

Strategic Spatial Planning Officer Liaison Group
Fifth meeting – Tuesday, 05 May 2015, 9.30 am
Committee Room 3, City Hall, Queen's Walk, London

Agenda

- 1 Apologies**
- 2 Notes of 30 Jan 2015 meeting (Richard Linton, GLA)**
<http://www.london.gov.uk/sites/default/files/Action%20Notes.pdf>
- 3 2015 London Plan (Richard Linton, GLA) and 2050 Infrastructure Plan published (Jeremy Skinner, GLA)**
<http://www.london.gov.uk/priorities/planning/london-plan/further-alterations-to-the-london-plan>
<http://www.london.gov.uk/priorities/business-economy/vision-and-strategy/infrastructure-plan-2050>
- 4 Review of LEP's Strategic Economic Plans (Lee Searles)**
Final report herewith
- 5 Summit follow-up: Roundtable Discussion Note (John Lett, GLA)**
Views? – Roundtable Note plus Notes of Wider South East Summit herewith
- 6 Possible SSPOLG Work Programme (All)**
Potential items for discussion:
 - 1) Towards consistent demographics (ONS / CLG 5 or 10 years / GLA Demographics)
 - 2) Towards consistent employment projections (Oxford Economics / GLA / others?)
 - 3) Productivity and skills – regional dimension
 - 4) Transport infrastructure (2005 Commuter Study update / TfL Work Programme) and other e.g. digital infrastructure
 - 5) Regional freight issues (road / rail / ports)
 - 6) Local Economic Partnerships' infrastructure asks – regional / sub-regional
 - 7) What could 'devolution' mean for the wider South East?
 - 8) Environment: water / waste / energy / climate change – regional dimension
 - 9) Potential future geographies of growth
- 7 AOB / next meeting**

Working Group members

Richard Linton	GLA (Chair)
John Lett	GLA
Jorn Peters	GLA
Lee Searles	Consultant
Jack Straw	Surrey Planning Officers Association/Mole Valley DC (Deputy Chair)
Sue Janota	Surrey County Council
Paul Donovan	Hertfordshire County Council
Des Welton	Hertfordshire Planning Officers Group Co-ordinator
Matthew Jericho	Essex County Council
Gary Guiver	Essex Planning Officers Group/Tendring DC (sub Claire Stuckey, Chelmsford BC)
Richard Hatter	Thurrock Council
Carolyn Barnes	Bedford Borough Council
Andrew Taylor	Uttlesford District Council
Stephen Walford	Buckinghamshire County Council
Alison Bailey	Buckinghamshire Planning Officers Group/South Bucks DC
Sarah Hollamby	Berkshire Heads of Planning/Wokingham
Tom Marchant	Kent County Council
Tania Smith	Kent Planning Officers Group/Dartford BC
Tara Butler	South London Partnership/LB Merton
Steve Barton	West London Alliance/West London Planning Policy Group/LB Ealing
Nick Woolfenden	South East England Councils
Cinar Altun	East of England LGA
Simon Keal	London Councils
James Cutting	Suffolk County Council
Bev Hindle /Chris Kenneford	Oxfordshire County Council
John Cheston	Sussex Planning Officers
John McGill	London Stansted Cambridge Consortium
Steve Walker	Environment Agency
Lucinda Turner/Ian Birch	Transport for London



Strategic Economic Plans in the Greater South East

Strategic Spatial Planning Officers Liaison Group – Overview of Strategic Economic Plan key housing and transport objectives

Commissioned by: Greater London Authority

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Strategic Spatial Planning Officers Liaison Group – Overview of Strategic Economic Plan Key Housing and Transport Objectives

Project:	Strategic Spatial Planning Officers Liaison Group – Overviews of Strategic Economic Plan Key Housing and Transport Objectives
For:	Greater London Authority
Status:	Final report
Date:	30 April 2015
Author:	Lee Searles, Director of Planning
Reviewer:	Kevin Parr, Director

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1 Introduction and Background

1.1 Introduction to the Strategic Spatial Planning Officer Liaison Group

- 1.1.1 In March 2014, the Greater London Authority (GLA), working with County Council, District and Unitary Council, London Borough, and other stakeholder officer networks and organisations, formally established a new liaison group to promote greater shared understanding and, potentially, joint work to promote more effective spatial planning approaches in London and the greater south east.
- 1.1.2 Since March 2014, the new group, which is called the Strategic Spatial Planning Officer Liaison Group (SSPLOG), has met three times. Presentations and discussions have taken place on key information issues which could underpin future joint work to promote shared solutions to common spatial planning issues – the meetings have considered the results of the 2011 Census of Population, key issues around migration assumptions, the Mayor of London's 2050 Infrastructure Plan, Further Alterations to the London Plan, planning for housing policies and transport.
- 1.1.3 SSPLOG is represented by a wide range of council officer networks which will act as a conduit for issues which need to be discussed at a strategic level. SSPLOG is providing a forum for discussion of officer-level planning issues. On the basis of effective officer dialogue and shared understanding about the building blocks of strategic spatial planning, it is hoped that, in time, more strategic liaison mechanisms will grow and establish a forward agenda based around shared spatial objectives, on sound strategic planning foundations.

1.2 This report

- 1.2.1 This report was requested by SSPLOG following a discussion of the need for an overview of transport investment requirements to support the long term growth ambitions established through Strategic Economic Plans (SEPs).
- 1.2.2 The task set was to extract from SEPs, the key transport infrastructure requirements to support growth. This was later extended to include the identification of strategic housing growth locations identified in SEPs.
- 1.2.3 In the course of the research, information relating to employment growth and population change was also requested. Given these tasks required a full review of all ten SEPs, an opportunity was also taken to provide a brief pen-portrait of each SEP to identify its main themes and spatial priorities.
- 1.2.4 The results of this exercise are presented in this report. In addition, some discussion points are raised for SSPLOG to consider. The report should be considered as a first pass over the SEPs in which SSPLOG has an interest. The report cannot go into detail as resources allocated for this work do not allow it. It indicates where further research might be focused.
- 1.2.5 The report provides a summary review of the SEPs covering areas immediately joining London and those covering major development corridors and locations wholly or partially within the former East and South East of England. The SEPs reviewed are set out below:
- Hertfordshire
 - South East Midlands
 - Buckinghamshire Thames Valley
 - Oxfordshire

- Thames Valley Berkshire
- Enterprise M3
- Coast to Capital
- South East
- New Anglia
- Greater Cambridgeshire/Greater Peterborough

1.2.6 For London itself no single SEP exists, but information about London is included for comparison/context. The 'Growth Deal for London – Proposals to HM government' published in March 2014 sets out that the following existing strategies together represent London's SEP:

- London Plan
- Economic Development Strategy
- Mayor's Housing Strategy
- Mayor's Transport Strategy

1.3 Background to Strategic Economic Plans

1.3.1 The Government Response to Lord Heseltine's Review (March 2013) confirmed its commitment to negotiate a Growth Deal with every Local Enterprise Partnership (LEP), to build on the experience of City Deals. The Government told LEPs that, through Growth Deals, they can seek freedoms, flexibilities and influence over resources from Government. A new Local Growth Fund is in place to target their identified growth priorities. At the heart of the deals is a challenge to LEPs to evidence 'real commitment' to the growth agenda, including the development of ambitious multi-year Strategic Economic Plans (SEPs). The Government has challenged local authority members of LEPs to promote economic development at the heart of everything they do and to work collaboratively across their LEP areas.

1.3.2 The Government published Initial Guidance for Local Enterprise Partnerships (LEPs) on the preparation of Growth Deals in July 2013. The guidance asked LEPs to prepare and submit plans to Government by the end of March 2014. The key points from paragraph 1 of the guidance is reproduced below. It envisaged growth deals as including:

- i. Greater influence over key levers affecting local growth and freedoms and flexibilities
- ii. A share of the Local Growth Fund for LEPs to spend on delivery of their SEPs
- iii. Commitments from LEPs, local authorities and the private sector on their resources and levers for delivery of the SEPs, including through:
- iv. Better use of local authority assets to unlock resources to be invested in growth.
- v. Commitments to pro-growth reforms, for example a co-ordinated approach to the development of local plans by local planning authorities across the relevant economic geography.
- vi. Commitment to collective decision-making involving all local authorities within a LEP.

1.3.3 Paragraph 1.8-1.9 of the July 2013 guidance outlined the funding for SEPs which would complement Local Growth Fund monies. Sources include private sector investment; local authority funding; resources from Growing Places Fund, City Deals, Enterprise Zones and other revolving funds; Department for Transport Local Sustainable Transport Fund; Public Works Loan Board; match funding from other partners; and release of surplus public sector assets. The European Structural and Investment Funds Growth Programme is also available for complementary or combined activities with Local Growth Fund.

1.3.4 An indicative Local Growth Fund of £10 Billion has been committed to across the first five years of the Strategic Economic Plans. The fund has been formed from a number of existing funding streams. Annually, around £2 Billion is available, with £1.449 Billion of this capital funds:

- i. Local Authority Transport Majors (£819 million)
- ii. Local Sustainable Transport Fund (Capital) (£100 million)
- iii. Integrated Transport Block (£200 million)
- iv. Further Education Capital (£330 million)
- v. European Social Fund Match (£170 million)
- vi. Housing Revenue Account borrowing approvals (£300 million), which replaced a pot of New Homes Bonus money originally identified.

1.3.5 Allocation of Local Growth Fund is partly by formula or other mechanisms (a proportion of Local Authority Transport Majors and European Social Fund). Housing Revenue Account borrowing approvals will be applied for by each local authority as required. Around £1 Billion in 2015/16 is being allocated through the Growth Deal process in a competitive way.

1.3.6 In order to provide an assessment framework for SEPs, the Government's guidance outlined what it sees as the key elements of a SEP, summarised below:

- i. Demonstrate a wider commitment to growth
- ii. Align and pool local authority capital and revenue spend on growth
- iii. Demonstrate effective collaboration on economic development activities
- iv. Maximise synergies with wider local growth programmes
- v. Deliver collective decisions
- vi. Coterminous governance arrangements
- vii. Strong relationship with the business community
- viii. Strong Partnership Arrangements
- ix. A clear and deliverable vision for growth
- x. Strong financial backing
- xi. Strong cross local authority collaboration on growth

1.3.7 The guidance indicated that the assessment of SEPs would focus on:

- i. Ambition and rationale for intervention for the local area
- ii. Strategic objectives for local area and barriers to growth
- iii. Demonstration that proposed solution is effective and that it draws in wider resources
- iv. Value for Money
- v. Value for money of LEP Strategy
- vi. Delivery and risk
- vii. Partnership strength and commitment
- viii. Strong clear partnerships across the functional economic area
- ix. Capacity and risk management
- x. Delivery routes, timeframes and key milestones
- xi. Strong arrangements for local transparency and accountability, monitoring and evaluation

- 1.3.8 Each Local Enterprise Partnership (LEP) submitted a Strategic Economic Plan (SEP) to Government at the end of March 2014. The Government assessed each SEP and announced initial funding allocations for 2015/16 to deliver the growth deal in each area on 7th July 2014. SEP programmes are set out over a six year period. Some SEPs have set longer programmes. In contrast, Local Growth Deal allocations are annual and decisions about funding, particularly in the early years is focused on 'oven-ready' projects. Other projects may receive funds for further studies, which does not guarantee that schemes will be built.
- 1.3.9 This report is focused on the requirements identified by SEPs to support delivery of a local growth agenda. A broad indication of the Government's support for SEP delivery in the first funding year of the programme is given for each SEP. Differences in the way SEPs set out their programmes and the timescales over which they are set out (some are for six years and some extend for 15 years plus) make comparisons over the level of growth difficult to set out.

1.4 SEP Implementation and Review

- 1.4.1 SEPs have been prepared for the period 2015-2021. Nationally, the first wave of growth deals for 2015/16 has allocated the full £2 Billion of money available from the Local Growth Fund, as part of an overall £6 Billion package.
- 1.4.2 Further growth deals will be announced in each year of the growth deal, as projects identified in SEPs are developed. There is currently no indication as to whether a second round of strategic economic plans will be prepared beyond 2021.

2 SEP Portraits

2.1 Introduction

- 2.1.1 In reviewing the SEPs within the study area, a number of informational and methodological issues needs to be considered and addressed.

2.2 LEP Geography and SEP information used

- 2.2.1 The first issue to grapple relates to the information to be pulled out from the plans. Necessarily, the review has focused on the main SEP document – the plans. It was not possible to review the full range of supporting studies and project plans which provide a wealth of detail on specific schemes and locations. In some cases, a wide range of supporting documents were available on the LEP website and in others there none were available. Given the brief was to extract the key housing and transport information related to growth and infrastructure required to support it, it was established that these would be contained as key commitments and asks in the main SEP document submitted to Government.
- 2.2.2 The structure a size of each SEP varies greatly. Some SEPs are short and identify strategic priorities only and others discuss growth objectives and constraints much more fully and in detail, including smaller schemes. This may in itself be a reflection of LEP geography across the greater south east. Some LEPs, such as South East LEP, cover large areas encompassing many local authorities – counties, unitaries and districts. Others are single county LEPs, such as Hertfordshire and Oxfordshire.
- 2.2.3 LEP Geography informs LEP organisation and mechanisms for delivery, which in turn influenced the format and scope of SEPs. A broader LEP area requires a more strategic and prioritised approach, with appropriate recognition and accommodation of the objectives of a wide range of authorities and partners. In contrast, those with a much smaller area have built on existing mechanisms to provide great amounts of detail akin to a detailed delivery plan for their areas.
- 2.2.4 The reason this is raised is to highlight the methodological issues in reviewing the SEPs consistently and within resource constraints – the information presented in this report is an attempt to identify the most important themes, spatial priorities and projects and recognises that there is a great amount more information which could be mined to support its purpose. For the purposes of discussion and review with SSPLOG, and to indicate further work which could be necessary to support further consideration of these issues, the approach taken is considered robust.

2.3 What information is presented

- 2.3.1 This section of the report provides a short pen portrait of the each SEP from the point of view of development priorities. These are not intended to be, and could not offer, a full reflection of the comprehensive, complex and integrated approaches set out in the SEPs, which are based on new development and infrastructure investment, but also essential investment required in skills and education, social infrastructure, IT and Broadband and environmental improvements. Their implementation will rely on the co-ordinated action of many agencies and stakeholders.

- 2.3.2 The short portraits describe the key spatial priorities of each SEP and the particular locations where significant growth could occur. They also set the broad infrastructure requirements which the SEPs identify which could unlock additional growth in future.

2.4 Hertfordshire

2.4.1 The Hertfordshire LEP area is based on the county council area of Hertfordshire. It comprises Hertfordshire County Council and the districts of Broxbourne, Dacorum, East Hertfordshire, Hertsmere, North Hertfordshire, City of St Albans, Stevenage, Three Rivers, Watford and Welwyn Hatfield.

Table 2-1: Hertfordshire SEP

How have demographic assumptions and projections been presented?	None identified
How have housing projections, completions and new delivery opportunities (eg new releases of public land assets) been addressed?	<ul style="list-style-type: none"> Housing target: The target set for 2030 is to accelerate delivery of 16,600 net additional houses. Currently, the existing target for housing provision over the SEP period of 2015 to 2021 is 3,717 dwellings per annum. The commitment is to work towards agreement of 4,500-5,000 dwellings per annum. Housing delivery: Establishment of local Growth Area For a to progress potential major schemes.
How have economic and employment projections and assumptions been addressed?	<ul style="list-style-type: none"> Employment target: The target set for 2030 is 38,600 net additional jobs with a £3 billion net additional uplift in GVA. Economic development focus: Building on the significant bio-science, pharmaceutical and film and digital industries presence in Hertfordshire to develop new science and technology capacity. The SEP positions Hertfordshire in synergy with the strong bio-science R&D capabilities in London and also Cambridge.
Are major housing development locations set out?	<ul style="list-style-type: none"> Context: Recognising the strong relationship with London, three major radial corridors are identified, defined by major road and rail routes. The key issues are about avoiding areas within these corridors becoming a location for lower value activities priced out of London, addressing already severe traffic and transport congestion, and, on the upside, harnessing the corridors' agglomeration effects appropriately. Locations: SEP growth in Hertfordshire is being focused on the following three main growth corridors: <ul style="list-style-type: none"> M1/West Coast Mainline (2250-2550 dwellings in Watford) A1(M)/East Coast Mainline (13,000 dwellings in Stevenage, Hitchin and Welwyn Hatfield) M11/A10 /Liverpool St to Cambridge rail line (2,200 permitted at Bishops Stortford and emerging local plan provision in East Herts (5,000-10,000 to 2030) New Town Renewal: Key economic clusters and the most significant housing development opportunities are located within the growth corridors, particularly in the county's 'first wave' New Towns. These places require a comprehensive programme of regeneration and delivery mechanisms to promote development. There are opportunities to link their renewal to opportunities for growth. Sectoral focus: Key science and technology assets will be clustered

	<p>within these growth corridors. Major locations for the development of the bio-science sector in particular are identified at Stevenage Bioscience Catalyst and the BioPark at Welwyn Garden City.</p> <ul style="list-style-type: none"> • Development constraints: Elsewhere in the area, the SEP acknowledges that development is constrained by Green Belt status (which covers 50% of greenfield land) and chronic traffic congestion.
<p>What information is presented on commuter patterns and priority transport investment schemes?</p>	<ul style="list-style-type: none"> • Infrastructure focus: The potential for delivery in the growth corridors requires significant investment in transport infrastructure to relieve congestion, improve connectivity within the areas and to unlock key development sites. The largest opportunities exist in the M1/M25 Growth Area and the A1(M) Growth Area. The M11/A10 Growth Area will experience growth as a result of Stansted Airport growth. However, the opportunities for growth beyond planned totals in this area will rely on strategic transport investment in road and rail capacity taking place in the medium term. • Infrastructure funding: Investment in infrastructure is a key theme in the SEP. The SEP heralds a greater focus on prioritising transport investment to unlock growth. The mechanisms that will be used include a local Evergreen Infrastructure Investment Fund contributed to by Local Authorities (including S106 monies and CIL) and, hopefully, Central Government. A key ask from the SEP is to seek to retain a greater share of local taxes for investment in infrastructure. • Priority schemes: They currently include: <ul style="list-style-type: none"> ○ the development of the Croyley Rail Link (two new stops and a terminus for the Metropolitan Line connecting the West Coast Mainline at Watford Junction) ○ securing investment in the A1(M) between Junctions 6 to 8 (widen to three lanes) ○ in the medium term supporting proposals for widening West Anglia mainline and Crossrail 2 particularly in relation to Broxbourne and Cheshunt Stations.
<p>Are other priority infrastructure requirements highlighted?</p>	<p>None identified</p>
<p>Hertfordshire Local Growth Deal Allocation</p>	<p>Hertfordshire will receive £18.5m for 2015-2019. This will contribute towards three key schemes:</p> <ul style="list-style-type: none"> • A120 Little Hadham Bypass (£28.6m) • A602 Stevenage to Ware improvements (£11.2m) • A1(M) congestion relief (Welwyn Garden City to/from Stevenage) (28.1m - £49.4m) <p>A summary of the joint priorities agreed with Government through the Local Growth Deal are set out in Appendix C.</p>

Figure 2-1 Hertfordshire SEP key growth areas

Our strategy is based around three growth areas, with significant potential for economic growth



Source: Hertfordshire SEP

2.5 South East Midlands SEP

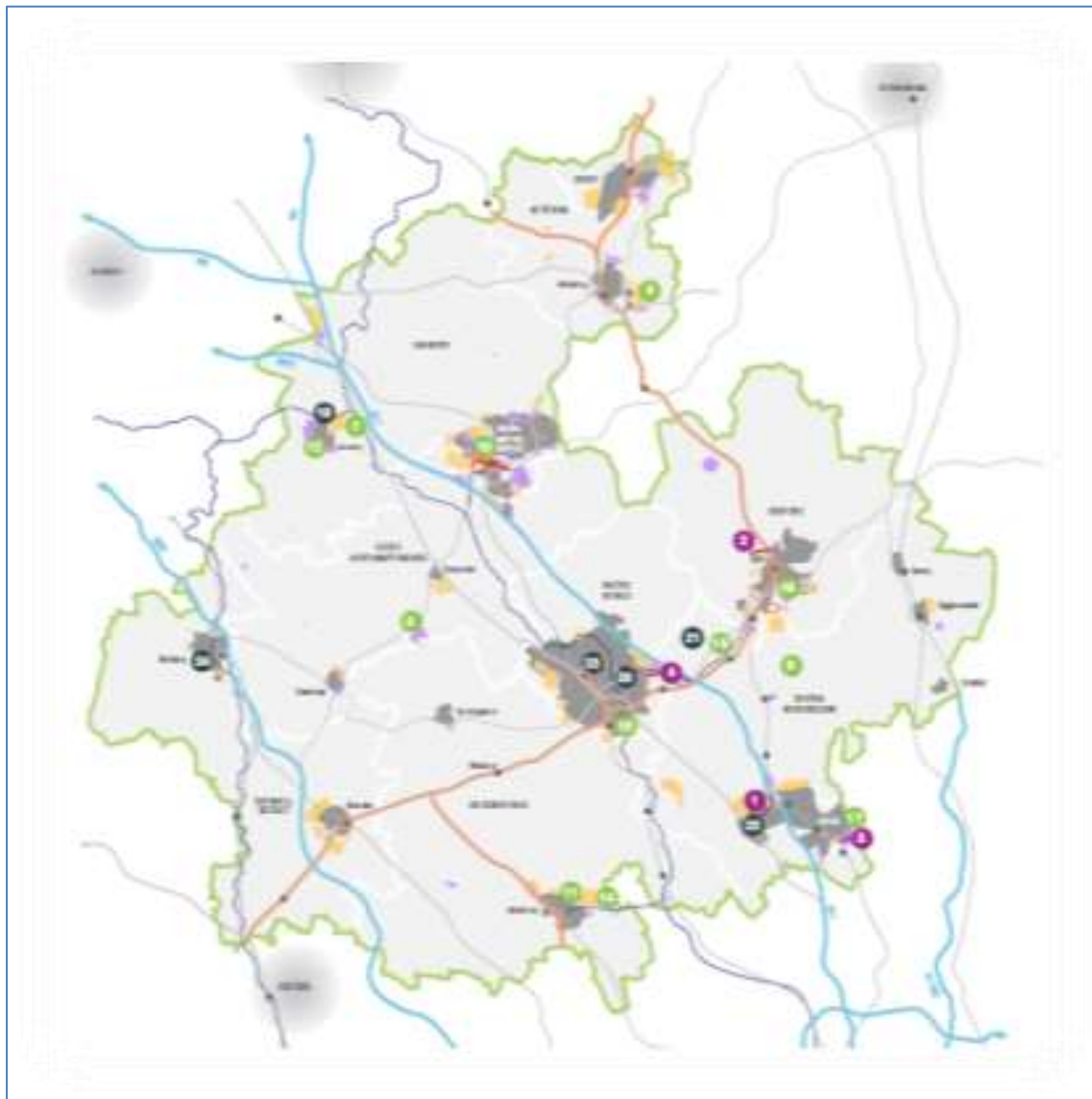
2.5.1 The South East Midlands Strategic Economic Plan (SEMLEP) covers 11 local authority areas: Aylesbury Vale, Bedford, Central Bedfordshire, Cherwell, Corby, Daventry, Kettering, Luton, Milton Keynes, Northampton and South Northamptonshire. The SEMLEP area overlaps with Oxfordshire LEP, Buckinghamshire Thames Valley LEP and the Northamptonshire Enterprise Partnership.

