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PUBLIC

To: Members of D2 Joint Committee For Economic Prosperity

Monday, 21 September 2020

Dear Councillor,

Please attend a meeting of the **D2 Joint Committee For Economic Prosperity** to be held at **2.30 pm** on **Tuesday, 29 September 2020** in  
This meeting will be held virtually, the agenda for which is set out below.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'S Hobbs', written over a light grey grid background.

**Simon Hobbs**  
**Director of Legal and Democratic Services**

## **AGENDA**

### **PART I - NON-EXEMPT ITEMS**

1. Apologies for Absence

To receive apologies for absence (if any)

2. Declarations of Interest

To receive declarations of interest (if any)

3. Minutes (Pages 1 - 6)

To confirm the non-exempt minutes of the meeting of the Derby and Derbyshire

Joint Committee for Economic Prosperity held on 31 July 2020

**Midlands Engine**

4. Midlands Connect/Transport for East Midlands - verbal update

**D2N2**

5. LEP update

**D2**

6. Update on Economic Recovery Strategy
7. Developing the Derbyshire Careers Hub
8. Implications of the Planning White Paper
9. Update on Proposed Strategic Growth and Infrastructure Framework
10. Date of Next Meeting

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Agenda Item 3

**MINUTES** of a meeting of the **D2 JOINT COMMITTEE FOR ECONOMIC PROSPERITY** held on 31 July 2020 at County Hall, Matlock

**PRESENT**

Councillor B Lewis  
(in the Chair)

<b><u>Amber Valley Borough Council</u></b>	<b><u>Derbyshire Dales District Council</u></b>
Councillor C Emmas - Williams	Councillor G Purdy
<b><u>Chesterfield Borough Council</u></b>	<b><u>Erewash Borough Council</u></b>
Councillor P Gilby	Councillor C A Hart
<b><u>Derby City Council</u></b>	<b><u>High Peak Borough Council</u></b>
Councillor M Holmes	Councillor A McKeown
<b><u>Derbyshire County Council</u></b>	<b><u>North East Derbyshire District Council</u></b>
Councillor B Lewis	Councillor J Kenyon
	<b><u>South Derbyshire District Council</u></b>
	Councillor M Ford

Also in Attendance –

Amber Valley Borough Council – J Townsend.  
 Bolsover District Council – G Galloway.  
 Chesterfield Borough Council – H Bowen.  
 D2N2 LEP – T Goshawk.  
 Derby City Council – R North.  
 Derbyshire County Council – E Alexander, M Ashworth, J Battye and J Seymour.  
 Derbyshire Dales District Council – P Wilson.  
 East Midlands Councils/Transport for the Midlands - A Pritchard.  
 High Peak Borough Council – A Stokes.  
 North East Derbyshire District Council - G Callingham.  
 South Derbyshire District Council – F McArdle.

Apologies for absence were submitted on behalf of Councillor A Dale (North East Derbyshire District Council).

**12/20**        **DECLARATIONS OF INTEREST** There were no declarations of interest.

**13/20**        **MINUTES RESOLVED** that the Minutes of the meeting of the Committee held on 10 January 2020 be confirmed as a correct record.

**14/20**        **LEP UPDATE: PRESENTATION ON RECENT GETTING BUILDING FUND AND FORWARD FUNDING OPPORTUNITIES (LGF AND SHARED PROSPERITY FUND)** An update was presented on the LEP Capital Programme. In terms of the Local growth Fund (LGF), the £250m fund was coming to the end of its 6 year programme at the end of March 2021. The deadline to spend the remaining £40m from the fund was 31 March 2021. The LEP would be working to bring forward programme delivery and mitigate the risks arising from Covid-19. Whilst there had been some initial delays with projects, at the end of quarter 1, it was found that overall spend was close to the original targets set, with only 10 of the 58 projects remaining to be approved for delivery. Details were presented of recent approvals from the Derby and Derbyshire area and also the outstanding projects requiring approval. It was noted that on 4 August, the Revitalising the Heart of Chesterfield (£650k) and the Tollbar Houser project (£425k) would be formally considered by the LEP Board.

