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Rushcliffe
Borough Council

Our reference:

Your reference:

Date: 5th October 2021

To all Members of the Growth and Development Scrutiny Group

Dear Councillor

A Meeting of the Growth and Development Scrutiny Group will be held on Wednesday, 13 October 2021 at 7.00 pm in the to consider the following items of business.

This meeting will be accessible and open to the public via the live stream on YouTube and viewed via the link: <https://www.youtube.com/user/RushcliffeBC>
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Yours sincerely

Sanjit Sull
Monitoring Officer

AGENDA

1. Apologies for Absence
2. Declarations of Interest
3. Minutes of the Meeting held on 14 July 2021 (Pages 1 - 8)
4. Actions from the Previous Meeting held on 14 July 2021 (Pages 9 - 10)
5. CIL Update - 13 October 2021 (Pages 11 - 22)
6. Covid-19 Business Recovery Update (Pages 23 - 28)
7. Work Programme (Pages 29 - 30)

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8.30am - 5pm
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9.30am - 5pm
Friday
8.30am - 4.30pm

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Rushcliffe Arena
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Membership

Chairman: Councillor N Clarke

Vice-Chairman: Councillor R Butler

Councillors: M Barney, J Cottee, L Howitt, J Murray, A Phillips, J Stockwood and L Way

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Recording at Meetings

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**MINUTES
OF THE MEETING OF THE
GROWTH AND DEVELOPMENT SCRUTINY GROUP
WEDNESDAY, 14 JULY 2021**

Held at 7.00 pm in the Council Chamber, Rushcliffe Arena, Rugby Road, West Bridgford

PRESENT:

Councillors N Clarke (Chairman), R Butler (Vice-Chairman), J Cottee, L Howitt, J Murray, A Phillips, J Stockwood, Mrs M Stockwood and L Way

ALSO IN ATTENDANCE:

C Carter - Nottingham City Council
P Horn - Nottingham City Council
S Parkes - Nottinghamshire County Council
H McClintock - Pedals
C Maltby - Sustrans

OFFICERS IN ATTENDANCE:

C Evans	Service Manager - Economic Growth and Property
D Hayden	Communities Manager
T Coop	Democratic Services Officer

APOLOGIES:

Councillors M Barney
A Pegram – Service Manager Planning

1 Declarations of Interest

The Chairman declared a non-pecuniary interest as a Nottinghamshire County Councillor and Chairman of the Nottinghamshire County Council Transport and Environment Committee.

Councillor R Butler and Councillor J Cottee declared a non-pecuniary interest as Nottinghamshire County Councillors.

2 Minutes of the meeting held on 21 April 2021

The minutes of the meeting held on 21 April 2021 were approved as a true record and signed by the Chairman.

3 River Trent Footbridge

Mr Chris Carter - Nottingham City Council delivered a presentation to advise the Group of the Transforming Cities Funding Programme, totalling £161m shared with Derby, of which £40m is to be spent on enhancing the walking and

cycling network in Nottingham, including £9m allocated for the new foot/cycling bridge and associated connections across the River Trent.

Mr Carter advised the Group that Nottingham City Council had been working on a strategic network of footpaths and cycle routes through collaborative work across the D2N2 area to create a Local Cycling and Walking Infrastructure Plan (LCWIP). The LCWIP focuses on areas the bridge will enhance, including a connection to Derby, Nottingham and local urban connections.

Mr Carter explained that the bridge is the highest profile scheme and provided the Group with details of the projects Governance.

Mr Paul Horn – Project Manager, Nottingham City Council continued with the presentation, providing plans showing the existing bridges currently used by pedestrians and cyclists at Clifton, Wilford, Trent Bridge and Lady Bay and the proposed new bridge location at Waterside Nottingham. Waterside Nottingham being a regeneration site located in the Trent Basin, connecting to Trent Fields, West Bridgford on the Rushcliffe side and providing commuting and leisure routes through the Waterside site and onto the City Centre or Gedling to the east.

Mr Horn explained that funding had been granted for a bridge at Waterside Nottingham and that the City Council were looking at 3 locations within this area the area, Trent Basin, Poulton Drive and Trent Lane, the most favourable site being Trent Basin. In addition, Mr Horn advised the Group that to the south of the river there are still some challenges but discussions with landowners so far have gone well, including Notts County Football Club, Nottingham Forest Football Club, Nottingham Rugby Club and Nottinghamshire County Cricket Club who recognise the benefits of a new bridge.

Mr Horn provided images at the Trent Basin site, explaining that there was currently no development, but there are plans for high value housing here and that discussions with the developer were ongoing. Further images of the site plan and bridge designs were provided for the Group to consider.

