

LEP PLACE LEADERSHIP GROUP – 10AM, 3 NOVEMBER 2014


MEETING AT YARLINGTON HOUSING ASSOCIATION OFFICES, YEOVIL

NOTES


ATTENDEES	
Barbara Shaw	Westward Housing Association/HoTSW LEP Board
Barbara Richardson	Yarlington Housing Association
Joe Keech	Devon County Council
Paul Taylor	HoTSW LEP
Ian Harrison	HoTSW transport advisor
Peter Ashton	FSB
Mike O’Dowd Jones	Somerset County Council
Doug Bamsey	Somerset Districts
Mark Robins	RSPB for Devon, Plymouth and Somerset LNPs
Derek Phillips	EHOD Tourism Partnership

Paul Hickson	Somerset County Council/ HoTSW LEP
Pat Steward	Torbay Council
John Tucker	Devon Districts
Brendan Cleere	Taunton Deane and West Somerset Councils
Natalie Wainwright	Somerset County Council

APOLOGIES	
Jonathan Bell	Plymouth City Council
Chris Garcia	HoTSW LEP
Judith Gannon	HoTSW Business Forum
Tim Jones	HoTSW

NOTES	ACTIONS
<p>1. Welcome and Apologies Barbara welcomed everyone to the meeting. Apologies were noted.</p>	
<p>2. Declarations of Interest No declarations of interest were made at the start of the meeting. It was suggested that declarations of interest be made in relation to specific agenda items, as required.</p>	
<p>3. Notes of meeting - 1 September 2014 The notes of the second meeting on 1 September were agreed as an accurate record, subject to the addition of Sue Williamson’s name as the FSB representative.</p>	<p>NW – To amend minutes of the last meeting</p>
<p>4. Matters Arising None</p>	
<p>5. Our Terms of Reference Paul Hickson presented a revised version of the group’s Terms of Reference, which had been amended to ensure consistency across each of the LEP’s three Leadership Groups. The Constitution and membership of the Group was set out in the Appendices. The revised Terms of Reference were accepted by all in attendance.</p>	
<p>6. Local Growth Focus – Bridgwater and Taunton Growth Corridor Doug Bamsey (Sedgemoor DC) and Brendan Cleere (Taunton Deane and West Somerset Councils) provided a focus on the M5 Growth Corridor and the Councils’ shared ambitions for growth; specifically current plans for employment growth at each of the five motorway junctions and housing growth within the four - functionally related - settlements of Bridgwater; Burnham and Highbridge; Taunton; and Wellington. Together these</p>	<p> Bridgwater and Taunton Growth Corridor</p> <p>All – To consider the questions below further</p>

<p>settlements provide a ‘combined mass’, comparable to that of other parts of the Heart of the South West.</p> <p>The M5 forms the ‘backbone’ of Somerset’s transport infrastructure, with important links to the A303 and national rail network. This area has attracted companies of national and international acclaim; namely: Morrisons, Mulberry, Yeo Valley, UK Hydrographic Office, Gerber and Relyon.</p> <p>The opportunities and challenges posed by two nationally significant infrastructure projects (Hinkley Point C and National Grid) and the potential for future work on a Parrett Barrier and Tidal Lagoon were highlighted; particularly the impacts of such projects on local businesses, transport congestion, jobs and skills.</p> <p>Specific challenges identified for this area include:</p> <ul style="list-style-type: none"> • Flood risks affecting strategic transport infrastructure and investment decisions of businesses; • Linkages/impacts beyond borders; • Maintaining a complimentary offer in Bridgwater and Taunton to ensure economic resilience; • A step change needed in housing delivery, flood defences, key transport infrastructure (M5, A38, A303/358 and mainline railway), education, skills and training; • Balancing growth along the motorway with town centre redevelopment/sustainability; • Promoting walking, cycling and rail to reduce traffic congestion; • Supporting a better local public transport/rail service, whilst not compromising the quality of regional rail connections; • Learning to work within political limitations/boundaries to ensure growth along the corridor and reduce competition between settlements and motorway junctions, e.g. Junction 24 and Junction 27 Markets; • Contaminated land at Huntspill Energy Park site. <p>Key Questions/Comments:</p> <ul style="list-style-type: none"> • Is there a strategic role for the LEP regarding the management of commercial developments along the length of the M5? • What can be learned from the ‘employment first’ approach adopted in parts of Somerset? • Where is the leadership for making more of the environmental assets in the area, whilst addressing the conflict between growth and the environment? i.e., the Levels and Moors would benefit from a designation so that it is viewed as an asset, rather than a barrier to growth. • How can the LEP manage the pressures of HPC on the rest of the LEP area? • How can this Place Leadership Group turn the learning into advice for the LEP? 	<p>and provide responses to NW before the next meeting.</p>
<p>7. Update on Funding Streams</p> <p>Paul Taylor provided an update, as follows:</p> <p>a. Growth Deal 1</p> <p>The LEP has secured £130M, 50% of which is to be spent on infrastructure investment. Officers are currently working up more detailed business cases/implementation summaries for individual projects. A draft offer letter has been received, which is lighter touch than expected. SCC is working on an Assurance Framework to deliver the LAB function, which will include reporting outputs and monitoring arrangements.</p> <p>b. Growth Deal 2</p>	<p>PT – To start work on flexible prioritisation methodology to develop and progress pipeline/ ‘hopper’ projects.</p>