The Getting Building Fund was released on 10 June and the LEP had been requested to provide details of “development ready” projects by 18 June which could meet the key criteria of being deliverable and that could stimulate job creation. Following the first round of submissions, the LEP had assessed all projects and submitted a reduced number of 19 projects totalling £91m to Government. The Government had since announced that D2N2 would receive £44.4m of funding against the bid of £91m - this was the fifth highest settlement of any area. All projects were then asked to submit more detailed expressions of interest which was independently assessed and validated. Following this, a final reduced list of projects was submitted and currently awaiting sign-off by Government. Details of the proposed allocations of funding for D2N2 were presented.

It was noted that the LEP was looking to go out for another pipeline call on 5 August to bring in a long list of future projects from across D2N2 areas to make sure that if funding announcements were made in the near future, they were ready to go forward to Government with a scored, assessed and prioritised list to maximise investment opportunities. The LEP would welcome resubmission of the projects from the Getting Building Fund as most hit the target areas and some projects only needed a small amount of additional work.

**RESOLVED** to note the report.

## **15/20      MIDLANDS CONNECT/TRANSPORT FOR THE EAST**

**MIDLANDS: UPDATE** It was reported that Midlands Connect would be reviewing its Strategy which would be the first review since 2017. Whilst no major changes in approach were anticipated, there was likely to be a greater emphasis on carbon and levelling up as these two issues had moved up the Government's agenda since 2017. Focussed consultation with stakeholders about priorities going forward was likely to take place in the Autumn.

In terms of the Comprehensive Spending Review, the funding process for the next three years was about to commence. The Midlands Connect current funding arrangement ended in March 2021 and it was important to get a new deal and to tie this to a charter with Government as to how they worked together going forward. It was noted that Midlands Connect was not a statutory body at present, so it was important there was clarity in its relationship with Government.

With regard to the National Infrastructure Commission (NIC) Needs Assessment, it was noted that Government had committed fully to HS2, but that the proposals for phase 2 would be taken forward through an "Integrated Rail Plan (IRP) for the Midlands and the North", further details of which were awaited. The NIC had issued an Interim Report in July and Final Report was due in November. The IRP was expected by the end of 2020.

In South Derbyshire there was a keen interest to see the Ivanhoe Line was reinstated. Councillor Ford asked whether the Government looked more favourably on existing lines or whether they would still look at lines that hadn't been in use for years and would therefore need more investment to bring them back in to service. It was noted that both the Ivanhoe Line and Barrow Hill lines were existing freight lines and in principle, would just need upgrading; both were therefore more deliverable in the short-term and as such, presented a strong argument for being taken forward.

Councillor McKeown reported that whilst the Government commitment to the Glossop spur on the A628 Woodhead pass was to be welcomed, it was inevitable this would cause further problems elsewhere on the road. There needed therefore, to be a push to get the whole of the by-pass approved.

The latest report on the efforts for a station at Gamesley showed that the community need and the strategic need were quite strong. However, the case always fell down on value for money, the impact on existing services, and on other stations. It was noted the same issue had been identified in other cases in the north (and several times in the past at Gamesley) and there was a need for the Government to change its approach to viability assessments to recognise community and strategic need as well as economic need. It was noted that a review of Treasury's "Green Book" approach was underway and useful representations had already been made. There was generally a recognition that the assessment process needed to change, but how this would develop was unclear.

**RESOLVED** to note the report.

**16/20**      **DEVELOPING AN ECONOMIC RECOVERY STRATEGY** Joe Battye and Rachel North updated the Committee on the work to deliver an Economic Recovery Strategy for Derbyshire and Derby City.

It was noted that the Derbyshire approach was a co-ordinated approach under the Strategic Recovery Group and included community cohesion, health and well-being as well as economic recovery; the overall approach was guided by the science and technical advisory group. The comprehensive approach to economic recovery (including business, transport, infrastructure, sector revival and place) was based around five key phases: rescue; resume; revive; regenerate and renewal - further details of which were presented.

The presentation detailed progress so far, including work around the DCC Business Hardship Fund, the re-opening of the Derbyshire countryside, town centres and the hospitality sector, tourism, the “We are good to go! Quality Mark and the “protect, respect and enjoy” communication plan to welcome visitors back to Derbyshire.

It was noted that £443k had been accessed from the Re-opening High Streets Safely Fund and plans for highway measures in 46 town centre plans were being developed across the County. In addition, three town deals were being developed and these were moving forward at pace and would be a critical part of economic recovery in those areas. Test and trace advice had been rolled out to businesses and financial support had been given to public transport services in order to help return to learn (schools) and return to work. All the work had been completed within the last 3-4 months and the level of partnership working and integration of activity had been significant.