Table 2-2: South East Midlands SEP

How have demographic assumptions and projections been presented?	<ul style="list-style-type: none"> The base position in current plans is for an increase in population of 8.9% between 2015 and 2020. With £60 million investment sought for 2015/16, the 'growth' position would be 12.4% increase in population between 2015 and 2020. The additionality of the SEP would therefore be 3.5% population.
How have housing projections, completions and new delivery opportunities (eg new releases of public land assets) been addressed?	<ul style="list-style-type: none"> The base position in current plans is for an increase in the delivery of 46,600 new dwellings between 2015 and 2020. With £60 million investment sought for 2015/16, the 'growth' position would be the delivery of 70,600 new dwellings between 2015 and 2020. The additionality of the SEP would therefore be 24,400 new dwellings.
How have economic and employment projections and assumptions been addressed?	<p>Economically, 75,000 businesses provide 885,000 jobs. 97% of businesses employ fewer than 50 people. Only 16.4% of jobs are in export intensive sectors. Key themes promoted by the SEP include exploiting knowledge intensive sectors, big data and smart cities.</p> <ul style="list-style-type: none"> The base position in current plans is for 61,400 new jobs (with a GVA increase of £9.1 Billion) between 2015 and 2020. With £60 million investment sought for 2015/16, the 'growth' position would be 94,700 new jobs (with a GVA increase of £10.2 Billion) between 2015 and 2020. The additionality of the SEP would therefore be 41,500 new jobs.
Are major housing development locations set out?	<p>The SEP is focused on delivering accelerated growth from existing plans through to 2020/21, with further investment unlocking further additional growth to 2026/27. The spatial framework for growth is focused on expansion of existing urban areas and exploiting opportunities for economic growth and housing in a limited number of other key sites.</p> <p>The nature of development opportunities for housing and employment are large-scale sustainable urban extensions. The key requirement to be met in unlocking accelerated growth of jobs and housing, and delivering new sites, is strategic investment in transport infrastructure upfront. The SEP implementation plan builds on four existing transport priorities identified by the Local Transport Body and adds a further 18 infrastructure project priorities to accelerate development on key sites.</p>

	<p>Around 2,500 hectares of employment land on 112 strategic employment sites has been identified across the SEMLEP area. Of this 1287 hectares is taken up by seven sites (including Luton Airport and Silverstone).</p> <p>The SEP implementation plan sets out 18 infrastructure projects, 7 of which will deliver 41,469 dwellings toward the SEP targets to 2020/21 (including the additional growth element of 24,400).</p> <ul style="list-style-type: none"> 3 out of the 4 Local Transport Board Priority Projects will deliver 9,350 dwellings: <ul style="list-style-type: none"> Woodside Link (Dunstable in Central Bedfordshire) will deliver 5,150 dwellings and 5,888 jobs Bedford Western bypass (Bedford) will deliver 1,300 dwellings and 1,000 jobs A421 Dualling from Fen Farm to J13 (Milton Keynes) will deliver 2,900 dwellings and 2,500 jobs 4 out of 18 further infrastructure projects will deliver 15,075 dwellings: <ul style="list-style-type: none"> Abthorpe Roundabout (Silverstone in South Northamptonshire) will deliver 2,750 dwellings and 3,800 jobs A45 Daventry Development Link (Daventry) will deliver 4,000 dwellings 2,500 jobs (1500 construction) Kettering Energy and Sustainable Urban Extension (Kettering) will deliver 5,500 dwellings and 2,023 jobs Eastern Link Road including Stocklake Link Road (Aylesbury) will deliver 2,825 dwellings and 6,417 jobs
What information is presented on commuter patterns and priority transport investment schemes?	<p>See above major development locations.</p> <p>The need for and opportunities arising from improved East-West transport connections are highlighted in the SEP. This is seen as important for connectivity within the area and for strategic freight movements to south coast and east coast ports.</p> <p>The south west of the area is on the route of HS2.</p>
Are other priority infrastructure requirements highlighted?	<p>Need to improve Broadband infrastructure, particularly in relation to the 27.5% of the population of the LEP area living in rural areas.</p>
South East Midlands Local Growth Deal Allocation	<p>£20.1m has been confirmed for 2015/2016, and a further £23.9 million to be spent by 2021. The Government has also provisionally earmarked a further £20.6 million for projects starting in 2016/17.</p> <p>A summary of the joint priorities agreed with Government through the Local Growth Deal are set out in Appendix C.</p>

Figure 2-2 South Midlands SEP key growth areas



Source: South East Midlands SEP

2.6 Buckinghamshire SEP

2.6.1 Buckinghamshire Thames Valley LEP matches the administrative boundaries of Buckinghamshire County Council and the districts of Chiltern, Wycombe, Aylesbury Vale and South Buckinghamshire. Aylesbury Vale is also covered by South East Midlands LEP.

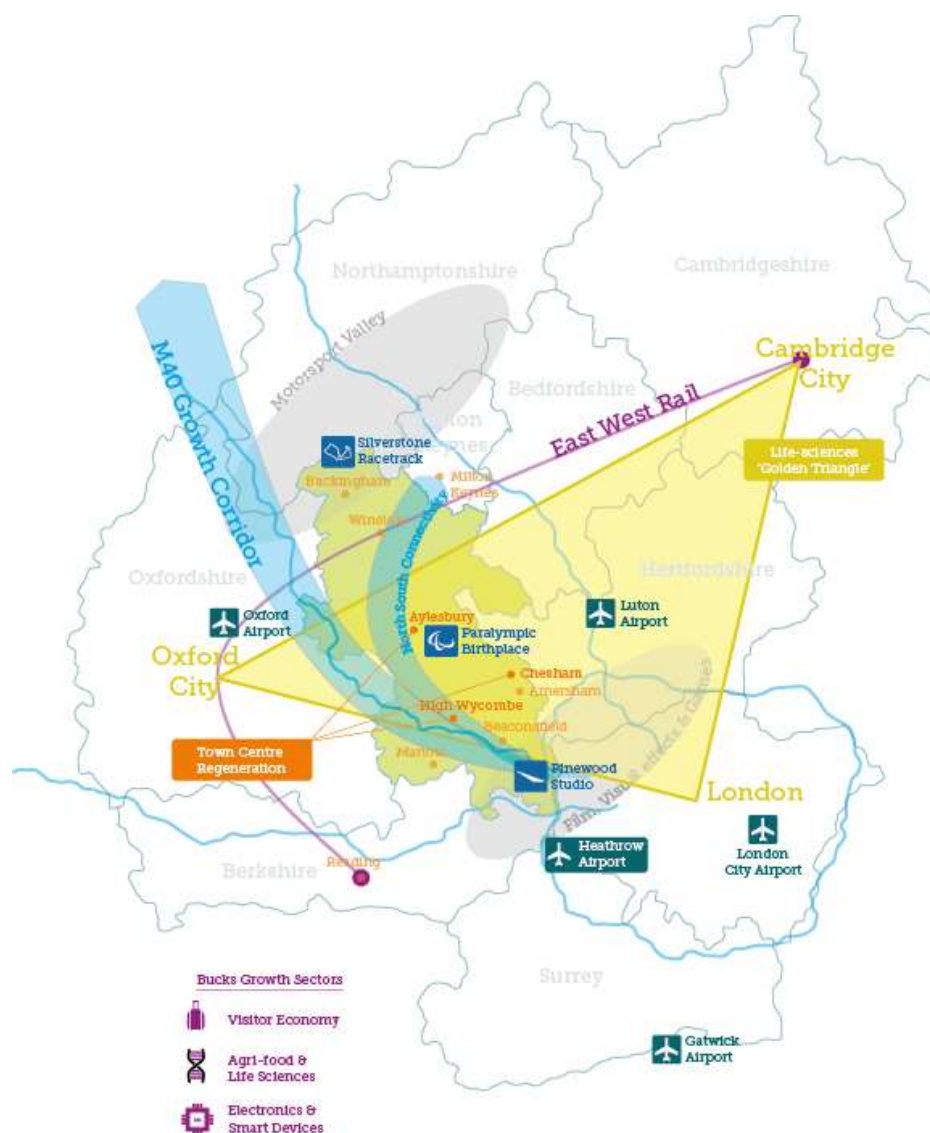
Table 2-3: Buckinghamshire SEP

<p>How have demographic assumptions and projections been presented?</p>	<p>The population of the LEP area is 556,600. One third live in High Wycombe (92,000) and Aylesbury (63,000).</p> <p>No population projections were identified in the SEP. SEP appendices were not available.</p>
<p>How have housing projections, completions and new delivery opportunities (eg new releases of public land assets) been addressed?</p>	<p>The baseline growth in housing over the period 2015-2020 is 8,175 dwellings. The 'growth' scenario based on LGF funding is 10,065 new dwellings over the period. The additionality of the SEP is described as 2,500 [sic] dwellings (though a simple subtraction of baseline from growth scenarios gives a total of 1,890).</p> <p>32% of the LEP area is Metropolitan Green Belt. In 2013, the area ranked 2nd highest for its rate of housing completions nationally among LEP areas, and 10th since 2008. Affordability remains a key problem.</p> <p>Key delivery opportunities for housing arise from transport investment in the main growth corridor identified below. However, specific numbers are not presented.</p>
<p>How have economic and employment projections and assumptions been addressed?</p>	<p>The baseline growth in employment over the period 2015-2020 is 24,000 new jobs (GVA Increase of £3bn). The 'growth' scenario based on LGF Funding is 30,800 new jobs (GVA Increase of £3.3bn). The additionality of the SEP is 6,800 new jobs (GVA Increase of £319m).</p> <p>Buckinghamshire has a high degree of out commuting, with only around 62% of residents employed in the LEP area. 92,000 workers commute out of the area, whilst 48,000 commute in. 35,000 of the out commuters travel to London and around one-third of these are local commuters to Hillingdon.</p>
<p>Are major housing development locations set out?</p>	<p>The key spatial expressions in the SEP are a growth corridor along the M40 and a north-south corridor connecting the M40 in the south to the M1 in the north and taking in the key settlements in the area (particularly High Wycombe and Aylesbury). No specific growth locations in terms of specific housing commitments are identified in the SEP.</p> <p>A number of transport schemes are identified which will address growth proposals for the key towns and also open up major development sites for employment and housing.</p>
<p>What information is presented on commuter patterns and</p>	<p>Improved North-South connectivity is a key requirement. Improved connectivity within the LEP area is also a key theme. Current committed</p>

<p>priority transport investment schemes?</p>	<p>schemes include:</p> <ul style="list-style-type: none"> • the East West Rail Link • Evergreen 3 (a Marylebone to Oxford Service via Wycombe, Princes Risborough and a new Bicester chord from 2016) • Crossrail from 2018, connecting Maidenhead to the Acton main line, with an underground spur to Heathrow Airport. Station upgrades will take place at Maidenhead, Taplow, Burnham, Sough, Langley and Iver. • HS2 (under current plans) will open in 2025, though at present there are no stations in <p>Other initiatives include the aim to work jointly with the Highways Agency on the M40 Route Based Strategy, in particular from Junction 3a northwards: Junction 3, 3a and 4 (High Wycombe), Junction 5 (Stokenchurch), Junction 6 (Princes Risborough), Junction 7 and 8 (Haddenham Business Park), Junction 9 (Bicester and Westcott Venture Park) and Junction 10 (Silverstone).</p> <p>Key Local Growth Fund Transport project asks identified in the SEP:</p> <ul style="list-style-type: none"> • Project 1: Connecting 400 Ha of expansion land through the Aylesbury East Expansion, including the Eastern Link Road & Stocklake Link • Project 2: Regenerating High Wycombe through the Town Centre Masterplan and the Southern Quadrant Transport Strategy • Project 3: Improving North South Connectivity and connecting residual MOD Land by developing the A355 Improvement Scheme (250-350 homes at Wilton Park Opportunity Site) • Project 4: Delivering modal shift by improving sustainable transport links to East West Rail & Winslow Station • Project 5: Delivering modal shift by improving sustainable transport links to CrossRail Stations in Taplow (linking Slough & Maidenhead) & Iver • Project 5a: CrossRail: Improving Multi Modal Connectivity to Taplow Station - linking Slough & Maidenhead (Cross LEP Project) • Project 5b: CrossRail: Improving Multi Model Connectivity to Iver Station
<p>Are other priority infrastructure requirements highlighted?</p>	<p>Only 60 companies in the LEP area employ more than 250 employees. 42% of SMEs are home-based businesses. The provision of high quality broadband infrastructure is an important priority.</p> <p>The LEP area ranks 7th in the amount of commercial office space it has, but ranked only 36th in terms of the amount of space developed between 1998-2008. There is a need to refresh the commercial property stock in the area.</p> <p>The SEP includes a proposal for a social housing investment vehicle to deliver more affordable housing.</p>
<p>Buckinghamshire SEP (Buckinghamshire Thames</p>	<p>The Buckinghamshire Thames Valley LEP has secured £44.2m from the Government's Local Growth Fund to support economic growth in the area-</p>

Valley) Local Growth Deal Allocation	<p>with £8.9m of new funding confirmed for 2015/16 and £27m for 2016/17 to 2021.</p> <p>A summary of the joint priorities agreed with Government through the Local Growth Deal are set out in Appendix C.</p>
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Figure 2-3 **Buckinghamshire Thames Valley SEP growth areas**



Source: Buckinghamshire Thames Valley SEP

2.7 Thames Valley Berkshire SEP

2.7.1 Administratively, the LEP area consists of the whole of the former county of Berkshire, now divided into the six unitary authority areas (Bracknell Forest, Reading, Slough, West Berkshire, Windsor and Maidenhead, and Wokingham).

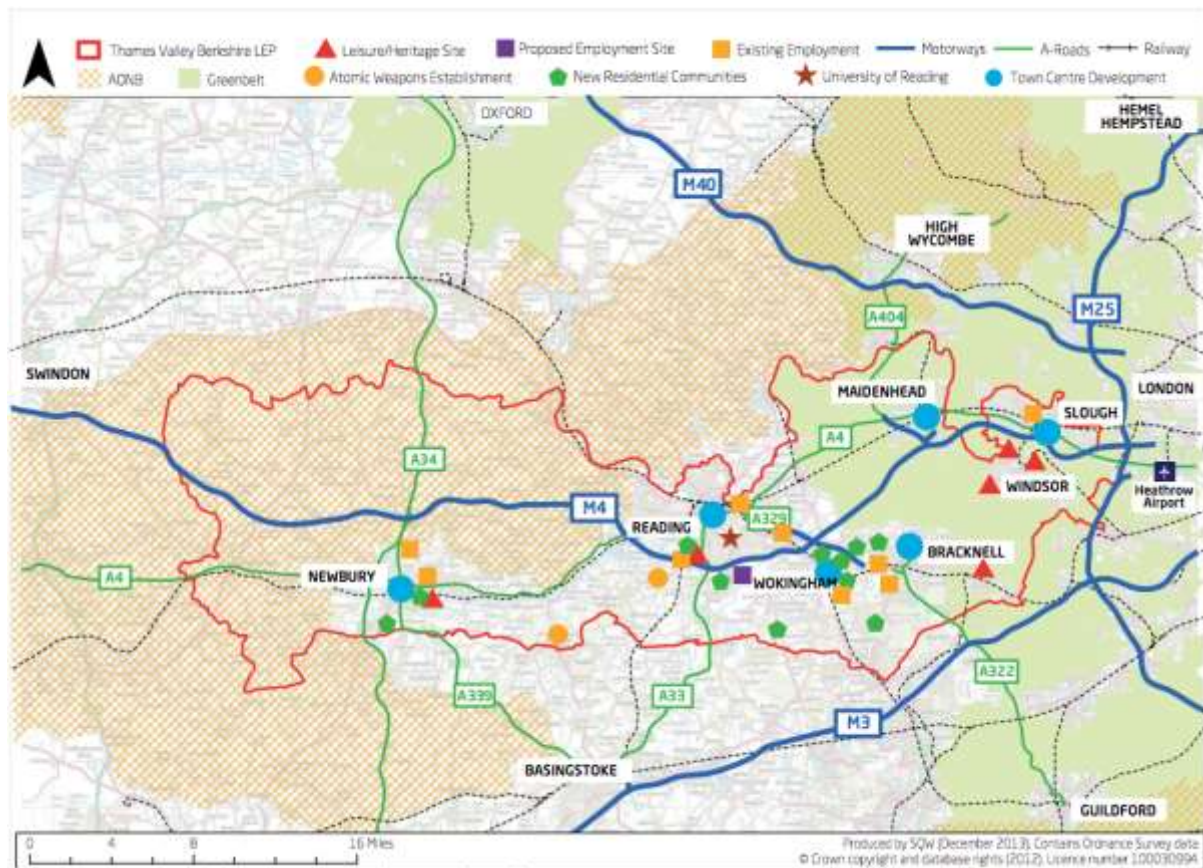
Table 2-4: Thames Valley Berkshire SEP

How have demographic assumptions and projections been presented?	The 2011 census estimates the population of the Thames Valley Berkshire LEP area to be 861,870. The ONS mid-year population estimates for 2012 put estimates a population of around 870,000. The SEP sets out a baseline projection for population increase of 1.1% per annum over the period 2015-2020.
How have housing projections, completions and new delivery opportunities (eg new releases of public land assets) been addressed?	<p>Planned housing provision in Thames Valley Berkshire Authorities of Bracknell Forest, Reading, Slough, West Berkshire, Windsor and Maidenhead and Wokingham over the period 2006-2026 is 58,509.</p> <p>The total number of dwellings delivered over 2006-2012 was 15,797 at a rate of 2,632 per annum (against a target annual delivery of 2,864 dwellings). Reading and Slough exceeded delivery targets.</p> <p>The SEP priority is to deliver planned provision by overcoming infrastructure issues. There are no 'stretch' targets in the SEP, or accelerated delivery targets.</p>
How have economic and employment projections and assumptions been addressed?	<p>Baseline economic projections were undertaken by Cambridge Econometrics using its Local Economy Forecasting Model on a 2011 base. These indicated 539,000 jobs and GVA value of £26.7 Billion at constant 2009 prices. A total of 583,000 jobs were projected for 2025.</p> <p>It was concluded that that future growth rates will be weaker than immediate past and similar to that project for the South East as a whole. There is a predicted decline to 2025 in employment in government services employment and growth in financial and business services (+17,000), information and communications (+12,000) and transport and storage (+9,000).</p> <p>Overall, 44,000 net additional jobs 2011-2025. This is a lower number than predicted in a recent Experian projection of 148,000 net additional jobs over the period 2011-2031. Historically, average annual net additional jobs between 1981-and 2011 was about 4,700.</p> <p>There are 42,000 businesses in the LEP area and 30,000 of these have fewer than 5 employees.</p> <p>Current GVA is £30 billion, which is 15% of South East and 2% of National GVA. The baseline projection of GVA in 2020 is £31.7 billion at 2009 prices (2.5% per annum growth 2015-2020). Predicted GVA growth through the implementation of the SEP is £32.4Billion at 2009 prices (a growth of £700</p>

	<p>million in GVA over current projections).</p> <p>Baseline projection for employment expected to grow by 0.4% per annum over the period 2015-2020. Some statistics are presented below:</p> <ul style="list-style-type: none"> • 42.3% of employment in TVB is in 'top output growth sectors' (Rank 1) • 28.5% of employees in TVB work in the 'knowledge economy' (Rank 2, behind London) • 2.5% of enterprises are in foreign ownership (Rank 1) = 25% of all employment and 50% of all turnover in the LEP area. • Economic output per head in TVB is £32.8k (Rank 2, behind London) • Business birth rate is 12.4% (Rank 2, behind London). • October 2013 1.8% seeking Job seekers allowance – close to full employment • 18,000 residents work at Heathrow
<p>Are major housing development locations set out?</p>	<p>SEP does not set out new housing growth locations and proposes to achieve planned targets in adopted local plans to 2026 (net figure remaining from 2012-2026 is 42,712 dwellings).</p> <p>The LEP area is character by three broad areas. The East of the area is dominated by Heathrow and undeveloped areas of Metropolitan Green Belt. The west of the area is rural (14.5% of the LEP area population live in rural areas). The Central area has a more urban character.</p> <p>The Reading Built Up Area (BUA) (i.e. not the LA boundary) is 318,000 (the population grew by 6% 2001-2011). The Slough BUA population is 164,000 and the population of the Bracknell BUA is 77,000 (its population grew by 9% 2001-2011)</p> <p>The BUAs accounted for the majority of population growth in the LEP area, from 800,113 in 2001 to 861,870 in 2011 (8% growth).</p> <p>Bracknell - 11,139 dwellings in existing plans to be delivered over the period 2006-2026. Delivery during 2006-2011 was 2,118 net additional housing units. This is lower than the target which was front-loaded in the BFLP. Emphasis on addressing town centre regeneration.</p> <p>Reading - Reading/Wokingham urban area (ONS label) had a population in 2001 of 370,000. Reading is 'under-bounded' Not a new observation. South East plan provision for Reading was 10,420 dwellings. In terms of development focus in Reading, the SEP identifies the following:</p> <ul style="list-style-type: none"> • Reading Central Area • South West Reading • District/Local Centres • Redevelopment of existing employment areas <p>The area covered by the Reading Diamond Local Economic Assessment 2010 was defined as the whole of Reading, Wokingham and Bracknell</p>

	Forest unitary authority areas and a small part of West Berkshire.
What information is presented on commuter patterns and priority transport investment schemes?	<p>The SEP identifies a number of transport investment requirements to deliver housing identified for strategic development locations and other development throughout the LEP area.</p> <p>Strategic transport investment is required to help unlock four strategic development locations located in close proximity at Wokingham (10,000 dwellings planned).</p> <p>Urban connectivity to town centres, out of centre business locations, corridor enhancements, mass rapid transit systems. Effective transport infrastructure is required to enable hub towns to function properly.</p> <p>A number of strategic transport investments which are underway must be completed:</p> <ul style="list-style-type: none"> • Reading Station improvements • Crossrail. • Surface access to Heathrow – Western Rail Access. <p>TVB has identified its strategic priorities as:</p> <ul style="list-style-type: none"> • Southern Rail Access to Heathrow Airport. • Reading to Waterloo services. • Improved connections to the North Downs line to Guildford, Gatwick and Brighton • Junction 10 is being upgraded by the Highways Agency using Pinchpoint funding. There are no further junction enhancements planned so the next capacity enhancement will come from the Managed Motorway Scheme from London out to Junction 12 (Reading West and Theale). This is not scheduled to start until after 2015 and the detailed design has not yet been decided. • North-South movements all pose problems – M25, A404/M40, M4/A34, A3290-A329M and A322.
Are other priority infrastructure requirements highlighted?	None identified
Thames Valley Berkshire SEP Local Growth Deal Allocation	<p>The Thames Valley Berkshire LEP has secured £96.9m from the Government's Local Growth Fund to support economic growth in the area – with £13.4m of new funding confirmed for 2015/16 and £2.0m for 2016/17 to 2021.</p> <p>A summary of the joint priorities agreed with Government through the Local Growth Deal are set out in Appendix C.</p>

Figure 2-4 Thames Valley Berkshire SEP key Growth Areas



Source: Thames Valley Berkshire SEP

2.8 Oxfordshire SEP

2.8.1 There are six local authorities covered by the Oxfordshire SEP: Oxfordshire County Council and the districts of Cherwell, South Oxfordshire, Vale of White Horse, West Oxfordshire, and Oxford City. The LEP area population is 660,800. There are 380,600 people in employment.