<p>The LEP Board last met on the 10th September. Since the Government requested that a project list be submitted for Growth Deal 2 by 6th October, the Leadership Group was tasked with setting the criteria for project submissions. A final list of 65 projects was submitted with a total value of £250million. Business cases are being developed and submitted for priority projects and debates are ongoing with BIS about the deliverability of these.</p> <p>c. EUSIF</p> <p>The first meeting of the Area Committee, a local version of the Programme Monitoring Committee, was held on 24 October. The Committee consists of twelve voting members and a LEP representative. They are currently awaiting sign off of the national programme by the Commission. The relationship between the LEP Place Group and the Committee will need to be agreed.</p> <p>d. Pipeline</p> <p>The LEP ambition is to be more routine about the identification, assessment, development and submission of projects. The LEP has identified a need for a transparent process/methodology to support projects through a pipeline, which can be flexed to respond to changing policy, priorities and funding, for example.</p>	
<p>8. Transport Infrastructure Update</p> <p>Ian Harrison provided an update to his contribution at the last meeting.</p> <p>The Network Rail Western route study review report has been published. Feedback is sought by January and is likely to include details of the capacity issues identified within the HotSW to accommodate further growth, specifically the conflict between additional rolling stock versus hourly passenger train services between Exeter and Bristol . This is the subject of current dialogue between Government and First Great Western.</p> <p>The LEP is pushing for specific local schemes to be included within the national transport programme.</p> <p>New Flybe services to London City airport have now been launched. The Government has confirmed its support for a Newquay to Gatwick service for a period of four years.</p> <p>A significant number of transport projects were proposed as part of Growth Deal 1. Further work is required by LTAs to progress projects proposed within Growth Deal 1b/2, which includes a marine ‘package’ of projects, making use of the natural environment.</p> <p>Issues identified:</p> <ul style="list-style-type: none"> ● Insufficient evidence regarding the frequency of incidents and impact of motorway closures; ● Roads treated as crime scenes by Police; ● Lack of accident investigation officers prevents roads from reopening quickly; ● Heavy lifting gear comes from Wales, increasing delays; ● The quality and timeliness of information issued to help drivers make alterations to their journeys; ● There is insufficient demand/no economic case to justify a rail freight service within the SW. <p>Opportunities identified:</p> <ul style="list-style-type: none"> ● A303 improvements have potential to relieve congestion on the M5; ● LEP connects with other LEPs in the SW to discuss strategic connectivity issues. Bristol have committed to Metro West project, 	<div style="text-align: center;">  <p>Place Leadership Group transport 1411C</p> </div> <p>IH - To obtain statistical evidence of the impact of road closures within the HotSW from the Highways Agency.</p> <p>PA - To send notes of meeting to Ian re: heavy-lifting gear from Wales.</p>

<p>which has knock-on benefits to HotSW;</p> <ul style="list-style-type: none"> Useful to map issues across wider area and link to 'out of area' congestion or incidents that affect the HotSW network. 	
<p>9. Task and Finish Group Updates</p> <p>a. Housing</p> <p>The Housing Task and Finish Group met on 14 October. The focus of the meeting was on the barriers to increasing the housing supply across the South West and the ability of the HotSW to meet existing house-building targets by 2015. Issues identified included land availability, planning and viability, funding and engagement with smaller developers, community engagement, to ensure linkages to employment growth, a shortage of materials and skills and an increase in build costs. The Terms of Reference were also reviewed.</p> <p>The second meeting is due to take place on 12 November and will map solutions against the barriers already identified. Evidence of the barriers identified will also be collated before Christmas.</p> <p>There was a brief discussion about the costs of constructing and maintaining prefabricated housing. The HCA House Builders Finance Fund was highlighted, which provides finance for 50-150 units. This is not widely communicated to SMEs. It was suggested that the Group should have a role in exploring the credibility of off-site builds and communicating funding opportunities within the HotSW.</p> <p>b. Environmental Resilience</p> <p>There have been two meetings of the Environmental Resilience Task and Finish Group to date. The first reviewed and refined the Terms of Reference and began to consider the barriers to 'mainstreaming' environmental considerations within the LEP Growth agenda. The effectiveness of toolkits and the challenge of changing cultures was explored. Four pieces of work are to be commissioned:</p> <ol style="list-style-type: none"> 1. An implementation approach for the delivery of environmental sustainability outcomes across LEP growth priorities; 2. Strategic project review to identify and understand delivery barriers and then match with methods to overcome them; 3. Test solutions, by applying to both live and pipeline projects; 4. Make recommendations to Place Group, including for monitoring and review. Anticipated in March/April 2015. <p>There is interest in learning from the approaches adopted in other LEP areas.</p>	<p>BR/MR – To send notes to T&F Group members and cc PH.</p> <p>PH - To share T&F Group report with other LEP Leadership Groups for comment.</p>
<p>10. Spatial Framework for the LEP</p> <p>The group was challenged to think further about the spatial dimension to the Place theme and Strategic Economic Plan, in particular exploring the spatial implications of existing growth plans. What do we share in common with other geographies? There was a debate regarding the role of the LEP in shaping development plans and/or delivery of those plans. Need to consider whether the LEP is about shaping development plans and/or enabling delivery of them.</p>	<p>PH – To present scope at next meeting</p>
<p>11. Next Meeting</p> <p>10:00-12:00, Tuesday 6 January, Westward Housing offices, Templar House, Collett Way, Newton Abbot TQ12 4PH</p>	<p>NW – To circulate forward plan of dates for all LEP Leadership Meetings in 2014/2015</p>
<p>12. Any Other Business</p> <p>Peter Ashton raised one point of AOB. The details of which were not recorded.</p>	

