future. You can use that as part of commentary in the report.</i> ○ <i>PT: We are looking largely on the aspect of the strategic sites and in particular the removal of the layby. It is heavily used at the moment. How would that provision for the current use? NH have continuous conversation on the subject with the developer and has provided comments.</i> ○ <i>CM: If you are going to remove the layby, you should seek to replace or provide an alternative. Pay per use scenario does not feel like a valid alternative.</i> ○ <i>AP: What form of provision is NH looking to see, so NULBC can incorporate that as part of the policy requirements of the sites.</i> ○ <i>PT: We can go away and think from NH perspective what we need. We want to facilitate the developer but also the transport of goods along the network.</i> ○ <i>CM: As a minimum - retain the current provision. Additional provision is welcome, however pay as you go scenario raises concerns from NH perspective as it will impact the HGV movements.</i> 		
2	<p>Model Run Results (Sweco) Local Plan (non-strategic sites) plus TK30 – Talke:</p> <p>TK30 is a strategic housing site which has been added to the existing zone that covers parts of Crackley. An additional zone connector was added to Talke Rd where strategic site access is expected. The NSMM was used to assign additional demand to the network. AM shows additional traffic favouring the A34 Crackley junction. PM shows additional traffic favouring the A500/A34 junction.</p> <ul style="list-style-type: none"> • AM/PM Flow Difference Plots (TK30 vs Non-Strategic LP): slight increases. AM seems to be rerouting towards north and south, while PM is favouring the route from the roundabout down. • AM/PM Junction Delays and Link Volume over Capacity (and alternative approach): junction delays are very similar with the Non-Strategic LP in the AM, with the alternative approach looking even better. Similar in the PM and again no significant impact on the junctions. • AM/PM Junction Delay Differences (TK30 vs Non-Strategic LP): no modelled junctions that show any issues in the AM and PM. • Potential Mitigation: <ul style="list-style-type: none"> ○ Talke currently has fairly poor PT accessibility as shown in accessibility analysis (plot) <ul style="list-style-type: none"> ▪ NULBC within 30-45 mins, Hanley at 60 mins ○ Enhanced PT could benefit both local AQMAs of NULBC and Stoke-on-Trent ○ The historic accident count along A500 boundary and Talke Roundabout is typical of this section of A500 (plot) • Discussion (All): <ul style="list-style-type: none"> ○ <i>No comments</i> 		
	<p>Model Run Results (Sweco) Local Plan (non-strategic sites) plus KL15 – Keele:</p> <p>KL15 is a university housing and science park strategic site that has been added to existing zone which covers Keele. Additional network detail was added to the University roundabout on Keele Rd. The NSMM was used to assign additional demand to network. AM/PM shows additional traffic towards NULBC.</p> <ul style="list-style-type: none"> • AM/PM Flow Difference Plots (KL15 vs Non-Strategic LP): slight rerouting impact from the EB to NULBC which could be explained by the new housing development (900 dwellings) near the golf course. Currently we are making adjustments on how that will affect the RC. PM is very similar. 		

	<ul style="list-style-type: none"> • AM/PM Junction Delays and Link Volume over Capacity (and alternative approach): few junction delays and V/C on Keele Rd. In the alternative approach this is not so obvious. • AM/PM Junction Delay Differences (KL15 vs Non-Strategic LP): AM: few junction delays concentrated in NULBC, No other impact on the SRN. PM is similar with less severe junction impact other than near the university • Potential Mitigation: <ul style="list-style-type: none"> ○ Good options for enhanced PT <ul style="list-style-type: none"> ▪ Keele University Masterplan includes ambition for a sustainable transport hub due to new accommodation. ○ Potential options for a link road to A53 <ul style="list-style-type: none"> ▪ Potentially with bus gate ○ Some clusters of accidents on Keele Road close to University. • Discussion (All): <ul style="list-style-type: none"> ○ No comments 		
3	Next Steps <ul style="list-style-type: none"> • To finesse runs 2-4 <ul style="list-style-type: none"> • AB2 – Improve signal timings • TK30 – Investigate demand split between zone connectors • To define final run 5 <ul style="list-style-type: none"> • Final suite of strategic sites • Proposed mitigation measures • Produce draft STA • Present draft STA • Finalise STA 		
4	Open discussion on mitigation options (All) <ul style="list-style-type: none"> ○ BE: Queried showing the difference at junction level and interested on the impact at the link level ○ BE: We would need to think the alternative approach for junction delays and may want to argue that there is a level of acceptance as it is very subjective. In terms of Junction capacity, we know that we have over 100% of theoretical capacity. However, it is a bit of a grey area. ○ CM: All cities have delays. There is a balance on how much you're willing to accept in terms of delays for growth. If you could report queues, then we can understand if there is an impact on safety (safety issues). ○ KJ: Assumptions on the local plan – agreed with BE on potential to do test with NULBC LP alone. ○ AP: Look to isolate the NULBC LP from the modelling. Cheshire East committed plan with be included. ○ BE: Conscious that the gov is releasing funds for HW improvements. Possibly look into the link road to A53 – this would be the right time. How will we intend to spend that indicative funding. This is the right time to put this into the programme if funding is required. 		
	Actions Sweco: <ul style="list-style-type: none"> • Include plots on V/C change and queues in report NH: <ul style="list-style-type: none"> • Provide comments on the layby removal as a mitigation option for AB2. 		

Minutes by

Approved by

Xenia Masoura

Edward Whittaker

Borough Local Plan

DTC meeting – Newcastle-under-Lyme Borough Council and Cheshire East Borough Council

Friday 17 May 2024

Location: Virtual (Via teams)

Attendance

Allan Clarke, Planning Policy Manager, NuL	Jeremy Owens, Development Plans Manager, CEC
Jenny Perkins, Planning Policy Officer, NuL	Stuart Penny, CIL and Policy Manager, CEC
	Stewart House, Principal Planning Officer, CEC

1.	Introduction
2.	<p>Progress Update on Plan</p> <p>Newcastle-under-Lyme Council (NUL)</p> <ul style="list-style-type: none">NUL is working to the same dates as stated previously, the Regulation 19 Local Plan is currently scheduled to be published on the 4th July to inform an Economy and Place Scrutiny Committee on the 11 July, followed by a Full Council meeting on the 24th July 2024. <p>Cheshire East Borough Council (CEC)</p> <ul style="list-style-type: none">The Council have recently commenced preparation of a new local plan. As a first step in the preparation of a new local plan the council is consulting on an 'issues paper' from the 8th of April to 1st July 2024 to scope the issues that local plan should consider, alongside other associated documents. The local development scheme anticipates that the local plan will be adopted in 2028. The Council is awaiting further information as to whether the Local Plan will be prepared under the government's proposed reforms to the planning system.
3	<p>Discussion around future structure of Statement of Common Ground, focused on the following broad areas:-</p> <ul style="list-style-type: none">Housing Both authorities agree that they form separate housing market areas. Both authorities agree that CEC is unable to accommodate any unmet housing need from NUL and CEC has not made a request to NUL to accommodate any potential unmet housing need related to the preparation of their new Local Plan.Economy Both authorities agree that they are in separate functional economic areas. Both authorities agree that CEC is unable to accommodate any employment requirements from NUL and CEC has not made a request to NUL to accommodate any employment needs related to the preparation of their new Local Plan.

	<ul style="list-style-type: none"> • Gypsy and Traveller Provision Both authorities agree that NUL would meet its own requirements, as evidenced through the Gypsy and Traveller Accommodation Assessment. • Transportation There will be ongoing discussion regarding transport, with NUL sharing any outcome of strategic transport assessment and mitigation measures. CEC will continue to engage in constructive and ongoing discussions, but is unable to reach a final position in a SOCG without full evidence provided. • Education Following further discussion on the background of this matter. This is considered an ongoing operational matter rather than a strategic cross boundary issue between the authorities. • Strategic Sites There was an agreement for ongoing discussion around strategic sites in the NUL Local Plan. NUL suggested that it would be beneficial to separate strategic cross boundary issues to soundness concerns in relation to the sites proposed in the NUL plan. • CE had no further additional topics to add to the draft statement of common ground at this stage. • CEC noted that it may not be able to reach a position on all aspects of the SoCG before viewing the NUL Local Plan and its evidence base in its entirety. • All parties noted, and understood, that it would not be possible to have a fully agreed final statement of common ground until after the consultation of the Regulation 19 Plan to enable a full understanding of the evidence base but both would endeavour to provide a draft SOCG, at officer level, for the summer.
4.	<p>AOB</p> <ul style="list-style-type: none"> • NUL will send a draft statement of common ground in the next week or two

Minutes of meeting

Place	Teams		
Date	19/06/2024	16:00	16:30
Present	Allan Clarke	NULBC	AC
	Joanne Keay	Staffordshire CC	JK
	Eva Neale	Staffordshire CC	EN
	Ed Whittaker	Sweco	EW
	Martin Sellman	Sweco	MS
	Xenia Masoura	Sweco	XM
	Paul Griffiths	CEC	PG
	David Pyner	National Highways	DP
Copy to	Eri Wong	National Highways	EW
	Andrew Powell	SoTCC	AP
	Esme Portsmith	National Highways	EP
	Patrick Thomas	National Highways	PT
	Chris Morris	Aecom	CM
	Claire Simpson	SoTCC	CS

Subject of meeting: Newcastle-under-Lyme Local Plan - Strategic Transport Assessment

Meeting Agenda

1	Introduction: Agenda Overview (Sweco) <ul style="list-style-type: none"> Current Results → updated results to date. Final Scenario → Working on the final scenario at the moment. Next Steps → discussion on timings and AOB
2	Core & Strategic Sites Results (Sweco) <ul style="list-style-type: none"> Previously presented individual results for three scenarios as outlined below: <ul style="list-style-type: none"> Core Local Plan (LP) Core LP + AB2 Core LP + KL15 Core LP + TK30 Since then, Sweco have made improvements to the AB2 scenario. The routing choice has improved and is more reasonable now. Now showing the difference between Reference Case (RC) and LP scenarios. The slides show where conditions have deteriorated, and mitigation may be required.
3	<ul style="list-style-type: none"> Core vs RC Difference: overview plots showing the Core LP and RC difference for AM and PM, including locations of residential and employment developments. Additionally showing volume over capacity difference and junction delay difference. We do not see major differences when adding the strategic sites. We notice slight differences around: <ul style="list-style-type: none"> <i>Alsager</i> <i>Kidsgrove</i> <i>centred around Keele.</i> <i>No change on the A500 west of the M6.</i> <i>No change on the SRN</i> <i>Changes are mostly restricted in NULBC boundaries.</i> AB2 Impact: Following the update to RC and core scenarios, we do not see any major difference between RC and Core LP. A minor delay issue in the north approach of the Talke Roundabout is shown on Core LP. When we add the AB2 development, we see the Talke Roundabout delay similar to the Core LP and a minor delay in the new Jct 16 signalised junction in the AM, affected only in the WB approach where existing queuing occurs. M6 Jct 16: <ul style="list-style-type: none"> The NSMM is adjusted and now modelling additional AB2 traffic flow similar to the approved Jct 16 Visim model. The NSMM is a strategic model and doesn't have the same level of detail as the Jct 16 microscopic Visim model.

	<ul style="list-style-type: none"> ○ The NSMM has some disadvantages with Jct 16 being on the edge of the fully modelled area, indicated by lower-than-expected turn proportions from M6 NB to A500 WB when compared to available MCC turn data. This movement has a small absolute number of car movements (approx. 50) in the MCC data. This movement is shown to not be impacted by LP trips in the NSMM model. ○ Our current approach for Jct 16 is to present the change in trips (Final Scenario - RC) on top of observed turn counts factored to future year. ○ Both Jct 16 Visim and NSMM models give confidence that they show similar flow patterns. ○ Further testing → our final scenario will be testing a combination of core and strategic sites providing confidence against the schemes going forward for the Local Plan. • Alsager: when looking at the difference between Core and RC we see a slight increase in V/C in the AM likely due to the employment/housing development sites in Cheshire East. This very minor increase in V/C (10% at most) does not flag any issues when looking at the absolute values. Mitigation is unlikely to be needed. • Kidsgrove: Minor V/C increase is observed, likely related to housing developments in the area (631 houses) with smaller impact in the AM. When looking at the core scenario at absolute values, the AM affected link goes moderate to severe, while in the PM the link is already severe in the RC. We will investigate mitigation options. • There is some junction delay in the Red Bull junction in the AM, however that already indicated severe problems in AM/PM RC model. • Kidsgrove – Red Bull Signals: Sweco presented the NSMM modelled signal timings, requesting for feedback on the coding <ul style="list-style-type: none"> ○ JK: the distribution of trips reflects how the local population is using the junction in reality. Suggest leaving as is. • Crackley: affecting the local network probably due to CT1 housing site (750), mild issues with less significance in the PM. <ul style="list-style-type: none"> ○ Core LP scenario - issues on Cedar/Parkhouse Rd only. ○ AM goes from no issues to mild/severe issues. ○ PM goes from no issues to slight/mild issues. • Beasley: only minor increase in the AM V/C that could be due to two nearby job sites (612 and 147 jobs). The increase is not enough to trigger V/C issues for Core LP scenario. When looking on the absolute values, the issue is minor, hence mitigation is unlikely to be needed. • Keele/ Silverdale: many core schemes have been added, so many links are highlighted due to increases in V/C, with slightly less pronounced impacts in the PM. The impacts are constrained to NULBC only. This is an area that we are discussing/developing mitigation.
4	<p>Final Scenario (Sweco)</p> <p>Uncertainty Log for Final Scenario:</p> <ul style="list-style-type: none"> • Core Sites <ul style="list-style-type: none"> ○ Some minor changes to housing allocation –a few being added, and a few removed. ○ No changes to employment allocation • Strategic Sites – we are going forward with two strategic sites, and we will have a final scenario based on those <ul style="list-style-type: none"> ○ AB2 ○ KL15 • Mitigations <ul style="list-style-type: none"> ○ TBC ○ Likely to include Keele
5	<p>Next Steps</p> <ul style="list-style-type: none"> • Develop and run the final scenario: finalise the uncertainty log and mitigation package. • Finalise and distribute the report. • Outline of dates by AC: NULBC has few key meetings over the summer: <ul style="list-style-type: none"> ○ July 4th – Local Plan published ○ July 16th – Council Review ○ July 24th - Members are approving the plan followed by a minimum of 6 weeks consultation with submission of the plan by end of year
	<p>AOB</p> <ul style="list-style-type: none"> - PG: Will all modelling and reporting be available during consultation? - AK: All will be published and available for people to comment on.

Minutes by
Xenia Masoura

Approved by
Edward Whittaker

Newcastle-under-Lyme (“NUL”) Borough Local Plan

DTC meeting – Newcastle-under-Lyme Borough Council and Cheshire East Borough Council

Monday 07 October 2024

Location: Virtual (Via teams)

Attendance

Allan Clarke, Planning Policy Manager, NuL	Stewart House, Principal Planning Officer, Cheshire East Borough Council
Jeremy Owens, Development Plans Manager, Cheshire East Council	Stuart Penny, CIL and Policy Officer, Cheshire East Borough Council

1.	<p>Introduction</p> <ul style="list-style-type: none">AC introduced the meeting as an update on the NuL Final Draft Local Plan which is currently being consulted upon until the 7 October 2024.
2.	<p>Progress Update on Cheshire East Borough Council Local Plan</p> <ul style="list-style-type: none">JO outlined that a Local Plan Issues Paper and associated documents were published for feedback between April and July 2024, alongside a call for sites. It is anticipated that a report will be taken to the Council’s Environment and Communities Committee in the new calendar year to report on the feedback and agree next steps with the Plan.
3	<p>Progress Update on NUL Borough Council Local Plan</p> <ul style="list-style-type: none">AC gave a presentation on the NuL Local Plan. The Final Draft Local Plan is being consulted upon (at Regulation 19 stage) until the 7 October 2024. Brief summary of the Final Draft Local Plan provided.AC confirmed that it was, subject to representations received, the Council’s intention to submit the Final Draft Local Plan and associated documentation for examination by the end of the calendar year.In respect of the duty-to-co-operate, it was confirmed that the officer level duty-to-co-operate statement of common ground between both parties had been published alongside the Final Draft Local Plan as part of a Statement of Compliance Report.AC asked whether it would be possible to finalise the statement of common ground in the Autumn following consultation on the NuL Final Draft Local Plan. Both parties agreed to look into this further and the practical steps required to finalise the statement of common ground document.CEC expressed concern and asked questions of clarification regarding Policy AB2 ‘land at Junction 16 of the M6’ in the Final Draft Local Plan. The matters raised would be expressed through a representation made to the Final Draft Local Plan and would include matters such as:-<ul style="list-style-type: none">The relationship of the site to housing and economic needsThe provision of housing and employment in the PlanCase for Strategic Employment SitesLink between housing and economic strategies.Site specific mattersIt was agreed to engage on these matters on a constructive and ongoing basis to inform the statement of common ground document.
4	AOB

Newcastle-under-Lyme (“NUL”) Borough Local Plan

DTC meeting – Newcastle-under-Lyme Borough Council and Cheshire East Council

Wednesday 04 December 2024

Location: Virtual (Via teams)

Attendance

Allan Clarke, Planning Policy Manager, NuL	Jeremy Owens, Development Plans Manager, Cheshire East Council
	Stewart House, Principal Planning Officer, Cheshire East Borough Council
	Stuart Penny, CIL and Planning Policy Manager, Cheshire East Borough Council

1.	Introduction
2.	<p>Progress Update on Cheshire East Council Local Plan</p> <ul style="list-style-type: none">• A full update on the CEC Local Plan is set out in the Draft SOCG• A Local Plan Issues Paper and associated documents were published for feedback between April and July 2024, alongside a call for sites. It is anticipated that a report will be taken to the Council’s Environment and Communities Committee in the new calendar year to report on the feedback and agree next steps with the Plan, taking account of the government’s proposed changes to national planning policy, confirmation of its timetable for implementing plan-making reforms and revised transitional arrangements for local plans.
3	<p>Progress Update on NUL Borough Council Local Plan</p> <ul style="list-style-type: none">• AC outlined that consultation on the Regulation 19 version of the Local Plan ended on the 7 October 2024. The Council were now in the process of considering representations received to the Local Plan• AC noted the broad timetable, to submit the draft Local Plan at the end of the calendar year for examination, recognising that this was dependent upon the content of representations made.• AC noted that additional work was being prepared in response to comments made to the Regulation 19 version of the Local Plan from Natural England and National Highways.• In respect of National Highways, AC noted that NUL had prepared a note in response to the representations made by National Highways and would share this with CEC, once issued to National Highways• In respect of Natural England, AC noted that NUL had commissioned additional air quality and habitats regulations assessment work in relation to sites at Black Firs and Cranberry Bog SSSI and Oakhanger Moss SSSI. It was agreed that NUL would keep CEC informed, where possible, on progress in relation to these studies.
4.	<p>Discussion on NUL Draft Statement of Common Ground</p> <ul style="list-style-type: none">• A draft SOCG had been shared between parties prior to the meeting.• The parties agreed to the draft wording, in the SOCG.• AC to issue a final version for signature.• CEC to confirm approach to who is required to sign the SOCG

5.	<p data-bbox="331 199 384 226">AOB</p> <ul data-bbox="379 235 1348 441" style="list-style-type: none"> <li data-bbox="379 235 1348 331">• Discussion regarding expected revisions to the National Planning Policy Framework, expected to be published, in final form, by the end of December 2024. <li data-bbox="379 340 1348 441">• Additional comments provided on the quantum of employment land note prepared by NUL and issued to CEC. AC to provide an updated note to CEC following feedback on the calculations made.
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Version: Final

NOTE OF DUTY TO CO-OPERATE MEETING BETWEEN NEWCASTLE- UNDER-LYME BOROUGH COUNCIL & SHROPSHIRE COUNCIL

Date & Time: 16th September – 11:30am

Means of Engagement: Microsoft Teams

Contributors:

Jemma March: Planning Policy Manager, Newcastle-under-Lyme Borough Council (NuL)

Chris Binns: Planning Policy Officer, Newcastle-under-Lyme Borough Council (NuL)

Edward West: Planning Policy Manager, Shropshire Council

****Please note that text in italics are in relation to Shropshire Council's Examination which has taken place after this meeting****

Issues & Strategic Options Presentation:

- 1.1. As this document and its intended forthcoming consultation represented the catalyst for direct engagement and the principal focus for information sharing, dialogue & debate during the meeting, NuL produced a PowerPoint Presentation highlighting its purpose, structure & content. The presentation focused on areas of specific relevance to neighbouring authorities with the intention that this would highlight potential cross boundary issues and frontload engagement from the earliest opportunity.
- 1.2. An overview of some of the pertinent points to emerge reveals:
- 1.3. The Issues and Options document has been approved by committee and cabinet and NuL are aiming to begin consultation on 18th October for 6 weeks, concluding on the 26th November.
- 1.4. The stages of the Local Plan development were explained. Lichfields consultants were appointed to advise on the concept of producing the Boroughs own Local Plan in December 2020 and recommended in order to produce the Local Plan to the same timescale as the Joint Local Plan, an Issues and Options or Preferred Options stage was not necessary and the Plan could start at the Publication Draft in order to meet the two year timetable. As an authority, it was decided that the Issues and Strategic Options stage would still take place to enable the public and external organisations to shape the plan, however in more detail than usual to bridge the gap between this stage and the draft plan. The content of the Issues and Options document benefits from the fact that most of the Evidence Base is more complete and up to date than usual at this stage.
- 1.5. It was acknowledged that the boundary between NuL and Shropshire is relatively large and is of a rural nature.