Table 2-5: Oxfordshire SEP

How have demographic assumptions and projections been presented?	No projections are provided on overall population growth. There is commentary within the SEP on the changing structure of the population, in particular in relation to the ageing of the population. There is also some data on the predicted increases in population of key locations within the Knowledge Spine, identified as the key area of growth in the area. Bicester is expected to grow by 28% if infrastructure is provided to support that. Didcot will double by 2051 in similar terms. These predictions are within current plans.
How have housing projections, completions and new delivery opportunities (eg new releases of public land assets) been addressed?	<p>Interestingly, and different from other SEPs, the Oxfordshire SEP does not set out acceleration commitments on the delivery of housing and highlights the issue of private sector delivery of current plans. The SEP makes an overall commitment to deliver between 93,560 and 106,560 new homes by 2031.</p> <p>One specific opportunity for additional delivery is identified. This is the potential to deliver a further 1,095 dwellings on the Oxpens and Blackbird Leys sites within 10 years as part of a 3,000 home programme within Oxford, from 2015.</p> <p>As part of the City Deal, Oxfordshire committed to accelerate the delivery of 7,500 homes through the combined Oxfordshire Housing Programme by 2018, of which over a third (36 per cent) will be affordable. This represents 72 per cent increase in the number of homes delivered by 2018 against current forecast.</p> <p>The Oxfordshire Strategic Housing Market Assessment (SHMA) 2014 will prompt local planning authorities to review their plans and bring forward additional sites. Oxfordshire authorities have signed up to a Statement of Co-operation that addresses (at a headline level) how unmet housing need will be accommodated through the planning system.</p>
How have economic and employment projections and assumptions been addressed?	The SEP predicts an uplift in GVA of £.6.6 billion at constant prices to 2030 (£2.9 billion to 2021). It estimates the creation of 85,600 new jobs by 2031 (a 1% increase per annum) compared to 0.8% per annum achieved between 2001 and 2011.
Are major housing development locations set out?	The key spatial development opportunity identified in the SEP is the 'Oxfordshire Knowledge Spine'. This area runs north to south through the centre of the LEP area and is prioritised for interventions in key locations within the spine. Three key areas for growth potential in population, employment and housing are identified at Bicester, Oxford and Science

	Vale Oxford. A key aim of the interventions is to improve connectivity of the key hubs in the knowledge spine locally, nationally and internationally.
What information is presented on commuter patterns and priority transport investment schemes?	<p>The SEP presents a long list of detailed transport schemes which are required to deliver the collective opportunities identified in the SEP. They are generally not linked to the delivery of a specific opportunities but are seen to be linked in addressing one of the core themes of the SEP. This is that connectivity needs to be significantly improved in order to address barriers to growth.</p> <p>Oxford Science Transit: a fully integrated and multi-modal transport system. Key features include four trains per hour along the corridor linking core rail stations (Bicester, Oxford, Culham and Didcot). The stations would receive investment to develop them into high quality multi-modal interchanges.</p> <ul style="list-style-type: none"> • Programme to deliver superfast broadband. Aims to bring broadband speeds of at least 24Mbps to 90-92% of all premises by the end of 2015. Further projects are being developed to deliver Ultrafast broadband. • The SEP highlights improvements taking place to the Great Western Main Line through re-signalling and electrification. Following this, there will also be a new fleet of 49 intercity express trains. • Didcot Parkway Station Interchange improvements • M40 Junctions 9 and 10 pinchpoint schemes are already committed and underway <p>Bicester Eco Town: The Local Plan proposes 7,000 new homes by 2031, and a further 3,500 new homes by 2040. Around 2,700 of these homes have already been completed. The Local Plan acknowledges North West Bicester capacity for at least 5,000 new homes of which around 1,800 are anticipated during the Plan period although it does not preclude a faster delivery rate.</p> <p>Committed Bicester Schemes</p> <ul style="list-style-type: none"> • East West Rail • Bicester Park and Ride • Western section of peripheral route • M40 Junction 9 <p>Bicester asks</p> <ul style="list-style-type: none"> • Banbury and Bicester College campus redevelopment – FE college investment. • Bicester peripheral road route • London Road Rail Crossing and Charbridge Lane Rail Crossing • Walking and Cycling Connectivity Project <p>Oxford: The SEP focuses on building on the strengths of the city, overcoming barriers to growth and increasing opportunities to all</p>

	<p>residents. The main theme is connectivity.</p> <p>Committed Oxford Schemes</p> <ul style="list-style-type: none"> • Hinksey Hill and Kennington Junctions (Science Transit Phase 1) • Local Sustainable Fund Projects – London Road Bus Lane extensions, New bus services, walking and cycling improvements from Thornhill to Headington, and travel planning <p>Oxford asks (limited to development related physical infrastructure)</p> <ul style="list-style-type: none"> • Headington Phase 1 • Oxford Station – Interchange and Gateway Development • Oxford City Transport – West End • Eastern Arc Transport Improvements • Upstream Flood Storage at Northway centre playing field and Court Place Farm Park
Are other priority infrastructure requirements highlighted?	<p>There is an identified need for improved flood storage upstream of Oxford. A flood alleviation programme has been formulated.</p>
Oxfordshire SEP Local Growth Deal Allocation	<p>At least £108.6 million has been secured by Oxfordshire LEP. £9.2m has been confirmed for 2015/16, and an indicative award of a further £53.7m for 2016/17 onwards.</p> <p>A summary of the joint priorities agreed with Government through the Local Growth Deal are set out in Appendix C.</p>

Figure 2-5 **Oxfordshire SEP key Growth Areas**



Source: Oxfordshire SEP

2.9 Enterprise M3 SEP

2.9.1 The Enterprise M3 LEP area covers mid and north Hampshire and south west Surrey. It stretches from the edge of London along the M3 motorway to the New Forest. The main towns located within the LEP area include taking in several towns in Hampshire and Surrey (including Aldershot, Andover, Basingstoke, Camberley, Farnborough, Guildford, Staines-upon-Thames, Whitehill & Bordon and Woking) and the city of Winchester.

2.9.2 The LEP area contains local authority district areas in Hampshire and Surrey: Basingstoke and Deane Borough Council, East Hampshire District Council, Elmbridge Borough Council, Guildford Borough Council, Hart District Council, New Forest District Council, Runnymede Borough Council, Rushmoor Borough Council, Spelthorne Borough Council, Surrey Heath Borough Council, Test Valley Borough Council, Waverley Borough Council, Winchester City Council, Woking Borough Council.

Table 2-6: Enterprise M3 SEP

How have demographic assumptions and projections been presented?	The 2011 Census estimates the population of the LEP area to be 1,633,900. The 2012 ONS estimate of population is 1.6 million.
How have housing projections, completions and new delivery opportunities (eg new releases of public land assets) been addressed?	<p>The SEP says that 43,000 dwellings delivered in LEP area over last ten years.</p> <p>There are significant land constraints - 25% of LEP area is either SPA or Metropolitan Green Belt. The Thames Basin Heaths SPA also creates the need for significant mitigation opportunities to be found, which are important to the delivery of housing sites.</p> <p>The SEP points to an extreme shortage of affordable rural housing and a lack of high-speed broadband in rural areas, limiting home-based working.</p> <p>The SEP sets out an aim to accelerate delivery of housing 25% above 2003-13 average baseline. This equates to the provision of up to 11,500 dwellings over next 10 years. A Regeneris (2014) report prepared for the LEP provides a baseline housing provision calculated from delivery rates from before and during the recession.</p> <p>The accelerated delivery to be achieved through the SEP will occur without an increase in local plan targets. Infrastructure funding and strategic transport interventions are required to deliver them. Delivery of housing would be accelerated (in statistical terms) by 54% if compared to the 5-year baseline (2008-13).</p> <p>‘The price of housing and inability to accommodate new housing due to environmental designations has meant local planning authorities and developers have not been able to bring forward a sufficient volume of activity to date. Site owners have been unable to agree to terms of sale, and key requirements such as transport, water (particularly water quality and sewerage) and provision of community facilities have acted as barriers to progress.’</p>

	<p>In Guildford, the aspiration is to deliver 1,000 new homes in Slyfield.</p> <p>The SEP sets out s £22.86 million proposed allocation for housing (unlocking housing sites) from the Local Growth Fund.</p> <p>With local growth fund support, the SEP aims to accelerate delivery of housing at Whitehill and Bordon (4,000 dwellings), and Wellesey (3,850 dwellings). These will start on site in 2014/15.</p> <p>The SEP commits the LEP partners to adopt an 'account management' approach across strategic sites. Recent research for the LEP has identified barriers to delivery, planning status, ownership etc, and highlights opportunities for accelerated delivery at a variety of timescales. The LEP has agreed to form a Public Land Board to promote the effective use of public sector land assets.</p> <p>A commercial property report prepared for the LEP, identified that there is a stock of commercial space which is unlikely to be used for commercial use again. The SEP identifies the use of local growth fund to support the conversion of redundant commercial space into new homes.</p>
How have economic and employment projections and assumptions been addressed?	<p>The 2012 ONS estimate of GVA in the LEP area at £41.98 Billion, with 744,000 jobs in 86,500 businesses.</p> <p>The SEP predicts GVA to be 25% above national average by 2020, with a projected increase in the employment rate from 77.4% to 80%, creating 52,000 new jobs, by 2020.</p> <p>The SEP projects the addition of 1,400 businesses each year, by 2020.</p>
Are major housing development locations set out?	<p>Three main areas of growth are identified in the SEP:</p> <ul style="list-style-type: none"> • Growth towns – Woking, Guildford, Farnborough, Basingstoke • Step-up towns – Andover, Whitehill and Bordon, Aldershot, Camberley, Staines-upon-Thames • Sci-Tech Corridor – along M3 <p>Accelerated delivery of existing planned sites at Whitehill Bordon and Wellesey</p>
What information is presented on commuter patterns and priority transport investment schemes?	<p>A number of key transport investment requirements have been identified in the SEP. Overall, £27.2 million proposed allocation of LGF in 2015-16 to address transport priorities.</p> <p>Key themes identified in the SEP include a continued and expanded role for Heathrow and Gatwick. Surface access to Heathrow from the west and the south is identified as important. The SEP also identified the importance of managing effectively the capacity and efficiency of the road network. It says investment is needed to alleviate pinchpoints in order to improve connectivity between main economic centres.</p> <p>Specific improvements identified include:</p>

	<ul style="list-style-type: none"> • Guildford A3 Strategic Corridor Improvements - to improve journey times and reliability on a strategic route. • M3 Junction 9 Improvements – to provide effective management of traffic, assist strategic movements and provide free-flow links between Junction 9 and A34. • A3/M25 interchange – junction improvement to ease congestion and reduce accidents. • A31 Ringwood Junction with A338 – Better and more reliable journey times on A31, linking to growth areas identified in adjoining LEP areas. • Southern Rail Access to Heathrow – to create a fast and reliable rail link to Heathrow Airport. • Electrification of North Downs Railways Line – Major improvement programme to address overcrowding and improve integration with network. • Woking Junction Rail Flyover – grade separation – to improve capacity on the South West Mainline and improve operational capacity at Woking, addressing a key pinchpoint on the network. • Existing and new Guildford Railway Stations – To improve accessibility to major employment locations. • South West Main Line capacity improvements (including Crossrail 2) – to enable more frequent and faster services serving key economic hubs in the area. • A3 Strategic Package – North East Guildford – to address high levels of congestion and serve a potential strategic mixed use urban expansion of the town of Guildford (not identified local plans).
Are other priority infrastructure requirements highlighted?	<p>The provision of effective flood defences to improve resilience of communities and essential infrastructure is identified as an important theme:</p> <ul style="list-style-type: none"> • River Thames Scheme – Datchet to Teddington – to reduce flood risk in communities near Heathrow, including Datchet, Wraysbury, Egham, Staines, Chertsey and Shepperton. • Need to improve flood defences – want to work with neighbouring LEPs.
Enterprise M3 SEP Local Growth Deal Allocation	<p>The Enterprise M3 LEP has secured £118.1m from the Government's Local Growth Fund to support economic growth in the area – with £29.4m of new funding confirmed for 2015/16 and £31.3m for 2016/17 to 2021.</p> <p>A summary of the joint priorities agreed with Government through the Local Growth Deal are set out in Appendix C.</p>

LOCAL GROWTH DEAL

Enterprise M3 Growth Deal

STRATEGIC TRANSPORT SCHEMES

1. Southern Rail Access to Heathrow
2. A9/M3 Junction Improvements
3. South West Main Line Capacity Improvements
4. Watlington Junction Rail Project
5. Guildford Railway Station Improvements
6. Heathrow Railway Line Electrification
7. A10 Strategic Corridor Improvements
8. M3 Junction 9 Improvements
9. A10 Ringroad Junction with A166

WOKINGHAM

Total package cost: £16.6m
GVA: £18.6m

- A package of strategic projects to improve connectivity to the M3 corridor, including the Watlington Junction Rail Project and the Watlington Junction Road Project.
- A sustainable transport package to improve access to the town centre and surrounding areas.
- Local Transport Partnership (LTP) improvements at Watlington College.
- A new walking route to Watlington.

WINDSOR

Total package cost: £11.7m
GVA: £17.1m

- Collaboration with partners to deliver transport and public services on the M40 corridor, including the M40 Junction 10 Improvement Project.
- A sustainable transport package to improve access to the town centre and surrounding areas.
- Local Transport Partnership (LTP) improvements at Windsor College.
- A new walking route to Windsor.

WINDSOR

Total package cost: £11.7m
GVA: £17.1m

- The development of a Technology and Innovation Hub, including the M40 Junction 10 Improvement Project.
- A sustainable transport package to improve access to the town centre and surrounding areas.
- Local Transport Partnership (LTP) improvements at Windsor College.
- A new walking route to Windsor.

WINDSOR

Total package cost: £11.7m
GVA: £17.1m

- A package of strategic projects to improve connectivity to the M3 corridor, including the Watlington Junction Rail Project and the Watlington Junction Road Project.
- A sustainable transport package to improve access to the town centre and surrounding areas.
- Local Transport Partnership (LTP) improvements at Watlington College.
- A new walking route to Watlington.

WINDSOR

Total package cost: £11.7m
GVA: £17.1m

- A package of strategic projects to improve connectivity to the M3 corridor, including the Watlington Junction Rail Project and the Watlington Junction Road Project.
- A sustainable transport package to improve access to the town centre and surrounding areas.
- Local Transport Partnership (LTP) improvements at Watlington College.
- A new walking route to Watlington.

WINDSOR

Total package cost: £11.7m
GVA: £17.1m

- A package of strategic projects to improve connectivity to the M3 corridor, including the Watlington Junction Rail Project and the Watlington Junction Road Project.
- A sustainable transport package to improve access to the town centre and surrounding areas.
- Local Transport Partnership (LTP) improvements at Watlington College.
- A new walking route to Watlington.

LONDON

WINDSOR

Total package cost: £11.7m
GVA: £17.1m

- A package of strategic projects to improve connectivity to the M3 corridor, including the Watlington Junction Rail Project and the Watlington Junction Road Project.
- A sustainable transport package to improve access to the town centre and surrounding areas.
- Local Transport Partnership (LTP) improvements at Watlington College.
- A new walking route to Watlington.

CAMBERLEY

Total package cost: £11.7m
GVA: £17.1m

- A package of strategic projects to improve connectivity to the M3 corridor, including the Watlington Junction Rail Project and the Watlington Junction Road Project.
- A sustainable transport package to improve access to the town centre and surrounding areas.
- Local Transport Partnership (LTP) improvements at Watlington College.
- A new walking route to Watlington.

GUILDFORD

Total package cost: £11.7m
GVA: £17.1m

- A package of strategic projects to improve connectivity to the M3 corridor, including the Watlington Junction Rail Project and the Watlington Junction Road Project.
- A sustainable transport package to improve access to the town centre and surrounding areas.
- Local Transport Partnership (LTP) improvements at Watlington College.
- A new walking route to Watlington.

GUILDFORD

Total package cost: £11.7m
GVA: £17.1m

- A package of strategic projects to improve connectivity to the M3 corridor, including the Watlington Junction Rail Project and the Watlington Junction Road Project.
- A sustainable transport package to improve access to the town centre and surrounding areas.
- Local Transport Partnership (LTP) improvements at Watlington College.
- A new walking route to Watlington.

Enterprise M3 Local Growth Deal

Enterprise M3 Local Growth Deal

SSPLOG Overview of SEPs Objectives
April 2015

2.10 Coast to Capital SEP

2.10.1 The Coast to Capital area comprises the county of West Sussex, the London Borough of Croydon, the City of Brighton and Hove, four Surrey districts – Mole Valley, Reigate and Banstead, Epsom and Ewell and Tandridge - and Lewes district which is part of East Sussex.

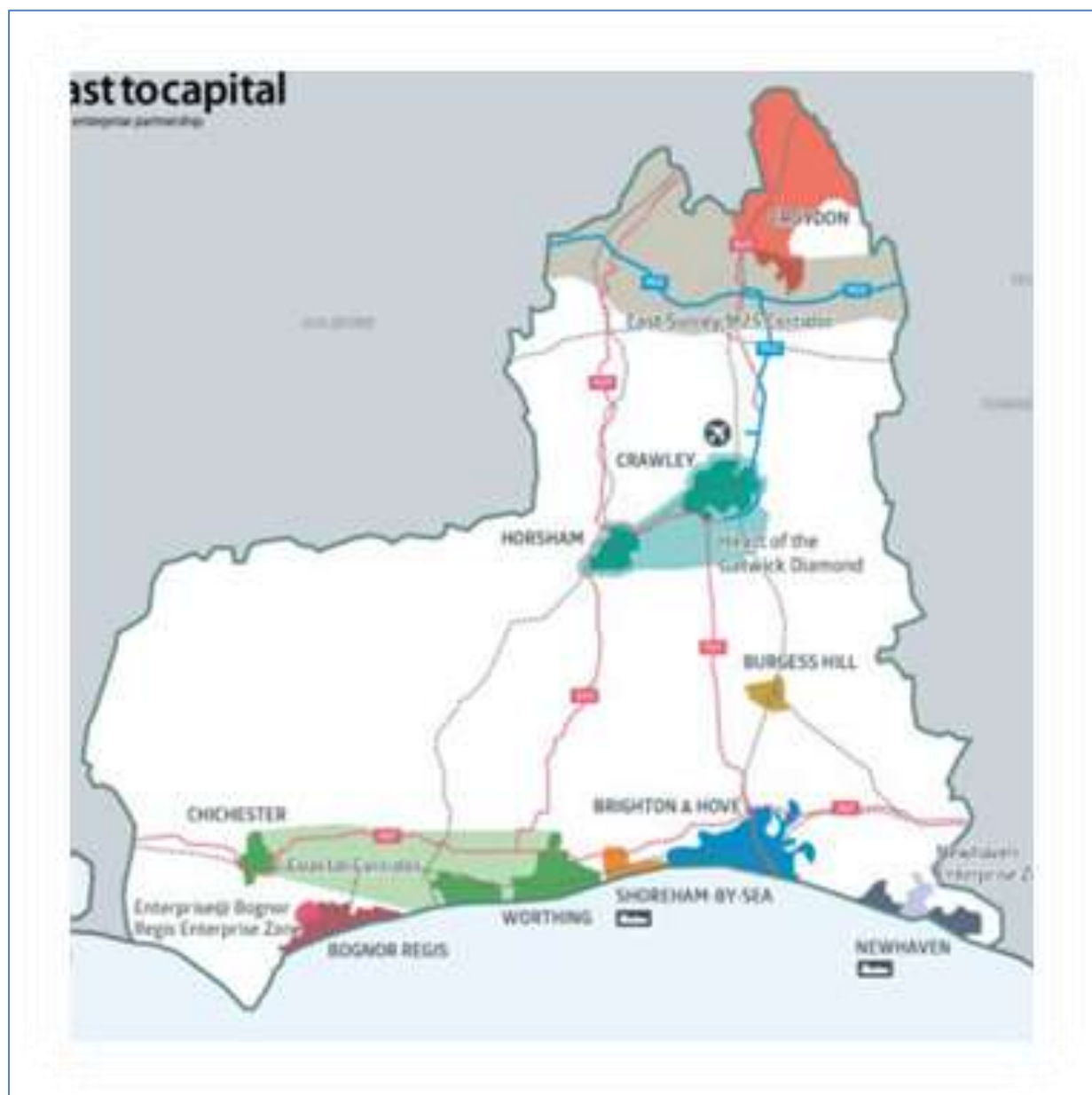
Table 2-7: Coast to Capital SEP

How have demographic assumptions and projections been presented?	15% of residents in the LEP area live in rural areas, and 22% of businesses are located in rural areas.
How have housing projections, completions and new delivery opportunities (eg new releases of public land assets) been addressed?	<p>The SEP seeks to boost housing completions through bringing forward new sites and opening up new areas not currently in consideration due to infrastructure issues, and by investing in new approaches to housing provision such as self-build and community land trusts.</p> <p>£48.4 million is sought from the Local Growth Fund to support a programme of infrastructure investment to unlock 7,331 additional dwellings (over and above current plans, 2,000 new jobs and 103,000 square metres of new employment space.</p> <p>Ten-year average annual housing completions for the LEP area are 4,350. The target is to increase this to roughly 5,400 per annum by 2020. This would equate to the delivery of 98,851 dwellings on identified sites within Local Plans over an assumed 20 year period (say 2011-2031).</p>
How have economic and employment projections and assumptions been addressed?	<p>The LEP area contributed £38.9 Billion to the UK economy in 2010. The SEP goal is to create 100,000 private sectors jobs by 2035.</p> <p>The SEP aims to create 60,000 new jobs and 970,000 square metres of new employment space by 2021.</p>
Are major development locations set out?	<p>The proposed spatial priorities are shown below, showing delivery within the SEP period to 2020/21.</p> <p>Burgess Hill – A significant location of employment space and planned new homes, with associated infrastructure improvements and including City Deal commitments. Mixture of developments in town plus northern arc development – total planned for Burgess Hill is 5,000 jobs, 5,040 dwellings, 200,000 square metres of employment space. Needs transport infrastructure (A23/A2300) to unlock potential.</p> <p>Croydon – The renaissance of Croydon’s commercial centre and significant new housing. Main opportunities in Purley Town Centre and College Green in central Croydon. The overall planned proposals are for 2,400 jobs, 4,440 dwellings and 78,167 square metres of employment space. Key requirement to address rail capacity, improve poor performing road junctions and improve tired public realm.</p> <p>Heart of the Gatwick Diamond – Includes Manor Royal, Crawley and a</p>