In concluding, Mr Horn provided details of the projects work programme with a public exhibition and consultation expected by September/October 2021, and following this a planning application is expected to be submitted December 2021/January 2022, with construction starting Autumn 2022 and completion by spring 2023. Mr Horn added that the City Council will continue to engage with stakeholders ahead of a formal consultation and public engagement, adding that connecting communities both sides of the river will require joint working across the City Council, County Council and the Borough.

The Chairman reminded the Group that the purpose of this item is for the Group to provide support for the new bridge proposal and to consider any planning issues that may arise.

The Chairman asked which of the three proposals is the City Council's preferred location for the bridge and whether the Borough would be expected to provide any financial commitment. Members of the Group also questioned whether the funding included accessibility to the bridge, including ramps and pathways. Mr Carter advised that the Trent Basin site was looking most

favourable subject to additional design work. In respect of funding for the bridge this is secured at £9m and the estimated cost so far is around £5m - £7m, adding that any remaining funds would be put towards connecting routes. It was noted that the bridge was a priority item within the City Council's 'Transforming Cities Programme'.

Members asked specific questions in relation to the mature trees and vegetation on the south bank, Rushcliffe side of the bridge and whether accessibility could work with the landscape or would some of the trees need to be removed. Mr Carter explained that unfortunately there would be some loss of trees and vegetation. However, in order to mitigate this trees would be replanted as part of the landscaping scheme.

Members raised their concerns in respect of river traffic and whether the sailing club at Holme Pierrepont had been considered in respect of the bridge height. Mr Carter advised that the club had been consulted, confirming the bridge height would be determined by the Nottingham Princess Cruises.

Members questioned what safety measures had been considered in respect of pedestrians using the bridge and whether there would be restrictions for motorcycles and e-scooters, they also questioned the width of the walk/cycle path and whether this was sufficient to segregate pedestrians from cyclists. Mr Carter advised that the bridge is not intended for motorcycles and restriction signs would be installed to reflect this. In respect of e-scooters, Mr Carter advised they are already restricted to City use only and should not be driven over the City boundary. It was noted the width of the bridge at 3.5 metres is sufficient for joint use by pedestrian and cycles. In addition, Mr Carter advised that good lighting will be considered to ensure the safety of users.

It was noted that the public engagement exercise will explain connectivity on either side of the bridge, it will advise of loss of some footpaths while the bridge is being built and any changes to access. The consultation will also give stakeholders a chance to provide feedback on issues that may not have been considered.

It was **RESOLVED** that:

- a) The Group noted the report and presentation
- b) The Group supports the principle of a new pedestrian and cycle bridge over the River Trent
- c) The Group provided comments on the proposal that are to be included in a response to the consultation exercise

4 **Cycling Networks in the Borough**

Sean Parkes a representative for Nottinghamshire County Council delivered a presentation on Cycling in Nottinghamshire, providing an overview of the County Council's strategic background, funding for cycling, how potential infrastructure improvements are assessed and prioritised and coordinated behaviour change programmes.

Mr Parkes advised that the County Council is currently reviewing its Strategy Plan for the period 2021-2025, including its Local Transport Plan 2011-2026 and Fourth Implementation Plan 2022/23 which includes the Cycling Strategy Delivery Plan 2016 covering cycling strategic priorities, a Cycling Action Plan and cycling infrastructure priorities.

Mr Parkes explained the Boroughs role as a stakeholder consultee to review and coordinate the role of cycling networks within the County Council's strategy within the Boroughs responsibilities as follows:

- Local Plan/Developer Contribution Strategy
- Cycling Development Plans on the Borough's estate
- AQMA action plans
- Rushcliffe Borough Council's travel plans (employee/visitors)

Mr Parkes continued, providing the group with examples of funding opportunities available for cycling, explaining the role of Rushcliffe when considering cycling infrastructure in town centre improvements (and other district council) funding bids, securing/releasing funding from developer contributions.

Mr Parkes advised the Group of the DfT requirements in respect of infrastructure assessment, highlighting the D2N2 Local Cycling and Walking Infrastructure Plan (LCWIP), an evidence based assessment to demonstrate need for improvements, whilst sharing the D2N2 strategic objectives for supporting economic growth, tourism and the visitor economy, addressing transport congestion, climate change, air quality and health deprivation. In addition, the assessment aims to identify short (1year), medium (4 years) and long (10 years) term infrastructure priorities.

Nottinghamshire County Council at its Communities and Place Committee approved:

- Strategic priorities for future highways cycling investment
- Provisional short-term highway infrastructure priorities
- Incorporation of '*Local Transport Note 1.20: Cycle infrastructure Design*' into existing highway design principles
- Additional assessment/prioritisation of local route improvements

In addition, the Group noted that there is to be a planned public consultation on a draft D2N2 wide infrastructure priorities.

