

MINUTES of a meeting of the **D2 JOINT COMMITTEE FOR ECONOMIC PROSPERITY** held on 3 December 2020 at County Hall, Matlock

PRESENT

Councillor B Lewis
(in the Chair)

<u>Amber Valley Borough Council</u>	<u>Derbyshire County Council</u>
Councillor C Emmas – Williams	Councillor B Lewis
<u>Bolsover District Council</u>	<u>Erewash Borough Council</u>
Councillor S Fritchley	Councillor C A Hart
<u>Chesterfield Borough Council</u>	<u>High Peak Borough Council</u>
Councillor P Gilby	Councillor A McKeown
<u>Derby City Council</u>	<u>North East Derbyshire District Council</u>
Councillor C Poulter	Councillor A Dale
<u>Derbyshire Dales District Council</u>	<u>South Derbyshire District Council</u>
Councillor G Purdy	Councillor M Ford

Also in Attendance –

Bolsover District Council – G Galloway and L Hickin.

D2N2 LEP – S Rose

Derby City Council – V Bayliss.

Derbyshire County Council – D Arnold and J Battye.

Derbyshire Dales District Council – P Wilson.

Erewash Borough Council – J Jaroszek.

East Midlands Councils/Transport for the Midlands - A Pritchard.

High Peak Borough Council – A Stokes.

South Derbyshire District Council – F McArdle.

Apologies for absence were submitted on behalf of E Alexander (Derbyshire County Council), H Bowen (Chesterfield Borough Council) and J Townsend (Amber Valley Borough Council).

30/20 **DECLARATIONS OF INTEREST** There were no declarations of interest.

31/20 **MINUTES RESOLVED** that the Minutes of the meeting of the Committee held on 29 September 2020 be confirmed as a correct record.

32/20 **MIDLANDS CONNECT/TRANSPORT FOR THE EAST**
MIDLANDS: UPDATE Andrew Pritchard reported that a “cut-down” one year spending review had been announced the previous week which included the National Infrastructure Strategy which was the Government’s response to the NICs assessment produced in 2018. The fiscal mandate under which the NIC operated had not been altered and it remained at 1.2% of GDP so there was not a lot new announced.

In terms of the NIC’s Rail Needs Assessment, publication of the report had been put back and the Integrated Rail Plan (IRP) would not be published until early 2021. The IRP would set out how the Government intended to deliver HS2, Northern Powerhouse Rail and Midlands Engine Rail. The NIC’s assessment would be important in the Government making its decision. The NIC would have a series of options rather than a single recommendation relating to the Midlands and the North, some of which would involve HS2 in its entirety and some options which would not.

There was an issue as the costs of the Northern Powerhouse and HS2 had risen substantially. Following briefings from the Chairman of the NIC, it appeared that the way forward may be a “mix and match” option between HS2 and the Northern Powerhouse Rail which would involve a cut down version of HS2 in the East Midlands with it only going as far as East Midlands Parkway and then join the Midlands Mainline. On this basis, the HS2 line going through to Sheffield and Leeds would therefore be lost. This was only an option at this stage and there was a lot of lobbying of key decision-makers in government taking place behind the scenes and a lot of political debate involving local Leaders and ministers and special advisers.

From an East Midlands perspective, work was on-going with northern authorities and a solid position had been maintained that HS2 was required in its entirety as a huge amount of growth, development and job opportunities were dependent upon it and that a scaling back of the project could not be supported. Concern was expressed over the impact on local communities that had already happened as a result of HS2 and the uncertainty there was around the project. Further clarity was expected in the New Year.

From a Midlands Connect perspective, work was progressing on the Midlands Connect Strategy Refresh working towards another fiscal statement from the Chancellor in March 2021. This would involve refreshing some of the “asks” around the infrastructure priorities that had been collectively agreed with Midlands Connect going forward. There was a meeting of the Transport for the East Midlands on 14 December to review where we are with existing East

Midlands priorities as well as focussing on transport decarbonisation and look at ways of speeding up electrification and low carbon means of transport.

RESOLVED to note the report.

33/20 **D2N2 LEP UPDATE** Sajeeda Rose reported that the Freeport proposal had been discussed at the Derbyshire Chief Executive’s meeting and also the LEP Board meeting. The Government had launched its formal Freeport policy in response to its consultation document on 16 November. The policy confirmed that the Government see this as a wider holistic approach to support the regeneration levelling up agenda. They were keen to use Freeports as tools to support the levelling up debate and they had identified seven sites across England, including inland as well as deep sea reports. Freeports were also seen as locations which provide incentives through customs and tariff benefits, incentives through tax relief and capital gains allowance, national insurance reductions for employers, ease of planning, access to funding for unlocking infrastructure poor sites.