	<p>major new development to the north of Horsham which will deliver new homes, a business park and a new railway station. Overall proposals for 5,000 jobs, 3,300 dwellings and 78,500 square metres of employment space. A new railway station and road improvements will be delivered over the period 2015-2019 to serve 'North Horsham Development' north of A264, delivering 2,500 dwellings, 46,450 sqm of commercial employment space and 4,000 jobs.</p> <p>East Surrey M25 Strategic Corridor – Includes the important towns in the four Surrey districts which are location for a number of significant international/national HQs for strategic companies. The overall proposals will deliver 9,700 jobs, 1,325 dwellings and 51,000 square metres of employment space. There is a requirement to deliver improved transport connections between key locations (overcoming poor orbital links), reduce congestion on M25 and M23 junctions, improved rail connections, renewed town centres.</p> <p>Brighton and Hove – New commercial and housing development, including the locations set out in the City Deal document. Overall, the proposals will deliver 6,000 jobs, 2,900 dwellings and 81,000 square metres of employment space. There are requirements to improve mainline rail and trunk road capacity.</p> <p>Coastal Corridor – A changing growth story from Shoreham to Chichester, including City Deal commitments. Includes Worthing, Littlehampton and Chichester. Overall proposals would deliver 5,100 jobs, 5,100 dwellings and 79,237. There is a requirement to improve transport infrastructure on A27 and A259 east west routes.</p> <p>Enterprise @ Bognor Regis Enterprise Zone – Development of significant new employment space and new homes. 4,800 Jobs, 2,000 dwellings, 140,500 Square metres of employment space. Requires establishment of Enterprise Zone to enable barriers to private sector investment to be overcome.</p> <p>Newhaven Enterprise Zone – Regeneration of the port and town and including the flood defences agreed in the City Deal. Overall, the proposals will deliver 5,200 Jobs, 750 dwellings, 178,000 square metres of employment space. Requires completion of LDO and delivery of flood defences, port access road, University Technical College development, rail stations improvements and sustainable transport enhancements.</p> <p>Shoreham Harbour and Airport – Unlocking major housing developments, including the flood defences agreed in the City Deal. The overall proposals will deliver 4,450 Jobs, 2,320 dwellings and 36,600 square metres of employment space. There is a requirement to improve flood defences and make access and transport improvements.</p>
<p>What information is presented on commuter patterns and priority transport investment</p>	<ul style="list-style-type: none"> • Bring forward a major investment programme in transport infrastructure which will unlock growth in jobs, homes and employment space.

<p>schemes?</p>	<ul style="list-style-type: none"> • Reduce car journeys through sustainable transport improvements thereby contributing to national requirements to reduce carbon emissions. • Improve resilience to extreme weather events and transport disruptions. <p>Transport interventions are projected to deliver 44,500 new jobs, 19,800 additional homes and 806,000 square metres of new employment space.</p> <p>Specific schemes identified:</p> <ul style="list-style-type: none"> • Burgess Hill – A23/A2300 investment required • Croydon – rail capacity, improve road junctions • Heart of the Gatwick Diamond (Crawley and North of Horsham) – new rail station and road improvements programmed. • East Surrey M25 Strategic Corridor – improve orbital road links, improve rail connections, reduce congestion on M25/M23 junctions • Brighton and Hove – improve mainline rail and trunk road capacity • Coastal Corridor – Improve A27 and A259 east West Routes • Bognor Regis EZ – • Newhaven EZ – flood defences and port access road, improved rail station and local transport improvements • Shoreham Harbour and Airport. – improved flood defences and access/transport improvements
<p>Are other priority infrastructure requirements highlighted?</p>	<p>Deliver interventions in brownfield and greenfield sites which will provide the capacity for employment and housing growth. These include Enterprise Zone designations for Newhaven and Enterprise Bognor Regis.</p> <p>Flood defence infrastructure to open up growth sites in Chichester, Newhaven and Shoreham.</p>
<p>Coast to Capital SEP Local Growth Deal Allocation</p>	<p>The Coast to Capital Local Enterprise Partnership has secured £202.4m from the Government's Local Growth Fund to support economic growth in the area – with £38m of new funding confirmed for 2015/16 and £124.2m for 2016/17 to 2021.</p> <p>A summary of the joint priorities agreed with Government through the Local Growth Deal are set out in Appendix C.</p>

Figure 2-7 Coast to Capital SEP Key Growth Areas



Source: Coast to Capital SEP

2.11 South East SEP

2.11.1 SELEP covers the counties of Essex, Kent, East Sussex, Medway, Southend and Thurrock.

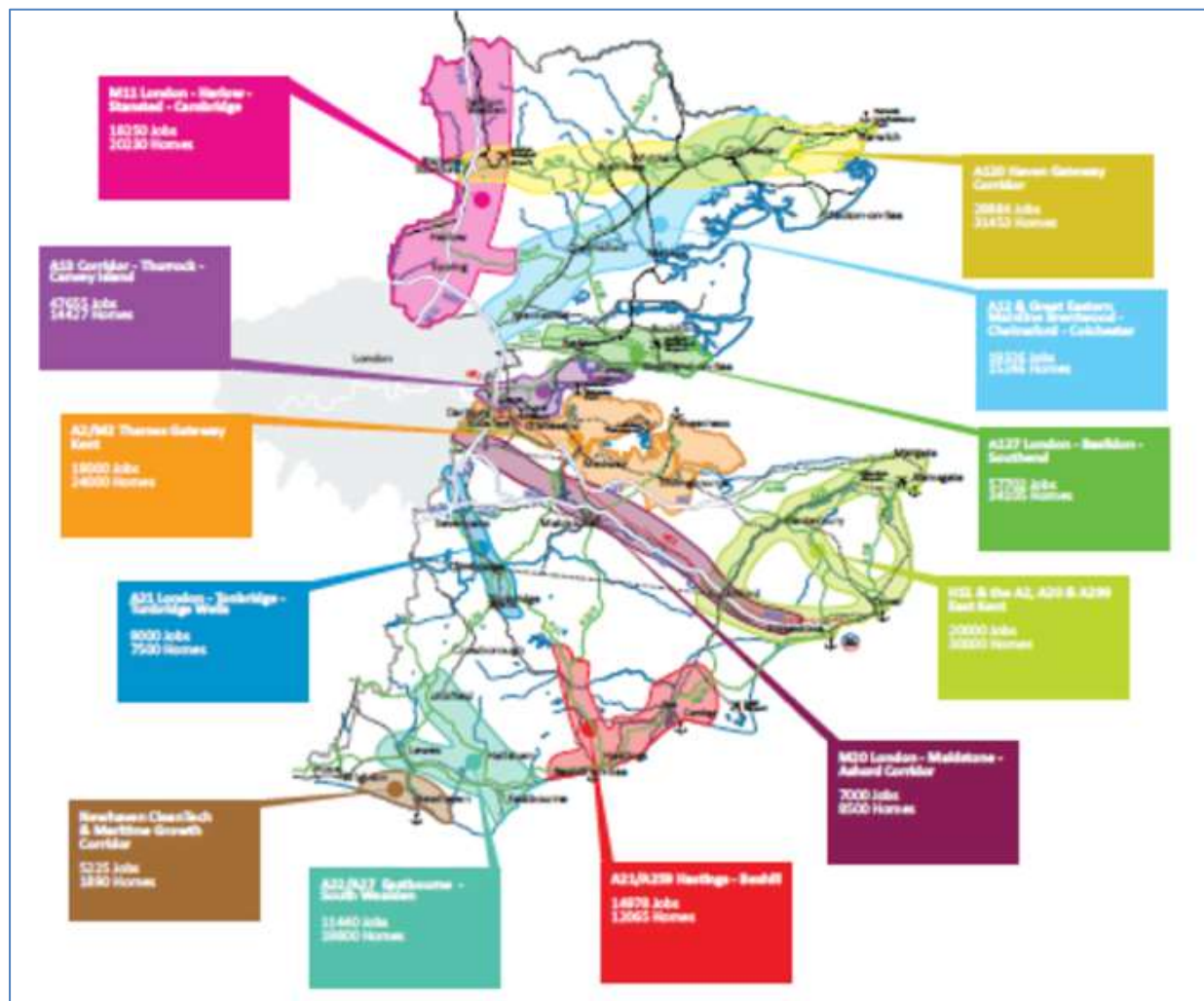
Table 2-8: South East SEP

How have demographic assumptions and projections been presented?	<p>Over 270,000 people work in London and live in the SELEP area - 10.7% of working age residents.</p> <p>ONS forecasts that SE LEP's population will increase by 6.9% to 4,388,000 in 2021. This will result from both local natural growth and net in-migration from elsewhere in the UK, particularly London.</p>
How have housing projections, completions and new delivery opportunities (eg new releases of public land assets) been addressed?	<p>The SEP aims to complete 100,000 new homes, increasing the annual rate of completions by over 50% compared to recent years.</p> <p>Based on accelerated housing delivery through new delivery mechanisms</p> <p>For the SE LEP area as a whole, government's most recent projections (reference 2011-based Interim Household Projections) show that between 2011 and 2021, almost 200,000 more households will live in SE LEP's communities – or an average of 20,000 homes per annum. In 2011/12 and 2012/13 completions averaged just under 10,000 homes per annum and in 2013/14, it is likely that completions will remain at this level. To match forecast household growth a further 170,000 homes need to be completed over the next seven years - an average of 24,000+ per annum.</p> <p>The SEP says it is not possible to accelerate the rate of completions fast enough to build a total of 200,000 over the decade to 2021. It aims to accelerate the rate of completions year on year. The ambition is to complete a further 100,000 dwellings 2021. The SEP gives a potential trajectory on how this could occur. It would mean increasing completions to around 11,000 2015, 15,000 in 2017, and then 16,000 dwellings each year to 2021. This rate is 7% higher than the peak output in the last housing boom 2007/08 and would result in an additional 100,000 homes by March 2021.</p>
How have economic and employment projections and assumptions been addressed?	<p>The SEP aims to generate 200,000 private sector jobs by 2021, representing an average of 20,000 a year or an increase of 11.4% since 2011. Across the SE LEP area, knowledge economy employment has increased from 14.6% of employment in 2009, to 17.3% in 2012 There are 344,300 businesses in the SELEP area - 86 firms per 1,000 residents.</p> <p>In 2012, 19.1% of SE LEP employment was in the public sector, compared to 18.6% for England as a whole.</p> <p>Across the SE LEP area, knowledge economy employment has increased from 14.6% of employment in 2009, to 17.3% in 2012.</p>
Are major housing development locations set out?	<p>Investment in key road and rail links is required to unlock sites with potential for employment and housing development. The SEP identifies</p>

	<p>potential total capacity for 310,000 additional jobs and around 250,000 new dwellings in the SE LEP area through the investment in transport proposed in the growth deal. Local partners and the private sector will contribute around one third towards the overall cost of the transport schemes in the SE LEP area which are necessary to unlock this level of growth.</p> <ul style="list-style-type: none"> • A120 Haven Gateway (28,884 jobs and 31,453 dwellings) • A12 and Great Eastern Mainline; (19,326 jobs and 15,246 dwellings) • M11 West Anglia Mainline: London-Harlow-Stansted-Cambridge; (18,250 jobs and 20,230 dwellings) • A127 London-Basildon-Southend;(57,702 jobs and 34,105 dwellings) • A13 London-Thurrock-Canvey Island; (47,655 Jobs and 14,427 dwellings) • A2/M2 Thames Gateway Kent; (18,000 jobs and 24,000 dwellings) • A2/A299 Canterbury-Dover and Thanet; (20,000 jobs and 30,000 dwellings) • M20 London-Maidstone-Ashford-Folkestone; (7,000 jobs and 8,500 dwellings) • A21 London-Tonbridge-Tunbridge Wells; (9,000 and 7,500 dwellings) • A21/A259 Hastings Bexhill; (14,978 jobs and 12,065 dwellings) • A22/A27 Eastbourne/South Wealden; (11,440 jobs and 19,800 dwellings) • Newhaven Clean Tech and Maritime Growth Area (5,225 jobs and 1890 dwellings) <p>The commitment sought from Government is a firm undertaking to deliver specific national rail network, motorway, and national trunk road investments by agreed dates. These include:</p> <ul style="list-style-type: none"> • Lower Thames Crossing. • A13 upgrade to serve the new deep sea container port at London Gateway. • Improving the strategic routes in 12 transport growth corridors and to major growth sites, including specified rail improvements. • To provide Local Growth Fund investment of £784.5m investment over six years towards the overall total cost of £1,399.6m, with £98.2m of this allocated in 2015/16 • To provide the necessary Local Sustainable Transport Fund revenue support to align with LSTF capital schemes that focus on sustainable transport measures and which is being bid for separately by local Highways Authorities in the SE LEP area • To allow the Highways Agency to selectively divert from mainstream policy for new motorway junctions to bring forward important growth locations in Thames Gateway Kent and at Harlow.
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<p>What information is presented on commuter patterns and priority transport investment schemes?</p>	<p>The SEP transport priorities focus on 12 growth corridors across in the South East LEP area. From north to south, these are:</p> <ul style="list-style-type: none"> • A120 Haven Gateway; • A12 and Great Eastern Mainline; • M11 West Anglia Mainline: London-Harlow-Stansted-Cambridge; • A127 London-Basildon-Southend; • A13 London-Thurrock-Canvey Island; • A2/M2 Thames Gateway Kent; • A2/A299 Canterbury-Dover and Thanet; • M20 London-Maidstone-Ashford-Folkestone; • A21 London-Tonbridge-Tunbridge Wells; • A21/A259 Hastings Bexhill; • A22/A27 Eastbourne/South Wealden; and, • Newhaven Clean Tech and Maritime Growth Area.
<p>Are other priority infrastructure requirements highlighted?</p>	
<p>South East SEP Local Growth Deal Allocation</p>	<p>The South East LEP has secured £442.1 million, with £64.6 million confirmed for 2015/16 and £143.6 for 2016/17.</p> <p>A summary of the joint priorities agreed with Government through the Local Growth Deal are set out in Appendix C.</p>

Figure 2-8 South East SEP Key Growth Areas



Source: South East of England SEP

2.12 New Anglia SEP

2.12.1 The New Anglia LEP comprises the county areas of Suffolk and Norfolk. County, District and Unitary Authorities are members of the LEP and are key stakeholders in the development of the SEP, through the LEP Leadership Board.

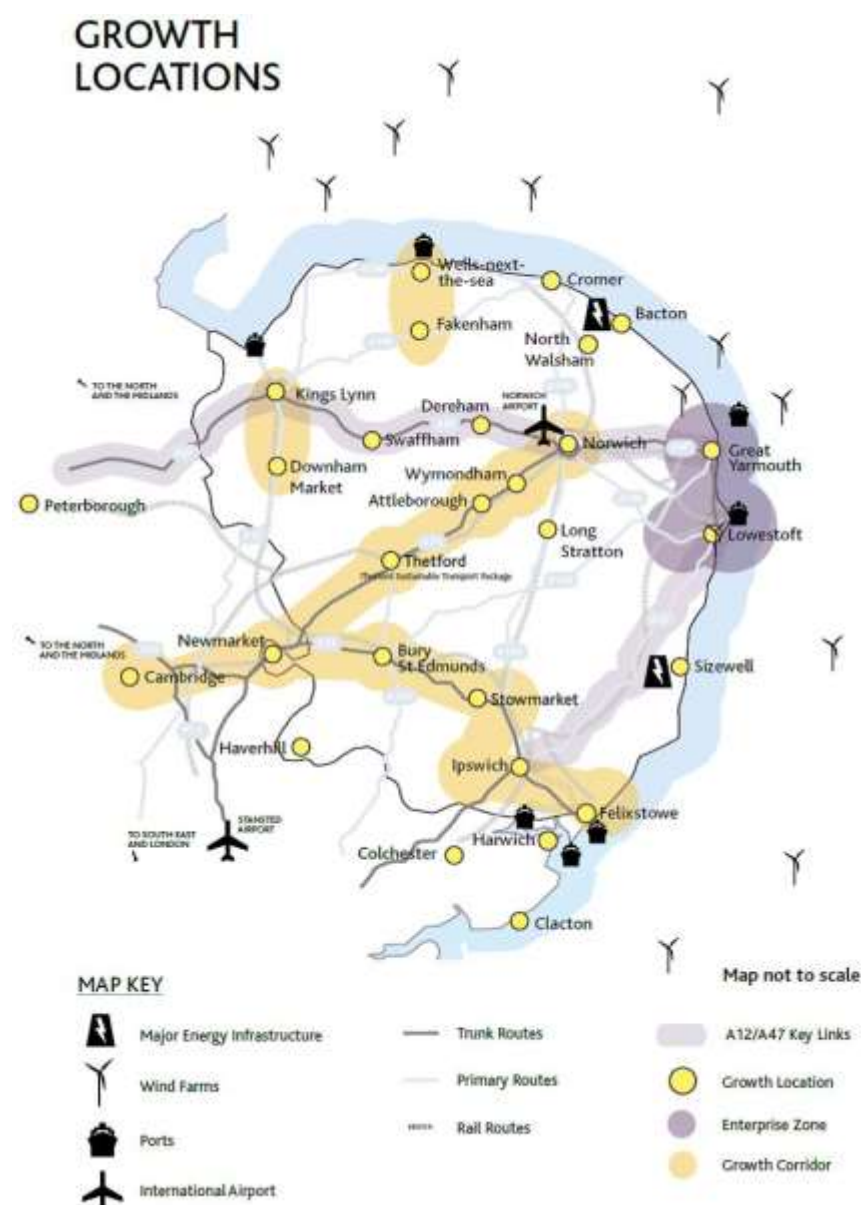
Table 2-9: New Anglia SEP

How have demographic assumptions and projections been presented?	None identified.
How have housing projections, completions and new delivery opportunities (eg new releases of public land assets) been addressed?	117,000 new dwellings will be provided by 2026, a 32 per cent increase on 2001-2012 (about 8,300 per annum). This is provision within local plans. Accelerated delivery will depend on (mostly transport) investment to unlock the largest sites more quickly, and better market conditions/removed market barriers.
How have economic and employment projections and assumptions been addressed?	<p>The baseline jobs forecast based on the East of England Forecasting Model would see an increase in employment of the SEP period and beyond, from 760,000 job in 2012 to 823,000 in 2026. The SEP growth forecast – jobs delivered through SEP investment is for an additional 35,000 jobs to this total. The number of businesses will increase by 10,000 by 2026, based on forecast 1,000 annual increase in business over the decrease of 615 per annum over 2009-2011 and a 516 businesses per annum increase over 2004-2008.</p> <p>The SEP aims to grow GVA per job in the region, to close a gap to the national average, by 2026. At £36,244 in 2012, this was 10 per cent lower than the national average of £40,007. At £27.5 Billions at 2011, the LEP economy ranks 14th of 39.</p> <p>The Strategy focuses on five high impact sectors (advanced manufacturing and engineering, agri-tech, energy, ICT/digital culture and life sciences) and key underpinning sectors (agriculture food and drink, financial and insurance services, ports and logistics, and tourism and culture). The SEP also builds on the LEP's Green Pathfinder Status.</p>
Are major housing development locations set out?	<p>Growth is focused on the two largest urban areas of Norwich and Ipswich, and two corridors focused on towns along the A14 and A11. The plan identifies growth locations where jobs and dwellings are expected to grow by 1,000 over the relevant local plan period. These are:</p> <ul style="list-style-type: none"> • Greater Norwich (37,000 dwellings, plus 'headroom' for 3,000 additional dwellings). • Greater Ipswich (13,000 dwellings) • Lowestoft and Great Yarmouth (4,700 dwellings). • Attleborough, Thetford, Mildenhall, Brandon and Newmarket

	<p>along the A11 (12,030 dwellings).</p> <ul style="list-style-type: none"> • Felixstowe, Stowmarket and Bury St Edmunds along the A14 (9,660 dwellings) • Kings Lynn and Downham Market (8,000 dwellings). • Sizewell (and its nuclear power station). • Haverhill and Sudbury (1,000 dwellings). • Fakenham and Wells in North Norfolk (1,000 dwellings).
<p>What information is presented on commuter patterns and priority transport investment schemes?</p>	<p>To deliver Greater Norwich growth plans:</p> <ul style="list-style-type: none"> • the Norwich Northern Distributor Road is being planned (already in funding programme). • A47 Postwick Junction improvements (funded). • A47 south west quadrant. • Sustainable transport package to improve access to jobs and housing. <p>To deliver Greater Ipswich growth plans:</p> <ul style="list-style-type: none"> • A14 improvements to relieve congestion • A14/A12/J57, A14//A12/J55 and A14/A12/J58 junction improvements • Ipswich Garden Suburb rail bridge <p>Other schemes:</p> <ul style="list-style-type: none"> • Lowestoft/Great Yarmouth – Beccles Southern Relief Road, rail station improvementsA47/A12 junction improvements. • A11 Corridor to London – new A11/B1077 Attleborough Link Road and town centre improvements, A11 junction improvements at Thetford and Mildenhall, A14/A142 (J37) capacity improvements, and better public transport links at Newmarket, relief road at Brandon, • A14 Corridor Felixstowe to Newmarket – Upgrade of rail corridor between Felixstowe and Ipswich, new junction 49 on A14 at Stowmarket, Eastern relief road and A14 (J45) junction improvements, plus J42, 43, and 44 of A14, at Bury St. Edmunds, the Lynn Sport Link Road and A47 Junction improvements. • A12/Sizewell – A12 bypass around villages • Haverhill – A1307 corridor improvements, relief road at Haverhill. • Sudbury – new spine road and by pass route to relieve A134 pinchpoint. <p>Other asks:</p> <ul style="list-style-type: none"> • Strategic improvements in rail capacity – government task force established by the Chancellor • Strategic road improvements to A14
<p>Are other priority infrastructure requirements highlighted?</p>	<ul style="list-style-type: none"> • Broadband infrastructure • Flood Defences on the coast • Water Supply infrastructure

	<ul style="list-style-type: none"> Electricity connections/grid capacity
New Anglia SEP Local Growth Deal Allocation	<p>Secured £173.3m, with £32.5 confirmed for 2015/16 and £29.3 for 2016/17 to 2021.</p> <p>A summary of the joint priorities agreed with Government through the Local Growth Deal are set out in Appendix C.</p>

Figure 2-9 New Anglia SEP key Growth Areas



Source: New Anglia SEP

2.13 Greater Cambridge and Greater Peterborough SEP

2.13.1 The LEP area comprises Rutland Unitary Authority (UA), Peterborough UA, Cambridgeshire County (with its five lower tier local authorities – Cambridge, East Cambridgeshire, Fenland, Huntingdonshire, and South Cambridgeshire) which are solely in this LEP area; together with five lower tier local authorities that overlap other LEP areas: King's Lynn & West Norfolk, Forest Heath and St Edmundsbury (overlap New Anglia LEP); Uttlesford (South East LEP); and North Hertfordshire (Hertfordshire LEP). The members that overlap other LEP areas account for 48 per cent by area, and 38 per cent by population of LEP.