Within the infrastructure assessment, further steps include:

- Feasibility/design/deliverability – focusing primarily on short term priorities
- Value for money assessments – dependent on scheme value
- Criteria for available funding
- Local support for proposals

The Group noted that the Boroughs potential to influence the infrastructure assessment by acting as a priority consultee, suggesting schemes around

planned growth and the integration of infrastructure priorities for future plans and funding.

Mr Hugh McClintock from Pedals delivered a presentation that highlighted the growth in cycling and bike sales over the past 18 months during the Covid pandemic and the Governments current policy, 'Gear Change' a bold new vision on cycling and walking, including the revised DfT Local Transport Note 1/20 as touched on in Mr Parkes presentation.

Mr McClintock emphasised the need for a cycling network that is coherent, direct, safe, attractive and comfortable to use, stressing that up to date and accurate maps are essential and should be widely available and promoted.

In assessing the quality of local walking and cycling networks in the Borough, Mr McClintock requested the need for a more coordinated approach with the Boroughs role as the local planning authority and its promotion for improvements to the cycle infrastructure whilst working closely with the County Council, Highways England and private developers. Adding that many facilities designed and built many years ago fall below national and local standards.

Mr McClintock provided examples within the Borough where cycle routes were not coherent or easy to navigate, or where routes were not direct involving extra distance or lots of stopping and starting resulting in cyclists choosing to ride on the main carriageway, as it is faster and more direct, creating a safety issue.

Mr McClintock expressed the increased uptake in cycling over the past 18 months and the added popularity of e-bikes means that it is increasingly more important to improve the cycling network within the Borough and to promote cycling for leisure and promote the health and environmental aspects of cycling more broadly.

Ms Claire Maltby from Sustrans, a UK charity for promoting active travel delivered a presentation. Ms Maltby provided an insight into the charities strategic priorities as follows:

- **Paths for Everyone**
A UK-wide network of traffic free paths for everyone, connecting cities towns and countryside, loved by the communities they serve.
- **Liveable Cities and Towns for Everyone**
Places that connect us to each other and what we need, and where everyone can thrive without having to use a car.

Ms Maltby touched on the climate crisis, emphasising that transport is now the biggest emitter of greenhouse gases in the UK and that carbon targets would not be met, without reducing the amount of car travel.

Ms Maltby highlighted the health benefits of greener communities, where local authorities actively encourage walking and cycling as a means of moving around. In addition, Ms Maltby explained that improvements to walking and cycling networks would help in reducing air pollutants in towns and cities,

increase physical activity and mental health of our residents by making it easy and attractive to travel without needing a car.

Members welcomed the ideas put forward by the three organisations and in particular addressing Local Cycling and Walking Infrastructure Plans (LCWIP) as highlighted in the presentations. Members were also keen to see more connectivity within new developments with the introduction of segregated pedestrian and cycle paths.

Members questioned whether ward Councillors should be consulted when considering improvements or changes to cycling paths as they have local knowledge in areas in which they serve, adding that improvements to existing networks would make a difference initially, providing examples by improving the surfaces of cycle paths, installing cycle boxes at traffic lights and clearer signage. Mr Parks explained that the new design standards should address some of these issues and that maintenance of existing paths was key to these initial improvements.

Members questioned how developers could be encouraged to provide cycle and pedestrian paths within the design layout on new housing developments and whether this could be enforced as part of the planning application conditions or within the section 106 agreement.

Members advised that Rushcliffe was a rural Borough and encouraging residents to commute by bike is not realistic, however Members were keen to see improvements to cycle connectivity for trains and bus services and noted the increase in the uptake of cycling for leisure purposes and the impact of this on rural roads, where improvements could be made.

Mr Parks explained that the Nottinghamshire County Council Strategy Plan would reflect the different needs of rural and urban cycling and would take into consideration links to train stations and leisure connectivity.

It was **RESOLVED** that:

- a) The Group note the information provided in the presentations
- b) and that the provision of cycling in the Borough be brought back to a later date of Growth and Development Scrutiny for further comment.

5 **Work Programme**

It was **RESOLVED** that the Group consider its Work Programme and that the following items for scrutiny were agreed.

13 October 2021

- Covid-9 Business Recovery Update
- CIL Update
- Work Programme

19 January 2022

- Tree Conservation
- Conservation Areas Review – Part 2
- Work Programme

20 April 2022

- Cycling Networks in the Borough – Part 2
- Work Programme

ACTIONS - 14 JULY 2021

Minute No.	Action	Officer Responsible
40	Members requested a copy of the presentation slides in respect of the item on Cycling Networks in the Borough for them to consider for the April meeting of Growth and Development Scrutiny when Cycling Networks in the Borough is next reported	Service Manager – Economic Growth and Property

The meeting closed at 9.04 pm.

