

# Development and Regeneration Budget Challenge

15<sup>th</sup> November 2011



In attendance:

- Barry Keel
- Anthony Payne
- Stuart Palmer
- Clive Perkin
- Paul Barnard
- David Draffan
- Mark Turner
- Adam Broome
- Carole Burgoyne
- Bronwen Lacey
- Jonathan Fry

## Challenges facing Service

- Economic climate and implications to meet city targets for job creation
- Peripheral geographical location, transport links, digital connectivity
- Narrow base of economic sectors, downsizing public sector, uncertainty over many aspects of the Devonport Naval base and dockyard
- Planning system reforms and new neighbourhood planning arrangements with significant cost and resource implications and opportunities
- Community Infrastructure Levy – implications for future infrastructure planning and coordination of resources to support growth
- Pressures on demand for housing services through impact of welfare benefit reforms
- Significant number of older and non-standard private housing (rented and owner occupied) in poor repair, frequently occupied by vulnerable / older people
- Higher than national levels of large families with complex needs
- Complete rationalisation of regional arrangements to a new central and sub-regional focus

## Risks

- Delivery of a sustained and accelerated economic and population growth through prioritised Local Development Framework, partnership working and sub-regional governance, market recovery measures and infrastructure and investment planning
- Realisation of commercial rental income targets
- Reduced resources now focus on a number of new competitive funds including Enterprise Zones, Regional Growth Fund, Growing Places, Local solutions e.g. better use of assets and closer working relationships with the private sector are increasingly important
- Capital funding for tackling poor standard private housing has been removed and disabled facilities grant (adaptations) funding is capped
- CCTV now under Parking Services and has an associated budget pressure
- Sustainable transport; concessionary fares may come under pressure in future years once changes to fuel rebate charges take effect in April 2012
- Transport and highways – needs greater emphasis on ‘regional’ inputs to ensure benefits from decentralised budgets for major schemes are realised as well as decentralised local train services
- Welfare benefit reforms could lead to increased homelessness and associated costs / duties

- Government is keen that we tackle complex families i.e. through Family Intervention Project (FIP) but the service is reliant on external funding (Early Intervention Grant (EIG) and contracting with partners)

### **What is the service doing**

- Job creation – through the Growth Board we are focusing on job creation to ensure our interventions are focused and effective with maximum leverage
- Tackling worklessness and child poverty through intervention and prevention work with large complex families
- Five ‘star projects’ to help deliver growth: Inward Investment, Waterfront Business Improvement District, Growth Acceleration Investment Network (GAIN), Local Enterprise Partnership, City Centre Regeneration
- Strategic Estates Review – review of the commercial estate to seek how we can better use our assets to drive growth
- Build capacity through partnerships with the Growth Board, Destination Plymouth and GAIN (Growth Acceleration and Investment Network), Urban Enterprise Programme
- Attracting inward investment e.g. America’s Cup
- Local Growth Fund and transfer of Regional Development Agency (RDA) assets to stimulate the private sector to create jobs
- Launch Growing Places Fund of which £14.2m has been allocated to the Heart of the West LEP, places an onus on councils to provide the ‘technical and financial expertise’ to deliver projects which unlock growth
- Significant regeneration projects e.g. North Prospect and Devonport well underway
- New house building and affordable housing provision increased, with inward investment, alternative tenure projects under development and use of council land to kick start the market
- Private rented sector targeted actions to raise standards
- Homelessness prevention work through a restructured service – more customer facing
- Planning Services (including, area planning, spatial planning, building control, city sustainability, housing enabling and new homes delivery)
- Delivery of major transport schemes e.g. in the East End
- Transport & Highways Partnership has developed its first draft Asset Management Plan
- Promotion of need for enhanced strategic connectivity and digital connectivity

### **What help can we do with and CMT challenges**

- Growth needing to be seen as part of all our agendas, not just within Development/Place if we are to really drive it forward.
- We need to make much better use of our assets across the council and city and think more about how they can be used to support growth, regardless of where they sit, with consequent efficiencies
- We also need a more strategic and joined up approach to the way we address disadvantage in the city across the council and partner agencies, tackling the root causes so we maximise our impact whilst avoiding unnecessary duplication
- It is essential that we promote the city more effectively, really champion it and have strong links with government departments and other key stakeholders