- 1.6. The shift in emphasis of the Vision was explained from the former Joint Local Plan Vision, with a less overt reference to growth and greater precedence to the protection of specific areas. Seeking to preserve the majority of open spaces is also now stressed within the Strategic Objectives reflecting a stated political desire. The approach to Green Belt protection was similarly stated.
- 1.7. The extent & contemporary nature of the evidence base was highlighted, with this justifying the degree of detail presented within the Issues & Strategic Options. It was conceded that the impacts of Covid and the timeframes (in some cases to 2037 as opposed to 2040) may necessitate further consideration of the need for evidence base updates to be undertaken.
- 1.8. It was explained that the borough currently has a surplus in employment sites, however the sites available do not meet the market demand. It has been highlighted that there is a lack of any regional/large scale sites in the borough. Therefore, two options for strategic employment sites have been identified in the borough; Keele University Growth Corridor and Junction 16 on the M6.
- 1.9. Strategic Employment Sites and the work presented within the West Midlands Strategic Sites Study (2021) was highlighted. Whilst it was recognised that this Study presents a number of opportunities around the Birmingham conurbation, it was acknowledged that none of those are of direct relevance to NuL. The study concluded that there is a 7.41 year supply of allocated sites for employment, however this is not specifically for NuL, instead for the West Midlands area. Shropshire made NuL aware that a site similar to Junction 16 of the M6 (Junction 3, M54) was promoted for inclusion in the plan area but has not been selected for allocation in the Submission version.
- 1.10. The growth options that have been presented in the document were explained highlighting the positives and negatives of each option. It was explained that in order to make the document more readable for the public, the names of growth methodologies were changed to the following:
 - 1.10.1. Standard Methodology - Nationally Set
 - 1.10.2. Experian - Sustainable Growth
 - 1.10.3. Experian Plus - Greater Job Growth
- 1.11. The Borough Council will re-start the site selection process to determine the precise land supply position at present. Previous work on the Joint Local Plan indicated only around 2,500 new homes could be accommodated. A call for sites exercise will take place again and the authority will look at densities of sites before looking at releasing land from the green belt. In the event that there is insufficient land to meet the need the Council are likely to prompt discussions with neighbouring authorities about accommodating some of the Boroughs housing need in the next year and this may lead to a formal request to them.
- 1.12. The need for Gypsy and Travellers and Travelling Show peoples accommodation was detailed in the presentation and it was discussed that there was some difficulty in the past of finding sites to accommodate the needs of Gypsy and Travellers. It was explained that

Newcastle-under-Lyme currently only has one permanent site in the borough and no transit provision at present. Further, it was explained that NuL currently has no stopover policy.

Questions:

- 2.1. Post the PowerPoint presentation, a series of questions were presented by NuL to help frame subsequent discussions. The key features of this were:

Plan Making Process:

- 3.1. Shropshire Council have submitted the Local Plan for examination on the 3rd September 2021 and is currently in the process of organising a programme officer; who is expected to be in post by 20th September. It is expected that Shropshire's Inspector will be appointed by 24th September. *Note – Inspectors have now been appointed – Louise Crosby and Carole Dillon.*
- 3.2. Whilst there is no formal timetable at this stage, it was anticipated the main issues may be known before the end of the year with hearing sessions taking place after Christmas. *Note – the Inspectors have raised two initial sets of questions and the Council will be replying by the end of January 2022. A firm timetable is likely to become available after this*
- 3.3. The Local Development Scheme predicts the Inspector's report to be received in May but this could slip to June/July 2022 with adoption hoped by September 2022. *Note – it is now likely the Examination will take the majority of 2022.*
- 3.4. The timetable of Shropshire's plan making process stayed relatively close to the Local Development Scheme.
- 3.5. Shropshire explained that this is a partial plan review, as there are some 'saved' allocations proposed to be carried over into the new Plan, although the scope of the Plan has become very broad.

What do you need to see to be satisfied NuL has exhausted all reasonable options before potentially requesting you to meet any of our need?

- 4.1. Shropshire asked for more information in relation to NuL's housing figures. NuL explained that the previous figure of 2500 dwellings on available land within the borough was from work undertaken on site selection for the Joint Local Plan, and this figure may be now be ambitious as the authority's intentions for open space has changed since the abandonment of the Joint Local Plan.
- 4.2. Shropshire outlined that the council would want to see that NuL has exhausted any potential green belt sites in the borough.
- 4.3. Shropshire is currently at a difficult stage to be able to take any of NuL's unmet need due to the timing of the examination from January 2022 onwards. If adopted, the plan is unlikely to be reviewed before the standard 5 years.
- 4.4. Shropshire Council asked whether the White Paper was a factor in the timetable for the Local Plan independent of Stoke-on-Trent. The borough council explained that Lichfields consultants were appointed to advise on the concept of producing the Boroughs own Local Plan in December 2020 and recommended in order to produce the Local Plan to the same timescale as the Joint Local Plan, an Issues and Options or Preferred Options stage was not necessary and the Plan could start at the Publication Draft in order to meet the two year timetable. As an authority, it was decided that the Issues and Strategic Options stage would still take place to enable the public and external organisations to shape the plan, however in more detail than usual to bridge the gap between this stage and the draft plan.

- 4.5. The Borough Council explained that the previous Local Plan for NuL is now out of date, and therefore is a factor in the timetable for the current plan making process to ensure that the five year housing land supply is being met.
- 4.6. In terms of Shropshire assisting others to take some unmet housing need, the Shropshire Plan already contains up to 1,500 homes and 30ha of employment land which is unmet need for the Black Country. The Association of Black Country Authorities (ABCA) are in the process of producing a joint plan. Shropshire outlined that ABCA conducted a green belt review at an early stage in the plan making process and Shropshire has accepted that ABCA will not be meeting the area's own needs. South Staffordshire and Shropshire Councils have both helped ABCA with meeting this need. It is accepted that there is a functional relationship with that area and the need that was being met would assist Shropshire to maintain delivery at the current rate, in addition to selecting a growth target which was above the standard methodology target.
- 4.7. Shropshire Council outlined that a rough estimate of what can be met in the NuL's green belt would want to be seen prior to conversations commencing regarding helping NuL meet unmet needs. Further, they would want to examine the Green Belt Review evidence and to understand the residual figure of NuL's unmet need. Shropshire stated that evidence of conversations between NuL and other neighbouring authorities would be important.
- 4.8. The borough council outlined that Stoke-on-Trent is likely to be where discussions for a neighbouring authority to meet NuL's unmet need will begin, as they are the joint housing market area and functional economic area.

Any advice or assistance with helping to meet the accommodation for Gypsy and Traveller need?

- 5.1. Shropshire Council outlined that no new allocations are proposed for Gypsy and Travellers in the emerging Local Plan; both permanent pitches and transit sites.
- 5.2. Shropshire has an up to date Gypsy and Traveller Assessment and advised NuL that the council is relying on a high turnover of movement of the community.
- 5.3. The Gypsy and Traveller Assessment did outline that Shropshire is lacking a site for transit provision. Shropshire outlined that one council owned site in the plan area is unofficially being used for transit purposes and temporary permission is currently being sought for this site.
- 5.4. Shropshire advised that the authority has a windfall policy which can accommodate applications for Gypsy and Traveller sites. The council currently has one application in the south of the plan area, which will not impact on NuL due to its location.

Are there any potential cross boundary issues on NUL delivering strategic employment sites of a regional scale?

- 6.1. Shropshire outlined that the council had a similar issue to NuL in terms of employment. Shropshire had a sufficient supply of employment land, however these sites did not meet the demand of the local market.
- 6.2. Shropshire explained that most of the green belt proposed for release in the emerging Local Plan is for employment land aside from one housing site.
- 6.3. Shropshire stated that it is not believed that there will be any cross boundary implications as a result of NuL moving forward with a proposal for a regional scale employment site, and that Shropshire would only be concerned about strains placed on existing infrastructure as a result of the development. It was stated that it would not be expected that an objection would be made in response to a proposal for a regional scale employment site and that the individual economic aspirations for each authority was respected..

Any other points to raise?

- 7.1. NUL queried how to consult on plans in pandemic times. Shropshire conducted two consultations during the Covid-19 pandemic. One in lockdown and one outside of lockdown. Shropshire stated that all consultations were conducted virtually and no problems were faced whilst doing this.
- 7.2. The Borough council questioned Shropshire about any potential cross-boundary issues which may arise as a result of the potential option 1: proposed expansion to the village of Loggerheads. Shropshire stated that it would question the evidence surrounding this option, whilst a non-green belt option is preferred, it needs to be determined whether a site is the most sustainable option for the borough. Shropshire commented that if Loggerheads was to come forward as a preferred option, further investigation into the potential impact on infrastructure in Shropshire would have to take place.
- 7.3. Shropshire explained that a policy in the submitted Local Plan on the provision of infrastructure specifically mentions cross-boundary infrastructure issues and developer contributions if these issues arise. This hopefully provides a mechanism to satisfy neighbouring authorities, in the event that cross boundary issues arise.
- 7.4. NuL questioned whether there are any further points to discuss on cumulative effects of areas such as climate change and air quality. Shropshire said that at present there are no more comments to make, however this may change once they have considered the Issues and Options document and subsequent selection of options.
- 7.5. Shropshire asked NuL whether climate change and air quality issues would be considered during the site selection assessment process to avoid having to retrospectively do this at a later stage. NuL stated that the scoping report sets out the site selection methodology including 20 criteria and the infrastructure baseline assessment will additionally ensure all infrastructure implications are taken into account.

Frequency of meetings going forward

- 8.1. It was suggested that a DtC meeting take place once every six months, which is the same as suggested with other neighbouring authorities.
- 8.2. NuL has recently signed Shropshire Council's Statement of Common Ground so this topic will not need to be revisited until NuL is at a later stage in the plan making process.

Agreed Action 1: Next meeting to take place in 6 months.

BOROUGH LOCAL PLAN

Catch Up Meeting – Newcastle-under-Lyme Borough Council and Shropshire Council

Monday 06 March 2023

Minutes

Location: Virtual (Via teams)

Attendance

Allan Clarke, Planning Policy Manager, NuL (AC)	Eddie West, Planning Policy and Strategy Manager, Shropshire Council (EW)
Greg Macrdechian, Planning Policy Manager Interim, NuL (GM)	

Agenda

- 1) Introductions were given by those present at the meeting
- 2) Progress update on Plan
 - a. AC/GM gave a background to the current position of the NuL Local Plan including the intention to produce a Local Plan for NuL following withdrawal from the joint plan with Stoke on Trent. Outline provided of draft Local Plan programme (taken from the Local Development Scheme). Discussed content of letter, from December 2022 regarding unmet housing need.
 - b. EW provided a background to the Shropshire Local Plan. It was noted that the Local Plan Review had been submitted for examination and the background and the current 'state of play' regarding the examination process was confirmed. This included the publication of a letter from the inspectors (examination reference ID 28) which included their interim findings.
 - c. EW confirmed at this stage that there are no strategic issues between Shropshire and NuL and this position has remained constant with previous Duty-to-Co-operate meetings between the authorities. A statement of common ground had been produced and agreed between the authorities to inform the Shropshire Local Plan Review.
 - d. **ACTION.** EW to provide an e-mail response to the NuL DTC letter on Housing Need (December 2022)
- 3) NPPF consultation – brief discussion and confirmation that both Council's had submitted responses to the NPPF consultation and were continuing with Local Plan making at this time.
- 4) AOB – none raised.

Meeting Notes 16/08/2023: Newcastle Under Lyme Borough Council (NUL) & Shropshire Council

Attendees: Allan Clarke (AC), Noel Bell (NB), Jenny Perkins (JP), Dan Corden (DC), Edward West (EW)

Summary:

1. AC gave presentation on Draft Local Plan

NUL currently consulting on the First Draft Local Plan. AC provided reasons for the Council preparing the Local Plan, for example, need to demonstrate ongoing 5 year rolling housing land supply etc.

Previously a joint plan had been adopted and was being jointly reviewed with Stoke-on-Trent City Council but, since 2021, the Borough Council has been preparing a NUL Borough Local Plan.

Indicative timetable as set out in the Local Development Scheme confirmed. Noted that timetable may need to be amended to take account of consultation responses received during the consultation event.

The First Draft Local Plan proposes a minimum of 7,160 homes and 69 hectares of employment land. This is sufficient to meet local needs.

The First Draft Local Plan is consulting on 42 sites, primarily housing, also 3 strategic employment sites (Council has not taken a view on these sites at this stage).

Brief overview of strategic employment sites provided. It is noted that the Council has not taken a view on these sites at this stage and is seeking views of all parties, including technical information and the views of neighbours etc.

Next steps: Consultation ends 14th August, review comments and undertake further evidence based documents as required to support Regulation 19 version of the Local Plan.

Recognise ongoing dialogue regarding cross boundary issues with Shropshire and other DtC partners ultimately to be reflected in a statement of common ground, if possible.

Discussion as a result of presentation:

2. EW / DC provided an update as to the progress on the examination of the Shropshire Local Plan (2016 – 2038). A response has now been submitted to the Inspector's appointed to examine the Plan following interim views. Possible that a consultation stage will be needed to address some limited aspects and further work undertaken as part of the examination.
3. AC / EW noted importance of identifying strategic cross boundary issues and agreed that a statement of common ground (SOCG) is an important aim. A SOCG was drafted to inform the Shropshire Local Plan and can be used as a basis for ongoing engagement.
4. AC provided further detail on the strategic locations in the First Draft Local Plan and confirmed that they are all in the Green Belt.

5. Discussion regarding the approach to Gypsy and Traveller provision in the respective authorities.

Next steps

6. Shropshire Council will provide comments on the NUL First Draft Local Plan should there be any issues arising.
7. Shropshire Council may be undertaking a focused consultation as part of the Local Plan examination. NUL will be invited to comment.
8. Next formal meeting to be established, perhaps in six months (if not sooner).

Borough Local Plan

DTC meeting – Newcastle-under-Lyme Borough Council (NUL) and Shropshire Council

Thursday 25 January 2024

Notes of Discussion

Location: Virtual (Via teams)

Attendance

Allan Clarke, Planning Policy Manager, NuL	Dan Corden, Principal Planning Policy Officer
Jenny Perkins, Planning Policy Officer, NuL	Eddie West, Planning Policy and Strategy Manager

1.	<p>Introduction</p> <ul style="list-style-type: none">Apologies from Noel Bell, Principal Planning Policy Officer
2.	<p>Progress Update on Plan <u>Newcastle-under-Lyme Borough Council</u></p> <ul style="list-style-type: none">NUL gave an update on Local Plan progress. A report taken to the Council's Cabinet on the 16th January 2023 provided an overview and interim consultation report following consultation on the Borough First Draft Local Plan during June – August 2023. In line with the Council's Local Development Scheme, the Cabinet report also set out next steps of taking a report to Full Council on the 24 July 2024 to consider the Regulation 19 version of the Council's Local Plan and seek approval to consult on the Plan for six weeks prior to submitting the Plan, its evidence and consultation responses to the secretary of state for examination by the end of 2024.The Council also outlined some of the evidence base it is in the process of collating including:-<ul style="list-style-type: none">Housing and Economic Needs AssessmentInfrastructure Delivery PlanHabitats Regulations Assessment / Sustainability Appraisal (incorporating Equality Impact Assessment)Strategic Employment Needs AssessmentGypsy and Traveller and Travelling Showperson Accommodation AssessmentStrategic Flood Risk Assessment / Water Cycle StudyViability AssessmentStrategic Transport Assessment <p><u>Shropshire Council</u></p> <ul style="list-style-type: none">Shropshire Council provided an update on the Draft Shropshire Local Plan Examination. It was noted that the Inspectors involved in examining the Plan had recently published some additional information to inform the future stages of the examination. Information on the examination was available to view on the examination library: - Examination calendar Shropshire Council

3.	<p>Discussion re identification of issues and process of engagement on NuL Regulation 19 Plan</p> <ul style="list-style-type: none"> • It was noted that no response from Shropshire Council was received to the consultation on the NUL First Draft Local Plan. Shropshire Council confirmed that they had reviewed the Plan but determined that it was not necessary to respond to the Plan as no strategic cross boundary issues identified currently. • NUL noted that the Reg 19 Plan would take account of the revised National Planning Policy Framework but its content would not impact on the overall Local Plan programme. • NUL noted that Shropshire Council had previously confirmed that it was unable to accommodate any of NUL's housing need. Shropshire confirmed that this was still the case. • NUL confirmed that regular update meetings with Shropshire Council would be used to present emerging evidence, as necessary and where there are strategic cross boundary matters arising. • NUL noted that the intention, if possible and agreeable to both parties, was to draft a Statement of Common Ground with Shropshire Council to inform the Regulation 19 NUL Local Plan submission at the end of 2024.
4.	<p>AOB</p> <ul style="list-style-type: none"> • Next DtC meeting scheduled 21/03/2024

Borough Local Plan

DTC meeting – Newcastle-under-Lyme Borough Council and Shropshire Council

Thursday 18 April 2024

Location: Virtual (Via teams)

Attendance

Allan Clarke, Planning Policy Manager, NuL	Daniel Corden, Principal Planning Policy Officer, Shropshire Council
Jenny Perkins, Planning Policy Officer, NuL	Edward West, Planning Policy and Strategy Manager, Shropshire Council

1.	Introduction
2.	<p>Progress Update on Plan <u>Newcastle under Lyme Borough Council</u></p> <ul style="list-style-type: none">NUL gave an update on Local Plan progress. A report taken to the Council's Cabinet on the 16th January 2023 set out next steps of taking a report to Full Council on the 24 July 2024 to consider the Regulation 19 version of the Council's Local Plan and seek approval to consult on the Plan for a minimum of six weeks prior to submitting the Plan, its evidence and consultation responses to the secretary of state for examination by the end of 2024. Before the Full Council meeting, the Final Draft Local Plan will also be considered at the Council's Economy and Place Scrutiny Committee on the 11th July 2024.NUL also outlined some of the evidence base it is in the process of collating including: -<ul style="list-style-type: none">Housing and Economic Needs AssessmentInfrastructure Delivery PlanHabitats Regulations Assessment / Sustainability AppraisalStrategic Employment Needs AssessmentGypsy and Traveller and Travelling Showperson Accommodation AssessmentStrategic Flood Risk Assessment / Water Cycle StudyViability AssessmentStrategic Transport Assessment <p><u>Shropshire Council</u></p> <ul style="list-style-type: none">Cabinet has recently given approval to consult on additional material relating to the emerging Local Plan (currently under examination). This additional material is primarily focused on the sustainability appraisal and the explanation of growth options.Consultation will begin 25th April 2024 and run for 6 weeks on additional material only.The outcome of this consultation will influence next steps on the Plan but it is anticipated that the stage 2 examination hearings focused on sites should begin later in the year.