CHAIRMAN

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ACTION SHEET – From Previous Meeting Held on 14 July 2021

Minute No.	Action	Officer Responsible	Response
40	Members requested a copy of the presentation slides in respect of the item on cycling Networks in the Borough for them to consider for the April meeting of Growth and Development Scrutiny when Cycling Networks in the Borough is next reported	Service Manager – Economic Growth and Property	The Service Manager – Economic Growth and Property circulated the presentation slides after the meeting

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Growth and Development Scrutiny Group

Wednesday, October 13 2021

Community Infrastructure Levy

Report of the Service Manager – Communities, Planning and Growth

1. Purpose of report

- 1.1. On 7 October 2019, the Borough Council brought its Community Infrastructure Levy (CIL) into force. The levy is a charge applied to certain types of development to help fund infrastructure across the Borough, as set out in the Borough Council's published Infrastructure List (see background papers).
- 1.2. Whilst calculation and collection of the levy is dictated by processes outlined in legislation, its application to infrastructure is less prescriptive. Whilst there are still some restrictions on how funds are used, much of the governance is left to be decided by the charging authority. The purpose of this report is to outline an identified process for managing the allocation and spend of CIL against infrastructure projects.
- 1.3. Potential options for the management of CIL funds were previously considered by Growth and Development Scrutiny Group on 15 October 2019. A copy of the report is contained within **Appendix A**.

2. Recommendation

It is RECOMMENDED that the Growth and Development Scrutiny Group:

- a) support the referral of the CIL allocation and spend process to Cabinet;
- b) support a recommendation to Cabinet to make an additional amount of Strategic CIL available to areas without a Neighbourhood Plan, and;
- c) make comments and recommendations on the process to help inform the production of the framework document.

3. Reasons for Recommendation

- 3.1. Now that the levy has been in place for two years, a reasonable level of levy receipts have been collected from developments within the Borough. A

process for allocating and spending CIL receipts needs to be agreed before the funds can be applied towards delivering infrastructure.

4. Supporting Information

- 4.1. CIL has, in part, replaced part of the role that S106 Planning Obligations play in securing developer contributions for infrastructure. The benefit of CIL is that it can be captured from a broader range of developments, and can be applied more flexibly to fund projects across the whole Borough rather than being restricted to addressing the impact of a specific development. This flexibility comes with a requirement to adopt a procedure for how to most effectively apply CIL funds.
- 4.2. A presentation will be delivered at the meeting of the Scrutiny Group to provide a general overview of CIL, how it differs from S106 Planning Obligations, and what infrastructure it can be used to fund – including the distinction between the Strategic and Neighbourhood proportions of CIL. The main part of the presentation will focus upon the proposed method of allocating and spending CIL, as well as providing information on what priorities have been identified through consultation with various infrastructure providers. A list of the identified infrastructure priorities is included in **Appendix B**.
- 4.3. Establishing an early list of priorities is the first step in the intended process for the allocation and spend of CIL. The process is outlined below, we would expect the process to cover the allocation and spend of any CIL collected at the time the spending programme is agreed by Cabinet, and be repeated/reviewed once a further substantial level of CIL has been collected.
- a) Identify list of projects from key infrastructure providers
 - b) Officers assess potential projects against a framework document
 - c) Report taken to Cabinet to agree a spending programme
 - d) Funding provisionally allocated to projects and beneficiaries notified
 - e) Individual project funding formally committed and spent in line with existing process for S106 Planning Contributions
 - f) Review project list to address changes in priorities
- 4.4. The framework appraisal will be developed with consideration to comments from the group, and will be based around four main areas of assessment for specific projects, as set out below:

Justification	Why the project is required, including robust evidence demonstrating need
Strategic Benefits	Links to existing and emerging Plans/Strategies and Corporate Objectives
Funding	Amount of CIL required, estimated cost of project (including costs of maintenance/operation), other available funding sources (including unlocked match funding and time-limited funding)

Deliverability	Other approvals/consents required to bring project forward, timescales for delivery
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- 4.5. There will also need to be a broader consideration of the CIL pot as a whole. The amount of CIL funding that has and will be collected is limited, and it is not anticipated that the levy will completely cover the cost of new infrastructure. Whilst some broad assumptions can be made about the amount of CIL that may be collected over certain periods, agreement of the spending programme should not constitute a commitment of specific amounts of CIL. Rather, it is to establish an anticipated level of funding and order of priority for the delivery of projects.
- 4.6. The firm allocation of funds should be subject to further information about individual projects, similar to the current process used for S106 Planning Contributions. This is to provide certainty that the Borough Council can provide funding from levy receipts it currently holds, as well as provide an audit trail for the commitment and spend of funds.
- 4.7. In the long term, CIL should be allocated broadly in accordance with the funding gaps identified as part of viability exercise for adoption, to ensure all infrastructure types are catered for.
- 4.8. The review step is to ensure there is some flexibility in how CIL funds are used. It will allow for reallocation of funding should certain projects stall or priorities change during the delivery period, as well as account for changes in funding availability should CIL receipts be higher/lower than anticipated.
- 4.9. There is a desire for an additional proportion of CIL receipts to be made available to Town/Parish Councils without a Neighbourhood Plan, in accordance with legislative requirements this would currently amount to 15% of the CIL received from development in that area. This is to bring the amount of CIL receipts they can benefit from in their area up to the same level as the 25% that is automatically passed to areas with a Neighbourhood Plan. Any additional CIL would be subject to a narrower use of funds specifically towards infrastructure.