2.13.2 The LEP is the sixth largest LEP by area, at some 7250 sq. km. It is in the least densely populated quartile of LEP areas, and in population terms, ranks 17th, with a population of 1,371,289 (2011 Census).

Table 2-10: Greater Cambridge and Greater Peterborough SEP

How have demographic assumptions and projections been presented?	<p>2011 Census shows population growth in Cambridgeshire was faster than any other English County over the period 2001-2011.</p> <p>The population in 2011 was 1.37 million. Forecasts to 2031 range from a continuation of the Census trend (1.66 million in 2031 (+290,000)), to a high migration scenario based on strong economic growth (around 1.69 million people in 2031 (+320,000)). Based on the East of England Forecasting Model.</p>
How have housing projections, completions and new delivery opportunities (eg new releases of public land assets) been addressed?	<p>Nearly 66,000 dwellings provided over 2002-2012 (89% of East of England Plan target).</p> <p>Existing and emerging plans (at 2014) indicate the provision of around 156,000 dwellings over the next twenty years.</p> <p>A memorandum of co-operation signed by local authorities in the area commit to the delivery of 7,800 dwellings per annum to 2031.</p>
How have economic and employment projections and assumptions been addressed?	<p>63,000 businesses contribute over £30 Billion GVA to the national economy.</p>
Are major housing development locations set out?	<p>Major development locations for the delivery of housing, identified in existing and emerging plans over the period to 2031 are identified in the SEP:</p> <ul style="list-style-type: none"> • Kings Lynn (7,500 dwellings) • Wisbech (3,000 dwellings) • March (4,200 dwellings) • Peterborough (24,400 dwellings) • Alconbury (5,000 dwellings) • Huntingdon (3,400 dwellings) • St Neots (3,800 dwellings) • Cambridge (18,500 dwellings)

	<ul style="list-style-type: none"> New town of Northstowe (9,500 dwellings)
<p>What information is presented on commuter patterns and priority transport investment schemes?</p>	<p>The SEP identifies the following road schemes needed:</p> <ul style="list-style-type: none"> A47Wansford to Sutton dualling A47/A15 Junction improvements A47 Eye to Thorney dualling A47 Thorney to Walton Highway Dualling A47 Wisbech junction capacity improvement A1 Brampton to Alconbury widening (programmed) A14 Ellington to Milton improvements (programmed) A1 Capacity improvements at Buckden A14 improvements J31 to J32 (programmed) A14 Caxton Gibbet Junction improvements A426 to A14 improvements A14 east of Cambridge capacity improvements (medium to long term) M11 capacity improvements (medium to long term) <p>Rail plans and aspirations are also identified:</p> <ul style="list-style-type: none"> Link between March and Wisbech East-West Rail Link New station/station improvements at Alconbury Weald, Waterbeach, Wisbech, Cambridge Science Park, Soham, Fulborne, Cherry Hinton, Addenbrookes. Rail service improvements between Kings Lynn and London, Thameslink Services to Peterborough, East Coast Mainline, service links to Norwich and Ipswich, improved services to Stansted. <p>Other plans include consideration of rail and guided bus options between Cambridge and Haverhill.</p>
<p>Are other priority infrastructure requirements highlighted?</p>	<ul style="list-style-type: none"> Broadband infrastructure improvements Flood defence improvements
<p>Great Cambridge and Greater Peterborough SEP Local Growth Deal Allocation</p>	<p>The Greater Cambridge Greater Peterborough LEP has secured £71.1m from the Government's Local Growth Fund to support economic growth in the area – with £17.1m of new funding confirmed for 2015/16 and £20.4m for 2016/17 to 2021.</p> <p>A summary of the joint priorities agreed with Government through the Local Growth Deal are set out in Appendix C.</p>

Figure 2-10 Greater Cambridge Greater Peterborough



Source: Greater Cambridge and Greater Peterborough SEP

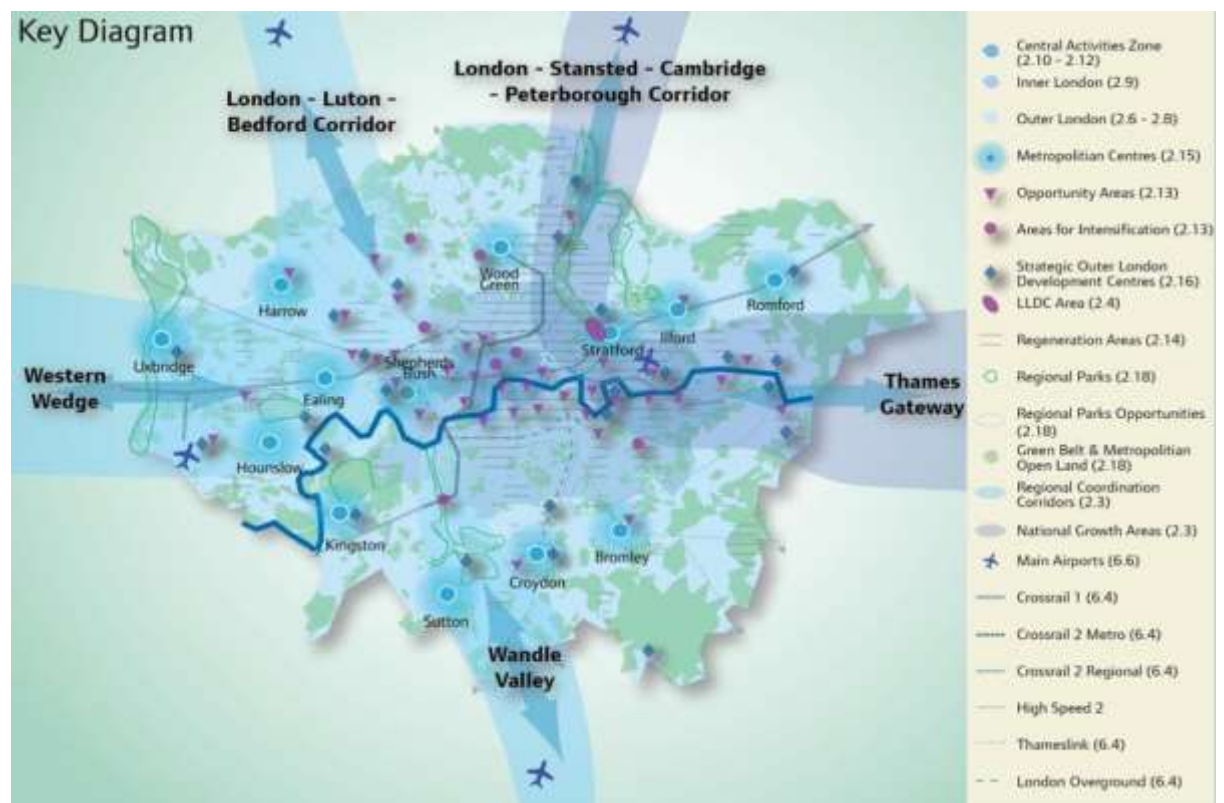
2.14 London

2.14.1 For context/comparison an equivalent portrait based on 2015 London Plan information is also provided for London.

Table 2-11: London

How have demographic assumptions and projections been presented?	The population in 2011 was based on the 2011 Census 8.2 million. The Central population projection used for the 2015 London Plan suggests that London could grow by 91,000 – 106,000 pa in the decade to 2021, and over the term of the Plan to 2036 by 64,000 - 88,000 pa. This would mean a rise of London's population to 10.11 million by 2036.
How have housing projections, completions and new delivery opportunities (eg new releases of public land assets) been addressed?	2015 London Plan is based on a projection of 40,000 more households per year (2011 – 2036). Including the accommodation of backlog over 20 years SHMA sets out that 49,000 additional homes will be required per year to 2036. SHLAA estimates additional supply of 42,000 pa. London Plan proposes bridging the gap within London through additional higher densities in Opportunity/Intensification Areas, town centre redevelopments and surplus industrial land around transport nodes. There is capacity for 216,000 homes in the pipeline; with 58,000 approvals pa but only 25,000 completions pa.
How have economic and employment projections and assumptions been addressed?	Projections prepared for the 2015 Plan suggest that the total number of jobs in London could increase from 4.9 million in 2011 to 5.8 million by 2036 – growth of 17.6 per cent or an additional 861,000 jobs over the period as a whole.
Are major housing development locations set out?	London's 38 Opportunity Areas and 7 Intensification Areas are expected to accommodate a significant proportion of London's growth. Annex 1 of the 2015 London Plan provides details about all of them.
What information is presented on commuter patterns and priority transport investment schemes?	Table 6.1 of the 2015 London Plan provides an indicative list of transport schemes. Proposed major rail transport schemes include Crossrail 1 and 2, HS2, the Thameslink programme, and London Overground. New river crossings are also proposed.
Are other priority infrastructure requirements highlighted?	The 2015 London Plan strengthens infrastructure planning requirements generally (Policy 8.1C). The Plan addresses alongside transport also water, energy, telecoms, waste, social and green infrastructure. The new 2050 Infrastructure Plan sets out London's overall infrastructure needs, costs and funding opportunities.
London Growth Deal Allocation	The London LEP has secured £236m from the Government's Local Growth Fund to support economic growth in the area, with £151.5 m of new funding confirmed for 2015/16 and £84.6 m for 2016/17 to 2021.

Figure 2-11 London



Source: 2015 London Plan

3 Summary of findings

3.1 Population Growth set out in SEPs

3.1.1 The Table 3-11 below provides an indication of the growth in population anticipated to occur across the period of the SEPs. Because of the nature of these plans, sources are not always indicated and different period of time are indicated over which population growth will occur. This makes comparison difficult. A rudimentary attempt to describe population growth in annual terms is set out in the table, based on the data available. In all SEPs in the study area, population growth indicated is derived from the delivery housing schemes already present in local plans or in emerging local plans. The 'growth' is therefore achieved through accelerated delivery within existing timescales. It has not been possible to undertake a thorough analysis and so this provides only a basic indication of the LEP's own estimate of the impact of investment in infrastructure to unlock delivery of specific sites. Demographic trends and projections over the longer term are generally not addressed in SEPs.

Table 3-12: Population growth indicated in SEPs

SEP	2011 Census	Population growth projected in SEP	Annualised population growth
Hertfordshire	n/a	None identified	n/a
South East Midlands	1.7 million in 2011	8.9% Base growth 2015/16-2020/21, 12.4% growth with Local Growth Funding	+25,217 p.a. / +35,133 p.a. (based on 2011 figure as population estimate for 2015/16 not stated).
Buckinghamshire Thames Valley	556,000	None identified	n/a
Oxfordshire	660,800	None identified	n/a
Thames Valley Berkshire	861,870 (870,000 2012 ONS mid-year estimate)	Projected growth of 1.1% per annum 2015-2021	9,837 p.a. (based on 2012 ONS figure as population estimate for 2015/16 not stated)
Enterprise M3	1,633,900 in 2011	None identified	n/a
Coast to Capital	1,943,900 in 2011	Project increase of 190,000 population 2011-2021.	+19,000 p.a
South East	4,103,400 (calculated)	6.9% ONS forecast growth to 4,388,000 in 2021 (+284,600)	28,460 p.a. (if from 2011-2021)
New Anglia	n/a	None identified	n/a
Greater Cambridgeshire	1,371,289 in 2011	+290,000 to 2031 or (high-growth) +320,000 to 2031.	+29,000 p.a. / 32,000 p.a.
London	8.2 m in 2011		+ 76,000 p.a.

3.2 Economic and Employment projections indicated in SEPs

3.2.1 Different SEP areas exhibit different characteristics and strengths, whether in terms overall economic capacity (total GVA), productivity and creativity (GVA per head), or growth rates over time (long term, pre-recession, recession-weathering, recent upturn). This had led to different focuses in SEPs, as bid documents, on data which demonstrates local economic potential. Table 3-12 below shows the result in that each SEP has presented data based on its own circumstances and growth plans. The Table and results are of limited use for comparative purposes. Table 3-14 draws information from the local growth deals announced by Government and is discussed below.

Table 3-13: Economic Projections indicated in SEPs

SEP	Base growth in Jobs	Base growth in GVA (£ Billions)	LGF-base growth in Jobs	LGA-base growth in GVA (£ Billions)	Timescale
Hertfordshire	-	-	38,600	3.0	2015 - 2030
South East Midlands	61,400	9.1	94,700	10.2	2015 - 2020/21
Buckinghamshire Thames Valley	24,000	3.0	30,800	3.3	2015 - 2020/21
Oxfordshire	-	-	85,600	6.6	2030/31
Thames Valley Berkshire	-	31.7	-	32.4	2015 - 2020/21
Enterprise M3	-	-	52,000	-	2015 - 2020/21
Coast to Capital	-	-	60,000	-	2015 - 2020/21
South East	-	-	200,000	-	2015 - 2020/21
New Anglia	63,000	-	98,000	-	2012-2026
Greater Cambridgeshire	-	-	-	-	-
London	861,000				2011 - 2036

3.3 Housing Delivery indicated in SEPs

3.3.1 As indicated above, the growth scenarios set out in SEPs vary according to, mainly, the pace at which programme housing is delivered over the period. The Table 3-13 below sets out the indications given in SEPs about housing delivery – planned and growth. Again, the SEPs differ markedly in the time period over which future provision will occur. They also differ on their measures of growth. Some are related simply to local plan provisions and variations around that. Others are based on an increased delivery rate based on growth over an earlier period – either five or ten years. Those based on growth above the most recent five years will be growing from a lower base. The main observation from housing proposals in SEPs is that they are based on existing plans and delivering those faster. Again, an attempt has been made to calculate an annual delivery figure to standardise the different time periods over which SEP housing delivery has been planned.

Table 3-14: Housing Growth indicated in SEPs

SEP	Planned provision	SEP growth over planned growth	Calculated Annual rates
Hertfordshire	Annual rate 3,717 over 2015-2021	16,600 net additional dwellings by 2030 Work towards agreement of 4,500-5,000 annual rate	3,717 / 4,823
South East Midlands	Planned 46,600 dwellings 2015-2020.	24,400 dwellings 2015-2020 through accelerated delivery of planned provision.	7,767 / 11,833
Buckinghamshire Thames Valley	Baseline housing delivery 8,175 over 2015-2020	2,500 dwellings to 2020/21	1,363 / 1,779
Oxfordshire	Planned provision of 93,560 to 2031	Growth provision of 106,560 to 2031 based on accelerated delivery of planned provision.	5,848 / 6,660
Thames Valley Berkshire	Planned 58,509 dwellings 2006-2026 Delivered 15,797 over 2006-2012 Annual rate 2,632 against target 2,864	Plan is to achieve planned growth	3,051
Enterprise M3	Delivered 43,000 over 2004-2014	Accelerate annual delivery 25% above 2003-13 average (or 54% above 2008-2013 average). Equates to an additional 11,500 dwellings to 2021	5,375
Coast to Capital	Planned 98,851 dwellings 2011-2031 (approx)	Increase annual rate from 4,350 to 5,400 by 2020 Deliver an additional 7,331 dwellings	4,943
South East	Requirement is 200,000 dwellings 2011-2021 Actual 2011/12 to 2013/14 has been 10,000 per annum	Commitment is 100,000 dwellings by March 2021 (2014/15 10,000 2015/16 @ 11,000 2016/17 @ 15,000 17/18-20/21 @ 16,000 per annum)	15,000
New Anglia	Planned 117,000 dwellings to 2026 at 8,300 per annum (32% above 2011-2012 average annual rate)	Commitment to deliver additional dwellings based on accelerated delivery. Amount not specified.	8,300
Greater Cambridgeshire	Planned and emerging plans will deliver 156,000 dwellings to 2031 at 7,300 per annum. Delivered 66,000 dwellings over 2002-2012 (89% target).	Planned growth already higher than national household projections. Further growth to be achieved by unlocking sites through investment.	7,300

SEP	Planned provision	SEP growth over planned growth	Calculated Annual rates
London	42,000 additional supply pa plus additional higher densities in Opportunity/Intensification Areas, town centre redevelopments and surplus industrial land around transport nodes		42,000

3.4 Local Growth Deal estimates of jobs and housing delivery through SEPs

3.4.1 The Table below indicates the number of jobs and homes that will be delivered as a result the Local Growth Deals announced on 7th July 2014. According to the Government's local deal summaries, at least 108,000 jobs and 69,500 dwellings will be delivered across the 10 SEP areas to 2021 as a result of the growth deals. The largest contributions relative to their area and population will be delivered in Hertfordshire, Thames Valley Berkshire. The smallest relative contribution would appear to be from South East Midlands and New Anglia SEP areas.

3.4.2 In most areas, the data appears to show employment growth is ahead of growth in housing provision, particularly this is the case in South East, New Anglia, Buckinghamshire Thames Valley, Thames Valley Berkshire and the Coast to Capital SEP areas. According to the local growth deal, Hertfordshire and Greater Cambridge Greater Peterborough will deliver significantly more dwellings than jobs over the period. It should be noted that this apparent mismatch may result from the way in which SEPs present information, with some showing only new housing commitments rather than total programmed housing provision which could be considerably greater.

3.4.3 What these figures mean requires further analysis, since they bear little relation to planned provision over the period and appear to be far in excess in some cases of what accelerated delivery would yield as set out in Table 3-12 above.

Table 3-15: Jobs and Housing to be delivered through growth deals by 2021

SEP	Jobs delivered by 2021	Housing delivered by 2021
Hertfordshire	13,000	17,000
South East Midlands	3,000	4,000
Buckinghamshire Thames Valley	4,000	600
Oxfordshire	6,000	4,000
Thames Valley Berkshire	17,000	10,000
Enterprise M3	5,000	3,000
Coast to Capital	14,000	5,000

South East	35,000	18,000
New Anglia	6,000	900
Greater Cambridgeshire and Greater Peterborough	5,000	7,000
Total	108,000	69,500
London	6,000	5,000

Source: HM Government, Local Growth Deal Summaries, 7th July 2014.

3.5 Where are the key growth areas?

3.5.1 Each SEP has identified key locations where growth will be focused. The locations where housing growth will occur are set out in **Appendix B** and the Transport Investments required to enable delivery are set out in **Appendix A**. The Government's Local Growth Deal shared priorities and funding for each SEP is set out in **Appendix C**. The key growth areas identified in the SEP are summarised and discussed below.

- **Hertfordshire** – 3 Growth Areas – M1/M25, A1(M), M11/A10
- **South East Midlands** – Key Sites and Sustainable Urban Extensions
- **Buckinghamshire Thames Valley** – 2 Growth Corridors – M40 Corridor and M40-M1 Corridor
- **Thames Valley Berkshire** – Built Up Areas around Reading, High Wycombe and Slough
- **Oxfordshire** – Oxfordshire Knowledge Spine
- **Enterprise M3** – Sci-Tech M3 Corridor, Growth Towns, Step-up Towns
- **Coast to Capital** – Coastal E.Z.s, M23/M25 Corridors, Gatwick Diamond
- **South East** – 12 Growth Corridors on strategic transport routes
- **Greater Cambridgeshire** – Cambridge, new town of Northstowe, Sustainable Urban Expansions, Former RAF Alconbury
- **New Anglia** – Growth Locations and Corridors
- **London** – Opportunity and Intensification Areas

3.5.2 Expressed simplistically, there is a broad arc of growth locations identified in SEPs which runs from Norwich, Ipswich and Felixstowe in the east, through to the Cambridge area in the north and east of the greater south east, through the 'golden triangle' of the South East Midlands, Buckinghamshire, Oxfordshire, the Oxfordshire Knowledge Spine in the west of the area, down to the South Coast and Portsmouth and Southampton. Major transport infrastructure investment requirements are identified to improve road and rail connectivity between these areas and across radial routes from London (and onward to south coast and east coast ports). The SEPs indicate that key towns located within this arc also require investment to create smart local transport networks capable of handling the growth envisaged.