3	<p>Items arising from previous minutes</p> <ul style="list-style-type: none"> • That Shropshire Council and NUL will continue to engage constructively on emerging evidence on the NUL Local Plan, where relevant to do so.
4.	<p>NuL presentation on initial evidence outputs (working assumptions) from emerging Local Plan - initial discussion and feedback</p> <ul style="list-style-type: none"> • NUL gave a presentation on the initial position on the Local Plan. It was made clear that the slides represented an initial draft position based on current evidence. NUL made clear that it retained an open mind on this initial position and that it would continue to be tested, checked and challenged through any emerging evidence arising in the development of the Plan. This included the feedback received from Infrastructure Providers and Duty-to-Co-operate partners. • AC outlined the overall housing position. That the First Draft Local Plan was based on 358 dwellings per annum. This position has been reviewed in the light of a number of factors including updated 2021 census data, revised economic projections, changes to the National Planning Policy Framework and then consideration of consultation responses received to the First Draft Plan and the role of the potential strategic employment site(s). The initial results indicate that a 'working draft' assumption of 400 dwellings per annum is being worked too which includes support for a reasonable level of jobs growth. • NUL asked, and Shropshire confirmed that the position remained that it was unable to help to meet any of NUL's housing need. • NUL presented a draft 'working assumption' site allocation list, in confidence. Again, this list of sites was the subject of further testing through the Plan making process before being finalised, but it was necessary to receive feedback on the initial list of sites now. Total housing supply is circa 8,600 dwellings. • NUL will continue to engage with Shropshire on relevant emerging evidence with the aim of drafting a statement of common ground over the next few months. All parties noted, and understood, that it would not be possible to have a fully agreed statement of common ground until after the consultation of the Regulation 19 Plan to enable a full understanding of the evidence base.
5.	<p>AOB</p> <ul style="list-style-type: none"> • Next meeting scheduled for middle of May 2024

Version: Final

NOTE OF DUTY TO COOPERATE MEETING BETWEEN NEWCASTLE- UNDER-LYME BOROUGH COUNCIL AND STOKE-ON-TRENT CITY COUNCIL

Date and Time: 9 September 2021 – 2:30pm

Means of Engagement: Microsoft Teams

Contributors:

Jemma March: Planning Policy Manager, Newcastle-Under-Lyme Borough Council (NuL)

Noel Bell: Principal Planning Policy Officer, Newcastle-Under-Lyme Borough Council (NuL)

Tom Lewis: Principal Planning Officer, Stoke-on-Trent City Council (SCC)

Andrew Powell: Local Plan Co-Ordinator, Stoke-on-Trent City Council (SCC)

Issues and Strategic Options Presentation:

- 1.1. As this document and its intended forthcoming consultation represented the catalyst for direct engagement and the principal focus for information sharing, dialogue and debate during the meeting, NuL produced a PowerPoint Presentation highlighting its purpose, structure and content. The presentation focused on areas of specific relevance to neighbouring authorities with the intention that this would highlight potential cross boundary issues and frontload engagement from the earliest opportunity.
- 1.2. An overview of some of the pertinent points to emerge reveals:
- 1.3. The Housing Market and Functional Economic Area relationships between the City and Borough were recognised by both parties.
- 1.4. Whilst acknowledging the extent to which much of the approach would be familiar to the officers of SCC, areas of deviation from that presented historically within previous iterations of the now defunct Joint Local Plan between the two authorities, were highlighted.
- 1.5. These included the shift in emphasis of the Vision, with a less overt reference to growth and greater precedence to the protection of specific areas. Seeking to preserve the majority of open spaces is also now stressed within the Strategic Objectives reflecting a stated political desire. The approach to Green Belt protection was similarly stated.
- 1.6. The extent and contemporary nature of the evidence base was highlighted, with this providing a key facet of the justification as to the degree of detail presented within the Issues and Strategic Options document and a significant aid in being able to frontload aspects of the Duty to Cooperate. It was conceded that the impacts of Covid and the timeframes (in some cases to 2037 as opposed to 2040) may necessitate further consideration of the need for evidence base updates to be undertaken.

- 1.7. Attention was drawn to the source of the housing growth numbers (including the latest available nationally set figure) and the rationale for the name attached to each, as well as the calculated surplus of employment land envisaged within each of the Growth Options. Reassurance on the focus in the first instance being on the opportunities afforded by brownfield or undeveloped land within existing settlements was provided, but based on the intelligence provided by the availability of up to date evidence and extensive site selection process undertaken up to December 2020 for the Joint Local Plan, it was considered that this was in all likelihood unlikely to yield sufficient sites to accommodate any of the options for growth in their entirety. Consequently, the extent of Green Belt release has the potential to be significant if reasonable alternatives cannot be found, and this issue has been highlighted in the Issues and Strategic Options (landSO) consultation document.
- 1.8. The Council has set out in the landSO document that the process of site identification will be undertaken again to determine the precise land supply position, as well as reconsideration of density assumptions. In the event that there is insufficient land to meet the need the Council are likely to prompt discussions with neighbouring authorities about accommodating some of the Boroughs housing need in the next year and this may lead to a formal request to them.
- 1.9. Similarly, whilst acknowledging that anticipated site and pitch requirements for Gypsy and Travellers and Travelling show people are comparatively limited, the difficulties in finding appropriate sites (and within particular timeframes) were recognised by both parties.
- 1.10. Strategic Employment Sites and the work presented within the West Midlands Strategic Sites Study (2021) was highlighted. Whilst it was recognised that this Study presents a number of opportunities around the Birmingham conurbation, those of direct relevance to NuL were discussed, with NuL suggesting that investigations be made within the forthcoming DtC meeting with Cheshire East as to if a similar study has been undertaken that takes account of the Manchester area. This may be especially significant for Cheshire East's perspectives on the J16, M6 proposals currently being advocated. The status of the Keele University Growth Corridor and its aggregate site area justifying its inclusion as a strategic site was also discussed.
- 1.11. NuL expressed a desire that the two authorities continue to adopt a proactive, ongoing and focussed approach to strategic planning.

Questions:

Post the PowerPoint presentation, a series of questions were presented by NuL to help frame subsequent discussions. The key features of this were:

Plan Making Process:

- 2.1. Consultation on SCC's own Reg.18 Issues and Options Document ceased in June 2021 with representations received now being used to help formulate the Draft Plan.
- 2.2. The balance between employment need and broader ambitions for growth was recognised as being difficult to reconcile. Further work by Turley's will look to examine the employment land requirements up to the year 2040.

What do Stoke on Trent City Council need to see to be satisfied NuL has exhausted all reasonable options before potentially requesting you to meet any of our housing need?

- 3.1. In recognition of the aforementioned challenges regarding the availability of sites within NuL's urban areas and settlements, it is anticipated by both parties that a formal request will be made at a yet to be determined point in the future.
- 3.2. However, no formal request to this effect is being made by NuL at this stage.
- 3.3. In due course, this will require on NuL's part, work being progressed to such an extent that all other alternative sources of sites have been investigated and a likely yield quantified.
- 3.4. SCC consider that the approach to this exercise could include density assumptions and non Green Belt land availability including those sites identified within the SHLAA
- 3.5. Whilst more work is required to definitively confirm this, opportunities within SCC may be limited owing to the dearth of deliverable sites beyond those required to satisfy its own need, likely degrees of objection to specific sites and the limited extent of Green Belt within its administrative boundary.
- 3.6. In essence, delivery (as measured by the Housing Delivery Test) has not been an issue for SCC but rather the supply-side aspect of identifying sites has been the major constraining factor.
- 3.7. A clear demonstration of why such sites are not able to come forward may be a powerful tool in making the case for SCC providing a negative response to accommodating NuL's growth.
- 3.8. In totality any contribution, if it were to be forthcoming, would be unlikely in itself to plug the gap between NuL's identified need and likely non-Green Belt yield.

Any advice or assistance with helping to meet the accommodation for Gypsy and Traveller need?

- 4.1. SCC intend to update the evidence base to enable the extrapolation of site and pitch requirements to 2040. SCC's focus will in all probability be on extending an existing authorised site.
- 4.2. NuL are presenting different options for meeting transit provision and asked whether there was any consideration of a cross boundary location for a transit site. SoT has a negligible need for further transit pitches as their current transit site is under-utilised at present.
- 4.3. An application for a proposed permanent Gypsy and Traveller site in the rural area 'Blackbrook' is currently the subject of an appeal in NuL. The Cemetery road site has no scope for expansion.
- 4.4. Work at NuL to find a permanent site hinges on the outcome of the Blackbrook appeal.

Are there any potential cross boundary issues on NUL delivering strategic employment sites of a regional scale?

- 5.1. The balance between employment need and broader ambitions for growth was recognised as being difficult to reconcile. Further work by Turley's will look to examine and refine the employment land requirements up to the year 2040.
- 5.2. No strategic employment sites have been identified in SCC with the focus primarily on serving the identified local need.
- 5.3. Both parties acknowledge the outcome of the joint evidence (Employment Needs Assessment) and the outcome of the West Midlands Strategic Employment Sites study (2021)

in relation to the lack of strategic scale sites in the North Staffs area (to accommodate employment sites over 25 hectares). Accordingly, in recognition of both authorities participation in the West Midlands Strategic Employment Sites study (2021), NuL would consider it beneficial that a formal position be provided by SCC to the logistic site proposals at J16, M6.

- 5.4. Only Strategic scale employment sites which are considered to be potentially suitable, available and deliverable have been presented in the consultation document.
- 5.5. The landSO consultation focuses on strategic growth directions of housing or employment and does not identify small or medium size employment sites as the evidence suggests we currently have sufficient land. If these were to be identified it would be through the Publication Draft Plan.

Any other points to raise?

- 6.1. SCC consider that transport modelling (undertaken on behalf of each of the two authorities by SCC's Principal Transportation Officer) needs to be scheduled as soon as possible owing to the specialist officer's significant competing work pressures.
- 6.2. Work requested in April by NuL on transport modelling remains outstanding and if possible, it may be useful for this to be reflected in the Infrastructure Baseline Study to accompany the Issues and Options consultation.
- 6.3. Given the spatial relationship between the two authorities, infrastructure requirements as being integral to co-operation, especially in areas such as education and transport, was emphasised by SCC.
- 6.4. Referring to an e-mail sent shortly in advance of the meeting, SCC presented the beginnings of a draft Statement of Common Ground (SCG) that, using PAS guidance as its basis, they felt could provide the foundations for structuring future dialogue, including a formal request to accommodate housing need.
- 6.5. This work should be progressed to the point where it is presented alongside each authorities Reg.19 consultation stage.
- 6.6. Periodic updates in the interim could be considered as a standard item by each authorities Member steering group (or equivalent).
- 6.7. As opposed to a more static Memorandum of Understanding, SCC advocate the more fluid approach allowed by a Statement of Common Ground.
- 6.8. Every iteration of subsequent changes to the SCG should be presented explicitly, with each party offering their perspectives
- 6.9. In principle, NuL are comfortable with this intended approach with agreement made that the draft should be reviewed, although it should not be shared further until consensus is reached as to the way forward on format etc.
- 6.10. This will also serve to provide clarity on the breadth of strategic issues between the Authorities
- 6.11. Indicative start date for consultation and confirmation of a 6 week period for comments was provided to SCC
- 6.12. Comments were invited on other potential DtC topic areas as shown in the final slide of the powerpoint presentation. These will also be formalised in the SoCG.

Frequency of meetings going forward

- 7.1. To be determined following further consideration of the approach to the Statement of Common Ground

Agreed Action 1: Following a direct request from SCC, NuL stated that the PowerPoint would be shared in electronic form

Agreed Action 2: NuL to Investigate with Cheshire East if there is a Manchester equivalent to the West Midlands Strategic Employment Sites Study

Agreed Action 3: Both parties to review the working draft Statement of Common Ground and reach consensus as to appropriate way forward

Agreed Action 4: Maintain co-operation in a constructive, active and on-going basis

Informal Note

Local Plans - Newcastle-under-Lyme Borough Council and Stoke-on-Trent City Council

Liaison Meeting – 29 March 2022.

Present: Jemma March and Noel Bell (Newcastle-under-Lyme Borough Council); Tom Lewis, Melanie Hughes; Amanda Vernon and Andrew Powell (Stoke-on-Trent City Council).

Statement of Common Ground (SOG)

Jemma had proposed amendments to the draft SOG. From discussion the following points were noted:

- Need to consider how to reflect role of Staffordshire County Council. It was noted that the County Council had provided a detailed response to Newcastle-Under-Lyme's Issues and Strategic Options consultation.
- Wording changes would be proposed by Stoke-on-Trent around housing and employment in particular.
- Stoke-on-Trent new evidence references need to be included. Stoke-on-Trent Green Space Strategy was awaiting sign off.
- Newcastle-Under-Lyme may need to consider commissioning a further Green Belt study.
- More consideration is needed on how and when to present the SOG to senior officers and members.
- In respect of meetings and minutes recording, this required more thought and would be discussed again at the next meeting.

Agreed – That Stoke-on-Trent propose further amendments to the SOG with a view to discussing this further at the next meeting.

Ecology

It was noted that Stoke-on-Trent had appointed to a part-time post. Reference made to SDOG requirements for ecology support.

PAS Support - Newcastle-Under-Lyme

It was noted that PAS support in respect of duty to cooperate and project planning was available to Newcastle-Under-Lyme, although likely to be delayed. Stoke-on-Trent would consider being involved in the duty to cooperate work.

Date of Next Informal Meeting

Tuesday 17 May 10.00 am.

Informal Note

Local Plans - Newcastle-under-Lyme Borough Council and Stoke-on-Trent City Council

Liaison Meeting – 2 March 2023.

Present: Allan Clarke; Greg Macrdechian; Noel Bell and Jenny Perkins (Newcastle-under-Lyme Borough Council).

Tom Lewis, Melanie Hughes and Andrew Powell (Stoke-on-Trent City Council).

Statement of Common Ground (SOG)

The SOG had been signed off by both Councils and an update was provided and noted against the strategic areas as follows.

Housing

Stoke-on-Trent – looking at standard method plus 35% Government uplift giving 700 properties per annum (not dissimilar to growth option in previous evidence). In terms of site selection, unlikely to change much from those sites provided for transport modelling with a potential large site in the north of the city. Green Belt release not considered as yet. Developer engagement is underway.

Newcastle-under-Lyme – commissioned Turley to update the Housing Needs Assessment – likely to go with standard method number. Regarding sites, seeking formal steers. Noted that Stoke-on-Trent is not able to assist with unmet housing need (similar response has been received from other neighbouring authorities, to date).

Economy

Stoke-on-Trent – has enough quantity of employment land but not necessarily the right quality.

Newcastle-under-Lyme – strategic employment sites – not yet committed to Junction 16 and considering a potential further site, being promoted by Harworth, south of Talke village. Also, potentially Junction 15 highway improvements could open up development land.

Noted that the West Midlands Strategic Employment Sites study was being updated.

Gypsy and Traveller

Stoke-on-Trent – evidence updated and potential site coming forward which would address need. Transit provision available at the existing permanent site.

Newcastle-under-Lyme – appeals now all gone through and considering implications of the outcomes of the appeals on need for permanent sites. Need to consider transit provision.

Transport

Nothing to add to previous discussions. Noted that the transport modelling work on development sites was being undertaken by Sweco who were looking to produce results by the end of March. These would then need to be validated and interpreted by Chris Oakley. Newcastle-under-Lyme to contact Chris to confirm timescales.

Air Quality

Both Councils need to consider further and determine how best to reference in their respective local plans.

Retail

Stoke-on-Trent - will use existing evidence for draft local plan. Undertaking own health checks of town centres and neighbouring centres. Looking to commission an update study in Summer 2023.

Newcastle-under-Lyme - will use existing evidence for draft local plan. Looking at residential options for Newcastle and Kidsgrove town centres. Will be considering presenting the retail hierarchy differently.

Green Belt

Stoke-on-Trent – no additional studies planned. Very limited impact with Newcastle-under-Lyme, more so with Stafford and Staffordshire Moorlands.

Newcastle-under-Lyme – reviewing the position and likely to ask Arup to supplement previous studies around exceptional circumstances and safeguarding land.

Infrastructure

Stoke-on-Trent – currently engaging with infrastructure providers to update the capacity study and establishing contacts for future discussions. No sites shared.

Newcastle-under-Lyme – LUC undertaking study and likely to report late March 2023. Sites have been shared. Main concerns are over highway capacity work, education capacity and other considerations.

Ecology and Open Space

Stoke-on-Trent – about to commission biodiversity mapping. Noted that an integrated sustainability assessment was being undertaken for each plan stage, including HRA. The Green Space strategy has been updated.

Newcastle-under-Lyme – biodiversity mapping complete and considering how this will be taken into account for site assessment. Commissioning deadline for HRA is 2 March 2023.

Flood Risk

Stoke-on-Trent – SFRA 2 and water cycle study completed. 22 sites considered through exceptions perspective for flood risk. This evidence is likely to be published shortly.

Newcastle-under-Lyme – using previous joint local plan evidence.

Local Development Scheme

Stoke-on-Trent – draft local plan likely to be consulted on Autumn/Winter 2023 (depends on local elections).

Newcastle-under-Lyme – local development scheme has been updated and draft local plan going to Cabinet on 29 May 2023, dependent on progress with the evidence base. Looking to June/July 2023 for public consultation.

Other Matters

- PAS – noted that PAS had provided advice to Newcastle-under-Lyme on duty to cooperate and this statement of common ground has been included.
- Viability – noted that Stoke-on-Trent would pay 50% of the settlement cost for the work undertaken in connection with the joint local plan. This would be reflected in the recharges made in connection with the transport modelling work. It was noted that Newcastle-under-Lyme were continuing to use the company for their viability work.

Date of Next Informal Meeting

To be arranged for early June 2023. (Stoke-on-Trent- would appreciate early notice if any significant issues arise concerning the Newcastle-under-Lyme draft local plan which might affect the city).

Local Plans - Newcastle-under-Lyme Borough Council and Stoke-on-Trent City Council

Formal Liaison Meeting

7 August 2023.

Present:

Newcastle-under-Lyme Borough Council: Craig Jordan (Service Director - Planning); Allan Clarke (Planning Policy Manager); Noel Bell (Senior Planning Policy Officer) and Jenny Perkins (Planning Policy Officer).

Stoke-on-Trent City Council: Harmesh Jassal (Strategic Manager Planning and Transportation); Tom Lewis (Principal Planning Policy Officer) and Andrew Powell (Local Plan Coordinator).

Introductions

Officers introduced themselves and their respective roles.

Newcastle-under-Lyme Draft Local Plan

AC made a presentation outlining the main elements of the Draft Local Plan consultation.

He also commented on the following:

- An appeal decision had been received in respect of Baldwins Gate planning application which allowed the appeal. Effectively this meant that Newcastle-under-Lyme did not currently have a five-year housing land supply.
- Whilst aware that the Government had recently announced a consultation on local plans, the Draft Local Plan had been prepared under the present National Planning Policy Framework and would be progressed accordingly.
- The Local Development Scheme indicates that Newcastle-under-Lyme will move to Publication Plan stage in the first quarter of 2024. Given the number of representations received this will be reviewed.
- Newcastle-under-Lyme would in particular welcome Stoke-on-Trent's views on the strategic site options put forward in the Draft Local Plan.

HJ congratulated Newcastle-under-Lyme on making good progress with the Draft Local Plan. He indicated that he had discussed this with appropriate elected members and formal comments will be forwarded in a letter in due course.

In essence, the City supports a strategic employment site in the Borough in that it could benefit City residents. He respected it was matter for the Borough on the best location for such a site. He added that members were concerned that new development should consider attracting higher paid quality jobs. AC indicated that once the consultation responses had been dealt with he would be in a better position to provide information on proposals for a strategic site including the type of activity.

In terms of residential, HJ asked for an update on the Borough's housing supply. AC indicated that the shortfall was circa 2,000 homes before going to the Green Belt.

This figure may reduce following the present call for sites exercise and the inclusion of another round of development sites monitoring figures. Following consultation with neighbouring authorities which concluded that none could contribute to the shortfall, the decision had been made to consider Green Belt sites.

CJ queried the City's position in responding to Newcastle's shortfall. HJ confirmed that the City was not in a position to meet any of Newcastle's shortfall (due to the requirement to meet the City's housing need which presently included the 35% uplift). In addition, it was necessary to be mindful of infrastructure implications, air quality issues and achieving sustainable locations, especially in regard to public transport.

AC confirmed that the affordable housing requirement would be 30% on major sites.

HJ went on to say that the City did have a concern about site NC77 – Bent Farm and how it would be delivered. This site immediately adjoins a site in the City which has also been promoted. Both sites are in the Green Belt and it was necessary to be mindful of the potential impact on infrastructure including highways, schools and health. HJ would also seek to ascertain local ward members views about the site. AC confirmed that infrastructure considerations were part of the emerging infrastructure delivery plan. He added that the Borough would look to create a defensible boundary in Green Belt terms. He further added that objections had been received in respect of this site and further due diligence was to take place to confirm the availability of the site. Close liaison would be maintained with the City in respect of this site.

In conclusion, the City would send a formal response to the Draft Local Plan consultation following which the Statement of Common Ground between the two Authorities would be updated.

Stoke-on-Trent Local Plan

HJ confirmed that the City was progressing its Draft Local Plan in close collaboration with elected members. This included looking at a revised timetable. It was noted that the Planning Advisory Service had been supporting both Authorities in their local plan making.