5. Alternative options considered and reasons for rejection

- 5.1. There is the option to not support referral of the process to Cabinet. If the process is not supported, or significant changes to the process are required before referral to Cabinet, this will delay the Borough Council's ability to apply CIL funding towards relevant infrastructure, and may push back or even prevent delivery of certain projects.
- 5.2. There is also the option to not support making the additional proportion of Strategic CIL available to areas without a Neighbourhood Plan. This would allow more of the Strategic CIL collected to be applied towards infrastructure but leave CIL funds less accessible to areas with no Neighbourhood Plan.

6. Risks and Uncertainties

- 6.1. The allocation and spend of CIL will form part of the Annual Infrastructure Funding Statement. This is a public document containing details of planning contributions collected through S106 and CIL, which the Borough Council is required to publish each year. There is therefore a reputational risk around how the Borough Council is seen to be spending CIL.
- 6.2. By identifying priorities from infrastructure providers early in the process, and feeding this information through the Infrastructure Funding Statement, the Council will be able to demonstrate a clear roadmap for the application of CIL.

7. Implications

7.1. Financial Implications

- 7.1.1. There are expected costs associated with the implementation of the allocation and spend procedure. Any costs of administering the process should be covered through the proportion of CIL receipts that the Borough Council is allowed to retain for such purposes.

7.2. Legal Implications

- 7.2.1. The management and spending of CIL receipts sits within a legislative framework as defined by the Planning Act 2008 and the Community Infrastructure Regulations 2010. Any policies or procedures for the management and spending of CIL must comply with the legislative framework.
- 7.2.2. There is a key distinction between how Neighbourhood CIL and Strategic CIL may be allocated. Agreement to make the additional 10% of Strategic CIL available means local councils must adhere to the more restrictive use of such funds towards the provision, improvement, replacement, operation or maintenance of infrastructure to support the development of its area only.

7.3. Equalities Implications

- 7.3.1. There are considered to be no particular equality implications that need addressing from matters arising from this report.

7.4. Section 17 of the Crime and Disorder Act 1998 Implications

- 7.4.1. There are considered to be no direct community safety implications arising from matters covered in this report.

8. Link to Corporate Priorities

8.1 The Community Infrastructure Levy will help support the Corporate Strategy themes of delivering sustainable growth and maintaining and enhancing our residents' quality of life through the provision of funding for infrastructure projects across the Borough.

9. Recommendations

It is RECOMMENDED that the Growth and Development Scrutiny Group:

- a) support the referral of the CIL allocation and spend process to Cabinet;
- b) support a recommendation to Cabinet to make an additional amount of Strategic CIL available to areas without a Neighbourhood Plan, and;
- c) make comments and recommendations on the process to help inform the production of the framework document.

For more information contact:	Andrew Pegram Service Manager – Planning 0115 914 8598 apegram@rushcliffe.gov.uk
Background papers available for Inspection:	Rushcliffe Borough Council CIL Infrastructure List
List of appendices:	Appendix A: Report to Growth and Development Scrutiny Group – 15 October 2019 Appendix B: Schemes identified for potential CIL funding

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Growth and Development Scrutiny Group

Tuesday, 15 October 2019

Community Infrastructure Levy

Report of the Planning Policy Manager

1. Purpose of report

- 1.1. On 19 September 2019, Council resolved to bring into force a Community Infrastructure Levy (CIL). From 7 October 2019, qualifying developments will pay the levy in order to fund or part fund new infrastructure to support growth. The purpose of this report is to inform members of the group the further work that is required in relation to CIL implementation. A presentation will be made on the evening.
- 1.2. Members of the Group are invited to comment on the options for the management of funds once CIL receipts are being generated at a reasonable level.
- 1.3. The introduction of a Community Infrastructure Levy for Rushcliffe has recently been considered by the Local Development Framework Group on 2 September 2019 and by full council on 19 September 2019. A copy of the report to the Local Development Framework Group is contained within **Appendix A.**

2. Recommendation

It is RECOMMENDED that

- a) Members of the Group consider and comment on the content of the presentation.

3. Reasons for Recommendation

- 3.1. Now that CIL is implemented, the Borough Council has to consider how to best manage CIL expenditure.

4. Supporting Information

- 4.1. The Community Infrastructure Levy is a discretionary charge on development which will replace in part the scope of S106 agreements. The introduction of

CIL was approved by Full Council on 19 September 2019. CIL will be charged on most new residential development and new major retail development.