3.5.3 This is complemented in SEPs by corridor-based growth along and between all radial motorway and trunk road routes emanating from London, for example between the M11 and M1 in Hertfordshire, between the M1 and M40 in Buckinghamshire, around Reading and High Wycombe across the M4, the Growth Towns and Step up towns along the M3 Corridor, the M23/M25 Corridors of the Coast to Capital SEP and the 12 strategic corridors identified in the SEP LEP. Investment requirements are indicated to provide road access to radial routes, major junction improvements, capacity improvements on radial routes and smart transport networks to improve multi-modal transport access to existing expanded towns.

3.6 How are transport priorities expressed across SEPs?

- 3.6.1 Each SEP has identified investment in transport infrastructure as the most important key to unlocking growth, expressed in a number of ways:
- 3.6.2 **Strategic connections** – Most SEPs recognise, as a starting point, the need to maintain and enhance strategic rail and road connections to London.
- 3.6.3 **Strategic road capacity** – Each SEP has identified route capacity on radial routes emanating from London as a key constraint of future development in their areas. Parts of LEP areas closest to London are most often cited in this context, in relation to lane capacity on motorways and intersections between key routes. Engagement and meaningful partnership with the Highways Agency on the development and implementation of Route Based Strategies is sought and is a key ‘ask’ of SEPs.
- 3.6.4 **Access to strategic routes at junctions**– Motorway and trunk road junctions provide a main point of access into the most important areas of potential economic growth in spatial terms. Programmes to improve junction/intersection capacity in the LEP areas are identified in the SEPs as required to unlock development. Engagement with the Highways Agency on route based strategies and in particular the interface between national route performance requirements and local development objectives is needed. Local Growth Deal proposals identify key junction/intersection improvements in their submissions resulting from the work of Local Transport Bodies.
- 3.6.5 **Rail Routes** – SEP approaches to rail capacity and provision vary according to the density of the rail network in the LEP areas. Some have a dense rail network with several rail routes and many stations, meaning the performance of the rail network in capacity terms is a key consideration. Other areas have fewer rail routes and so the rail stations perform gateway functions to an area, and give rise to the need for finer grained public transport networks to connect to them (discussed below). Many of the schemes identified in SEPs for strategic station enhancement and some strategic route enhancement projects appear to be programmed.
- 3.6.6 **Orbital road and rail routes** – A key argument in most SEPs is that efficient movement across LEP areas, across key radial routes, is required. These are needed in order to connect areas of opportunity for growth within and between LEP areas. Current non-radial transport networks are seen to be generally poor.
- 3.6.7 **Settlement transport networks** – In most LEP areas, a settlement-based growth strategy is being adopted, with strategic urban expansions of key towns combined with urban renewal and development linked to improved quality of town centres, public realm, public services. Improving the ability to access key towns by a choice of modes is a key feature of SEPs. The provision of public transport infrastructure, based on smart city concepts, is a key element of the SEPs strategy for making new developments work.
- 3.6.8 **Enabling transport infrastructure** – All SEPs identify specific infrastructure (normally transport, but sometimes flood defences) required to unlock particular development opportunities. Growth Deal asks related to funding for such schemes in order to bring forward sites earlier. Importantly however, and perhaps recognising the SEP funding constraints, they also ask for freedoms and flexibilities matched to local initiatives to remove barriers to delivery, based on greater and more effective public co-ordination of delivery of development sites. Freedoms sought include the ability to raise money from increased business rates retention and Tax Increment Financing. They also seek formal working arrangements with key bodies such as the Highways Agency and the Homes and Communities Agency.

3.7 How are Housing delivery themes expressed across SEPs?

- 3.7.1 The SEPs have identified their anticipated baseline growth in population and jobs over the period 2015-2021. They have shown the uplift expected as a result of the implementation of the SEPs. The following key themes have been identified for discussion:
- 3.7.2 **New housing growth** – It has not been the approach of the SEPs to identify significant new commitments for housing growth, outside of planned provision. Commitments are included in some SEPs to identify additional housing, through local plan reviews.
- 3.7.3 **Accelerated delivery** – The main commitment in SEPs in relation to housing delivery to match increased population in the context of additional economic growth, is to accelerate the development of already identified and planned sites. According to the SEPs, this is dependent, by and large, on the early provision of infrastructure to unlock sites earmarked for later growth, or to overcome barriers to the delivery of housing on sites which have not come forward.
- 3.7.4 Some SEPs have based accelerated delivery commitments on the annual rate of housing completions averaged over a ten year time period, taking in a period of growth and of recession. Others have based accelerated delivery on the most recent period.
- 3.7.5 The SEPs generally do not discuss the views of house builders in relation to the delivery of a higher rate of housing completions from strategic sites over the period 2015-2021. The key constraints are seen to be infrastructural and financial in terms of enabling development to proceed.
- 3.7.6 **Growth beyond local plans** – As stated earlier, SEPs have not made strong commitments towards development levels above published local plans. By agreement, they may reflect advanced ‘emerging’ plans, but in all cases have been careful not to destabilise local plan processes with new commitments unsupported by evidence base underpinning local plan development. This is to be expected.

3.8 Other infrastructure requirements

- 3.8.1 A full review of all infrastructure requirements has not been undertaken as part of this review. However, some common themes are present across the SEPs which are noted below:
- **The need for comprehensive area wide improvements** – There is a need identified to lift the entire social, economic and environmental infrastructure in some places to support delivery of SEP objectives and realise the potential to deliver housing and jobs. This is particularly the case in locations where growth will be focused on brownfield sites and strategic extensions to existing towns. The growth plans of Hertfordshire and Enterprise M3, focused on first wave new towns in the former and ‘step-up’ towns in the latter are two examples.
 - **Overcoming environmental constraints** – Alleviating flood risk and strengthening flood defences are key requirement of some SEP investment programmes (such as to deliver growth around Oxford in the Oxfordshire SEP, and to realise the growth potential and development around Newhaven in the Coast to Capital SEP). A strategic approach to SANGS provision to address constraints in proximity to the extensive Thames Basin Heaths is a key requirement affecting delivery of growth in Thames Valley Berkshire and Enterprise M3 areas.

3.9 Delivery mechanisms for SEP priorities

- 3.9.1 Below, some of the measures proposed in SEPs to accelerate delivery of key sites are set out, which it would be useful to examine in more detail.
- 3.9.2 **Public Land Boards** – multi-agency boards with a remit to bring surplus public sector land into productive development by overcoming barriers to delivery.
- 3.9.3 **Local Infrastructure Funds** – Revolving infrastructure funds kick started by local authorities with LGF support.
- 3.9.4 **Co-ordinated delivery bodies** – Multi-agency task forces and stakeholder boards designed to kick start comprehensive urban redevelopment and expansion, particular where housing delivery requires more comprehensive urban renewal to create attractive and accessible living environments.
- 3.9.5 **Local financial mechanisms** - local freedoms to retain business rates and introducing tax increment financing proposals.
- 3.9.6 **Formal partnerships with Highways Agency** – A key ask of many SEPs, linked to the dual national and local roles of key highways agency roads.

4 Issues for discussion relating to strategic planning co-operation

- 4.1.1 A brief overview of the key strategies, commitments and asks set out in ten Strategic Economic Plans across the greater south east raise some points for further investigation and discussion:
- 4.1.2 **The Strategic Scale of the Greater South East** – Whilst SEPs acknowledge the relationship with London in terms of commuting and the importance of London's airports to their own economic potential, they not unexpectedly focus more on indigenous economic potential and growth. However, it is clear that key transport corridors which radiate from London create the biggest opportunities and some strong constraints on growth ambitions. The London Green Belt has had the effect of pushing growth outwards – SEPS have identified a connected arc of growth locations which stretch from Southampton to Lowestoft. The strongly radial transport network creates barriers to movements across SEP areas locally and across wider areas.
- 4.1.3 This gives rise to the need to discuss the scale at which investment in infrastructure is planned and promoted across the greater south east and to consider the strategic benefits of investment for the region as a whole. There is benefit in avoiding competition between SEP areas within the greater south east, as arguably there is a mutual dependency on the results of investment locally. This could mean thinking about how co-ordination can be improved and evidence base shared to create a solid platform for securing greater investment.
- 4.1.4 **LEPs, SEPS and Local Plans** – It is highly unlikely that SEPs will ever make solid commitments about housing development that is not already firmly established in the local plans process, either in adopted or emerging plans. SEPs have set out the conditions under which delivery of current allocations could be accelerated, considering that programming and phasing of infrastructure delivery are normally the key constraints. The extent to which other factors then need to be considered, such as market capacity to delivery, is considered below.
- 4.1.5 Having said that, the SEP process is a dynamic one and there must be potential for it inform plan-making, to generate new ideas and locations for growth, which will need to be formulated, tested and progressed through local plans processes. SEPs have identified mechanisms for overcoming barriers to delivery, be they institutional, market driven or infrastructural. A further area of investigation could be about identifying which delivery models work best to ensure and accelerate housing delivery.
- 4.1.6 **'Volunteers' for growth** – All SEP areas appear to want growth and so in that sense, have volunteered for it. Clearly, SEPs point out that their ability to deliver growth ambitions will relate to the level of investment they are able to secure for new infrastructure, which is what the SEPs make a case for.
- 4.1.7 **Cross-LEP co-ordination arising from SEPs** – There appears to be a clear need for co-ordination between LEP areas to secure the investment they need in transport across their areas.
- 4.1.8 **Focus on strategic sites for key housing delivery opportunities** – There is a clear focus in the SEPs on unlocking large sites for housing and economic development. An area for discussion could be whether the planning system and local authorities as the lead agents of the process, have the capacity to lead and organise delivery.
- 4.1.9 **Scale and nature of transport investment required to deliver growth** – There is a clear demand across SEPs for national routes managed by the Highways Agency to play local roles to improve connectivity and access within and between settlements, and to unlock

development sites. Taking development needs as a whole, a discussion point would be the extent to which both national and local roles can be fulfilled.

- 4.1.10 Renewal of urban fabric** – In some SEP areas, major opportunities for development are located in existing towns. Sometimes these require a programme of renewal and development across environmental, transport, social, education and economic infrastructure. In short they need to become more attractive places to live. A discussion point could be the contribution that SEPs can make to this, and the conditions for additional local investment to realise objectives.
- 4.1.11 Markets, capacity and accelerated housing delivery** – All SEPs aim to make their main contribution to housing delivery through accelerated growth of existing planned schemes to 2021. Taking on board the results of the GLA's 'Barriers to Delivery' research which has examined the market factors influencing permitted housing starts and completions, there is little evidence within SEPs of the market view of accelerated delivery – whether it is possible in capacity terms or desirable in market terms from house builders' points of view. Further investigation about market attitudes to accelerated housing delivery might be needed.
- 4.1.12 Environmental designations** – The extent of the Green Belt has influenced SEP proposals, which have not sought to raise questions about major releases or changes. Growth locations have pushed beyond it. Some environmental designations have placed a significant constraint on delivery e.g. Thames Basin Heaths SPA. Further discussion and investigation of other strategic issues meriting a strategic response to unlock development potential and overcome barriers to delivery would be useful.
- 4.1.13 Rurality and Broadband provision** (14-27% of population across LEP areas) – A significant part of the greater south east is classed as rural and somewhere up to about a quarter of the population live in rural areas. Improving digital connectivity is a key objective of all SEPs in recognition of the role that technology can play in sustaining and developing businesses and also providing high quality living environments that make a contribution to meeting housing needs.
- 4.1.14 Level of capital investment required upfront to deliver major sites.** The South East SEP alone bid for nearly £750 million from the Local Growth Fund. It of course made a more focused list of priorities, but the overall bill for the investment required to deliver growth in jobs and housing needed indicate the level of capital investment required to unlock major sites, mainly through provision of transport infrastructure.
- 4.1.15 Investment that does not touch London** – There is a focus within SEPs on large-scale investment and growth across the greater south east, connecting LEP areas to each other without going near London. Linked to the point above about the scale of growth, this raises a point for discussion/investigation about how the benefits of a comprehensive and co-ordinated approach to investment outside London, in order to meet pan-regional spatial planning needs of the greater south east including London, can be articulated.

Appendix A – Priority Transport Infrastructure Schemes

SEP	Transport themes	Specific Schemes
Hertfordshire	Capacity on strategic routes and at Junctions Access to junctions Local Transport Connectivity	Croxley Rail Link (2 new stops on Metropolitan Line and link to Watford Junction Mainline) M1/M25 growth area local transport improvements A1(M) J6 to J8 widening to unlock sites M11/A10 local transport investment to relieve congestion. West Anglia Mainline and Crossrail 2 – Broxbourne and Cheshunt Stations.
South East Midlands	East-West transport connections for connectivity between key towns and also for strategic freight movements to south and east coast ports. Strategic investment to unlock sites	Woodside Link (Dunstable) Bedford Western Bypass (Bedford) A421 Dualling from Fen Farm to M1 J13 Abthorpe Roundabout (Silverstone) A45 Daventry Development Link Eastern Link Road (Aylesbury)
Buckinghamshire Thames Valley	North South Connectivity Connectivity within the LEP area	East West Rail Link Evergreen 3 (Marylebone to Oxford) Cross Rail from 2018 HS2 (no stations) Aylesbury Eastern Link Road Stocklake Link High Wycombe Town Centre and Quadrant Transport Strategy A355 Improvement Scheme Sustainable Transport Links to East-West Rail's arrival Winslow Crossrail – connectivity to Taplow Station Crossrail – connectivity to Iver Station
Oxfordshire	Improving connectivity within the LEP area Improving connectivity within the	Oxford Science Transit – a fully integrated multi-modal transport system. Bicester Eco Town – Committed schemes East-West Rail Link, Bicester park and Ride, Western section of peripheral route, M40 J9. Also need Bicester peripheral route, London Road/Charbridge Road Rail

SEP	Transport themes	Specific Schemes
	<p>Oxfordshire Knowledge Spine (Bicester, Oxford, Science Vale Oxford).</p> <p>East West rail links</p> <p>Congestion on strategic road routes and junctions – A34, A40, A41, M40 (J9 and J10)</p> <p>Resilience to extreme weather</p>	<p>Crossings, Walking and Cycling Connectivity Project.</p> <p>Oxford – Committed schemes Hinksey Hill and Kennington Junctions, Local Sustainable Transport Fund projects. Also need Headington Phase 1, Oxford Station improvements, Oxford City Transport West End, Eastern Arc improvements, upstream flood storage.</p>
Thames Valley Berkshire	<p>Strategic investment to unlock 4 Wokingham strategic developments</p> <p>North South connections pose problems - M25, A404/M40, M4/A34, A3290-A329M, A322</p> <p>Urban connectivity within Reading, Bracknell and Slough Built Up Areas</p>	<p>Western Rail access to Heathrow</p> <p>Crossrail and Reading Station improvements</p> <p>Southern Rail access to Heathrow</p> <p>Reading to Waterloo rail services</p> <p>Improved North Downs Rail Line to Brighton</p> <p>M4 J10 upgrade underway</p> <p>M4 J12</p>
Enterprise M3	<p>Expanded role for Heathrow and Gatwick and surface access</p> <p>Capacity and efficient of road networks</p> <p>Investment to improve connectivity between main centres</p>	<p>Guildford A3 Strategic Corridor improvements</p> <p>M3 J9 connection with A34</p> <p>A3/M25 interchange</p> <p>A31 Ringwood/A338</p> <p>Southern rail access to Heathrow</p> <p>Electrification of North Downs Line</p> <p>Woking Junction Rail Flyover</p> <p>Existing and new Guildford Rail Stations</p> <p>South West mainline improvements</p> <p>A3 Strategic Package at North East Guildford.</p>
Coast to Capital	Investment to unlock sites	<p>Burgess Hill – A23/A2300 investment required</p> <p>Croydon – rail capacity, improve road junctions</p>

SEP	Transport themes	Specific Schemes
	<p>Sustainable transport improvements</p> <p>Improved resilience to extreme weather events</p>	<p>Heart of the Gatwick Diamond (Crawley and North of Horsham) – new rail station and road improvements programmed.</p> <p>East Surrey M25 Strategic Corridor – improve orbital road links, improve rail connections, reduce congestion on M25/M23 junctions</p> <p>Brighton and Hove – improve mainline rail and trunk road capacity</p> <p>Coastal Corridor – Improve A27 and A259 east West Routes</p> <p>Bognor Regis EZ –</p> <p>Newhaven EZ – flood defences and port access road, improved rail station and local transport improvements</p> <p>Shoreham Harbour and Airport. – improved flood defences and access/transport improvements</p>
South East	Corridor based transport investment	<p>Lower Thames Crossing</p> <p>A13 Upgrade</p> <p>12 strategic corridor packages, Investment to unlock sites:</p> <ul style="list-style-type: none"> • A120 Haven Gateway; • A12 and Great Eastern Mainline; • M11 West Anglia Mainline: London-Harlow-Stansted-Cambridge; • A127 London-Basildon-Southend; • A13 London-Thurrock-Canvey Island; • A2/M2 Thames Gateway Kent; • A2/A299 Canterbury-Dover and Thanet; • M20 London-Maidstone-Ashford-Folkestone; • A21 London-Tonbridge-Tunbridge Wells; • A21/A259 Hastings Bexhill; • A22/A27 Eastbourne/South Wealden; and, • Newhaven Clean Tech and Maritime Growth Area.
New Anglia	Key Trunk Road Improvements to unlock growth locations and improve accessibility across the LEP	<p>To deliver Greater Norwich growth plans:</p> <ul style="list-style-type: none"> • The Norwich Northern Distributor Road is being planned (already in funding programme). • A47 Postwick Junction improvements (funded).

SEP	Transport themes	Specific Schemes
	<p>area.</p> <p>Strategic improvements to rail capacity</p> <p>Improved access to Ports</p>	<ul style="list-style-type: none"> • A47 south west quadrant. • Sustainable transport package to improve access to jobs and housing. <p>To deliver Greater Ipswich growth plans:</p> <ul style="list-style-type: none"> • A14 improvements to relieve congestion • A14/A12/J57, A14//A12/J55 and A14/A12/J58 junction improvements • Ipswich Garden Suburb rail bridge <p>Other schemes:</p> <ul style="list-style-type: none"> • Lowestoft/Great Yarmouth – Beccles Southern Relief Road, rail station improvementsA47/A12 junction improvements. • A11 Corridor to London – new A11/B1077 Attleborough Link Road and town centre improvements, A11 junction improvements at Thetford and Mildenhall, A14/A142 (J37) capacity improvements, and better public transport links at Newmarket, relief road at Brandon, • A14 Corridor Felixstowe to Newmarket – Upgrade of rail corridor between Felixstowe and Ipswich, new junction 49 on A14 at Stowmarket, Eastern relief road and A14 (J45) junction improvements, plus J42, 43, and 44 of A14, at Bury St. Edmunds, the Lynn Sport Link Road and A47 Junction improvements. • A12/Sizewell – A12 bypass around villages • Haverhill – A1307 corridor improvements, relief road at Haverhill. • Sudbury – new spine road and by pass route to relieve A134 pinchpoint. <p>Other asks:</p> <ul style="list-style-type: none"> • Strategic improvements in rail capacity – government task force established by the Chancellor • Strategic road improvements to A14
Greater Cambridgeshire	<p>Rail Network development and service enhancements</p> <p>Capacity improvements on key trunk roads</p> <p>Improved connectivity across the</p>	<p>The SEP identifies the following road schemes needed:</p> <ul style="list-style-type: none"> • A47Wansford to Sutton dualling • A47/A15 Junction improvements • A47 Eye to Thorney dualling • A47 Thorney to Walton Highway Dualling • A47 Wisbech junction capacity improvement

SEP	Transport themes	Specific Schemes
	region east - west	<ul style="list-style-type: none"> • A1 Brampton to Alconbury widening (programmed) • A14 Ellington to Milton improvements (programmed) • A1 Capacity improvements at Buckden • A14 improvements J31 to J32 (programmed) • A14 Caxton Gibbet Junction improvements • A426 to A14 improvements • A14 east of Cambridge capacity improvements (medium to long term) • M11 capacity improvements (medium to long term) <p>Rail plans and aspirations are also identified:</p> <ul style="list-style-type: none"> • Link between March and Wisbech • East-West Rail Link • New station/station improvements at Alconbury Weald, Waterbeach, Wisbech, Cambridge Science Park, Soham, Fulborne, Cherry Hinton, Addenbrookes. • Rail service improvements between Kings Lynn and London, Thameslink Services to Peterborough, East Coast Mainline, service links to Norwich and Ipswich, improved services to Stansted. <p>Other plans include consideration of rail and guided bus options between Cambridge and Haverhill.</p>

Appendix B – Major Housing Development Locations

The Table in this appendix identified major growth locations identified in SEPs. These are existing planned locations set down in Local Plans, the dates of which were not given. It provides more an indication of the geographical focus for development of housing as set down in the SEPs. Due to the variability in the way SEPs have presented information about housing delivery over also differing timescales, this table is more a snapshot of information set out in SEPs than indicating a comprehensive and consistent statement of housing growth locations.