Borough Local Plan

DTC meeting – Newcastle-under-Lyme Borough Council (NUL) and Stoke-on-Trent City Council (SOT)

Tuesday 30 January 2024

Location: Virtual (Via teams)

Attendance

Allan Clarke, Planning Policy Manager, NuL	Tom Lewis, Principal Planning Officer
Noel Bell, Principal Planning Policy Officer, NuL	Harmesh Jassal, Strategic Manager, Planning and Transportation
Jenny Perkins, Planning Policy Officer, NuL	
Craig Jordan, Service Director Planning	

1.	Introduction
2.	<p>Progress Update on Plan <u>Newcastle-under-Lyme Borough Council</u></p> <ul style="list-style-type: none">• NUL gave an update on Local Plan progress. A report taken to the Council's Cabinet on the 16th January 2023 provided an overview and interim consultation report following consultation on the Borough First Draft Local Plan during June – August 2023. In line with the Council's Local Development Scheme, the Cabinet report also set out next steps of taking a report to Full Council on the 24 July 2024 to consider the Regulation 19 version of the Council's Local Plan and seek approval to consult on the Plan for six weeks prior to submitting the Plan, its evidence and consultation responses to the secretary of state for examination by the end of 2024.• The Council also outlined some of the evidence base it is in the process of collating including:-<ul style="list-style-type: none">• Housing and Economic Needs Assessment• Infrastructure Delivery Plan• Habitats Regulations Assessment / Sustainability Appraisal (incorporating Equality Impact Assessment)• Strategic Employment Needs Assessment• Gypsy and Traveller and Travelling Showperson Accommodation Assessment• Strategic Flood Risk Assessment / Water Cycle Study• Viability Assessment• Strategic Transport Assessment• It was noted that some of the studies being undertaken, including the Strategic Transport Assessment, were being undertaken following comments from prescribed bodies such as National Highways. Ongoing engagement with Stoke at various points of use of North Staffs Multi Modal model.

	<p><u>Stoke-on-Trent City Council</u></p> <ul style="list-style-type: none"> Stoke-on-Trent City Council are currently working on evidence and other matters to inform the production of a Regulation 18 Local Plan and continue to update and reflect on the contents of the Plan with their Members following the May 2023 elections. Also reflecting on the contents of the revised National Planning Policy Framework in December 2023.
3.	<p>Discussion re identification of issues and process of engagement on NuL Regulation 19 Plan</p> <ul style="list-style-type: none"> NUL thanked Stoke-on-Trent City Council for their comments on the NUL First Draft Local Plan. It was noted that issues were raised in the consultation responses about particular sites, including site NC77 in the First Draft Local Plan as it borders with the City and is a site in the Green Belt. Further discussions would be held regarding this site. Update provided by NUL on the strategic location sites in the First Draft Local Plan. NUL noted that the First Draft Local Plan included 3 strategic location sites (references AB2, TK30 and KL15). The sites were not consulted on as draft allocations in the First Draft Local Plan. Further information was submitted on those sites during the consultation. NUL are yet to finalise a position on the strategic locations or final allocations and would look to discuss these with the City Council at an appropriate time and where strategic cross boundary matters arise. NUL noted that Stoke-on-Trent City Council had previously confirmed that it was unable to accommodate any of NUL's housing need. Stoke-on-Trent City Council confirmed that this was still the case. NUL confirmed that regular update meetings with Stoke-on-Trent City Council would be used to present emerging evidence, as necessary and where there may be strategic cross boundary matters arising. Stoke-on-Trent City Council have asked NUL to send an agenda beforehand to get most value from meetings and ensure any concerns from are taken on board. NUL noted that the intention, if possible and agreeable to both parties, was to draft a Statement of Common Ground with Stoke-on-Trent City Council to inform the Regulation 19 NUL Local Plan submission at the end of 2024. Stoke-on-Trent City Council noted that consideration would need to be given to the formal sign off of issues and a future Statement of Common Ground with their Members.
4.	<p>AOB</p> <ul style="list-style-type: none"> Next meeting will be scheduled for end of early March 2024

Minutes of meeting

Author: Xenia Masoura

Place	Teams		
Date	18/03/2024	13:00	14:00
Present	Allan Clarke	NuLBC	AC
	Eva Neale	Staffordshire CC	EN
	Joanne Keay	Staffordshire CC	JK
	Ed Whittaker	Sweco	EW
	Karl Jarvis	Sweco	KJ
	Martin Sellman	Sweco	MS
	Xenia Masoura	Sweco	XM
	Patrick Thomas	National Highways	PT
	Chris Morris	AECOM	CM
	Claire Simpson	SoTCC	CS
	Paul Griffiths	CEC	PG
Copy to	Brian Edwards	SoTCC	BE
	David Pyner	National Highways	DP
	Eri Wong	National Highways	EW

Subject of meeting: Newcastle-under-Lyme Local Plan - Strategic Transport Assessment

Meeting Agenda

1	Introduction: <ul style="list-style-type: none"> Introduction from those attending the inception meeting (All) Purpose of the STA within the Local Plan: to support the emerging Regulation 19 Local Plan, will assess the impacts of LP scheme based on analysis with the North Staffordshire Multimodal Model (NSMM). Review of the strategic development sites and other Local Plan sites: presented map of local plan sites (residential and employment) and table of the three strategic sites: AB2 – employment site, TK30 and KL15 – mixed use sites. Steering group engagement strategy and timetable: first of a series of meetings to review the reference case model, identify areas of concern and the study area. Future meetings will look at forecast traffic from the local plan sites and looking at potential mitigation packages before Sweco provides a final STA to the steering group. 		
2	NSMM (North Staffordshire Multi Modal Model) (Sweco) <ul style="list-style-type: none"> Introduction to the NSMM: To be used for forecasting and assessment of the impact of proposed planning. Multi-modal model of 288 zones covering NuL and SoTCC in detail. It includes a demand model, highway assignment model, public transport model and it has been signed off by SoTCC, DfT, NH and JAQU. Model periods include AM, IP and PM peak hours (8-9am, 2-3pm and 5-6pm) Presented network structure on map as well as junction coding Several modelling reports available including LMVR, demand modelling report, data collection and forecasting report. As part of the local air quality plan, Sweco produced a T2 report (similar to LMVR). Applications of the NSMM and previous sign-offs. Extensively used for various projects such as: <ul style="list-style-type: none"> Etruria Valley Link Road - signed off by DfT Local Plan Modelling - signed off by SoTCC Officers Local Air Quality Plan - signed off by JAQU -DfT/DEFRA TCF – College Road and Station Road changes - signed off by DfT 		

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3	Policy Context (Sweco) <ul style="list-style-type: none"> Key local national policies and how they relate to the STA: We have started a policy review that would be key for the mitigation measures stage. 		
4	Data Analysis <ul style="list-style-type: none"> Census commute data (2011): 72% of commute trips are "driving car or van or passenger in a car or van. Plotting these commute patterns (map), the polycentric Stoke-on-Trent is evident with Hanley being the key commuting centre, and with NuL centre following with slightly less trips. Local Traffic Trends: annual traffic in Staffordshire and Stoke-on-Trent has been stable from 2016 (apart from the COVID period) and recovering in 2022. Traffic specifically for NuL (DfT AADF from traffic counts) has been stable, apart from dropping during COVID. Accident data for the last 5 years: showing map with accident hotspots based on the last five years data (locally validated data for NuL and STATS19 data for external areas). With a 1.5km study area around the strategic sites which can be updated if needed later on. Observations: <ul style="list-style-type: none"> AB2: cluster of accidents to the north of the site, both to the slip roads and junction. Not so many clear hotspots to the south. Some minor accidents on the west bound roundabout approach. A number of serious and fatal accidents on the A500 west of the roundabout. TK30: On the A500 alongside proposed site, a fatal and a serious accident though with similar pattern to other sections of the A500. A hotspot on the roundabout (similar pattern to other A500 roundabouts). KL15: few Hotspots on Keele Rd as approaching the University, generally minor accidents. Presenting plots of accident data with residential and employment sites: Most other sites are not near obvious hotspots. We see more hotspots along Keele Rd towards NuL centre where there are a proposed employment and residential sites. Accessibility Analysis: presenting PT Isochrones on a typical day on 9am arrival. <ul style="list-style-type: none"> AB2 does not have PT access. KL15: NuL accessible in 30 min. SoT Railway within 45 min. Whilst the western side towards Crewe is served by an hourly service, the frequency and travel time severely affects accessibility. TK30: accessibility towards north (Kingsgrove) is a bit more evident, good accessibility with the Stoke conurbation. Discounting the arrival wait time: This analysis removes some of the impacts of an infrequent service. From KL15: increased accessibility to the west. From TK30: increased accessibility to the north and south. Local neighbourhood accessibility analysis: Identified a series of amenity types that could be accessed within 15 minutes by active modes. <ul style="list-style-type: none"> Walk: Maps illustrating how accessible the areas around the sites are. It is more useful for residential sites since we are looking for access to amenities (school, healthcare etc.) hence not so useful for site AB2 which is just commercial. The baseline analysis shows the need for accessibility, it is assumed that large strategic sites will be designed with improved network accessibility and new destination features. Mapped are all OAs ranged from most accessible OAs to least OAs. Keele and Talke are part of the least accessible neighbourhoods. Cycle: The accessibility does improve. The analysis is heavily influenced by safe routes and cycling infrastructure. 		
5	Local AQ Management: overview of nearby Air Quality Management Areas (AQMA)s of NuL and SoTCC. Discussion on the North Staffordshire Local Air Quality Plan under ministerial direction. Discussion of the link between poor air quality and respiratory illnesses. Local hospital admissions for respiratory conditions exceeds national average. <p>Overview of AQ Constraints: maps illustrating the 2022 Annual Mean NO₂ around the three strategic sites. M6 likely to present main constraint and will be significant source of air pollutant emissions near to each site. Monitoring in proximity to each site suggests existing levels of NO₂ are below national standard (40µg/m³). There are some potentially sensitive designated sites nearby that might be sensitive to changes in nitrogen such as Ancient Woodland and SSSIs.</p>		
6	Existing Traffic Conditions (Sweco) <ul style="list-style-type: none"> Examination of traffic speeds at key local sites: <ul style="list-style-type: none"> Identified junctions likely to be affected by Local Plan schemes. Used 2022 Inrix observed speed data to understand current traffic conditions Plots illustrating traffic speeds at key locations AM and PM: <ul style="list-style-type: none"> M6 Jct 16: mainline operating ok. Slip Road shows delays in all time periods 		

	<ul style="list-style-type: none"> ○ M6 Jct 15: queueing traffic on the A500 approach, congestion between the roundabout and Newcastle Rd signalised junction with significant delays on all approaches. ○ A500: flowing pretty well. No capacity related issues. ○ Talke Interchange: slow moving traffic with the roundabout to the north showing delays. ○ A527: operating without queues. Slower moving traffic as you move to the side roads ○ A5271: signs of queueing traffic in SB and NB slip road in the PM. ○ A34: SB exit slip shows delays on AM/PM otherwise looks pretty free flow traffic ○ A525: Some slowing between Station Rd and Keele Rd 																										
7	<p>NSMM 2023 model validation:</p> <ul style="list-style-type: none"> • Previous validation for NSMM LMVR and LAQP show good validation across the model • Localised validation with the use of one day MCC Dft Dta and neutral month ATC WebTris data was presented • This shows NSMM overestimates by around 26-28% against observed: Related to level traffic growth since 2016 and impacts of Covid on travel behaviour • 15-35% of WebTRIS counts validate 																										
	<p>2040 Reference Case (Sweco)</p> <ul style="list-style-type: none"> • Uncertainty log: received potential allocation data. Any other development or network schemes to consider would be appreciated and would need submitting quickly noting tight timescales • Reference case network performance (AM, PM): without LP plan infrastructure added. We have plotted Links where capacity issues appear as well as junction delays: <ul style="list-style-type: none"> ○ At Talke Interchange Slight to Moderate traffic delays are forecasted at the A34 southbound approach to the A500/A34 junction. ○ Slight to Serious traffic delays are forecasted on the A500 EB approach to the M6/A500. ○ PM similar to the AM. Slight easing of AM issues around strategic sites ○ Non-strategic local plan sites are generally in areas less affected by poor network performance however some of the sites nearer to the centre of NuL are close to junctions forecast to experience delays 																										
	<p>Summary and Conclusions (Sweco)</p> <ul style="list-style-type: none"> • Overview and suggested modelling approach: Pre-meeting Technical note shared on the 15th of March detailing our proposed approach. • Timescales are tight hence our proposal is reflecting the available time. • Using the NSMM at a strategic level. NSMM will focus on the incremental change between ref case and LP. • In addition to the ref case which focuses on the committed plans, Model Run 1 will include the Local plan in addition to the RC. Model Runs 2 to 4 are assessing the strategic sites separately. <table border="1"> <thead> <tr> <th>Model Run</th><th>Model Year</th><th>Demand Assumption</th><th>Assumption</th></tr> </thead> <tbody> <tr> <td>1</td><td>2040</td><td>First draft Local Plan (Regulation 19 stage)</td><td>Reference Case + Local Plan infrastructure</td></tr> <tr> <td>2</td><td>2040</td><td>Model Run 1 + J16 potential strategic location</td><td>Model Run 1</td></tr> <tr> <td>3</td><td>2040</td><td>Model Run 1 + Talke potential strategic location</td><td>Model Run 1</td></tr> <tr> <td>4</td><td>2040</td><td>Model Run 1 + Keele potential strategic location</td><td>Model Run 1</td></tr> <tr> <td>5</td><td>2040</td><td>Model Run 1 + final suite of sites proposed for Regulation 19</td><td>Model Run 1</td></tr> </tbody> </table> <ul style="list-style-type: none"> • From the validation analysis, NSMM over-forecasts in some areas. We can apply an incremental approach for key junctions. For example, we could utilise the Vissim model that exists for M6 J16 to provide more detail. • Sensitivity testing will be undertaken. • Assessment methodology (including strategy for scoring junction delays): presenting three approached for scoring junction delays. Previously used a RAG rating for SoTCC (20- 	Model Run	Model Year	Demand Assumption	Assumption	1	2040	First draft Local Plan (Regulation 19 stage)	Reference Case + Local Plan infrastructure	2	2040	Model Run 1 + J16 potential strategic location	Model Run 1	3	2040	Model Run 1 + Talke potential strategic location	Model Run 1	4	2040	Model Run 1 + Keele potential strategic location	Model Run 1	5	2040	Model Run 1 + final suite of sites proposed for Regulation 19	Model Run 1		
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	<p>40 secs, 40-60 secs >60 secs). However, another approach has been utilised by SoTCC (1-2 mins, >2 mins).</p> <ul style="list-style-type: none"> Alternative approach: Highway capacity manual - American manual though sometimes used in UK, requires categorisation of signalised/non-signalised junctions. 		
	<p>Next Steps:</p> <p>Review of RC and LP schemes</p> <ul style="list-style-type: none"> Where is traffic impact? What is the traffic impact around relevant locations? Consider air quality impacts 		
	<p>Open discussion on strategy (All)</p> <p>Junction Delays:</p> <ul style="list-style-type: none"> MS: Previously used the RAG rating. Discussion from Stoke led to the new approach. CM: If the raw delay is supplied, can categorise as needed. <p>General Modelling Approach</p> <p><i>Vissim model available for J16:</i></p> <ul style="list-style-type: none"> PT: NH colleagues from the North-west are supporting on this (WSP run a Vissim model of J16). PT to facilitate a discussion with CM and provide feedback. NuLBC to potentially contact NH northwest. <p><i>In terms of J15:</i></p> <ul style="list-style-type: none"> PT: Do not include in the modelling as it might not be delivered within the timeline of the local plan and it is not committed <p><i>Tech Note:</i></p> <ul style="list-style-type: none"> PT: To review and provide feedback <p><i>In terms of what else was presented:</i></p> <ul style="list-style-type: none"> PT: There are constraints regarding the M6 J16 location. Operational network and safety concerns around that junction that have been made to the developer. <p><i>Clarification:</i></p> <ul style="list-style-type: none"> PG: Asking clarification on which HW team is owning the proposals/comments and the modelling? PT: The border between the northwest and the midlands is on M6 J16. Hence, the site allocation proposals/comments is managed by the Midlands region but the Vissim model is with the northwest region. PG: There is detailed Vissim model which would need to be utilised. How does that work? PT: In conversation with the northwest office to get insights <p><i>AB2:</i></p> <ul style="list-style-type: none"> PG: Concerned about baseline public transport access PT: Agreed. Needs access by sustainable means. PG: Where developers agree to fund an enhanced bus service, there is a risk of it being discontinued once the funding period concludes leaving a site with no public transport access JK: Mitigation is needed for J16 sites. We need to understand how the buses will operate outside of working hours. Operators need to be willing to run those and understand what they are going to do with the vehicles for the rest of the day. 		
	<p>1. Actions</p> <ul style="list-style-type: none"> Detailed technical note to be shared with more information (Sweco). PT and consultants to review the already provided technical note on the methodology and provide feedback next week. PT to provide feedback and contact for M6 J16 Vissim model. 		

Minutes by

Approved by

Xenia Masoura

Edward Whittaker

Minutes of meeting

Place	Teams		
Date	21/02/2024	14:30	15:30
Present	Allan Clarke	NuLBC	AC
	Andrew Powell	SoTCC	AP
	Eva Neale	Staffordshire CC	EN
	Joanne Keay	Staffordshire CC	JK
	Ed Whittaker	Sweco	EW
	Karl Jarvis	Sweco	KJ
	David Battershill	Sweco	DB
	Martin Sellman	Sweco	MS
	Xenia Masoura	Sweco	XM
	Patrick Thomas	National Highways	PT
	Chris Morris	AECOM	CM
	Jason McElhoney	AECOM	JM
Copy to	Brian Edwards	SoTCC	BE
	David Pyner	National Highways	DP
	Eri Wong	National Highways	EW

Subject of meeting: Newcastle-under-Lyme Local Plan - Strategic Transport Assessment

Meeting Agenda

1	Introduction and Roles: All parties introduced themselves and provided an overview of their respective roles.		
2	1. Newcastle-under-Lyme Local Plan (NuL – Allan Clarke) <ul style="list-style-type: none"> Context: Newcastle-under-Lyme Borough Council (NuL BC) are currently producing a local plan due to the agreement with Stoke-on-Trent City Council (SoTCC) not to progress the Joint Local Plan. Based on the comments received during the previous (Regulation 18) consultation stage, it appears there is a need for transport model evidence regarding the impact of the draft allocations on the strategic network. In light of this, Sweco was commissioned to undertake the transport modelling assessment to support the emerging Regulation 19 version of the Local Plan. Overall Timeframes: The timeline is quite tight. The SRA report would need to be submitted by 24th of July. Draft Local Plan: Draft allocation and strategic sites. The large-scale proposed allocations require consultation. NuLBC has identified three large-scale strategic sites located near M6 J16, at Talke and at Keele University. NuL BC do not yet have a view if these strategic sites will be allocated for the regs 19 Local Plan, but traffic impacts need to be considered as part of that decision. Steering Group: regular steering group meetings will be held to explore the impacts. 		

2.	NSMM Model (Sweco – Karl Jarvis) <ul style="list-style-type: none"> Background / model extent: The NSMM model has been used to forecast the impact of proposed planning and infrastructure developments. It covers the areas of NuL and Stoke on Trent. It includes demand model, Highway assignment model and Public Transport assignment model. Model Periods - AM, IP, PM peak hours KJ presented Maps of the Network explaining the extent of the strategic road network, zones, railway lines, junctions, roundabouts and signalised junctions Model validation / Reports: Several modelling reports undertaken as part of the EVLR work (LMVR, Demand modelling report, Data Collection report, Forecasting report) and the NSLAQP (T2 Report) Model Sign off and applications: <ul style="list-style-type: none"> Etruria Valley Link Road (opened about a year ago): Used and approved by DfT Local Plan Modelling: checks were undertaken on the base model and approved by local officers Local Air Quality Plan: checks were undertaken on the base model (2015, 2018) as well as traffic growth between 2015 and 2022. Signed off by JAQU and DfT TCF – College Rd. and Station Rd.: supported funding bid and approved by DfT 		
3.	NuL STA (Sweco – Ed Whittaker) <ul style="list-style-type: none"> Traffic data analysis <ul style="list-style-type: none"> Traffic Growth in the local area (DfT traffic counts): <ul style="list-style-type: none"> Single day 12hr MCC Low growth - +1% uplift for Staffordshire and 0% for NuL Traffic Growth Figures (DfT traffic counts): <ul style="list-style-type: none"> Annual traffic in Staffordshire: growth is flat, with 2016 to 2019 showing no growth and post-covid yet to recover. Similar pattern for Stoke-on-Trent and Nu WebTRIS Traffic Counts (NH SRN counts): <ul style="list-style-type: none"> Average change of -7% based on few good quality sites with data for both 2015 and 2022 Previous Stoke Analysis: Observed data / modelled data: Overall, very flat and very similar. Total traffic: Similar picture, 2015 and 2022 observed very little difference. General picture from available data sources is no growth since 2015 Uncertainty log: The existing uncertainty log containing both NuL and SoTCC schemes and some relating to NH. Sweco identified the relevant SRN schemes: M6J16 Improvements, A50/A500 Safety Schemes, A500 Widening (Porthill to Sheldon New Road), A500/A34 Stone Road Junction Improvement. PT to confirm if Sweco needs to be aware of any other SRN schemes. Strategic sites: Map overview of the three strategic sites: M6 Jct 16 (just employment), Talke, Keele Proposed Approach for STA: <ul style="list-style-type: none"> As part of this work, Sweco have 5 NSMM Model Runs planned: <ol style="list-style-type: none"> RC + LP Infrastructure – the strategic sites Run 1 + M6 J16 site Run 1 + Talke site Run 1 + Keele site Run 1 + final suites of sites proposed for Reg 19 		
4.	National Highways Observations <ul style="list-style-type: none"> PT: NH is and will be engaging with NuL officers and the developer to make sure that the SRN operates in a proper way. 		