Going forward over the next 6 to 18 months as part of the “revive” phase, the key areas included re-opening of culture, leisure and sport, preparing for the return to learn and the wider return to work. Broadly, the key themes were around place, the business journey and the people journey - further details of which were presented.

The Derby City Council Recovery Plan was again aligned to the work of the Local Resilience Forum and was focussed on the partnership plan across ‘our communities, our economy and our organisations’. Work was being undertaken as a partnership and the City had re-established its Leadership Board, chaired by the Leader of the Council. The Board incorporated all of the various sectors across the City. This collaborative approach was fundamental to how the Council moved forward towards recovery and this included working at pace, being creative, cutting through some of the issues which in the past would have stopped the Council being so imaginative and recognising that it worked with the community first and used the assets which were available within those communities.

With regard to economic recovery, there were three main priorities, maintaining confidence, decarbonisation and diversification - further details of which were presented. It was noted that in terms of the Derby City economy, it was very strong as a manufacturer and the impact Rolls Royce had on the Derby economy could not be underestimated – particularly in relation to the local supply chain. Rolls Royce had announced significant reductions in their workforce and they were talking to Government. It needed to be realised that its strength in manufacturing was also a weakness, as there was an over-reliance on civil aviation and it was estimated this sector would not fully recovery until potentially 2024. Research suggested that potentially, Derby was the third most affected city in the country as a result. There was also lower than average start up and scale up rates when compared to other cities. Research and development was also highly concentrated in large companies.

The City had established an Economic Task Force and an Economic Recovery Steering Group in partnership with South Derbyshire which included all the large businesses in the area. A number of work streams had been identified, including employment and skills support, business support and demand stimulus. A talent retention portal had been created working with Rolls Royce.

The City centre was also important to the revival as it was already under pressure owing to its over-reliance on retail units. The City was fortunate as it had its Intu Centre which was very successful as a joint venture with only half being owned by Intu. Despite this, the City centre was incoherent and did not work as a whole system. The City Council, like other councils, had been trying to support the hospitality sector and give people the confidence that they could come into the city safely and increase footfall to enable businesses to regain viability.

Master plan work for the City was being undertaken and the Council was looking at investment opportunities including ensuring that existing funding programmes were progressed. The City Council was waiting to hear about the Future High Streets Fund and how this could be used to breathe life in to city centre. Part of the bid included the transformation of the historic Market Hall. The Council had also launched its £5m Growth Fund to support start up and scale up around the whole system as part of the bigger Derbyshire D2N2 support fund.

**RESOLVED** to note the report.

**17/20**      **UPDATE ON MAJOR REGENERATION SCHEMES** Reference was made to the amount of effort it had taken to get the only one local major scheme in the Midlands Connect area, the Staveley Regeneration Route, to the Department for Transport for approval and this served to highlight the amount of early development work required to get projects into a pipeline for approval – whether to DfT, MHCLG or the LEP.

The presentation covered the Council Council's (not the City Council's) externally funded major projects including progress, planned outputs and timescales in relation to the final year of the Local Growth Fund, large local majors (LLM) and the Housing Infrastructure Fund (HIF). Updates were presented in respect of the A61 Growth Corridor, including the Chesterfield Station Masterplan, the

Woodville/Swadlincote Regeneration Route, the Ashbourne Airfield Industrial Estate Expansion, the Hogshaw/Fairfield, Buxton A6 roundabout and the Chesterfield/Staveley Regeneration Route.

**RESOLVED** to note the report.

**18/20**      **DATE OF NEXT MEETING** To be arranged in September.

**19/20**      **EXCLUSION OF THE PUBLIC** **RESOLVED** that the public, including the press, be excluded from the meeting during consideration of the remaining item on the agenda to avoid the disclosure of the kind of exempt information detailed in the following summary of proceedings:-

**SUMMARY OF PROCEEDINGS CONDUCTED AFTER THE PUBLIC, INCLUDING THE PRESS, WERE EXCLUDED FROM THE MEETING**

1. To confirm the exempt minutes of the meeting of the Derby and Derbyshire Joint Committee for Economic Prosperity held on 22 November 2019.

**20/20**      **EXEMPT MINUTES**      **RESOLVED** that the exempt Minutes of the meeting of the Committee held on 10 January 2020 be confirmed as a correct record.