4.2. A presentation will be delivered on the evening. This presentation will provide a brief summary of what CIL is and how it has been brought into force. The main part of presentation will focus upon the implementation of CIL. In particular, the presentation will:

- a) Outline what types of development will generate CIL receipts.
- b) Examples of how much funding different examples of development will generate.
- c) The strategic infrastructure proportion. Potential options for managing the spending of receipts
- d) Local Infrastructure proportion- Parished areas
- e) Local Infrastructure proportion- Non Parished areas. Requirements and potential approach to managing receipts.

4.3. In regard to points d) and e) above, it is important to stress that the management and spending of CIL receipts sits within a legislative framework. For example, within parished areas, a fixed percentage of CIL receipts generated within each parish has to be passed onto them on a 6 monthly basis for them to spend on local infrastructure. For non-parished areas, a fixed percentage of CIL receipts within those area is managed by the borough to spend on local infrastructure. For non-parished areas, is also a requirement that any spending on local infrastructure has to be done in consultation with the local community.

5. Alternative options considered and reasons for rejection

5.1. None

6. Risks and Uncertainties

6.1. None

7. Implications

7.1. Financial Implications

7.1.1. There are management and administration costs associated with CIL. It is anticipated that, once CIL is fully generating receipts, these costs should be covered through the proportion of CIL receipts that the Borough Council is allowed to retain for such purposes.

7.2. Legal Implications

7.2.1. The management and spending of CIL receipts sits within a legislative framework as defined by the Planning Act 2008 and the Community Infrastructure Regulations 2010. Any policies or procedures for the

management and spending of CIL will therefore have to sit within this legislative framework.

7.3. Equalities Implications

7.3.1. There are considered to be no particular equality implications that need addressing from matters arising from this report.

7.4. Section 17 of the Crime and Disorder Act 1998 Implications

7.4.1. There are considered to be no direct community safety implications arising from matters covered in this report.

7.5. Other implications

7.5.1. There are no other implications arising from matters covered in this report which it is considered require further consideration.

8. Link to Corporate Priorities

8.1. The Community Infrastructure Levy will help support the Corporate Strategy themes of delivering sustainable growth; and maintaining and enhancing our residents' quality of life through the provision of funding for infrastructure projects across the Borough.

9. Recommendations

The recommendations at the beginning and the end of the report must be the same as at the top.

It is RECOMMENDED that

- a) Members of the Group consider and comment on the content of the presentation.

For more information contact:	Phillip Marshall Principal Policy Planner Tel: 0115 9148 568 pmarshall@rushcliffe.gov.uk
Background papers available for Inspection:	Report to Council 19 September 2019
List of appendices:	Appendix A. Report of the Local Development Framework Group 2 September 2019

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Schemes identified for potential CIL funding

Secondary Education

NCC have confirmed four school expansion schemes are planned across the Borough, however none of these are anticipated as requiring any CIL funding. There is a longer term aspiration to provide the provision of secondary school places within the West Bridgford and Gamston area, with CIL currently being the only identified funding source.

Park and Ride and West Bridgford Bus Priority Measures

Proposals for delivery of a Park and Ride along the A52 corridor and bus priority measures in West Bridgford remain at a formative stage, with no schemes currently having approval for funding by NCC.

Health

CCG have identified East Leake Health Centre as being highest priority for funding, followed by health facility provision in Radcliffe on Trent.

Indoor Leisure

CIL identified as being applied to support the strategic delivery of the Leisure Facilities Strategy 2017-2027, focused on RBC facilities at:

- Cotgrave
- East Leake
- Keyworth

Playing Pitches

Seven sites as identified Playing Pitch Strategy Review and Action Plan Update 2019:

- Costock Road Playing Fields, East Leake – Short Term (1-5 Years)
- Bingham RFC, Brendon Grove, Bingham – Short Term (1-5 Years)
- Normanton Playing Fields, Platt Lane, Keyworth – Short Term (1-5 Years)
- West Bridgford School, Loughborough Road, West Bridgford (WB Hockey Club) – Long Term (5-10 Years)
- Bingham Leisure Centre/Toot Hill School, The Banks, Bingham – Long Term (5-10 Years)
- Nottinghamshire Sports Club, Holme Road, West Bridgford – Short Term (1-5 Years)
- Arthur Ridley Sports Ground, Colliers Way, Cotgrave (Cotgrave Colts) – Long Term (5-10 Years)

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Growth and Development Scrutiny Group

Wednesday, 13 October 2021

Covid-19 Business Recovery Update

Report of the Director - Development and Economic Growth

1. Purpose of report

- 1.1. This report is to provide the Group with an update on the impact of Covid-19 on the businesses in Rushcliffe, the support that has been provided so far by the Borough Council, and what is planned for the coming months.
- 1.2. The report focusses on the work carried out specifically to support businesses, but much more has been done by the Council to support those impacted by Covid. Regular reports to Cabinet have set this out, most recently in the report to Cabinet on 13 July 2021.