	<ul style="list-style-type: none"> • CM: Quick observation: growth is good to consider both strategic and local but also need to consider scale (change), conflicting data that might be available. NH will need to review at some point. • Potential sites: be aware NH has commented on the Talke site and there are matters that need resolving. • If developments go forward, NH will ultimately bring expertise and more discussion will be held. 		
	5. Agreement and way forward/next steps <ul style="list-style-type: none"> • Steering Group Inception: will consist of key stakeholders. It will show results of RC review including locations of existing traffic concerns, capacity levels, study area, road accident data, PT accessibility 		
	6. AOB <ul style="list-style-type: none"> • AC: Arranging the Steering Group meeting. Propositions: Week commencing the 11th or 18th of March CM – no availability on Fridays • NSMM Model Uses the following software: CUBE Voyager • PT: What is the desired completion date of this work? AC: An understanding of implication to be provided by end of June (the latest) in order to feed into the LP and finalise it for the 24th of July deadline. 		
	7. Actions <ul style="list-style-type: none"> • PT to provide input on the Uncertainty Log • AC to circulate potential date for the Steering Group Inception Meeting 		

Secretary

Approved by

Xenia Masoura

Edward Whittaker

[Add name]

[Add name]

Borough Local Plan

DTC meeting – Newcastle-under-Lyme Borough Council and Stoke-on-Trent City Council

Monday 15 April 2024

Location: Virtual (Via teams)

Attendance

Allan Clarke, Planning Policy Manager, NuL	Tom Lewis, Principal Planning Officer, SOT
Jenny Perkins, Planning Policy Officer, NuL	Andrew Powell, Local Plan Co-ordinator, SOT
Craig Jordan, Service Director Planning, NuL	Harmesh Jassal, Strategic Manager, Planning and Transportation, SOT

1.	Introduction
2.	<p>Progress Update on Plan</p> <p><u>Newcastle-under-Lyme Borough Council</u></p> <ul style="list-style-type: none">NUL gave an update on Local Plan progress. A report taken to the Council's Cabinet on the 16th January 2023 set out next steps of taking a report to Full Council on the 24 July 2024 to consider the Regulation 19 version of the Council's Local Plan and seek approval to consult on the Plan for a minimum of six weeks prior to submitting the Plan, its evidence and consultation responses to the secretary of state for examination by the end of 2024. Before the Full Council meeting, the Final Draft Local Plan will also be considered at the Council's Economy and Place Scrutiny Committee on the 11th July 2024.NUL also outlined some of the evidence base it is in the process of collating including:-<ul style="list-style-type: none">Housing and Economic Needs AssessmentInfrastructure Delivery PlanHabitats Regulations Assessment / Sustainability AppraisalStrategic Employment Needs AssessmentGypsy and Traveller and Travelling Showperson Accommodation AssessmentStrategic Flood Risk Assessment / Water Cycle StudyViability AssessmentStrategic Transport Assessment <p><u>Stoke-on-Trent City Council</u></p> <ul style="list-style-type: none">In the process of drafting a Cabinet report on the Local Plan. Hopeful, that this will be available in the next few months. Once published, this information can then be shared with NUL. Open to continued dialogue between the two Council's. It is not anticipated that the two authorities Local Plans will be published at the same / similar timeframe in the short term.
3	<p>Items arising from previous minutes</p> <ul style="list-style-type: none">Agreement for continued ongoing engagement regarding the strategic transport assessment

4	<p>NuL presentation on initial evidence outputs (working assumptions) from emerging Local Plan - initial discussion and feedback.</p> <ul style="list-style-type: none"> • NUL gave a presentation on the initial position on the Local Plan. It was made clear that the slides represented an initial draft position based on current evidence. NUL made clear that it retained an open mind on this initial position and that it would continue to be tested, checked and challenged through any emerging evidence arising in the development of the Plan. This included the feedback received from Infrastructure Providers and Duty-to-Co-operate partners. • AC outlined the overall housing position. That the First Draft Local Plan was based on 358 dwellings per annum. This position has been reviewed in the light of a number of factors including updated 2021 census data, revised economic projections, changes to the National Planning Policy Framework and then consideration of consultation responses received to the First Draft Plan and the role of the potential strategic employment site(s). The initial results indicate that a 'working draft' assumption of 400 dwellings per annum is being worked too which includes support for a reasonable level of jobs growth. • NUL asked, and Stoke confirmed that the position remained that it was unable to help to meet any of NUL's housing need. It was identified that Members may need to be approached on this matter. Therefore, requested that NUL write to SOT to formally request a response on this matter. • NUL presented a draft 'working assumption' site allocation list, in confidence. Again, this list of sites was the subject of further testing through the Plan making process before being finalised but it was necessary to receive feedback on the initial list of sites now. Total housing supply is circa 8,600 dwellings. • NUL will continue to engage with Stoke-on-Trent City Council on relevant emerging evidence with the aim of drafting a statement of common ground over the next few months. All parties noted, and understood, that it would not be possible to have a fully agreed statement of common ground until after the consultation of the Regulation 19 Plan to enable a full understanding of the evidence base. • Following questions, AC provided an update on retail matters (that the Council had appointed Nexus Planning to update a retail study) and appointed ARUP on Green belt related matters. • HJ noted with regards AB2 that it may be an opportunity for AC to engage with the team responsible for the bus service improvement plan team at SOT. AC noted that he would be open to meeting with the team, as required. HJ to make the necessary introductions.
5	<p>AOB</p> <ul style="list-style-type: none"> • A further meeting to be scheduled in May 2024.

Minutes of meeting

Place	Teams		
Date	15/05/2024	10:00	10:45
Present	Allan Clarke	NULBC	AC
	Joanne Keay	Staffordshire CC	JK
	Ed Whittaker	Sweco	EW
	Martin Sellman	Sweco	MS
	Karl Jarvis	Sweco	KJ
	Xenia Masoura	Sweco	XM
	David Battershill	Sweco	DB
	Patrick Thomas	National Highways	PT
	David Pyner	National Highways	DP
	Esme Portsmith	AECOM	EP
	Chris Morris	AECOM	CM
	Brian Edwards	SoTCC	CS
Copy to	Eri Wong	National Highways	EW
	Paul Griffiths	CEC	PG

Subject of meeting: Newcastle-under-Lyme Local Plan - Strategic Transport Assessment

Meeting Agenda

1	Introduction: <ul style="list-style-type: none"> - Introduction from those attending the meeting (All) - Agenda Overview (Sweco) <ul style="list-style-type: none"> • Overview of existing traffic conditions • We will present the following scenarios: <ul style="list-style-type: none"> ○ Local Plan (non-strategic sites) ○ Local Plan (non-strategic sites) plus, <ul style="list-style-type: none"> ▪ AB2 – M6 Jct 16 ▪ TK30 – Talke ▪ KL15 - Keele • For each, we will show scenario details of the impact on the road network including plots of flow-difference, volume/capacity and junction delay • Discuss context including current accident statistics and air quality implications • Discuss reporting, including alternative methods of presenting junction delay • Seek advice from the steering group on modelling to date and future modelling • Open discussion on mitigation options, • Give some initial thoughts on potential mitigations • Seek advice from the steering group on mitigations 		
2	Existing Traffic Conditions (Sweco) <ul style="list-style-type: none"> • AM Peak Google Traffic: presenting plots illustrating the typical AM peak congestion as well as plots of the traffic in proximity to the location of three key sites. Some congestion is visible on the A500 approaching Jct16. Congestion is particularly severe on the WB approach. Some congestion is notable around the Talke roundabout and further up Newcastle Rd. Congestion along parts of the A500 with some smaller severe areas. Congestion is evident in and around NULBC (city centre, A53) including the area around M6 Jct 15. • SRN – Areas of Potential Interest: plot presenting the key junctions of the SRN that are of interest as previously identified out by NH 		
3	Model Run Results (Sweco) Local Plan – Non Strategic Sites: <ul style="list-style-type: none"> • Local Plan (LP - non-strategic sites): plot presenting the employment and residential sites excluding the three strategic sites for NULBC • AM/PM Flow Diff Plots: flow difference plots between the non-strategic LP and the reference case (RC) identifying the affected links. 		

	<ul style="list-style-type: none"> • Junction delays and link volume over capacity presented by Slight Problem (average delay 20-40 secs), Moderate Problem (average delay 40-60 secs), Severe Problem (average delay > 60 secs): <ul style="list-style-type: none"> ○ AM Junction Delays and Link Volume over Capacity RC (without any LP) ○ AM Junction Delays and Link Volume over Capacity (RC + LP): Identified junctions and links likely to be affected by Local Plan schemes. ○ PM Junction Delays and Link Volume over Capacity RC (without any LP): PM is quite similar to the AM. ○ PM Junction Delays and Link Volume over Capacity (RC + LP): Identified junctions and links likely to be affected by Local Plan schemes. Similar to the AM • Junction delays and link volume over capacity presented by the alternative approach; Slight Problem (average delay 60-119 secs), Moderate Problem (average delay 120-179 secs), Severe Problem (average delay > 180 secs): <ul style="list-style-type: none"> ○ AM Reference Case (without any LP) ○ AM Junction Delays (RC + LP): Identified junctions and links likely to be affected by Local Plan schemes. The impact shown is less severe because of the ranges. ○ PM Reference Case (without any LP): Similar to the AM with Jct 16 showing a moderate delay. ○ PM Junction Delays (RC + LP): Identified junctions and links likely to be affected by Local Plan schemes. • Junction delays differences (RC+ LP vs RC): presenting the junction delay differences for the AM with an increase on the Talke Roundabout and small increases largely on to the local roads towards NULBC. This impact does not look like it travels further than the Jct 15. PM is fairly similar to the AM with Talke Roundabout showing increased delay. • Mitigation: Key areas of increased junction delay <ul style="list-style-type: none"> ○ Slight (Additional 10-20 secs delay) <ul style="list-style-type: none"> ▪ Talke Interchange (SRN) ▪ A500/A52 (SRN) ○ Moderate (Additional 20-40 secs delay) <ul style="list-style-type: none"> ▪ A527/Oxford Rd (Chell) ▪ B5500 (Chesterton) ▪ B5044/B5368 (Sliverdale) • Discussion (All): <ul style="list-style-type: none"> ○ <i>BE: To agree on how the results will be presented as the model outputs and plots include SoTCC allocation sites. Approach could include presenting plots including plans from SoTCC only, NULBC only, or combined.</i> ○ <i>AP: Happy to meet with BE and JK separate and have a general discussion on how the outputs should be presented by Sweco.</i> 	
4	<p>Model Run Results (Sweco)</p> <p>Local Plan (non-strategic sites) plus AB2 – M6 Jct 16:</p> <p>AB2 is an employment site and truck stop site. Demand was derived from latest Jct 16 VISSIM model LMVR. The demand was then assigned to a new NSMM zone (utilising trip generation from Jct 16 LMVR). NSMM was used to assign additional demand to the network. Additional network changes and new signalised junction were implemented as per description in VISSIM LMVR.</p> <p>Current NSMM signal timings don't allow enough time for turn into development, resulting in delays on the network. Therefore, signal timing would need to be updated and re-run. As the NSMM model is a strategic model and site AB2 is near the periphery, we will assess based on flow change (absolute flow change) between scenarios utilising observed data.</p> <ul style="list-style-type: none"> • AM/PM Flow Difference Plots (AB2 vs Non-Strategic LP): quite a lot of rerouting on Jct16, however subject to change based on the signal timings update. • AM/PM Junction Delays and Link Volume over Capacity (and alternative approach): not much impact. The alternative approach is showing even slighter impact. Once the signals are resolved, it seems that the demand will also be resolved. Similar picture for the PM. • AM/PM Junction Delay Differences (AB2 vs Non-Strategic LP): slight increase near the Jct 16. • Potential Mitigation: <ul style="list-style-type: none"> ○ Effort to improve the issues from new signalised junction signal timing in the model. ○ PT access is currently poor. Enhanced PT could mitigate some of the car traffic for the employment site providing more travel options. 	

	<ul style="list-style-type: none"> Potential HRA site north of Jct 16 on M6 <ul style="list-style-type: none"> Most likely to be impacted by additional HGV traffic Much of the truck stop HGV traffic will be existing M6 traffic. Historic accident data are showing clusters of accidents on the M6 slips and westbound A500 approach. To increase safety, the layby could be removed, and the layout of the junction improved. Discussion (All): <ul style="list-style-type: none"> BE: <i>There is an early-stage discussion on how we are going to manage the traffic on the SRN and specifically the M6 and the M1. That would require new signage on Jct15 which would take some traffic off the Jct16. We will use the Jct15 to address that in the future. You can use that as part of commentary in the report.</i> PT: <i>We are looking largely on the aspect of the strategic sites and in particular the removal of the layby. It is heavily used at the moment. How would that provision for the current use? NH have continuous conversation on the subject with the developer and has provided comments.</i> CM: <i>If you are going to remove the layby, you should seek to replace or provide an alternative. Pay per use scenario does not feel like a valid alternative.</i> AP: <i>What form of provision is NH looking to see, so NULBC can incorporate that as part of the policy requirements of the sites.</i> PT: <i>We can go away and think from NH perspective what we need. We want to facilitate the developer but also the transport of goods along the network.</i> CM: <i>As a minimum - retain the current provision. Additional provision is welcome, however pay as you go scenario raises concerns from NH perspective as it will impact the HGV movements.</i> 		
2	<p>Model Run Results (Sweco) Local Plan (non-strategic sites) plus TK30 – Talke:</p> <p>TK30 is a strategic housing site which has been added to the existing zone that covers parts of Crackley. An additional zone connector was added to Talke Rd where strategic site access is expected. The NSMM was used to assign additional demand to the network. AM shows additional traffic favouring the A34 Crackley junction. PM shows additional traffic favouring the A500/A34 junction.</p> <ul style="list-style-type: none"> AM/PM Flow Difference Plots (TK30 vs Non-Strategic LP): slight increases. AM seems to be rerouting towards north and south, while PM is favouring the route from the roundabout down. AM/PM Junction Delays and Link Volume over Capacity (and alternative approach): junction delays are very similar with the Non-Strategic LP in the AM, with the alternative approach looking even better. Similar in the PM and again no significant impact on the junctions. AM/PM Junction Delay Differences (TK30 vs Non-Strategic LP): no modelled junctions that show any issues in the AM and PM. Potential Mitigation: <ul style="list-style-type: none"> Talke currently has fairly poor PT accessibility as shown in accessibility analysis (plot) <ul style="list-style-type: none"> NULBC within 30-45 mins, Hanley at 60 mins Enhanced PT could benefit both local AQMAs of NULBC and Stoke-on-Trent The historic accident count along A500 boundary and Talke Roundabout is typical of this section of A500 (plot) Discussion (All): <ul style="list-style-type: none"> No comments 		
	<p>Model Run Results (Sweco) Local Plan (non-strategic sites) plus KL15 – Keele:</p> <p>KL15 is a university housing and science park strategic site that has been added to existing zone which covers Keele. Additional network detail was added to the University roundabout on Keele Rd. The NSMM was used to assign additional demand to network. AM/PM shows additional traffic towards NULBC.</p> <ul style="list-style-type: none"> AM/PM Flow Difference Plots (KL15 vs Non-Strategic LP): slight rerouting impact from the EB to NULBC which could be explained by the new housing development (900 dwellings) near the golf course. Currently we are making adjustments on how that will affect the RC. PM is very similar. 		

	<ul style="list-style-type: none"> • AM/PM Junction Delays and Link Volume over Capacity (and alternative approach): few junction delays and V/C on Keele Rd. In the alternative approach this is not so obvious. • AM/PM Junction Delay Differences (KL15 vs Non-Strategic LP): AM: few junction delays concentrated in NULBC, No other impact on the SRN. PM is similar with less severe junction impact other than near the university • Potential Mitigation: <ul style="list-style-type: none"> ○ Good options for enhanced PT <ul style="list-style-type: none"> ▪ Keele University Masterplan includes ambition for a sustainable transport hub due to new accommodation. ○ Potential options for a link road to A53 <ul style="list-style-type: none"> ▪ Potentially with bus gate ○ Some clusters of accidents on Keele Road close to University. • Discussion (All): <ul style="list-style-type: none"> ○ <i>No comments</i> 		
3	Next Steps <ul style="list-style-type: none"> • To finesse runs 2-4 <ul style="list-style-type: none"> • AB2 – Improve signal timings • TK30 – Investigate demand split between zone connectors • To define final run 5 <ul style="list-style-type: none"> • Final suite of strategic sites • Proposed mitigation measures • Produce draft STA • Present draft STA • Finalise STA 		
4	Open discussion on mitigation options (All) <ul style="list-style-type: none"> ○ <i>BE: Queried showing the difference at junction level and interested on the impact at the link level</i> ○ <i>BE: We would need to think the alternative approach for junction delays and may want to argue that there is a level of acceptance as it is very subjective. In terms of Junction capacity, we know that we have over 100% of theoretical capacity. However, it is a bit of a grey area.</i> ○ <i>CM: All cities have delays. There is a balance on how much you're willing to accept in terms of delays for growth. If you could report queues, then we can understand if there is an impact on safety (safety issues).</i> ○ <i>KJ: Assumptions on the local plan – agreed with BE on potential to do test with NULBC LP alone.</i> ○ <i>AP: Look to isolate the NULBC LP from the modelling. Cheshire East committed plan with be included.</i> ○ <i>BE: Conscious that the gov is releasing funds for HW improvements. Possibly look into the link road to A53 – this would be the right time. How will we intend to spend that indicative funding. This is the right time to put this into the programme if funding is required.</i> 		
	Actions Sweco: <ul style="list-style-type: none"> • Include plots on V/C change and queues in report NH: <ul style="list-style-type: none"> • Provide comments on the layby removal as a mitigation option for AB2. 		