SEP	Major Development Location	Planned number of dwellings (as set out in Local Plans, dates not given in SEPs)
Hertfordshire	Watford Health Campus (dependent on Croxley rail link) Watford Junction (dependent on Croxley rail link) Stevenage west of A1(m) A1(m) Corridor Stevenage, Hitchin and Welwyn Hatfield East Herts draft local plan to 2030	750 1,500-1,800 5,000 13,000 (may include Stevenage west of A1 (m)) 5,000-10,000 but would depend on Green Belt release
South East Midlands	Dunstable Bedford Milton Keynes Silverstone Daventry Kettering Sustainable Urban Extension Aylesbury	5,150 1,300 2,900 2,750 4,000 5,500 2,825
Buckinghamshire Thames Valley	No specific largescale housing growth locations with specific housing commitments are identified in the SEP. Aylesbury, Silverstone and High Wycombe are locations where growth could occur.	n/a
Thames Valley Berkshire	No additional growth locations identified, though Reading, Wokingham and Bracknell, within existing plans, provide a focus for strategic growth over 2006-2026. Reading	n/a

SEP	Major Development Location	Planned number of dwellings (as set out in Local Plans, dates not given in SEPs)
	Wokingham Bracknell	10,420 13,320 11,139
Oxfordshire	Oxford Bicester expansions (net remaining - 7,000 allocated) Didcot and Harwell (Science Vale Oxford) Wantage and Grove (Science Vale Oxford) Other sites in Science Vale Oxford	7,000 4,300 8,780 4,960 5,000 +
Enterprise M3	Whitehill and Bordon Wellesey Guildford (Slyfield)	4,000 3,850 1,000
Coast to Capital	Burgess Hill Croydon Heart of Gatwick Diamond North Horsham Development East Surrey M25 Strategic Corridor Brighton and Hove Coastal Corridor (Worthing, Littlehampton, Chichester) Bognor Regis Enterprise Zone Newhaven Enterprise Zone Shoreham Harbour and Airport	5,040 4,440 3,300 2,500 1,325 2,900 5,100 2,000 750 2,320
South East	A120 Haven Gateway A12 and Great Eastern Mainline; M11 West Anglia Mainline: London-Harlow-Stansted-Cambridge A127 London-Basildon-Southend; (57,702 jobs and 34,105 dwellings) A13 London-Thurrock-Canvey Island; (47,655 Jobs and 14,427 dwellings) A2/M2 Thames Gateway Kent; (18,000 jobs and 24,000 dwellings)	31,453 15,246 20,230 34,105 14,427 24,000

SEP	Major Development Location	Planned number of dwellings (as set out in Local Plans, dates not given in SEPs)
	A2/A299 Canterbury-Dover and Thanet; (20,000 jobs and 30,000 dwellings) M20 London-Maidstone-Ashford-Folkestone; (7,000 jobs and 8,500 dwellings) A21 London-Tonbridge-Tunbridge Wells; (9,000 and 7,500 dwellings) A21/A259 Hastings Bexhill; (14,978 jobs and 12,065 dwellings) A22/A27 Eastbourne/South Wealden; (11,440 jobs and 19,800 dwellings) Newhaven Clean Tech and Maritime Growth Area (5,225 jobs and 1,890 dwellings)	30,000 8,500 7,500 12,065 19,800 1,890 - - - - -
New Anglia	Greater Norwich Greater Ipswich Lowestoft and Great Yarmouth Attleborough, Thetford, Mildenhall, Brandon and Newmarket along the A11 Felixstowe, Stowmarket and Bury St Edmunds along the A14 Kings Lynn and Downham Market Haverhill and Sudbury in South Suffolk Fakenham and Wells in North Norfolk	40,000 13,000 4,700 12,030 9,660 8,000 1,000 1,000 -
Greater Cambridgeshire	Kings Lynn Wisbech March Peterborough Alconbury Huntingdon	7,500 3,000 4,200 24,400 5,000 3,400



SEP	Major Development Location	Planned number of dwellings (as set out in Local Plans, dates not given in SEPs)
	St Neots	3,800
	Cambridge	18,500
	New town of Northstowe	9,500

Appendix C – Local Growth Fund Shared Commitments

SEP	7 July 2014 Local Growth Deal Funding and Shared Priorities
Hertfordshire SEP	<p>Hertfordshire will receive £18.5m for 2015-2019. This will contribute towards three key schemes:</p> <ul style="list-style-type: none"> • A120 Little Hadham Bypass (£28.6m) • A602 Stevenage to Ware improvements (£11.2m) • A1(M) congestion relief (Welwyn Garden City to/from Stevenage) (28.1m - £49.4m) <p>Hertfordshire and Central Government have agreed to co-invest in the following jointly agreed priorities:</p> <ul style="list-style-type: none"> • Croxley Rail Link - a transformational scheme that focuses on a new extension of the Metropolitan underground line and new stations at Cassiobridge and Watford Vicarage Road. The scheme offers significant substantial economic impacts for Watford and beyond linking Watford's core business area and town centre with London and stimulating investment in Watford Business Park and Health Campus. The funding for this scheme is subject to Final Approval being secured through DfT's local major scheme process. • A1(M) Growth Area Forum/Stevenage - to accelerate housing delivery in the growth area • M11/A10 Growth Area Forum – to accelerate housing delivery in the growth area • M1/M25 Growth Area Forum – to accelerate housing delivery in the growth area • Broxbourne Enterprise - which will provide much needed space for new and small enterprises in Broxbourne • Stevenage Bioscience Catalyst Phase 2 a project to accelerate the second phase of this facility which is driving innovation at the heart of UK bioscience • A1(M) Transport Package - Series of transport schemes including A1 Sustainable Transport Package, A602 local congestion measures, and Buslink 2016 • M11/A10 Transport package - Package of schemes including station access improvements, upgrades to the network to improve resilience, Little Hadham Bypass, A602 improvements, A10 network resilience • Daniel Hall, Rothamsted – for improvements of incubator facilities on Rothamsted Research Campus • West Hertfordshire College – re-development of a town centre campus as part of an integrated approach to the regeneration of Hemel Hempstead town centre. • M1/M25 Transport package - Package of transport schemes including A414 Junction Improvements, Hemel Hempstead station forecourt enhancements, and Watford Business Park Pedestrian and Cycle Access Enhancements

SEP	7 July 2014 Local Growth Deal Funding and Shared Priorities
South East Midlands SEP	<p>£20.1m has been confirmed for 2015/2016, and a further £23.9 million to be spent by 2021. The Government has also provisionally earmarked a further £20.6 million for projects starting in 2016/17.</p> <ul style="list-style-type: none"> • £23.5m to complete dualling along a stretch of the A421 which will result in uninterrupted dual carriageway from Milton Keynes to Bedford • £20m for Bedfordshire's Woodside Link, a new road which will connect Houghton Regis and the industrial estates in Dunstable to the planned new M1 junction 11a • £800,000 to promote sustainable transport choices within Luton and Dunstable through Central Bedfordshire's Smarter Routes into Employment programme • £6.5m for Northampton College to fund a purpose built campus in Daventry town centre which will focus on vocational facilities and a curriculum that meets the needs of local employers. • £2.5m to build a new engineering and construction skills centre in Leighton Buzzard, which will train young people and adults to work as technicians. • £1.5m to develop Bletchley Station and create a high quality station gateway that will connect several recent developments and provide a catalyst for further investment • The government has also provisionally earmarked £20.6 million for two projects: a link road within SEMLEP's Northampton Waterside Enterprise Zone and improved access to London Luton Airport
Buckinghamshire SEP (Buckinghamshire Thames Valley)	<p>The Buckinghamshire Thames Valley LEP has secured £44.2m from the Government's Local Growth Fund to support economic growth in the area- with £8.9m of new funding confirmed for 2015/16 and £27m for 2016/17 to 2021.</p> <p>The Buckinghamshire Thames Valley Local Enterprise Partnership and central government have agreed to co-invest in the following jointly-agreed priorities:</p> <ul style="list-style-type: none"> • Aylesbury Eastern Link Road and Stocklake Link scheme. The Government have committed £12 million - will complete and enhance transport infrastructure both North-South and East-West around Aylesbury, connecting new major development areas with the town centre and trunk road network. Advanced provision will accelerate the pace of planned housing and employment delivery, and a major new employment and mixed use development area will be promoted to link to the trunk road network. • High Wycombe Southern Quadrant scheme. The Government have committed £8.5 million - will accelerate delivery of the transport components of a masterplan to reconfigure the layout of High Wycombe town centre and to open up an area of land for employment use which will act as a key gateway to the town centre. • A355 Improvement Scheme – The Government will invest £6.1 million in improving North South Connectivity and connecting residual land Ministry of Defence land by developing the A355 Improvement Scheme. • Transforming Amersham and Wycombe College Estate - modernise the buildings at the Amersham Centre to support curriculum development

SEP	7 July 2014 Local Growth Deal Funding and Shared Priorities
	<p>and quality improvement. Renewal of fabric of the main buildings and essential maintenance, remodelling and upgrading of teaching and specialist facilities. Development of the campus as a specialist hub for Creative and Media Industries.</p> <ul style="list-style-type: none"> • 5G Testbed - stimulating growth in Buckinghamshire electronics and telecommunications sector through early access to 5G technologies (cross-LEP Project). • CrossRail and East West Connectivity projects. The Government will invest £3.8 million into three schemes: <ul style="list-style-type: none"> ○ £1.5 million into improving sustainable transport links to the Crossrail station in Taplow. ○ £0.5 million to improve sustainable transport links to the Crossrail station in Iver. ○ £1.8 million to improve bus and cycle connections between Buckinghamshire and the East West Rail station in Winslow.
Thames Valley Berkshire SEP	<p>The Thames Valley Berkshire LEP has secured £96.9m from the Government's Local Growth Fund to support economic growth in the area – with £13.4m of new funding confirmed for 2015/16 and £2.0m for 2016/17 to 2021</p> <p>Thames Valley Berkshire LEP and Central Government have agreed to co-invest in the following jointly-agreed priorities:</p> <ul style="list-style-type: none"> • Solutions Labs - three state of the art specialist STEM laboratories at Reading, Newbury and Slough Colleges • Bracknell Warfield Link Road - A new road to enable 2,200 new houses at a Strategic Development Location in Bracknell • Bracknell Coral Reef - This scheme will deliver improvements to the A322 Coral Reef roundabout reducing traffic congestion in Bracknell and supporting improved access between the M3 and M4 • Newbury London Road Industrial Estate - A new junction and road for the London Road Industrial Estate in Newbury to support future redevelopment • Slough Rapid Transit - The Western and Central sections of the Slough Rapid Transit project to provide a continuous part-segregated bus priority route on the A4 between Slough Trading Estate, Slough town centre, Slough station and M4 Junction 5 at Brands Hill <p>Pre-allocated Local Transport Body funding is also delivering:</p> <ul style="list-style-type: none"> • Newbury Kings Road Link Road - This scheme will enable 1,500 new homes at the Racecourse Strategic Development location • Reading Green Park Railway Station - A new railway station on the Reading and Basingstoke line and a package of facilities including a park and ride and short stay car park

SEP	7 July 2014 Local Growth Deal Funding and Shared Priorities
Oxfordshire SEP	<p>At least £108.6 million has been secured by Oxfordshire LEP. £9.2m has been confirmed for 2015/16, and an indicative award of a further £53.7m for 2016/17 onwards.</p> <p>The Oxfordshire Local Enterprise Partnership and Central Government have agreed to coinvest in the following jointly-agreed priorities:</p> <ul style="list-style-type: none"> • Headington Phase 1 & Eastern Arc Transport Improvements - a package of junction and local road improvements to support growth in the Headington area of Oxford - a centre for medical research and the location of the bio-escalator at Oxford University Old Road campus, which was part-funded via the Oxford City Deal. • Oxfordshire Flood Risk Management Scheme and Upstream Flood Storage at Northway - a comprehensive package of measures to mitigate the risks of damage to homes, businesses and transport connections caused by excessive flooding. • Centre for Applied Superconductivity - a new centre of innovation to coordinate the interaction between key industry players, Oxford University, cryogenics companies, and end users (including SMEs) on the Harwell campus and at the Culham Centre for Fusion Research Campus. • Science Vale Cycle Network improvements - a sustainable transport scheme providing greater connectivity between Science Vale and the newly improved Didcot station by bike. • Oxfordshire Centre for Technology and Innovation - development of a Technology and Innovation Training Centre in Oxford to address skills shortages across engineering, electrical, design, and emerging technologies. • Didcot Station Car Park Expansion (Foxhall Rd) - packages of measures for car park expansion including construction of a deck access car park on the existing Foxhall Road car park. Part of the expansion and improvement of Didcot station as a key gateway to Science Vale high tech cluster and the Enterprise Zone. • Bicester London Road – Level Crossing - a pedestrian / cycle crossing to provide sustainable access into Bicester town centre, required for the more intensive train service as part of the East West Rail project. Government has agreed provisional allocations for the following projects starting 16/17 and beyond: • Advanced Engineering and Technology Skills Centre - a collaboration with Abingdon and Witney college, the centre will address local, regional and national skills shortages in Science • Technology Engineering and Maths subject areas by supplying skilled technicians at Harwell Oxford and elsewhere in Oxfordshire; and deploying the unique expertise and facilities available at and around Harwell Oxford as a learning resource for the rest of the UK, Europe and the world. • Oxford Science Transit Scheme - Local Growth Fund support will be used to expand the integrated public transport system along the Knowledge Spine, delivering major enhancements to the A40 strategic route between Oxford, Northern Gateway and Witney and connecting centres of innovation and economic growth with Oxfordshire's universities.

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Enterprise M3 SEP	<p>The Enterprise M3 LEP has secured £118.1m from the Government's Local Growth Fund to support economic growth in the area – with £29.4m of new funding confirmed for 2015/16 and £31.3m for 2016/17 to 2021.</p> <p>Enterprise M3 LEP and Central Government have agreed to co-invest in the following jointly agreed priorities:</p> <ul style="list-style-type: none"> • 5G Arrow Project - Development of a physical incubation and other space, as part of a joint project, led by Enterprise M3, across the Greater Thames Valley 6 LEPs to secure the future of a new cluster that builds on the area's world leading position as a centre of excellence in 5G technologies and research. • Enterprise M3 Growth Hub - Development of a Growth Hub that will provide a focussed and co-ordinated enterprise, innovation and skills support offer enabling all businesses, especially those in key sectors identified by Enterprise M3, to secure the connections they need via the private, publics and not-for-profit sector to start, grow and develop their business. • Enterprise M3 Local Sustainable Transport - This package covers capital transport improvements with a strong focus on improving the quality of sustainable forms of transport e.g. railway station access. • Suitable Alternative Natural Green Space Pilot, Camberley - Pilot project to purchase Suitable Alternative Natural Green Space (SANGS) land to bring forward 1300 new homes in Surrey Heath. • Ashwood House, Camberley - Part of the wider regeneration of Camberley town centre, this project will see the redevelopment of redundant commercial space into new retail and residential space. • Andover Technology and Skills Centre - A new Technology and Skills Centre at Andover College focused on sectors where local employers have an employment/skills need. • Basingstoke North Corridor A340 - Partial dualling of the A340 that will reduce business based congestion and bring forward housing development in the Basingstoke area. • Brockenhurst College – Upgrading of existing Further Education estate with a new state of the art science, technology, engineering and maths (STEM) facility. The facility will provide support to local businesses and improve the efficiency of the college estate. • Whitehill and Bordon Construction Skills Centre - A new Construction Skills Centre to upskill the local labour force and meet the demands of new housing development in Whitehill and Bordon. • Brooklands College, Ashford - New state of the art teaching accommodation to support the Enterprise M3 Skills and Employment strategy with a focus on apprenticeships. • Victoria Arch, Woking - Addresses a serious pinch-point in the centre of Woking by constructing new pedestrian and cycling tunnels on Woking's main arterial route. <p>Pre-allocated Local Transport Body funding is also delivering the following schemes:</p> <ul style="list-style-type: none"> • Whitehill & Bordon Relief Road - This project delivers a relief road for Whitehill and Bordon and a series of complementary measures to the

SEP	7 July 2014 Local Growth Deal Funding and Shared Priorities
	<p>A325 to enable strategic growth and support a buoyant town centre.</p> <ul style="list-style-type: none"> • Guildford Gyratory - A corridor package of specifically targeted interventions in line with the outcome of the Guildford Town and Movement Access Study. • A30/A331 Corridor Improvements; Surrey Heath - A redesign of the Meadows Gyratory to provide improvements to the road network in Camberley. • Basingstoke North Eastern Corridor to Growth - Improvements to the key transport route between Basingstoke and Reading, supporting housing delivery and access to Chineham Business Park. • Runnymede Roundabout - Enhancements to the layout and addition of signalling at Runnymede Roundabout to improve traffic management and reduce congestion.
Coast to Capital SEP	<p>The Coast to Capital Local Enterprise Partnership has secured £202.4m from the Government's Local Growth Fund to support economic growth in the area – with £38m of new funding confirmed for 2015/16 and £124.2m for 2016/17 to 2021.</p> <p>Coast to Capital and Central Government have agreed to co-invest in the following jointly agreed priorities:</p> <ul style="list-style-type: none"> • Successful businesses: Business Finance and Business Trade – Equity debt and grant funding for businesses that can create new jobs, but who cannot get mainstream commercial funds. Trade project aims to double the level of international trade with a focus on Southeast Asian Nations markets, in close association with UK Trade and Industry (UKTI). • Wood Fuel initiative with Forestry Commission – Sustainable use of primary natural resource to produce wood fuel as a renewable energy source and local building materials. • Growth is digital – 5G research, e-commerce skills, ultrafast fund and superfast broadband roll-out. • Advanced Engineering Centre – Collaboration between University of Brighton and Ricardo in a new Centre of Excellence to deliver leading automotive and emissions research. • Flood Defences Newhaven and Shoreham – In Newhaven, this will open up a major brownfield site for housing and employment land plus new harbour facilities. In Shoreham, the flood defences and transport access improvements will allow land to be used for housing and businesses. • Bognor Regis A29 re-alignment between the new Bognor Regis Relief Road and the A27 which will bridge the West Coastway railway line, avoiding congestions points and current delay points at a level crossing, and will include 4 to 5 new junctions and cycle and pedestrian facilities. The realignment will allow new development of business and employment opportunities in Bognor Regis. • Central Brighton and Preston Barracks Central Research Laboratory – A city centre mixed use regeneration project of a site to deliver new homes, office building, student accommodation, a library and academic buildings. Preston Barracks is a joint venture between University of Brighton, Cathedral and Brighton Council to create a new innovation hub to commercialise academic research and incubate high growth businesses, with new housing. • City College Brighton and Hove and Chichester College – Refurbishment of dilapidated buildings and facilities.

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	<ul style="list-style-type: none"> • Sustainable Transport Packages – Will tackle congestion and improve sustainable transport in areas across the Coast to Capital area. • Crawley Area Transport Package – Includes junction improvements, bus priority schemes, modal interchange and improvements to walking and cycling. • Resilience Schemes – Intelligent Transport System traffic management, strategic road maintenance and flood and critical incident alleviation. <p>Central Government has agreed provisional allocations to the following projects starting in 16/17 and beyond:</p> <ul style="list-style-type: none"> • Newhaven Port Access Road - Opens up a major brownfield site for housing and employment land plus new harbour facilities currently with very restricted access. • Brighton Valley Gardens Phase 3 - Transport network improvements to allow new business and innovation space, regeneration of existing area and new housing development.
South East SEP	<p>The South East LEP has secured £442.1 million, with £64.6 million confirmed for 2015/16 and £143.6 million for 2016/17 onwards.</p> <p>South East Local Enterprise Partnership and Central Government have agreed to co-invest in the following jointly-agreed priorities from 2015-16:</p> <ul style="list-style-type: none"> • 33 transport projects across the Local Enterprise Partnership area - to enable major new developments, • address existing pinch points and congestion issues, and encouraging increased use of sustainable transport modes • the development of Growth Hubs • improved flood defences at Newhaven • broadband infrastructure in Colchester business parks • a skills capital programme for the South East Local Enterprise Partnership area <p>In later years, there is a provisional allocation for transport schemes starting in 2016/17 and beyond:</p> <ul style="list-style-type: none"> • widening of the A13 in Thurrock • a new link road in Canterbury (Sturry Road) • a new parkway station in Thanet • an Eastbourne Town Centre access and improvement package • improvements to the A28 Chart Road in Ashford • an integrated transport package for Maidstone • a package of transport works to deliver the Southend Central Area Action Plan (SCAAP) • a package of Route Based Strategies in Essex covering the A131 Chelmsford to Braintree, A414 Harlow to Chelmsford, A133 Colchester to

SEP	7 July 2014 Local Growth Deal Funding and Shared Priorities
	<p>Clacton, and A131 Braintree to Sudbury</p> <ul style="list-style-type: none"> • an integrated transport package for improving access to the London Gateway from Stanford-le-Hope and • reconstruction of the A1014 • a Hastings and Bexhill walking and cycling package • improvements to the Thurrock cycling network • a Hastings and Bexhill junction capacity and improvement package
New Anglia SEP	<p>Secured £173.3m, with £32.5 confirmed for 2015/16 and £29.3 for 2016/17 to 2021.</p> <p>New Anglia LEP and Central Government have agreed to co-invest in the following jointly-agreed priorities:</p> <ul style="list-style-type: none"> • Bury St. Edmunds Eastern Relief Road- Construction of a relief road to enable housing and employment land in Bury St. Edmunds. • Beccles Southern Relief Road- Construction of a new relief road to provide faster access to Beccles Business Park and the Enterprise Zone at Ellough Airfield. • Growing Places Fund- Extension of the existing fund to kick-start investment in homes and business infrastructure. • Growing Business Fund- Extension of the existing scheme to help SMEs grow and create new employment by providing grants towards the cost of investment. • Norfolk and Suffolk Better Broadband Programmes- Programme to support the extension of broadband coverage, with the aim of reaching 95% by 2017. • Haverhill Innovation Centre- Creation of an innovation centre focussing on local strengths in life sciences and advanced manufacturing. This is a joint project with the Greater Cambridge, Greater Peterborough LEP. • Process Engineering Centre & Renewal Catering and Hospitality Facilities at Lowestoft College – Enabling the next stage of development of a national centre for Maritime, Offshore and Energy Studies at Lowestoft College. • Higher Skills Science, Technology and Management Centre, College of West Anglia – Development of a new Higher Skills Centre serving West Norfolk and Fenland to promote the attainment of higher skills and higher qualifications in the area. • Construction and Agri-tech facilities, Easton and Otley College, Easton Campus – Enabling building of a new construction training centre and new agri-tech laboratory areas to accommodate employers demands. <p>Provisional allocations to the following projects starting in 16/17 and beyond:</p> <ul style="list-style-type: none"> • Lowestoft River Crossing Options– Assessment of the options for a third river crossing in Lowestoft • Attleborough Sustainable Transport– Town centre transport improvements including sustainable transport measures and maintenance of the

SEP	7 July 2014 Local Growth Deal Funding and Shared Priorities
	<p>main road network to support growth in and around Attleborough</p> <ul style="list-style-type: none"> • Thetford Sustainable Transport– Improvements to Thetford town centre including the Thetford-Croxton Road cycle link and maintenance of the main road network. • Ipswich Radial Corridor– Package of sustainable transport measures to improve traffic flows into Ipswich. • Bury St. Edmunds Sustainable Transport– Package of sustainable transport measures to make walking, cycling and travelling by public transport easier for short journeys. • Great Yarmouth Package – Measures to connect key employment and business sites, maintain the existing road network and ease congestion.
<p>Great Cambridge and Greater Peterborough SEP</p>	<p>The Greater Cambridge Greater Peterborough LEP has secured £71.1m from the Government’s Local Growth Fund to support economic growth in the area – with £17.1m of new funding confirmed for 2015/16 and £20.4m for 2016/17 to 2021</p> <p>Greater Cambridge Greater Peterborough Enterprise Partnership and Central Government have agreed to coinvest in the following jointly-agreed priorities:</p> <ul style="list-style-type: none"> • New facilities for The Welding Institute (TWI), to support their expansion to the Alconbury Weald Enterprise Zone, bringing more high-skilled jobs, supporting growing businesses in high-tech sectors and acting as a further catalyst for growth at the site • Establishing a new Technical and Vocational Centre at Alconbury Weald Enterprise Zone, with a focus on built environment and engineering technical expertise in particular, supporting not only the development of the Zone itself, but growth across the wider LEP area • Bourges Boulevard – an important transport scheme in Peterborough City centre which will free up employment and housing land, providing improved access to the railway and bus stations, as well as pedestrian and cycling facilities • Agri-Tech Growth Initiative – expanding an existing, highly-successful, programme that helps Agri-Tech businesses to develop and commercialise agricultural research and products, supporting supply chain development and upskilling in this growing sector • Cambridge Biomedical Innovation Centre – creating a new innovation centre to provide business space for small firms at the growing Campus next to Addenbrookes Hospital • Haverhill Innovation Centre – a new centre on Haverhill Research Park to support business growth in the ICT, biotechnology and Agri-Tech sectors, established jointly with New Anglia LEP, building on both Partnerships’ previous investments at the site • A605 Whittlesey Access phase 1 – addressing a key bottleneck on this road at the Kings Dyke level crossing, between Whittlesey and Peterborough, supporting housing and employment growth in both locations • A47 Junction 20 – improving this key interchange with the A15 in Peterborough, releasing both housing and employment land to support economic and housing growth • Wisbech Access Strategy – funding the project development work to assess options for supporting growth in and around Wisbech by, for example, the possible reconnection of the March-Wisbech railway line • Peterborough Regional College Food Manufacturing and Processing Centre of Excellence – creating a dedicated food manufacturing



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	education and training resource to support the training needs of the local businesses.