The Government was also looking at how Freeports could support other policies such as the delivery of its net zero ambitions. Also, as part of developing a “super science nation”, Government was looking at where innovation could fit into Freeport policies. The Government had invited areas to come forward with a port of entry which, from the LEPs perspective, was always around East Midlands Airport as a primary port along with adjacent land at the Radcliffe Power Station, given its decommissioning in 2025. Up to three sites linked to the main port could be included in the Freeport bid but there needed to be clear and strategic rationale for this, along with infrastructure and connectivity to the main port.

Working with the Leicestershire LEP, there was now an opportunity for a third site across the East Midlands to complement the existing two sites around the Airport. Chief Executives should have received a site selection form inviting them to come forward by 11 December with sites which meet the Freeport policy and which would add value to the portfolio. The deadline for the completion of any bids was 5 February 2021. Consultants would be appointed to provide independent and transparent site assessments against the criteria in the Freeport policy. Following this process, a recommendation would be put to Boards of the two LEPs for approval.

RESOLVED to note the report.

34/20 **IMPLEMENTING THE DERBYSHIRE RECOVERY STRATEGY**
Joe Battye gave a presentation on the progress in implementing the Derbyshire Recovery Strategy. It was noted that significant progress was being made in Economy and Place Recovery Cell and specifically in the Economy and Business Workstream, further details of which were presented.

Reference was made to a television news article on the Shopappy shared initiative project which had been funded through the DEP and which had been very well received by the local business community.

Given the significant amount of work being undertaken by authorities across Derbyshire, it was suggested that a joint communications message should be developed to ensure that the public and local businesses were aware of the activity taking place. This could be linked to the official sign-off of the Strategy by the DEP.

RESOLVED to note the report.

35/20 UPDATE ON PROPOSED STRATEGIC GROWTH AND INFRASTRUCTURE FRAMEWORK

David Arnold, Head of Planning Services at Derbyshire County Council gave a presentation on the latest position regarding the Derbyshire infrastructure and investment priorities which had been jointly developed along with the district and borough councils and the City Council and which had also previously been endorsed by the Committee.

The Framework would provide members with the right information to direct and confirm development projects going forward and it would also prioritise some of the place proposals coming forward from the Recovery Strategy. The work had been presented to the Derbyshire Chief Executives and they had agreed that work should proceed on the draft document.

There had been a need to challenge the approach to the previous approach (Derbyshire Infrastructure and Investment Plan) in light of a number of factors such as climate change considerations, the Planning White paper and the rapidly changing funding environment – along with COVID 19. The revised approach provided a more robust methodology in selecting preferred infrastructure and regeneration schemes and would provide an overview of the interrelationships of schemes and how they will contribute to good growth ambitions. There will be far greater transparency around decision-making and it would provide a more strategic narrative to support funding bids.

The Strategic Growth and Infrastructure Framework was a single, useable promotional document that links to the district and borough council Local Plan Infrastructure Plans, Transport Local Plans and the Economic Recovery Strategy. The Framework will contain four broad project types: large scale; regional importance; county-wide/sub-regional and projects based in local communities. It is proposed to be time lined to show potential delivery trajectory as a means of aiding forward planning for capital projects, will recognise the maturity of development of each project and provide a shared understanding of the roles and responsibilities of stakeholders.

The first draft of the Framework was being prepared which it was hoped would be ready by the end of December and shared for comment with all Derbyshire authorities. A final draft is proposed for presentation at the next

available Committee. The Framework would be continually reviewed with reports and updates to both meetings.

RESOLVED to note the report.

36/20 **DATE OF NEXT MEETING** The next meeting of the Committee would be held on Monday 18 January 2021 at 9.30am.

37/20 **DERBYSHIRE COUNTY COUNCIL – NEW MANAGEMENT ARRANGEMENTS** In response to a query from Councillor P Gilby, Councillor Lewis reported on the new management arrangements which had been recently adopted by the County Council.

RESOLVED to note the report.

38/20 **EXCLUSION OF THE PUBLIC FROM THE MEETING RESOLVED** that under Regulation 4 (2)(b) of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012, the public be excluded from the meeting for the following items of business on the grounds that in view of the nature of the items of business, that if members of the public were present, exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972 would be disclosed to them.

SUMMARY OF PROCEEDINGS CONDUCTED AFTER THE PUBLIC HAD BEEN EXCLUDED FROM THE MEETING

1. To receive declarations of interest (if any).
2. Vision Derbyshire: Update on the economic development pilot and sign off for creating a business start-up scheme (contains information relating to the financial or business affairs of any particular person (including the Authority holding that information)).
3. Developing strategic mobility and energy infrastructure in Derby and Derbyshire: Overview of emerging thinking for potential of alternative fuels, including emerging hydrogen proposals (contains information relating to the financial or business affairs of any particular person (including the Authority holding that information))