Minutes by

Approved by

Xenia Masoura

Edward Whittaker

Borough Local Plan

DTC meeting – Newcastle-under-Lyme Borough Council and Stoke-on-Trent City Council

Thursday 22 May 2024

Location: Virtual (Via teams)

Attendance

Allan Clarke, Planning Policy Manager, NuL	Tom Lewis, Principal Planning Officer, SOT
Jenny Perkins, Planning Policy Officer, NuL	Andrew Powell, Local Plan Co-ordinator, SOT
Craig Jordan, Service Director (Planning), NuL	Harmesh Jassal, Strategic Manager, Planning and Transportation, SOT

1.	Introduction
2.	<p>Progress Update on Plan</p> <p>-Newcastle-under-Lyme Borough Council (NUL)</p> <ul style="list-style-type: none">NUL is working to the same dates as stated previously, the Regulation 19 Local Plan is currently scheduled to be published on the 4th July to inform an Economy and Place Scrutiny Committee on the 11 July, followed by a Full Council meeting on the 24th July 2024. <p>-Stoke-on-Trent City Council (SOTCC)</p> <ul style="list-style-type: none">Updated Local Plan timetable was considered by the Council's Cabinet. Stoke-on-Trent City Council are now commencing preparation of a new local plan and are anticipated to undertake Regulation 18 consultation in autumn 2025, Regulation 19 consultation in spring 2026 and submission in autumn 2026. Ongoing evidence base work, sites and developer engagement taking place.
3	<p>Discussion around future structure of Statement of Common Ground, focused on the following broad areas:-</p> <ul style="list-style-type: none"><u>Housing</u> Both authorities agree that they function as a joint housing area. Both authorities agree that SOTCC is unable to accommodate any unmet housing need from NUL and SOTCC has not made a request to NUL to accommodate any potential unmet housing need related to the preparation of their new Local Plan. NUL / SOTCC clarified that housing need has been calculated consistently by both authorities given that the authorities function as a housing market area.<u>Economy</u> Both authorities agree that they are a functional economic area. Both authorities agree that SOTCC is unable to accommodate any employment requirements from NUL and SOTCC has not made a request to NUL to accommodate any employment needs related to the preparation of their new Local Plan.SOTCC outlined in their consultation responses to the Regulation 18 First Draft Plan that they are supportive in principle of strategic employment sites but would focus more on high wage high skill employment opportunities. There were also practical queries such as impacts on Stoke-on-Trent in terms of

	<p>highways impacts. SOTCC have asked for more detail as and when it becomes available.</p> <ul style="list-style-type: none"> <p><u>Gypsy and Traveller Provision</u></p> <p>Each authority agrees to meet its own need of Gypsy and Traveller pitches and Travelling Showpeople Plots. NUL intend using a 'negotiated stopping' approach to transit position given that there are no suitable sites available. SOTCC highlighted that although NUL and SOT share the same housing area, they differ with Gypsy and Traveller need as different families come through Stoke than Newcastle-under-Lyme</p> <p><u>Transportation</u></p> <p>Both authorities agree that the North Staffordshire Multi Modal Model is the accepted assessment model for the joint transport area. NUL will be doing 5 model runs for the Local Plan. 4 have been completed and the 5th will measure Regulation 19 sites and any mitigation measures, this will be shared with Stoke when available.</p> <p><u>Air Quality</u></p> <p>NUL assessed air quality through site assessment work, air quality will also be picked up by strategic transport assessment. Stoke can provide a response once in full receipt of evidence.</p> <p><u>Retail</u></p> <p>interrelationship between the network of centres. NUL not proposing to allocate and strategic scale retail parks. SOTCC not at a stage in Local Plan progress to share any retail allocations.</p> <p><u>Green Belt</u></p> <p>NUL continue to use ARUP. Methodology remains similar to that utilised for the purposes of the joint Local Plan.</p> <p><u>Infrastructure</u></p> <p>Both authorities will produce separate Infrastructure Delivery Plan reports. However given the shared economic and housing areas, these topics require further discussions.</p> <p><u>Ecology, Open Space and Blue / Green Infrastructure</u></p> <p>largely reflecting on previous SOCG, recognising position both authorities.</p> <p><u>Flood Risk / Drainage</u></p> <p>NUL have updated their SFRA and Water Cycle study, which will be reflected in the new SOCG</p> <p><u>Site Specific Comments</u></p> <p>NUL shared that site NC77 has been removed as an allocation, with part of the consideration for site's removal being SOTCC position raised at regulation 18.</p> <p><u>Any other areas</u></p> <p>Landscaping design could be added, SOTCC have a few bits of work going on in this area which can be shared.</p> <p>Climate change / energy – potential SOCG topic with district heat network and links with Keele, could fall under infrastructure.</p> <p>NUL have drafted a policy on HMOs which can be shared on request.</p> <p>There is a need for the SOCG to only include matters of strategic cross boundary matters.</p>
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4	<p data-bbox="331 197 384 226">AOB</p> <p data-bbox="331 271 1315 327">AC will send a draft statement of common ground, ongoing engagement is agreed around this.</p>
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Minutes of meeting

Place	Teams		
Date	19/06/2024	16:00	16:30
Present	Allan Clarke	NULBC	AC
	Joanne Keay	Staffordshire CC	JK
	Eva Neale	Staffordshire CC	EN
	Ed Whittaker	Sweco	EW
	Martin Sellman	Sweco	MS
	Xenia Masoura	Sweco	XM
	Paul Griffiths	CEC	PG
	David Pyner	National Highways	DP
Copy to	Eri Wong	National Highways	EW
	Andrew Powell	SoTCC	AP
	Esme Portsmith	National Highways	EP
	Patrick Thomas	National Highways	PT
	Chris Morris	Aecom	CM
	Claire Simpson	SoTCC	CS

Subject of meeting: Newcastle-under-Lyme Local Plan - Strategic Transport Assessment

Meeting Agenda

1	Introduction: Agenda Overview (Sweco) <ul style="list-style-type: none"> Current Results → updated results to date. Final Scenario → Working on the final scenario at the moment. Next Steps → discussion on timings and AOB
2	Core & Strategic Sites Results (Sweco) <ul style="list-style-type: none"> Previously presented individual results for three scenarios as outlined below: <ul style="list-style-type: none"> Core Local Plan (LP) Core LP + AB2 Core LP + KL15 Core LP + TK30 Since then, Sweco have made improvements to the AB2 scenario. The routing choice has improved and is more reasonable now. Now showing the difference between Reference Case (RC) and LP scenarios. The slides show where conditions have deteriorated, and mitigation may be required.
3	<ul style="list-style-type: none"> Core vs RC Difference: overview plots showing the Core LP and RC difference for AM and PM, including locations of residential and employment developments. Additionally showing volume over capacity difference and junction delay difference. We do not see major differences when adding the strategic sites. We notice slight differences around: <ul style="list-style-type: none"> <i>Alsager</i> <i>Kidsgrove</i> <i>centred around Keele.</i> <i>No change on the A500 west of the M6.</i> <i>No change on the SRN</i> <i>Changes are mostly restricted in NULBC boundaries.</i> AB2 Impact: Following the update to RC and core scenarios, we do not see any major difference between RC and Core LP. A minor delay issue in the north approach of the Talke Roundabout is shown on Core LP. When we add the AB2 development, we see the Talke Roundabout delay similar to the Core LP and a minor delay in the new Jct 16 signalised junction in the AM, affected only in the WB approach where existing queuing occurs. M6 Jct 16: <ul style="list-style-type: none"> The NSMM is adjusted and now modelling additional AB2 traffic flow similar to the approved Jct 16 Visim model. The NSMM is a strategic model and doesn't have the same level of detail as the Jct 16 microscopic Visim model.

	<ul style="list-style-type: none"> ○ The NSMM has some disadvantages with Jct 16 being on the edge of the fully modelled area, indicated by lower-than-expected turn proportions from M6 NB to A500 WB when compared to available MCC turn data. This movement has a small absolute number of car movements (approx. 50) in the MCC data. This movement is shown to not be impacted by LP trips in the NSMM model. ○ Our current approach for Jct 16 is to present the change in trips (Final Scenario - RC) on top of observed turn counts factored to future year. ○ Both Jct 16 Visim and NSMM models give confidence that they show similar flow patterns. ○ Further testing → our final scenario will be testing a combination of core and strategic sites providing confidence against the schemes going forward for the Local Plan. • Alsager: when looking at the difference between Core and RC we see a slight increase in V/C in the AM likely due to the employment/housing development sites in Cheshire East. This very minor increase in V/C (10% at most) does not flag any issues when looking at the absolute values. Mitigation is unlikely to be needed. • Kidsgrove: Minor V/C increase is observed, likely related to housing developments in the area (631 houses) with smaller impact in the AM. When looking at the core scenario at absolute values, the AM affected link goes moderate to severe, while in the PM the link is already severe in the RC. We will investigate mitigation options. • There is some junction delay in the Red Bull junction in the AM, however that already indicated severe problems in AM/PM RC model. • Kidsgrove – Red Bull Signals: <i>Sweco presented the NSMM modelled signal timings, requesting for feedback on the coding</i> <ul style="list-style-type: none"> ○ JK: the distribution of trips reflects how the local population is using the junction in reality. Suggest leaving as is. • Crackley: affecting the local network probably due to CT1 housing site (750), mild issues with less significance in the PM. <ul style="list-style-type: none"> ○ Core LP scenario - issues on Cedar/Parkhouse Rd only. ○ AM goes from no issues to mild/severe issues. ○ PM goes from no issues to slight/mild issues. • Beasley: only minor increase in the AM V/C that could be due to two nearby job sites (612 and 147 jobs). The increase is not enough to trigger V/C issues for Core LP scenario. When looking on the absolute values, the issue is minor, hence mitigation is unlikely to be needed. • Keele/ Silverdale: many core schemes have been added, so many links are highlighted due to increases in V/C, with slightly less pronounced impacts in the PM. The impacts are constrained to NULBC only. This is an area that we are discussing/developing mitigation.
4	<p>Final Scenario (Sweco)</p> <p>Uncertainty Log for Final Scenario:</p> <ul style="list-style-type: none"> • Core Sites <ul style="list-style-type: none"> ○ Some minor changes to housing allocation –a few being added, and a few removed. ○ No changes to employment allocation • Strategic Sites – we are going forward with two strategic sites, and we will have a final scenario based on those <ul style="list-style-type: none"> ○ AB2 ○ KL15 • Mitigations <ul style="list-style-type: none"> ○ TBC ○ Likely to include Keele
5	<p>Next Steps</p> <ul style="list-style-type: none"> • Develop and run the final scenario: finalise the uncertainty log and mitigation package. • Finalise and distribute the report. • Outline of dates by AC: NULBC has few key meetings over the summer: <ul style="list-style-type: none"> ○ July 4th – Local Plan published ○ July 16th – Council Review ○ July 24th - Members are approving the plan followed by a minimum of 6 weeks consultation with submission of the plan by end of year
	<p>AOB</p> <ul style="list-style-type: none"> - PG: Will all modelling and reporting be available during consultation? - AK: All will be published and available for people to comment on.

Minutes by
Xenia Masoura

Approved by
Edward Whittaker

Newcastle-under-Lyme (“NUL”) Borough Local Plan

DTC meeting – Newcastle-under-Lyme Borough Council and Stoke-on-Trent City Council

Monday 07 October 2024

Location: Virtual (Via teams)

Attendance

Allan Clarke, Planning Policy Manager, NuL	Andrew Powell, Local Plan Co-ordinator, Stoke-on-Trent City Council
Craig Jordan, Service Director (Planning), NUL	Tom Lewis, Principal Planning Officer, Stoke-on-Trent City Council
	Tom Coates, Head of Planning, Stoke-on-Trent City Council

1.	<p>Introduction</p> <ul style="list-style-type: none"> AC introduced the meeting as an update on the NUL Final Draft Local Plan which is currently being consulted upon.
2.	<p>Progress Update on Stoke-on-Trent City Council Local Plan</p> <ul style="list-style-type: none"> TL noted that an updated Local Plan timetable was considered by the Council’s Cabinet earlier in the year. Stoke-on-Trent City Council are preparing a new Local Plan and are anticipated to undertake Regulation 18 consultation in autumn 2025, Regulation 19 consultation in spring 2026 and submission in autumn 2026. Ongoing evidence base work, sites and developer engagement is taking place including on matters including viability, retail and Green Belt. It was noted that the timetable would respond to any changes to the National Planning Policy Framework.
3	<p>Progress Update on NUL Borough Council Local Plan</p> <ul style="list-style-type: none"> AC gave a presentation on the NUL Local Plan. The Final Draft Local Plan is being consulted upon (at Regulation 19 stage) until the 7 October 2024. Brief summary of the Final Draft Local Plan provided. AC confirmed that it was, subject to representations received, the Council’s intention to submit the Final Draft Local Plan and associated documentation for examination by the end of the calendar year. In respect of the duty-to-co-operate, it was confirmed that the officer level duty-to-co-operate statement of common ground had been published alongside the Final Draft Local Plan as part of a statement of compliance report. AC asked whether it would be possible to finalise the statement of common ground in the autumn following consultation on the NUL Final Draft Local Plan. Both parties agreed to look into this further and the practical steps required to finalise the statement of common ground document. TL noted that SOT would not be submitting a representation to the Final Draft Local Plan but would work with NUL to confirm the SOCG for the purposes of the examination.
4	<p>AOB</p> <ul style="list-style-type: none"> Meetings to be arranged in the autumn 24 to discuss the contents of the SOCG in the light of representations received to the Final Draft Local Plan

Newcastle-under-Lyme (“NUL”) Borough Local Plan

DTC meeting – Newcastle-under-Lyme Borough Council and Stoke-on-Trent City Council

Thursday 14 November 2024

Location: Virtual (Via teams)

Attendance

Allan Clarke, Planning Policy Manager, NuL	Andrew Powell, Local Plan Co-ordinator, Stoke-on-Trent City Council
Craig Jordan, Service Director (Planning), NUL	Tom Lewis, Principal Planning Officer, Stoke-on-Trent City Council
	Tom Coates, Head of Planning, Stoke-on-Trent City Council

1.	Introduction
2.	<p>Progress Update on Stoke-on-Trent City Council Local Plan</p> <ul style="list-style-type: none">• No change from the position outlined in the meeting of the 07 October 2024.
3	<p>Progress Update on NUL Borough Council Local Plan</p> <ul style="list-style-type: none">• AC outlined that consultation on the Regulation 19 version of the Local Plan ended on the 7 October 2024. The Council were now in the process of considering representations received to the Local Plan• AC noted the broad timetable, to submit the draft Local Plan at the end of the calendar year for examination, recognising that this was dependent upon the content of representations made.• AC provided background in relation to the consultation responses from statutory consultees. Acknowledgement that additional work could be commissioned to address comments made by statutory consultees, including Natural England and National Highways.
4.	<p>Discussion on NUL Draft Statement of Common Ground</p> <ul style="list-style-type: none">• Both parties discussed the draft statement of common ground. Following recent comments on the draft SOCG from Stoke-on-Trent City Council on the 13.11.24, it was agreed to make further changes to the SOCG to include:-<ul style="list-style-type: none">○ Removal of references to ‘draft’ in the document○ A further amendment from the previous version of the SOCG, at paragraph 4.13 to delete “Stoke-on-Trent City Council reserves its position until there has been an opportunity to review the Final Draft Newcastle-under-Lyme Borough Council Local Plan and its evidence base”.○ For the section on site specific comments, it was noted that the City Council had removed the following text from the draft SOCG:- “The City Council, would in principle support the strategic employment sites but would encourage development that would encourage end uses which

	<p>provide better quality, higher paid and secure jobs than those that are currently on offer, in the main, in existing warehousing development”.</p> <ul style="list-style-type: none"> ○ It was agreed that the City Council would consider if any additional text should be added to this section of the SOCG. If the conclusion is reached that no text is to be added, then it was agreed that paragraph 4.33, as the introductory text in this section should also be deleted. ● Subject to finalisation of the SOCG, it was agreed to make best endeavours to obtain signatures for the SOCG, including by Portfolio Holders, as soon as possible.
5.	<p>AOB</p> <ul style="list-style-type: none"> ● The Council's discussed their experiences with the operation of Biodiversity Net Gain, including land in Council ownership. It was agreed, separate to meetings on the Local Plan, to discuss whether there could be opportunities to jointly commission support in relation to Biodiversity Net Gain for the respective areas.

Version: Final 5/10/21

NOTE OF DUTY TO CO-OPERATE MEETING BETWEEN NEWCASTLE- UNDER-LYME BOROUGH COUNCIL & STAFFORDSHIRE MOORLANDS DISTRICT COUNCIL

Date & Time: 14th September 2021 – 10:00am

Means of Engagement: Microsoft Teams

Contributors:

Jemma March: Planning Policy Manager, Newcastle-under-Lyme Borough Council (NuL)

Noel Bell: Principal Planning Policy Officer, Newcastle-under-Lyme Borough Council (NuL)

Chris Binns: Planning Policy Officer, Newcastle-under-Lyme Borough Council (NuL)

Mark James: Principal Planning Policy Officer, Staffordshire Moorlands District Council (SMDC)

Ruth Wooddisse: Planning Policy Officer, Staffordshire Moorlands District Council (SMDC)

Issues & Strategic Options Presentation:

- 1.1. As this document and its intended forthcoming consultation represented the catalyst for direct engagement and the principal focus for information sharing, dialogue & debate during the meeting, NuL produced a PowerPoint Presentation highlighting its purpose, structure & content. The presentation focused on areas of specific relevance to neighbouring authorities with the intention that this would highlight potential cross boundary issues and frontload engagement from the earliest opportunity.
- 1.2. An overview of some of the pertinent points to emerge reveals:
- 1.3. The locational context between the two authorities and the limited extent to which the administrative boundaries meet was acknowledged.
- 1.4. The emphasis of the Vision, with a less overt reference to growth and greater precedence to the protection of specific areas, was underlined. Seeking to preserve the majority of open spaces is also now stressed within the Strategic Objectives, in contrast to the approach taken within the Joint Local Plan which identified a number of such sites as being suitable for residential development.
- 1.5. The extent & contemporary nature of the evidence base was highlighted, with this providing a key facet of the justification as to the degree of detail presented within the Issues & Strategic Options document & a significant aid in being able to have informed discussions on aspects of the Duty to Cooperate. It was conceded that the impacts of Covid and the timeframes (in some cases to 2037 as opposed to 2040) may necessitate further consideration of the need for evidence base updates to be undertaken.

- 1.6. Attention was drawn to the source of the housing growth numbers (including the latest available nationally set figure) and the rationale for the name attached to each, as well the calculated surplus of employment land envisaged within each of the Growth Options.
- 1.7. Based on the intelligence provided by the availability of up to date evidence and extensive site selection process undertaken up to December 2020 for the Joint Local Plan, it was considered that this was in all likelihood unlikely to yield sufficient sites to accommodate any of the options for growth in their entirety. Consequently, the extent of Green Belt release has the potential to be significant if reasonable alternatives cannot be found.
- 1.8. The various Growth Directions and their relative issues, merits & constraints was explained with potential spatial implications both within NuL and adjoining areas identified.
- 1.9. Whilst acknowledging that anticipated site & pitch requirements for Gypsy & Travellers and Travelling show people are comparatively limited, the difficulties in finding appropriate sites (& within particular timeframes) was recognised.
- 1.10. Strategic Employment Sites and the work presented within the West Midlands Strategic Sites Study (2021) was highlighted. Whilst it was recognised that this Study presents a number of opportunities around the Birmingham conurbation, those of direct relevance to NuL & SMDC were discussed, with NuL suggesting that investigations be made within the forthcoming DtC meeting with Cheshire East as to if a similar study has been undertaken that takes account of the Manchester area.
- 1.11. The status of the Keele University Growth Corridor & its aggregate site area justifying its inclusion as a strategic site was also discussed.
- 1.12. NuL expressed a desire that the two authorities continue to adopt a proactive, ongoing and focussed approach to strategic planning.
- 1.13. The cumulative growth of the area would be points of discussion between NuL and Staffordshire Moorlands due to the small boundary and the area is not outlined for growth, part of the village on the boundary belongs to Cheshire East.

Questions:

- 2.1. Post the PowerPoint presentation, a series of questions were presented by NuL to help frame subsequent discussions. The key features of this were:

Plan Making Process:

- 3.1. Staffordshire Moorlands adopted their Local Plan (2014-2033) in September 2020. The emphasis currently is on its implementation, with no formal timelines (or a stated desire from Members) for a review beyond the periodic 5 year review required by Government. Any such review will likely be driven by a desire to broaden ambitions with regard to climate change and the emerging reforms to the planning system.

- 3.2. Biddulph have commenced the process of producing a Neighbourhood Plan which whilst recognition its geographic proximity to NuL is not considered likely have any cross-boundary implications.
- 3.3. Development in Biddulph more generally is constrained by virtue of the Green Belt, viability, and physical limitations that would inhibit its potential to accommodate future growth.
- 3.4. SMBC are intending to appoint Capita to produce a Developer Contributions SPD in the near future.

What do you need to see to be satisfied NuL has exhausted all reasonable options before potentially requesting you to meet any of our need?

- 4.1. Thorough assessment of all SHLAA sites, and the spatial options presented including the potential for rural areas to accommodate growth in the green belt should also be looked at rigorously.
- 4.2. Exploring the densities of sites is important as well, recognising that character and context are important considerations.
- 4.3. SMDC consider that they are not in the position to meet unmet needs due to their Local Plan being recently adopted & as part of this, SMDC themselves had to release green belt to meet their own development targets.
- 4.4. It is understood that Planning Inspectors are keen to ensure that any unmet housing needs which are accommodated within neighbouring authorities are provided for in relevant areas. i.e. in the parts of the District that would still support the housing needs of the neighbouring authority, having regard to housing market areas. As such, SMDC consider that if they were ever to provide sites to meet Newcastle's unmet needs, it would likely be in Biddulph due to its proximity. However, this area's constraints are acknowledged which would significantly limit any such potential being realised.

Any advice or assistance with helping to meet the accommodation for Gypsy and Traveller need?

- 5.1. SMDC have no allocations for Gypsy and Travellers within the adopted Local Plan.
- 5.2. The Local Plan instead includes a criteria based policy should any such proposals come forward as part of a Planning Application. 1 permission is currently extant.
- 5.3. In exploring sites, SMDC utilised various potential sources such as public sector land including those held by the County Council and Highways England as well as any presented in the Call for Sites. Despite SMDC's best efforts this yielded very little in terms of prospective sites. Low development values and neighbour concerns were significant factors in the limited opportunities identified.

Are there any potential cross boundary issues on NUL delivering strategic employment sites of a regional scale?

- 6.1. SMDC consider that these sites do not directly impact Staffordshire Moorlands but acknowledge the potential wider benefits that could result within North Staffordshire.
- 6.2. It is important to recognise that there may be cumulative impacts on the A50 resulting from the NuL proposals and those of other local authorities which will in all likelihood be subject to scrutiny by National Highways. This is especially significant given the other Midlands Engine proposals and ambitions.
- 6.3. Reference was made to Blythe Bridge, a longstanding regional employment site (i.e its delivery is not required to satisfy the identified local employment need) of 48ha either side of the A50, on the boundary of Staffordshire Moorlands and Stoke-on-Trent. Outline permission has been granted for employment which is yet to come forward. In the adopted

Local Plan the mix of appropriate uses was amended to facilitate residential development (which would also serve to improve the site's overall viability) to the northern part of the site. Part of the site now has permission for residential (allocated for circa 300 dwellings), with discussions ongoing for a subsequent phase. A significant issue with developing the remainder of the site is that National Highways are not willing to provide a new junction from the A50 to provide access to the south of the site. A bridge would be required over the A50 to provide access from the North of the A50 to the South.