2. Recommendation

It is RECOMMENDED that the Growth and Development Scrutiny Group:

- a) welcome the work carried out so far to support businesses in responding to the impacts of the Covid-19 pandemic;
- b) endorse the proposed future activity;
- c) consider alternative opportunities to support businesses in Rushcliffe for further exploration by officers.

3. Reasons for Recommendation

- 3.1. Rushcliffe Borough Council have delivered a wide range of support over the last 18 months to local businesses as detailed in this report and supporting presentation to be provided to the Group.
- 3.2. It is important that Councillors have the opportunity to review the proposed future plans so they are aware what is being delivered in the area and can support as required. This scrutiny provides an opportunity for Councillors to make additional suggestions for areas of focus for the Economic Growth Team over the coming months.

4. Supporting Information

Impact of Covid-19

- 4.1. Covid-19 has had a significant impact on the economy both nationally and internationally. Over the last 18 months, the Government has put in place support to try to mitigate the impact of Covid. This report provides some headline information about the impact of Covid in Rushcliffe (and the wider D2N2 area), further detail will be provided to the Group in a presentation delivered at the meeting.
- 4.2. D2N2 Local Enterprise Partnership have a publicly accessible economic dashboard which tracks some key economic indicators on a monthly basis. The latest data available for Rushcliffe is for July and shows:
- Furlough (coronavirus job retention scheme (CRJS)) and self employment income support scheme (SEISS) claims have been falling since January 2021, latest data shows that there were 2,800 claims for CRJS and 2,500 for SEISS.
 - Unemployment benefit claims have maintained a steady decline since the significant surges in March and April 2020. They are currently at 1865 which is a 22.6% decline on the same month last year.
 - There were 571 business closures across Nottinghamshire (data only available at this level) in July 2021. This is a significant increase on the same month last year however there was a temporary suspension of company strike offs between April and September 2020 leading to artificially low figures for those months.
- 4.3. In addition to the data collected, the dashboard also includes information from the Decision Makers Panel (DMP) which is a monthly survey of small, medium and large UK businesses (approx. 9000 businesses aiming to be representative of the UK business population). For Rushcliffe it shows that:
- Employment is estimated to be 3.8% lower than it would have been without the impact of Covid-19
 - Sales are expected to decline by 5.1%
 - Investment is expected to decline by 6.2%
- These are not expected to recover to pre Covid levels until 2022.
- 4.4. In addition to the data being collected by D2N2 and partners, officers at the Council have also collected more local information. This has been a requirement of funding secured that information about vacant properties and footfall counting has been done on a regular basis. More detail on this will be provided at the meeting to ensure the data is as up to date as possible; however, the latest data showed that:
- There are 15 vacant high street units across Rushcliffe
 - West Bridgford, Bingham, Ruddington and Radcliffe on Trent had the highest footfall in August 2021.

Support provided so far by the Borough Council and partners

- 4.5. Since the start of the pandemic, the Borough Council and partners have provided a large amount of support to our businesses and residents. This has been reported regularly over the last 18 months to Cabinet, most recently in July 2021. This report focusses specifically on the support provided to Rushcliffe businesses.
- 4.6. The report is intended to provide a high-level overview of support provided to date, with more detail being provided by officers in a presentation delivered to the meeting.
- 4.7. The support provided has been delivered by officers of the Council and partners including Rushcliffe Business Partnership and D2N2 Growth Hub. Some of the activity has been funded by the European Regional Development Funding Reopening High Streets Safely Funding (RHSSF), which was extended and renamed Welcome Back funding (WBF). The Borough Council received an initial allocation of £106,000 in June 2020 and a further £106,000 in April 2021 to support the safe reopening of our high streets and town centres.
- 4.8. Since March 2020, the Council have:
- Set up a dedicated coronavirus business support webpage which has attracted approx. 40,000 views.
 - Distributed over £35.3m worth of business rates grants between April 2020 and May 2021.
 - Delivered a number of successful communications campaigns featuring local businesses including:
 - We are open
 - Eat out to help out (Government led initiative)
 - Shop Local Shop Safe
 - Rushcliffe Business Partnership switched its networking to virtual and hosted 24 sessions attracting over 500 attendees.
 - 10 business support webinars were held with expert consultants funded by RHSSF providing advice and support.
 - 24 businesses received one to one business support from retail and PR consultants, again funded by RHSSF.
 - Supported the safe reopening of our markets including the temporary relocation of West Bridgford Farmers Market to Bridgford Road car park.
 - Temporary Free car parking and Free after 3 in Council owned car parks.
 - Appointment of High Street Ambassadors to support the reopening of our high streets and be a visible presence to provide reassurance.
 - Enhanced summer events programme in West Bridgford to encourage people back into the town centre.
 - Delivered a Rushcliffe gift voucher initiative for residents to spend in participating businesses across the Borough.