- 6.4. The Constellation Partnership and its ambitions for growth resulting from HS2 were raised, with it agreed that further investigation be made by SMDC as to its ongoing operation.
- 6.5. Similarly, further discussions with the LEP may be beneficial to add justification of the wider benefits that might be attained from NuL's development of its strategic sites.

Any other points to raise?

- 7.1. Transport - transport modelling has taken place by utilising a joint methodology with Stoke to assess the issues NuL is currently facing. Aspects of this most recent work remains outstanding.
- 7.2. St Modwens have been having conversations with Highways England in regards to J16 in relation to junction upgrades for the J16 employment site. A layby would be removed from the A500 to provide a slip road for this site. There are some outstanding points to address; how would the new layby be managed? where would it be? would people pay to stay overnight? Cheshire East are likely to raise the cross boundary implications of this site due to it being on their border.
- 7.3. If sites were to be allocated in Loggerheads and the South of the borough, the County Council would be utilised for transport modelling.
- 7.4. There was interest to resurrect a Statement of Common Ground between more than just the two authorities. This idea could be put forward to Stoke and Stafford as the four LPAs currently have an agreed Statement of Common Ground. One could be produced for all authorities who are serviced by the A50. More thought needs to be given to this.

Frequency of meetings going forward

- 8.1. To be determined following further consideration of the approach to the Statement of Common Ground.
- 8.2. Previously met quarterly with Stoke-on-Trent and Stafford. Staffordshire Moorlands would be happy to meet on a regular basis like this and agreed to 6 monthly meetings.
- 8.3. NuL suggested meeting again after we have analysed the results of the Issues and Strategic Options Consultation. We could meet every 6 months.

Agreed Action 1: Staffordshire Moorlands to query at the District Directors meeting the status of the Constellation Partnership

Subsequent to the meeting, it was later confirmed that the status of the Constellation Partnership was not clear and it was not known whether it was currently active.

Agreed Action 2: NUL to discuss with neighbouring authorities in North Staffordshire whether there was any desire to resurrect the 2018 joint SoCG and to potentially set up a meeting to discuss this.

Agreed Action 3: Next meeting in 6 months time.

Duty to Cooperate – Staffordshire Moorlands 4th January 2023

Holly Jones – Staffordshire Moorlands

Mark James – Staffordshire Moorlands

Ruth Wooddisse – Staffordshire Moorlands

Greg Macrdechian - NuL

Noel Bell - NuL

Adam Bennett – NuL

- HS2 – Confirmation that Staffordshire Moorlands Partnership (Constellation) with Cheshire East maximises opportunities to use Crewe as an HS2 Hub
- Blythe Vale Enterprise Zone promoting additional housing growth
- The Local Plan as adopted in 2020 and will be starting a review in 2024
- Maintaining their shared service with High Peak.
- Unable to take any of NuL need due to constraints and housing market area. Held similar position previously.
- Biddulph is the only settlement that is close to the boundary and is in Green Belt. The Biddulph NP isn't allocating housing
- Previous SoCG with Highways England/Stoke/Staffordshire Moorlands/Stafford to consider impacts of growth on border.
- Do not have a 5YHLS

Meeting Notes 28/07/2023: NUL, Staffordshire Moorlands District Council / High Peak Borough Council

Attendees: Allan Clarke (AC), Noel Bell (NB), Jenny Perkins (JP), Holly Jones (HJ), Claire Sansom (CS)

Summary:

1. AC gave presentation on Draft Local Plan

NUL currently consulting on the First Draft Local Plan. AC provided reasons for the Council preparing the Local Plan, for example, need to demonstrate ongoing 5 year rolling housing land supply etc.

Previously a joint plan with Stoke-on-Trent City Council but, since 2021, the Borough Council has been preparing a NUL Borough Local Plan.

Indicative timetable as set out in the Local Development Scheme confirmed. Noted that timetable may need to be amended to take account of consultation responses received during the consultation event.

The First Draft Local Plan proposes a minimum of 7,160 homes and 69 hectares of employment land.

The draft plan is consulting on 42 sites, primarily housing, also 3 strategic employment sites (Council has not taken a view on these sites at this stage).

Brief overview of strategic employment sites provided. It is noted that the Council has not taken a view on these sites at this stage and is seeking views of all parties including technical information and the views of neighbours etc.

Next steps: Consultation ends 14th August, review comments and undertake further evidence based documents as required to support Regulation 19 version of the Local Plan.

Recognise ongoing dialogue regarding cross boundary issues with Staffordshire Moorlands and other DtC partners ultimately to be reflected in a statement of common ground, if possible.

Discussion as a result of presentation:

2. Background provided on Local Housing Need calculations, using the standard method and how aligned with jobs growth.
3. Discussion regarding site AB2 – need to obtain the view of National Highways regarding this site.
4. Update provided on Biddulph Neighbourhood Plan progress. No cross boundary issues arising. HJ to contact Biddulph Parish Council regarding NUL's regulation 18 Local Plan consultation.

Next steps

5. Officers will respond officially to NUL Draft Local Plan by the 14th August 2023.

6. Staffordshire Moorlands District Council will be publishing an updated Local Development Scheme in October 2023 (estimated timing).

Borough Local Plan

DTC meeting – Newcastle-under-Lyme Borough Council and Staffordshire Moorlands District Council

Friday 26 January 2024

Location: Virtual (Via teams)

Attendance

Allan Clarke, Planning Policy Manager, NuL	Alasdair Cross, Principal Officer (Planning Policy) SMDC
Jenny Perkins, Planning Policy Officer, NuL	Claire Sansom, Planning Officer, SMDC

1.	<p>Introduction</p> <ul style="list-style-type: none">Apologies, Noel Bell, Principal Planning Policy Officer, NUL
2.	<p>Progress Update on Plan</p> <p><u>Newcastle-under-Lyme Borough Council</u></p> <ul style="list-style-type: none">NUL gave an update on Local Plan progress. A report taken to the Council's Cabinet on the 16th January 2023 provided an overview and interim consultation report following consultation on the Borough First Draft Local Plan during June – August 2023. In line with the Council's Local Development Scheme, the Cabinet report also set out next steps of taking a report to Full Council on the 24 July 2024 to consider the Regulation 19 version of the Council's Local Plan and seek approval to consult on the Plan for six weeks prior to submitting the Plan, its evidence and consultation responses to the secretary of state for examination by the end of 2024.The Council also outlined some of the evidence base it is in the process of collating including:-<ul style="list-style-type: none">Housing and Economic Needs AssessmentInfrastructure Delivery PlanHabitats Regulations Assessment / Sustainability Appraisal (incorporating Equality Impact Assessment)Strategic Employment Needs AssessmentGypsy and Traveller and Travelling Showperson Accommodation AssessmentStrategic Flood Risk Assessment / Water Cycle StudyViability AssessmentStrategic Transport Assessment <p><u>Staffordshire Moorlands District Council</u></p> <ul style="list-style-type: none">The current Local Plan was adopted in 2020. An updated Local Development Scheme (LDS) was approved by the Council's Cabinet in October 2023. The LDS anticipates a review of the Local Plan is expected in 2025 and if the review identifies that an update to the Plan is required then the adoption is anticipated by the summer of 2028.

3.	<p>Discussion re identification of issues and process of engagement on NuL Regulation 19 Plan</p> <ul style="list-style-type: none"> • NUL thanked Staffordshire Moorlands for their comments on the NUL First Draft Local Plan • The consultation response noted that Staffordshire Moorlands were unable to accept any of NUL housing needs and this remains the case. • No significant cross boundary issues identified between the authorities currently. • NUL confirmed that regular update meetings with Staffordshire Moorlands would be used to present emerging evidence, as necessary and where there may be strategic cross boundary matters arising. • NUL noted that the intention, if possible and agreeable to both parties, was to draft a Statement of Common Ground with Staffordshire Moorlands to inform the Regulation 19 NUL Local Plan submission at the end of 2024.
4.	<p>AOB</p> <ul style="list-style-type: none"> • Next meeting to be scheduled for March 2024

Borough Local Plan

DTC meeting – Newcastle-under-Lyme Borough Council and Staffordshire Moorlands District Council

Wednesday 17 April 2024

Location: Virtual (Via teams)

Attendance

Allan Clarke, Planning Policy Manager, NuL	Claire Sansom, Planning Policy Officer, Staffordshire Moorlands District Council
Jenny Perkins, Planning Policy Officer, NuL	Alasdair Cross, Principal Officer (Planning Policy), Staffordshire Moorlands District Council

1	Introduction
2	<p>Progress Update on Plan <u>Newcastle under Lyme Borough Council</u></p> <ul style="list-style-type: none">NUL gave an update on Local Plan progress. A report taken to the Council's Cabinet on the 16th January 2023 set out next steps of taking a report to Full Council on the 24 July 2024 to consider the Regulation 19 version of the Council's Local Plan and seek approval to consult on the Plan for a minimum of six weeks prior to submitting the Plan, its evidence and consultation responses to the secretary of state for examination by the end of 2024. Before the Full Council meeting, the Final Draft Local Plan will also be considered at the Council's Economy and Place Scrutiny Committee on the 11th July 2024.NUL also outlined some of the evidence base it is in the process of collating including:-<ul style="list-style-type: none">Housing and Economic Needs AssessmentInfrastructure Delivery PlanHabitats Regulations Assessment / Sustainability AppraisalStrategic Employment Needs AssessmentGypsy and Traveller and Travelling Showperson Accommodation AssessmentStrategic Flood Risk Assessment / Water Cycle StudyViability AssessmentStrategic Transport Assessment <p>- Staffordshire Moorlands District Council</p> <ul style="list-style-type: none">The current adopted local plan was adopted in 2020. The 5 year local plan review stage takes place in September 2025.Now working with the Council's Cabinet to consider next steps on the Local Plan and how best to respond to emerging changes to the Plan making system.As part of joint working arrangements, also working on the High Peak Local Plan.

3	<p>Items arising from previous minutes</p> <p>Both LPAs will continue to engage in ongoing regular meetings.</p>
4	<p>NuL presentation on initial evidence outputs (working assumptions) from emerging Local Plan - initial discussion and feedback.</p> <ul style="list-style-type: none"> NUL gave a presentation on the initial position on the Local Plan. It was made clear that the slides represented an initial draft position based on current evidence. NUL made clear that it retained an open mind on this initial position and that it would continue to be tested, checked and challenged through any emerging evidence arising in the development of the Plan. This included the feedback received from Infrastructure Providers and Duty-to-Co-operate partners. AC outlined the overall draft position regarding housing numbers. That the First Draft Local Plan was based on 358 dwellings per annum. This position has been reviewed in the light of a number of factors including updated 2021 census data, revised economic projections, changes to the National Planning Policy Framework and then consideration of consultation responses received to the First Draft Plan and the role of the potential strategic employment site(s). The initial results indicate that a 'working draft' assumption of 400 dwellings per annum is being worked too which includes support for a reasonable level of jobs growth. NUL asked, and Staffordshire Moorlands confirmed that the position remained that it was unable to help to meet any of NUL's housing need. NUL presented a draft 'working assumption' site allocation list, in confidence. Again, this list of sites was the subject of further testing through the Plan making process before being finalised but it was necessary to receive feedback on the initial list of sites now. Total housing supply is circa 8,600 dwellings. NUL will continue to engage with Staffordshire Moorlands on relevant emerging evidence with the aim of drafting a statement of common ground over the next few months. All parties noted, and understood, that it would not be possible to have a fully agreed statement of common ground until after the consultation of the Regulation 19 Plan to enable a full understanding of the evidence. NUL asked Staffordshire Moorlands whether it would be possible to prepare a draft statement of common ground for the summer 2024 to then be reviewed later in the year. Staffordshire Moorlands were agreeable to this Staffordshire Moorlands Council asked and NUL agreed that the Strategic Transport Assessment would test impacts of allocations, including site AB2 on the strategic road network.
5	<p>AOB</p> <ul style="list-style-type: none"> Next meeting to be scheduled for middle of May 2024

Borough Local Plan

DTC meeting – Newcastle-under-Lyme Borough Council and Staffordshire Moorlands District Council

Friday 17 May 2024

Location: Virtual (Via teams)

Attendance

Allan Clarke, Planning Policy Manager, Newcastle-under-Lyme Borough Council	Claire Sansom, Planning Policy Officer, Staffordshire Moorlands District Council
Jenny Perkins, Planning Policy Officer, Newcastle-under-Lyme Borough Council	Alasdair Cross, Principal Officer (Planning Policy), Staffordshire Moorlands District Council

1.	Introduction
2.	<p>Progress Update on Plan</p> <p>Newcastle-under-Lyme Borough Council (NUL)</p> <ul style="list-style-type: none">NUL is working to the same dates as stated previously, the Regulation 19 Local Plan is currently scheduled to be published on the 4th July to inform an Economy and Place Scrutiny Committee on the 11 July, followed by a Full Council meeting on the 24th July 2024. <p>Staffordshire Moorlands District Council (SMDC)</p> <ul style="list-style-type: none">The current adopted local plan was adopted in 2020. The 5 year local plan review stage takes place in September 2025.Now working with the Council's Cabinet to consider next steps on the Local Plan and how best to respond to emerging changes to the Plan making system.As part of joint working arrangements, also working on the High Peak Local Plan
3.	<p>Discussion around future structure of Statement of Common Ground, focused on the following broad areas:-</p> <ul style="list-style-type: none">Housing Both authorities agree that they form separate housing market areas. Both authorities agree that SMDC is unable to accommodate any unmet housing need from NUL and SMDC has not made a request to NUL to accommodate any potential unmet housing need related to the preparation of their new Local Plan.Economy Both authorities agree that they are in separate functional economic areas. Both authorities agree that SMDC is unable to accommodate any employment requirements from NUL and SMDC has not made a request to NUL to accommodate any employment needs related to the preparation of their new Local Plan.Infrastructure and Transport NUL will continue to discuss infrastructure and transport following further evidence released during the Regulation 19 consultation on the Local Plan.Gypsy and Traveller Provision Both authorities agree that NUL would meet its own requirements, as evidenced through the Gypsy and Traveller Accommodation Assessment.

	<ul style="list-style-type: none"> Any other areas SMDC didn't have any other issues to cover.
4.	<p>AOB</p> <ul style="list-style-type: none"> SMDC mentioned that Census origin and destination is now available, which can be used to demonstrate migration between neighbouring authorities. Draft SOCG to be sent for review.

Borough Local Plan

DTC meeting – Newcastle-under-Lyme Borough Council and Staffordshire Moorlands District Council

Friday 06 September 2024

Location: Virtual (Via teams)

Attendance

Allan Clarke, Planning Policy Manager, NuL (AC)	Claire Sansom, Planning Policy Officer, Staffordshire Moorlands District Council (CS)
	Alasdair Cross, Principal Officer (Planning Policy), Staffordshire Moorlands District Council (ACr)

1.	<p>Introduction</p> <ul style="list-style-type: none">AC introduced the meeting as an update on the NUL Final Draft Local Plan which is currently being consulted upon.
2.	<p>Progress Update on Staffordshire Moorlands District Council Local Plan</p> <ul style="list-style-type: none">ACr confirmed that Staffordshire Moorlands would consider a review of their Local Plan in April 2025. Following an initial assessment, if a full review of the adopted Local Plan is required then this would commence at that time.
3	<p>Progress Update on NUL Local Plan</p> <ul style="list-style-type: none">AC gave a presentation on the NUL Local Plan. The Final Draft Local Plan is being consulted upon (at Regulation 19 stage) until the 7 October 2024. Brief summary of the Final Draft Local Plan provided.AC confirmed that it was, subject to representations received, the Council's intention to submit the Final Draft Local Plan and associated documentation for examination by the end of the calendar year.In respect of the duty-to-co-operate, it was confirmed that the officer level duty-to-co-operate statement of common ground had been published alongside the Final Draft Local Plan as part of a statement of compliance report.AC asked whether it would be possible to finalise the statement of common ground in the autumn following consultation on the NUL Final Draft Local Plan. Both parties agreed to look into this further and the practical steps required to finalise the statement of common ground document.
4	<p>AOB</p> <ul style="list-style-type: none">Both parties noted and discussed the ongoing consultation on the National Planning Policy Framework and the intention to submit comments on the consultation which closes on the 24 September 2024

Version: Final

NOTE OF DUTY TO CO-OPERATE MEETING BETWEEN NEWCASTLE-UNDER-LYME BOROUGH COUNCIL & STAFFORD BOROUGH COUNCIL

Date & Time: 15th September 2021 – 10:00am

Means of Engagement: Microsoft Teams

Contributors:

Jemma March: Planning Policy Manager, Newcastle-Under-Lyme Borough Council (NuL)

Chris Binns: Planning Policy Officer, Newcastle-Under-Lyme Borough Council (NuL)

Alex Yendole: Strategic Planning & Placemaking Manager, Stafford Borough Council

Issues & Strategic Options Presentation:

- 1.1. As this document and its intended forthcoming consultation represented the catalyst for direct engagement and the principal focus for information sharing, dialogue & debate during the meeting, NuL produced a PowerPoint Presentation highlighting its purpose, structure & content. The presentation focused on areas of specific relevance to neighbouring authorities with the intention that this would highlight potential cross boundary issues and frontload engagement from the earliest opportunity.
- 1.2. An overview of some of the pertinent points to emerge reveals:
- 1.3. The Issues and Options document has been approved by committee and cabinet, and with NuL aiming to begin consultation on 18th October 2021.
- 1.4. The stages of the Local Plan development were explained. Lichfields consultants were appointed to advise on the concept of producing the Borough's own Local Plan in December 2020 and recommended in order to produce the Local Plan to the same timescale as the Joint Local Plan, an Issues and Options or Preferred Options stage was not necessary and the Plan could start at the Publication Draft in order to meet the two year timetable. As an authority, it was decided that the Issues and Strategic Options stage would still take place to enable the public and external organisations to shape the plan, however in more detail than usual to bridge the gap between this stage and the draft plan. The Issues and Options benefits from the fact that most of the evidence base is more complete and up to date than usual at this stage.
- 1.5. The extent & contemporary nature of the evidence base was highlighted, with this justifying the degree of detail presented within the Issues & Strategic Options. It was conceded that the impacts of Covid and the timeframes (in some cases to 2037 as opposed to 2040) may necessitate further consideration of the need for evidence base updates to be undertaken.

- 1.6. The shift in emphasis of the Vision was explained from the former Joint Local Plan Vision, with a less overt reference to growth and greater precedence to the protection of specific areas. Seeking to preserve the majority of open spaces is also now stressed within the Strategic Objectives reflecting a stated political desire. The approach to Green Belt protection was similarly stated.
- 1.7. It was explained that the borough currently has a surplus in employment sites, however the sites available do not meet the market demand. It has been highlighted that there is a lack of any regional/large scale sites in the borough. Therefore, two options for strategic employment sites have been identified in the borough; Keele University Growth Corridor and Junction 16 on the M6.
- 1.8. Strategic Employment Sites and the work presented within the West Midlands Strategic Sites Study (2021) was highlighted. Whilst it was recognised that this Study presents a number of opportunities around the Birmingham conurbation, it was acknowledged that none of those are of direct relevance to NuL.
- 1.9. Newcastle under Lyme Borough Council will re-start the site selection process to determine the precise land supply position at present. A call for sites exercise will take place again and the authority will look at densities of sites before looking at releasing land from the green belt. In the event that there is insufficient land to meet the need, the Council are likely to prompt discussions with neighbouring authorities about accommodating some of the Borough's housing need in the next year and this may lead to a formal request to them.
- 1.10. The growth options that have been presented in the document were explained highlighting the positives and negatives of each option.
- 1.11. The need for Gypsy and Travellers and Travelling Show peoples accommodation was detailed in the presentation and it was discussed that there was some difficulty in the past of finding sites to accommodate the needs of Gypsy and Travellers.
- 1.12. Stafford Borough Council queried how NUL are addressing the need for self and custom builds in the borough. Stafford Borough have about 50 people on their self build register and roughly 70-80 sites in supply for custom build. Stafford Borough were involved in Richard Bacon review which has now been published. NuL explained that there are 50 people on the self build register with no sites delivered. MHCLG funded a Right to Build Group to deliver a workshop to the authority.

Questions:

- 2.1. Post the PowerPoint presentation, a series of questions were presented by NuL to help frame subsequent discussions. The key features of this were:

Plan Making Process:

- 3.1. Stafford Borough Council are currently between the Issues and Options and Preferred Options stages of the plan making process, with Issues and Options consultation completed between February and April 2020.
- 3.2. An updated Local Development Scheme is anticipated before the end of the year (2021).

What do you need to see to be satisfied NuL has exhausted all reasonable options before potentially requesting you to meet any of our need?

- 4.1. Stafford Borough confirmed they would expect to see an Urban Capacity Assessment; an assessment of sites that have been put forward on the edge of all existing settlements; and an assessment of any major development sites, or those that could be used for affordable housing, in the green belt.
- 4.1. .
- 4.2. All sites must be assessed for heritage, conservation, ecology, biodiversity, transport, healthcare and education impacts.

Any advice or assistance with helping to meet the accommodation for Gypsy and Traveller need?

- 5.1. Stafford Borough have a need for permanent sites but they do not have a need for any transit sites.
- 5.2. The need for pitches in Stafford Borough is more significant than NuL, with an updated Gypsy and Traveller Needs Assessment to be published shortly.
- 5.3. As a result of Stafford's significantly higher need for pitches compared to NuL, it is not likely that they would be able to meet our unmet need for gypsy and traveller accommodation.
- 5.4. It was discussed how lessons could be learned from neighbouring authorities and that Cheshire East had taken a particularly proactive strategy.

Are there any potential cross boundary issues on NUL delivering strategic employment sites of a regional scale?

- 6.1. Stafford Borough had no particular issues to raise with regard to the two strategic sites highlighted for consultation. It was considered the location of the proposed sites would be unlikely to have a direct impact on Stafford Borough.

Any other points to raise?

- 7.1. Other DtC elements were touched upon including education, transport, green infrastructure but there was not considered to be any particular cross boundary issues between the two boroughs at this stage.
- 7.2. In relation to transport NUL queried whether Stafford Borough were aware of any further work undertaken in relation to the West Midlands Engine connection strategy. There was reference to the remodelling of Junction 15, but that did not affect Stafford Borough as much as NUL and Stoke.

- 7.3. There are no strategic rivers/waterways that flow between the two boroughs, therefore no concerns were raised in terms of flood risk as a result of development.
- 7.4. In terms of other points to raise, Stafford Borough's main concern was whether NuL Borough are going to be able to accommodate our housing need, and if not how are we going to approach this issue? Would NUL be looking at asking Stoke to take any of our unmet need? The Issues and Options document outlines the process we intend to take to investigate how to meet the Borough's need. In the event that it could not be met, Stoke-on-Trent would likely be the first neighbouring authority approached as it is within our housing market area before discussions with other neighbouring authorities. In relation to this point, it was agreed to consider resurrecting the Statement of Common Ground (SoCG) produced in 2018 between Stoke, Newcastle, Staffordshire Moorlands and Stafford, to determine whether this was an approach that could help to look at need and the cumulative impacts of development across the 4 authorities in the North Staffordshire area.
- 7.5. NUL enquired about the potential new settlement at Meecebrook and the change in the NPPF in relation to vision timescales for such proposals. Stafford Borough confirmed that Meecebrook was one of the seven options presented at Issues and Options stage, and that the Council has received government funding to investigate the feasibility of a Garden Community at Meecebrook, subject to the Local Plan process.
- 7.6. The potential for impact on any Special Sites of Conservation and RAMSAR sites by the respective Local Plans was raised. There are a number of designated sites in Stafford Borough, with the closest to Newcastle under Lyme Borough being at Copmere near Eccleshall. There are no sites in Newcastle-under-Lyme which are close to Stafford Borough and therefore will not be impacted by development.
- 7.7. In relation to air quality, progress on the Air Quality Directive between Newcastle and Stoke City was discussed. This may be an area which requires further consideration in a joint SoCG.
- 7.8. NUL also provided information on energy proposals at Keele. These are now centred more on the University Campus, however the university are keen to trial initiatives over a wider area and continue to receive funding to test new technology or initiatives.
- 7.9. As NUL are about to consult on the Local Plan, consultations were discussed including the issues associated with covid-19.
- 7.10. It was concluded that both parties would be keen to investigate the resurrection of the Staffordshire Moorlands, Stafford, Stoke-on-Trent and Newcastle-under-Lyme Statement of Common Ground.
- 7.11.


Frequency of meetings going forward

- 8.1. Stafford Borough will require a Statement of Common Ground meeting between the Issues and Strategic Options and Preferred Options stages of the NuL Local Plan.
- 8.2. It was suggested that a DtC meeting take place once every six months, which is the same as suggested with other neighbouring authorities.

Agreed Action 1: A record of the meeting to be taken and notes of the meeting to be shared with Stafford Borough for verification

Agreed Action 2: The next meeting to take place between the two authorities in 6 months

Agreed Action 3: NUL to discuss with other authorities in North Staffordshire the potential for a meeting between all four planning policy managers regarding potentially resurrecting the 2018 joint SoCG

	<p>Local Plan 2020-2040 Preferred Options</p> <p>Duty to Cooperate meeting – 12 January 2023</p> <p>Newcastle-under-Lyme Borough Council (NuLBC) & Stafford Borough Council (SBC)</p>
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Minutes of meeting

1. Attendees

- Noel Bell - Principal Planning Officer (NuLBC)
- Alex Yendole - Strategic Planning and Placemaking Manager (SBC)
- Harriet Moseley - Planning Policy Officer (SBC)

2. Stafford Borough Council Local Plan process update

2.1 SBC consulted on the Preferred Options version of the new Local Plan 2020-2040, which closed at 12 noon on Monday 12th December 2022. Responses are currently being worked through and will be published in due course.

3. Key issues at this stage

3.1. SBC and NuLBC discussed the new NPPF prospectus and its implications on housing requirements. To date, neither authority has formalised a view on how this will influence the nature & timeframes of Local Plan production. In terms of NuLBC's housing shortfall, SBC would want to have confirmation of NuLBC's Local Plan intent as a consequence of the new NPPF prospectus before providing a response to NuLBC's letter of December 2022 re: accommodating a proportion of NuL's growth requirement. Allied to this, SBC consider that there could be value in NuLBC providing evidence from the City of Stoke in terms of their capability to accede to a similar request. .

3.2. In the last meeting, a statement of common ground was discussed, this will also be on hold until positions on the NPPF prospectus are clarified.

3.3. NuLBC are in the process of producing a Health and Wellbeing framework, a copy of this to be sent to SBC.

3.4. NuLBC are happy with the minutes from the last meeting and will provide an email confirming this.

3.5. In terms of future meetings, both authorities are committed to ongoing & meaningful dialogue, with future get-togethers to be scheduled when required.

BOROUGH LOCAL PLAN

Catch Up Meeting – Newcastle-Under-Lyme Borough Council (NuL) and Stafford Borough Council

Wednesday 8 March 2023

Location: Virtual (via Teams)

Attendance

Allan Clarke, Planning Policy Manager, Newcastle-under-Lyme Borough Council (NuL)	Greg Macrdechian, Planning Policy Manager Interim, Newcastle-under-Lyme Borough Council
Noel Bell, Principal Planning Policy Officer, Newcastle-under-Lyme Borough Council	Alex Yendole, Strategic Planning and Place making Manager, Stafford Borough Council
Harriet Moseley, Senior Planning Officer, Stafford Borough Council (SBC)	

Summary of agenda and items discussed

- 1) Introductions were given by those present at a meeting
- 2) National Planning Policy Framework (NPPF) consultation, brief discussion and confirmation that both Council's had submitted responses to the NPPF proposals, and were continuing with Local Plan making at this time.
- 3) NuL Local Development Scheme and Timetable – update provided on the current programme for Regulation 18 consultation for NuL, which is expected for Spring 2023. The timetable beyond the Regulation 18 stage was also outlined and as published in the NuL Local Development Scheme.
- 4) Role of local elections – Stafford Borough Council confirmed full Council local elections in May 2023. NuL confirmed no local elections this year.
- 5) Any other business –
 - a. Reference to a previous statement of common ground between the four North Staffordshire authorities (from 2018) was made and whether there may be a need to update this document.
 - b. Request made for a response to the formal letter between NuL and Stafford Borough Council regarding unmet housing needs (dated December 2022).

Meeting Notes 25/07/2023:
Newcastle Under Lyme (NUL) & Stafford Borough Council (SBC)

Attendees: Allan Clarke (AC), Noel Bell (NB), Jenny Perkins (JP), Alex Yendole (AY)

Summary:

1. AC gave a presentation on the Draft Local Plan

NUL currently consulting on the First Draft Local Plan. AC provided reasons for the Council preparing the Local Plan, for example, needing to demonstrate ongoing 5 year rolling housing land supply etc.

Previously a joint plan with Stoke-on-Trent City Council but, since 2021, the Borough Council has been preparing a NUL Borough Local Plan.

Indicative timetable as set out in the Local Development Scheme confirmed. Noted that the timetable may need to be amended to take account of consultation responses received during the consultation event.

The First Draft Local Plan proposes a minimum of 7,160 homes and 69 hectares of employment land.

The draft plan is consulting on 42 sites, primarily housing, alongside 3 strategic employment sites (Council has not taken a view on these sites at this stage).

Brief overview of strategic employment sites provided. It is noted that the Council has not taken a view on these sites at this stage and is seeking views of all parties, including technical information and the views of neighbours etc.

Next steps: Consultation ends 14th August 2023, review comments and undertake further evidence based documents as required to support Regulation 19 version of the Local Plan.

Recognise ongoing dialogue regarding cross boundary issues with Stafford Borough Council and other Duty to Cooperate (DtC) partners ultimately to be reflected in a statement of common ground, if possible.

Discussion as a result of presentation:

2. Loggerheads – residents will look towards Market Drayton or Newcastle-under-Lyme for employment and high level services rather than Eccleshall in Stafford Borough
3. AY asked about the nature of the employment at each strategic location site, noting that no final decision has been made about the sites as yet.
4. AY provided a brief update on the Stafford Borough New Local Plan process, with Preferred Options consultation completed in December 2022 and responses published in February 2023. Progressing towards next stage, with updated evidence.

Next steps

5. Stafford Borough Council will provide comments on the First Draft Local Plan by the end of the consultation period.

Newcastle-under-Lyme Borough Local Plan

Duty to Co-operate (DTC) meeting –

Newcastle-under-Lyme (NuL) Borough Council and Stafford Borough Council

Wednesday 24 January 2024

Location: Virtual (Via teams)

Attendance

Allan Clarke, Planning Policy Manager, NuL	Alex Yendole, Strategic Planning & Placemaking Manager, Stafford Borough Council
Noel Bell, Principal Planning Policy Officer, NuL	Harriet Moseley, Senior Planning Policy Officer, Stafford Borough Council
Jenny Perkins, Planning Policy Officer, NuL	

1.	Introduction
2.	<p>Progress Update on Local Plan <u>Newcastle-under-Lyme Borough Council</u></p> <ul style="list-style-type: none">NUL gave an update on the Local Plan progress. A report taken to the Council's Cabinet on the 16th January 2023 provided an overview and interim consultation report, following consultation on the Borough First Draft Local Plan during June – August 2023. In line with the Council's Local Development Scheme, the Cabinet report also set out next steps of taking a report to Full Council on the 24 July 2024 to consider the Regulation 19 version of the Council's Local Plan and seek approval to consult on the Plan for six weeks prior to submitting the Plan, its evidence and consultation responses to the secretary of state for examination by the end of 2024.The Council also outlined some of the evidence base it is in the process of collating including:-<ul style="list-style-type: none">Housing and Economic Needs AssessmentInfrastructure Delivery PlanHabitats Regulations Assessment / Sustainability Appraisal (incorporating Equality Impact Assessment)Strategic Employment Needs AssessmentGypsy and Traveller and Travelling Showperson Accommodation AssessmentStrategic Flood Risk Assessment / Water Cycle StudyViability AssessmentStrategic Transport Assessment <p><u>Stafford Borough Council</u></p> <ul style="list-style-type: none">Stafford Borough Council are continuing to progress the local plan and evidence base. The Borough Council are in the process of updating their Local Development Scheme, and reflecting on the implications of revisions made to the National Planning Policy Framework in December 2023.

3.	<p>Discussion regarding identification of issues and process of engagement on NuL Regulation 19 Plan</p> <ul style="list-style-type: none"> • NUL thanked Stafford Borough Council for their comments on the NUL First Draft Local Plan • Previous DTC correspondence noted that Stafford Borough Council were unable to accept any of NUL housing needs and this remains the case. • NUL confirmed that regular update meetings with Stafford Borough Council would be used to present emerging evidence, as necessary and where there may be strategic cross boundary matters arising. It was noted that infrastructure and strategic highways matters would be discussed on an ongoing basis between the Councils. • NUL noted that the intention, if possible and agreeable to both parties, was to draft a Statement of Common Ground with Stafford Borough Council to inform the Regulation 19 NUL Local Plan submission at the end of 2024. This would be a single Statement of Common Ground with Stafford Borough Council.
4.	<p>AOB</p> <ul style="list-style-type: none"> • Next meeting to be scheduled for around March 2024. • Stafford Borough Council mentioned that the government were currently consulting on the process of street votes development orders.

Newcastle-under-Lyme Borough Local Plan

DTC meeting – Newcastle-under-Lyme (NuL) Borough Council and Stafford Borough Council

Monday 15 April 2024

Location: Virtual (Via teams)

Attendance

Allan Clarke, Planning Policy Manager, NuL	Alex Yendole, Strategic Planning & Placemaking Manager, Stafford Borough Council
Jenny Perkins, Planning Policy Officer, NuL	Harriet Moseley, Senior Planning Officer, Stafford Borough Council

1.	Introduction
2.	<p>Progress Update on Plan</p> <p><u>Newcastle under Lyme Borough Council</u></p> <ul style="list-style-type: none">NuL gave an update on Local Plan progress. A report taken to the Council's Cabinet on the 16th January 2024 set out next steps of taking a report to Full Council on the 24 July 2024 to consider the Regulation 19 version of the Council's Local Plan and seek approval to consult on the Plan for a minimum of six weeks prior to submitting the Plan, its evidence and consultation responses to the secretary of state for examination by the end of 2024. Before the Full Council meeting, the Final Draft Local Plan will also be considered at the Council's Economy and Place Scrutiny Committee on the 11th July 2024.NuL also outlined some of the evidence base it is in the process of collating including: -<ul style="list-style-type: none">Housing and Economic Needs AssessmentInfrastructure Delivery PlanHabitats Regulations Assessment / Sustainability AppraisalStrategic Employment Needs AssessmentGypsy and Traveller and Travelling Showperson Accommodation AssessmentStrategic Flood Risk Assessment / Water Cycle StudyViability AssessmentStrategic Transport Assessment <p><u>Stafford Borough Council</u></p> <ul style="list-style-type: none">No official change to the position outlined in January 2024. A report is being prepared to take to the Council's Cabinet in the next few months and once published, a further update can be provided to NuL.

3	<p>Items arising from previous minutes.</p> <ul style="list-style-type: none"> Stafford Borough Council have asked to be kept informed about relevant emerging evidence including the strategic transport assessment / infrastructure delivery plan. NuL will share relevant evidence once these results become available.
4	<p>NuL presentation on initial evidence outputs (working assumptions) from emerging Local Plan - initial discussion and feedback.</p> <ul style="list-style-type: none"> NuL gave a presentation on the initial position on the Local Plan. It was made clear that the slides represented an initial draft position based on current evidence. NuL made clear that it retained an open mind on this initial position and that it would continue to be tested, checked and challenged through any emerging evidence arising in the development of the Plan. This included the feedback received from Infrastructure Providers and Duty-to-Co-operate partners. AC outlined the overall housing position. The First Draft Local Plan was based on 358 dwellings per annum. This position has been reviewed in the light of a number of factors including updated 2021 census data, revised economic projections, changes to the National Planning Policy Framework and then consideration of consultation responses received to the First Draft Plan and the role of the potential strategic employment site(s). The initial results indicate that a 'working draft' assumption of 400 dwellings per annum is being worked too, which includes support for a reasonable level of jobs growth. NuL asked, and Stafford Borough confirmed that the position remained that it was unable to help to meet any of NuL's housing need. NuL presented a draft 'working assumption' site allocation list, in confidence. Again, this list of sites was the subject of further testing through the Plan making process before being finalised, but it was necessary to receive feedback on the initial list of sites now. Total housing supply is circa 8,600 dwellings. NuL will continue to engage with Stafford Borough on relevant emerging evidence with the aim of drafting a statement of common ground over the next few months. All parties noted, and understood, that it would not be possible to have a fully agreed statement of common ground until after the consultation of the Regulation 19 Plan to enable a full understanding of the evidence base. Preferred approach is a draft statement of common ground between Stafford Borough and NuL, looking to finalise after NuL's consultation, and agreed before the submission of the Local Plan at the end of 2024.
5	<p>AOB</p> <ul style="list-style-type: none"> The next meeting will be scheduled for May 2024.

Newcastle-under-Lyme Borough Local Plan

DTC meeting – Newcastle-under-Lyme Borough Council and Stafford Borough Council

Thursday 16 May 2024

Location: Virtual (Via teams)

Attendance

Allan Clarke, Planning Policy Manager, Newcastle-under-Lyme Borough Council	Alex Yendole, Strategic Planning & Placemaking Manager, Stafford Borough Council
Jenny Perkins, Planning Policy Officer, Newcastle-under-Lyme Borough Council	

1.	Introduction
2.	<p>Progress Update on Plan Newcastle-under-Lyme Borough Council (NUL)</p> <ul style="list-style-type: none">NUL is working to the same dates as stated previously. The Regulation 19 Local Plan is currently scheduled to be published on the 4th July 2024 to inform an Economy and Place Scrutiny Committee on the 11th July, followed by a Full Council meeting on the 24th July 2024. <p>Stafford Borough Council (SBC)</p> <ul style="list-style-type: none">No further updates since the last meeting
3	<p>Discussion around future structure of the Statement of Common Ground, focused on the following broad areas:-</p> <ul style="list-style-type: none"><u>Housing</u> Both authorities agree that they form separate housing market areas, based on the evidence. Both authorities agree that SBC is unable to accommodate any unmet housing need from NUL. SBC has not made a request to NUL to accommodate any potential unmet housing need related to the preparation of the Stafford Borough new Local Plan.<u>Economy</u> Both authorities agree that they are in separate functional economic areas, based on the evidence. Both authorities agree that SBC is unable to accommodate any employment requirements from NUL, and SBC has not made a request to NUL to accommodate any employment needs related to the preparation of the new Local Plan.<u>Gypsy and Traveller Provision</u> Both authorities agree that NUL would meet its own requirements, as evidenced through the Gypsy and Traveller Accommodation Assessment.<u>Infrastructure</u> NUL will continue to discuss these matters with SBC following further evidence released during the consultation on the Regulation 19 Final Draft Local Plan through the Infrastructure Delivery Plan.<u>Transport</u> NUL will continue to discuss this matter with SBC following further evidence released during the consultation on the Regulation 19 Final Draft Local Plan through the Strategic Transport Assessment.

	<ul style="list-style-type: none"> • <u>Draft Site Allocations</u> NUL will continue to discuss site at Loggerheads LW53 with SBC in the light of evidence released through the consultation on the Regulation 19 Final Draft Local Plan. • <u>Any other areas</u> SBC mentioned M6 Junction 15 and agreed that any new information received regarding this area will be shared between the 2 authorities. • SBC noted there are no cross boundary implications for flooding or the wider natural environment between the authorities.
4	<p>AOB</p> <p>NUL will send a Draft SOCG for SBC to consider.</p>

Newcastle-under-Lyme Borough Local Plan

Duty to Co-operate (DTC) meeting – Monday 16 September 2024

Newcastle-under-Lyme (NuL) Borough Council and Stafford Borough Council (BC)

Location: Virtual (Via teams)

Attendance

Allan Clarke, Planning Policy Manager, NuL	Alex Yendole, Planning Policy Manager, Stafford BC
Jenny Perkins, Planning Policy Officer, NuL	Harriet Mallinder, Senior Planning Officer, Stafford BC

1.	<p>Introduction</p> <ul style="list-style-type: none">AC introduced the meeting as an update on the NuL Final Draft Local Plan which is currently being consulted upon until the 7 October 2024.
2.	<p>Progress Update on Stafford Borough Council Local Plan</p> <ul style="list-style-type: none">Assessing the implications of the July 2024 consultation on the National Planning Policy Framework (NPPF) and considering the Local Plan evidence base.
3	<p>Progress Update on NuL Local Plan</p> <ul style="list-style-type: none">AC gave a presentation on the NuL Local Plan. The Final Draft Local Plan is being consulted upon (at Regulation 19 stage) until the 7 October 2024. Brief summary of the Final Draft Local Plan provided.AC confirmed that it was, subject to representations received, the Council's intention to submit the Final Draft Local Plan and associated documentation for examination by the end of the calendar year.AY confirmed Stafford Borough will be making a representation. AY requested that links be provided to the Council's evidence base documents. This has subsequently been provided under separate cover.In respect of the duty-to-co-operate, it was confirmed that the officer level duty-to-co-operate statement of common ground between both parties had been published alongside the Final Draft Local Plan as part of a Statement of Compliance Report.AC asked whether it would be possible to finalise the statement of common ground in the Autumn following consultation on the NuL Final Draft Local Plan. Both parties agreed to look into this further and the practical steps required to finalise the statement of common ground document.
4	<p>AOB</p> <ul style="list-style-type: none">Both parties noted the ongoing consultation on the National Planning Policy Framework and the intention to submit comments on the consultation which closes on the 24 September 2024