- Launched a digital grant up to £1,000 which provides high street businesses with financial support to develop their online presence, this has received 32 applications so far, 20 of which have been approved.
- Allocation of £10,000 for each of our larger six towns and villages from the Welcome Back Funding and support with developing ideas for eligible projects.

4.9. As the above shows, a lot has been done to support businesses in the Borough, particularly those on the high streets which is one of the areas most impacted by Covid due to extended periods of closure.

Proposed future plans

4.10. Throughout the pandemic, plans have had to remain flexible to ensure we are able to respond quickly. This remains true for the plans set out here for the coming months. These are based on there continuing to be no restrictions and also our understanding of the priorities in our area. This could change over the coming months, however, and we will respond accordingly. In addition, the scrutiny meeting presents an opportunity for Councillors to feed their ideas into these plans based on their insight for their areas.

4.11. Again, further detail will be provided at the meeting, but some of the plans for the coming months include:

- The appointment of a temporary town centre manager, this post has been filled but we are still in the early stages of their work and more detail will be provided on their plans as they emerge.
- Enhanced and additional events in West Bridgford and some town/village centres.
- Improvements to the visual appearance of town centres including additional planters and painting or bollards/fencing etc.
- Sharing of job vacancies on Council social media for local hospitality and other high street businesses struggling to recruit.
- Ongoing communications campaign including the ongoing promotion of the Shop Local Shop Safe messages.
- Exploring opportunities to increase the digital promotion of our high streets.
- Returning to in person networking for Rushcliffe Business Partnership in West Bridgford and Ruddington.
- Continue to build relationships with local businesses and inviting them to Growth Board meetings in order to gain a better understanding of local issues.
- Big Business Carbon Club to encourage our large businesses to act as champions and support their supply chains and SME's to deliver a green economic recovery.

4.12. Further details on the above and other plans will be provided at the meeting.

5. Risks and Uncertainties

- 5.1. The Covid-19 pandemic continues to present a risk to our local businesses and communities. By providing support as set out, the Borough Council are trying to mitigate the impact of it as much as possible.

6. Implications

6.1. Financial Implications

The temporary Town Centre Manager will be funded from Welcome Back Funding (para 4.7). The financial impact of Covid is being reported through the Council's Revenue and Capital Budget Monitoring reporting process. The Financial update for Quarter 1 was reported to Cabinet 14th September 2021. There are no other direct financial implications associated with this report.

6.2. Legal Implications

There are no legal implications associated with this report.

6.3. Equalities Implications

There are no equalities implications associated with this report. All support is available for all businesses in the Borough.

6.4. Section 17 of the Crime and Disorder Act 1998 Implications

There are no crime and disorder implications associated with this report.

7. Link to Corporate Priorities

Quality of Life	The offer in our towns and villages is important to maintain and improve the quality of life of our residents. It is therefore important that the Borough Council does what it can to protect and enhance that.
Efficient Services	
Sustainable Growth	The Covid-19 pandemic has had a significant impact on businesses in the Borough and the support provided and planned aims to mitigate the impact of Covid-19.
The Environment	Supporting a green economic recovery is a key element in the Council's recovery plan as well as our partners including Nottinghamshire County Council and D2N2 LEP.

8. Recommendations

It is RECOMMENDED that Members of the Growth and Development Scrutiny Committee:

- a) welcome the work carried out so far to support businesses in responding to the impacts of the Covid-19 pandemic;
- b) endorse the proposed future activity;
- c) consider alternative opportunities to support businesses in Rushcliffe for further exploration by officers.

For more information contact:	Catherine Evans Service Manager - Economic Growth and Property 0115 914 8522 cevens@rushcliffe.gov.uk
Background papers available for Inspection:	Cabinet report on 13 July 2021 Covid-19: Update Report
List of appendices:	None



Growth and Development Scrutiny

Wednesday, 13 October 2021

Work Programme

Report of the Director of Finance and Corporate Services

1. Summary

Members are asked to propose future topics to be considered by the Group, in line with the Council's priorities which are:

- Quality of Life;
- Efficient Services;
- Sustainable Growth; and
- The Environment

2. Recommendation

It is RECOMMENDED that the Group agrees the work programme as set out in the table below.

3. Reasons for Recommendation

January 2022

- Tree Conservation
- Work Programme

April 2022

- Planning Communications
- Work Programme

For more information contact:	Pete Linfield Director of Finance and Corporate Services 0115 914 8349 plinfield@rushcliffe.gov.uk
Background papers Available for Inspection:	None.
List of appendices (if any):	None.

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