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Towards more effective coordination of strategic policy and infrastructure investment across the wider South East

Draft 'Roundtable' discussion note

1 Background

1.1 SEEC, and more recently EELGA, leaders have been meeting informally with the London Deputy Mayor for Planning to discuss common strategic planning issues, supported by a pan region officer group. Local planning authorities outside London have been engaging with the GLA on Local Plan proposals as part of their 'Duty to Cooperate'.

1.2 In July 2014 fifty one of these authorities jointly, as well as SEEC/SESL and some others individually, indicated formally in response to the Mayor's Bedford Duty to Cooperate letter and the Further Alterations to the London Plan (FALP) that they had not been engaged sufficiently in its preparation. They asked to be more closely involved in the next full review of the Plan.

1.3 Since then the Mayor, EELGA and SEEC have been investigating options for more effective coordination of strategic policy and infrastructure investment across the wider region. This led to a Regional Summit in March 2015 to test provisional objectives for a new structure to provide:

- a better understanding of common issues;
- more effective engagement in strategic policy development eg the London Plan review; and
- more effective engagement on strategic infrastructure investment

All 155 authorities within the region were invited to the Summit and over 100 attended. The political leadership of all three organisations outlined some of the issues which required more effective strategic coordination and the process that could lead to putting in place a structure to support it.

1.4 The independent chair of the Summit summarised its conclusions as:

The summit supported the creation of a mechanism to take forward discussions between London, East and South East England on planning, housing, infrastructure and the economy based on Option 2 (Wider South East Roundtables).

It was agreed that the process should reflect the following principles:

- *It must address the challenges facing the places around London as well as London itself;*
- *The focus must be on economic growth as well as housing growth and resulting infrastructure requirements;*
- *It must reflect the fact that there is a variety of views within the East and South East;*
- *It must be a robust and independently facilitated process.*

It was also agreed that:

- *A first step should be to pull together a shared data base to underpin the work*

- *LEPs should be involved to support work on economic growth and skills;*
- *There should be a political steering arrangement to act as a clearing house for emerging issues, to ensure that the momentum is maintained with an output-driven process and that the difficult issues are not kicked into the long grass;*

The summit asked the elected members on the panel together with the deputy mayor to agree a more detailed action note based on the above for circulation to all the councils involved.

- 1.5 This note has been prepared in response to the Chair's final recommendation to provide suggestions or options for establishing a more effective structure for coordinating strategic policy – including the full review of the London Plan – and investment across the region. It is anticipated that it will be a 'live' document subject to iterative refinement and review as the work of the proposed Roundtables proceeds and will inform recommendations for consideration by a further Regional Summit in December 2015. The meetings have been arranged as follows, and a separate paper about the proposed arrangements for the Roundtable meetings is included as Annex 1:

10 July	9.30 – 11 am	first South East session	City Hall, CR 4
10 July	2.30 – 4 pm	first East of England session	City Hall, CR 4
4 Sept	10.30 am – 12	second East of England session	Homerton College Cambridge
18 Sept	10 – 11.30 am	second South East session	City Hall, CR 4
18 Sept	1 – 2.30 pm	third South East session	City Hall, CR 4
11 Dec	2 – 4 pm	second Wider South East Summit	City Hall, Chamber

- 1.6 EELGA, SEEC and the Mayor are already working to establish the interim political steering arrangements suggested by the Summit to guide the process of testing options for the new structure.
- 1.7 It should be noted that the Mayor has also asked his Outer London Commission to investigate, from a London perspective, more effective arrangements for coordinating strategic policy and investment across the region. This process will operate collaboratively with the Roundtables, and it is hoped that the Commission will report to a similar timeline to the above and that its recommendations will inform the second Regional Summit in December.

2 Factors bearing on the form of a new structure for regional coordination across the wider SE

- 2.1 The importance of a coordinated approach to regional planning for the wider South East was recognised before the second World War and there have been three attempts at establishing a structure to support it in the last forty years (*SCLERP?*, *SERPLAN*, *Inter Regional Forum*). To varying degrees these improved understanding of how the region works but some would question how much impact they had on the ground and/or whether this was proportionate to the resources put into the structures eg in terms of increased housing output or actual infrastructure investment.

2.2 It is therefore suggested that before proposing new structures, the Roundtables may wish to consider the issues and challenges that the structures will have to address, and the most effective and realistic way of doing so in current and foreseeable circumstances.

- **What is 'strategic'** for the purposes of the proposed new structure? For example, should it mean issues that affect more than a single County/LEP area, or distinct issues that are most effectively addressed through action below national level but above County/LEP area level? Should particularly acute problems which affect a number of disparate Districts eg deprivation, be included? Are some 'strategic issues best addressed at District grouping/County level; others at LEP level; others at EELGA/SEEC/GLA levels and yet others at pan-regional level by the new structure? Or should the new structure seek to address all issues of more than local importance?
- **Which strategic policy issues** should it focus on? Engagement on the London Plan review is a key focus, but what other aspects should be considered. Officers will make presentations on their initial views of these to the Roundtables. At this stage they are likely to include demographic pressures; supporting and accommodating economic growth and regeneration; housing need, supply and delivery (eg construction industry capacity/skills and incentives for delivery); models/distribution of growth / strategic development patterns; climate change and environmental concerns/infrastructure eg water, energy, waste, minerals; transport infrastructure requirements eg commuter patterns, strategic orbital/radial transport investment but also freight transport; digital connectivity; skills and education.
- **Are there any formal strategic planning process issues** which the new structure should be involved in? Legally, the statutory Duty to Cooperate is discharged by Local Planning Authorities and the Mayor's similar Duties to Consult and Inform are discharged through the GLA. Could the new structure 'add value' to discharge of these duties, and if so what would be the best form it could take to do so?
- **What strategic intelligence/evidence** is required to better inform the new structure in addressing its proposed objectives? How can the structure itself be framed to best deliver this intelligence? The GLA currently provides consistent demographic projections across the region and officers are exploring the possibility of providing consistent economic projections. Can these be refined to be more effective? Should the new structure seek to engage with government/ONS to provide consistent variants on national projections to more effectively reflect the regions distinct circumstances? How and to what extent would consistent intelligence on other strategic policy issues be investigated/provided?
- **More concrete outcomes:** the Summit was clear that these should be its core objective eg representations to government/the London Mayor on distinct policy matters and to secure strategic infrastructure investment. How should they be identified? For example, should they be the result of a pan regional assessment/prioritisation eg through agreed proposals or a 'plan', or the result of voluntary partnership working among groupings of authorities within the aegis of the wider forum? And how would this relate to existing infrastructure strategies eg LEP SEPs, London's Infrastructure 2050, priorities in London Plan or local plans.
- **Differences of view:** the Summit noted that the new structure should seek to accommodate such differences. What is the best mechanism for doing this while still addressing core objectives eg majority/minority resolutions; area/issue based groupings based on common concerns; or focus just on matters of universal concern?

3 Components of a new structure

3.1 With the above issues in mind, and noting that the Roundtables will work iteratively to identify preferred options, at this stage it may be useful to consider possible components of a new structure(s) rather than define them 'in the round' from the outset. Some of these possible components are set out below to inform discussion.

- **Geography:** the Summit was convened on the basis of authorities from across the historic East and South East of England regions and London. Should this continue to be the geographical basis for the new structure? Should it be more focused eg on those authorities most affected by London migration and commuting (see Maps 1 and 2); should it be cast more widely eg Northamptonshire authorities have already expressed a wish to be more involved; should it better reflect economic linkages (eg see Corridors shown in Map 3) or should it seek to reflect a composite of these different geographies?
- **Format:** There are over 150 different authorities across the wider SE. Given the expected functions of the new structure what would be the best format eg. would it be most practical to have a Regional Plenary meeting, say once or twice a year, to provide strategic direction, at least as an interim measure, and a platform for discussion, with Sub Committees to address particular issues or areas, perhaps meeting more regularly, and a Steering Group to provide more immediate direction? What are the alternatives to this type of structure eg topic focused forums or a standing forum. How will agendas be set? Eg forward programme of agendas focused around London Plan timetable/key issues, or more ad-hoc arrangements?
- **Local authority membership:** the Summit was convened by EELGA, SEEC and the London Mayor for all Districts, Boroughs, Unitaries and Counties across the wider SE, and London Councils. Should EELGA, SEEC and the Mayor continue to be the main convening bodies at least for the interim or should the new structure seek from the outset to establish different arrangements? If so, what should these be eg sub regional groupings of the different types of authorities? Should London boroughs be represented on the Steering Group through London Councils and individual London boroughs be invited to attend the Regional Plenary?
- **LEP membership:** the Summit agreed that to be effective the new structure should include business interests represented by the LEPs. There are currently 11 such partnerships across the wider SE, each with what are effectively sub-regional plans (Strategic Economic Plans - SEPs). Should all be invited to participate in the Regional Plenary, perhaps with strong representation on an economic Sub Committee if one is established and one representative on the Steering Group? What other arrangements might best accommodate business interest? Should a systematic, strategic appraisal of SEPs to identify current sub-regional economic priorities be an early task for the officer group (see below)?
- **Officer support:** this will be essential to the effective running of the new structure and resources available to support it are likely to be constrained. So far support has been provided through the established, pan regional Strategic Spatial Planning Officers Liaison Group (SSPOLG), membership of which has evolved over time. Should membership be reviewed to ensure that it can represent all different parts of the wider SE and draw on experience from the range of different types of authorities engaged in the new structure? Can Members provide commitments to continue (and probably increase) the resources currently available?

- **Venues and 'housekeeping':** it has so far been found convenient for current arrangements to be focused on City Hall in London with 'one-off' events on regional coordination being held elsewhere. Should these arrangements continue as an interim arrangement, and how should the work of the new structure be publicised, e.g. webpage?
- **Interim/short term and longer term structures:** would it be prudent to focus first on setting up practical interim working arrangements and then to agree a final structure in light of experience of addressing specific policy issues ie for the form of the final structure to reflect the functions of the organisation rather than for this to be pre-defined? Would this mean that we should focus on the outcomes derived from these interim arrangements (together with parameters for the scope of the work of the new interim structure, participation and mechanisms), and then repeat that exercise for the longer term structure? What can be learnt from experience of establishing and running historic arrangements for pan regional coordination?
- **Longer term structures:** there is already a considerable body of thinking (see Annex 2) on how arrangements for pan regional cooperation/planning could be made more effective in the longer term. Models range from loose voluntary associations to structured proposals for the reintroduction of regional planning. Informal soundings have already generated other suggestions eg a regional 'senate' and a regional equivalent to the London Planning Advisory Committee. Should officers identify and appraise the key elements of these arrangements to inform discussion of options for the new structure?

Annex 1

Proposed Roundtable Arrangements

This note sets out a proposed approach to the round tables that have been planned in July and September 2015 to agree a mechanism for more effective co-ordination between London, the East and South East on planning, infrastructure and the economy.

Dates and venues have been agreed for five round tables in July and September:

- 10 July 2015 (am): South East, City Hall;
- 10 July 2015 (pm): East of England, City Hall;
- 18 September 2015 (am): South East, City Hall;
- 18 September 2015 (pm): South East, City Hall;
- 4 September 2015 (am): East of England, Homerton College Cambridge.

The task of these events is to develop a mechanism for more effective coordination which can be put to a second Wider South East Summit in December 2015.

In the light of the forthcoming general and mayoral elections and the envisaged timescales for the production and adoption of a new London Plan one option which will need to be explored in the round tables is the agreement of interim arrangements to operate until, say, autumn 2016 with longer term arrangements to be agreed with a new Mayor.

The current proposal is for:

- Around 25 people to attend each event;
- Each event will begin with short presentations by a senior GLA representative and a leading politician from the area concerned, together with a background presentation on the issues involved.

An important aim of this process is to build political support for the proposed arrangements.

It is recommended that events should be used to build agreement in an incremental way. This means that the starting point for the July events would be the agreement reached at the March Summit, and the starting point for the September events would be a summary of the conclusions reached at the two July events.

The focus of the July events could be:

- To discuss the idea of a two stage process;
- Begin the scope possible arrangements.

Subject to the outcome of the July events, the focus of the September discussions could be to:

- Firm up proposals for the initial period for submission to the proposed second summit;
- Develop a proposition for longer term arrangements for discussion at the summit and with a new Mayor following the mayoral elections in May 2016.

Annex 2

Strategic Planning – Recent Publications¹

English Regional Planning 2000 – 2010 Lessons for the Future (2013) – edited by Corinne Swain et al: Study contributes to understanding of how strategic planning can – based on past experience – provide a framework for guiding spatial change and allocating resources, looking to a long-term sustainable future. <http://www.routledge.com/books/details/9780415526081/>

Lyons Housing Review (Oct 2014): Housing funding streams should be consolidated as part of an economic development fund and devolved to city and county region authorities working across functional economic areas.

http://www.yourbritain.org.uk/uploads/editor/files/The_Lyons_Housing_Review_2.pdf

Royal Town Planning Institute: Strategic Planning –

- Beyond ‘Co-operation’ (Sept 2014): Proposals draw on existing arrangements but require much stronger incentives to cooperation and making plans for the future.
<http://rtpi.org.uk/media/1110489/Strategic%20Planning%20Beyond%20Cooperation.pdf>
- Effective Cooperation for Planning Across Boundaries (Jan 2015): Includes a range of case studies. For England the focus should be on incentives where the duty to cooperate has not been effective, and to build on the momentum to harness the potential of the city regions.
<http://www.rtpi.org.uk/media/1230885/RTPI-Strategic%20Planning-Brochure%20FINAL%20web%20PDF.pdf>

Highbury Group on Housing Delivery: In response to the above RTPI paper, it calls for a new strategic planning for the London metropolitan preparing a Metropolitan regional plan.

http://www.westminster.ac.uk/_data/assets/pdf_file/0006/338118/HIGHBURY-GROUP.-Response-to-RTPI-strategic-planning-paper.-FINAL.-3.10.14.pdf

Future of London: Working Beyond Boundaries (Oct 2014): Calls for the Mayor to take a broader perspective and relieve planning pressure on local elected officials.

<http://www.futureoflondon.org.uk/futureoflondon/wp-content/uploads/downloads/2014/10/Working-Beyond-Boundaries-briefing-paper-web.pdf>

Andrew Boff GLA Conservatives: Southern Power House (Jan 2015): Promotes a comprehensive reform of London’s governance and tax powers and the establishment of a Thames City-Region to give the South East a say in London’s growth and prosperity.

<http://glaconservatives.co.uk/wp-content/uploads/2015/01/southern-powerhouse.pdf>

Also relevant in this context:

Nathaniel Lichfield & Partners: London’s Unmet Housing Needs – Meeting London’s overspill across the wider South East (Apr 2014): Study shows how London’s unmet housing needs could be distributed using a ‘Gravity Model’ approach and calls for the GLA and the authorities within the wider London Housing Market Area to work together to address this unmet need effectively.

<http://www.london.gov.uk/sites/default/files/285GladmanDevelopmentsLtdResponse.pdf>

Foresight, Government Office for Science: Investing in city regions – How does London interact with UK system of cities and what are the implications of this relationship? (Oct 2014): Study discusses whether stronger UK supply chains would enable faster growth for a number of cities and the UK as a whole. It concludes that a strong counterweight to London’s global role should not be its restriction and that local rivalries should be made a positive force for innovation.

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/365099/london-and-UK-system-of-cities.pdf

¹ Only selection – not comprehensive.

DCLG: National Planning Policy Guidance: Duty to Cooperate, paragraph 7: Cooperation between the Mayor, boroughs and local planning authorities bordering London will be vital to ensure that important strategic issues, such as housing delivery and economic growth, are planned effectively. <http://planningguidance.planningportal.gov.uk/blog/guidance/duty-to-cooperate/what-is-the-duty-to-cooperate-and-what-does-it-require/>

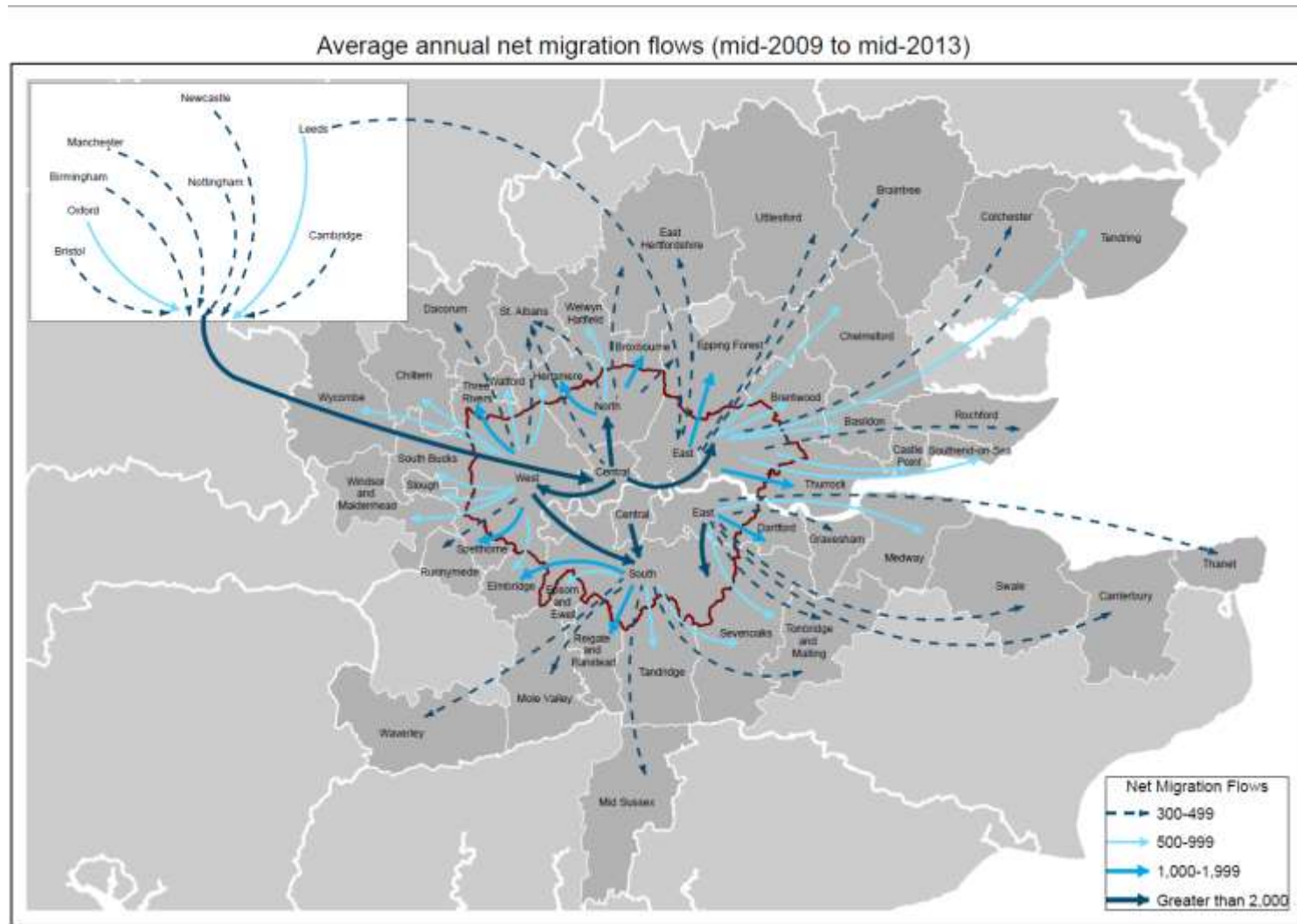
Planning Advisory Service has developed a suite of practical guidance tools to facilitate compliance with the Duty to Cooperate. This includes a 'Duty Statement template', which addresses Governance and working arrangements and suggests for example memorandums of understanding to evidence agreements. http://www.pas.gov.uk/web/pas1/events-and-support2/-/journal_content/56/332612/6387362/ARTICLE

Grant Thornton: Where growth happens (Autumn 2014) - report and index analyse growth at a local level on a range of measures and identify nine growth corridors across the country. http://www.grant-thornton.co.uk/Global/Publication_pdf/Where-growth-happens-the-high-growth-index-of-places.pdf

AECOM: A Manifesto for long term growth of the London City Region - has identified a series of challenges affecting London and its city region up to 2065 as well as action to address them. It also provides a London City Region Key Diagram. http://www.aecom.com/deployedfiles/Internet/Geographies/Europe/Document%20Library/AECOM%20Manifesto%20for%20the%20London%20City%20Region_low%20res.pdf

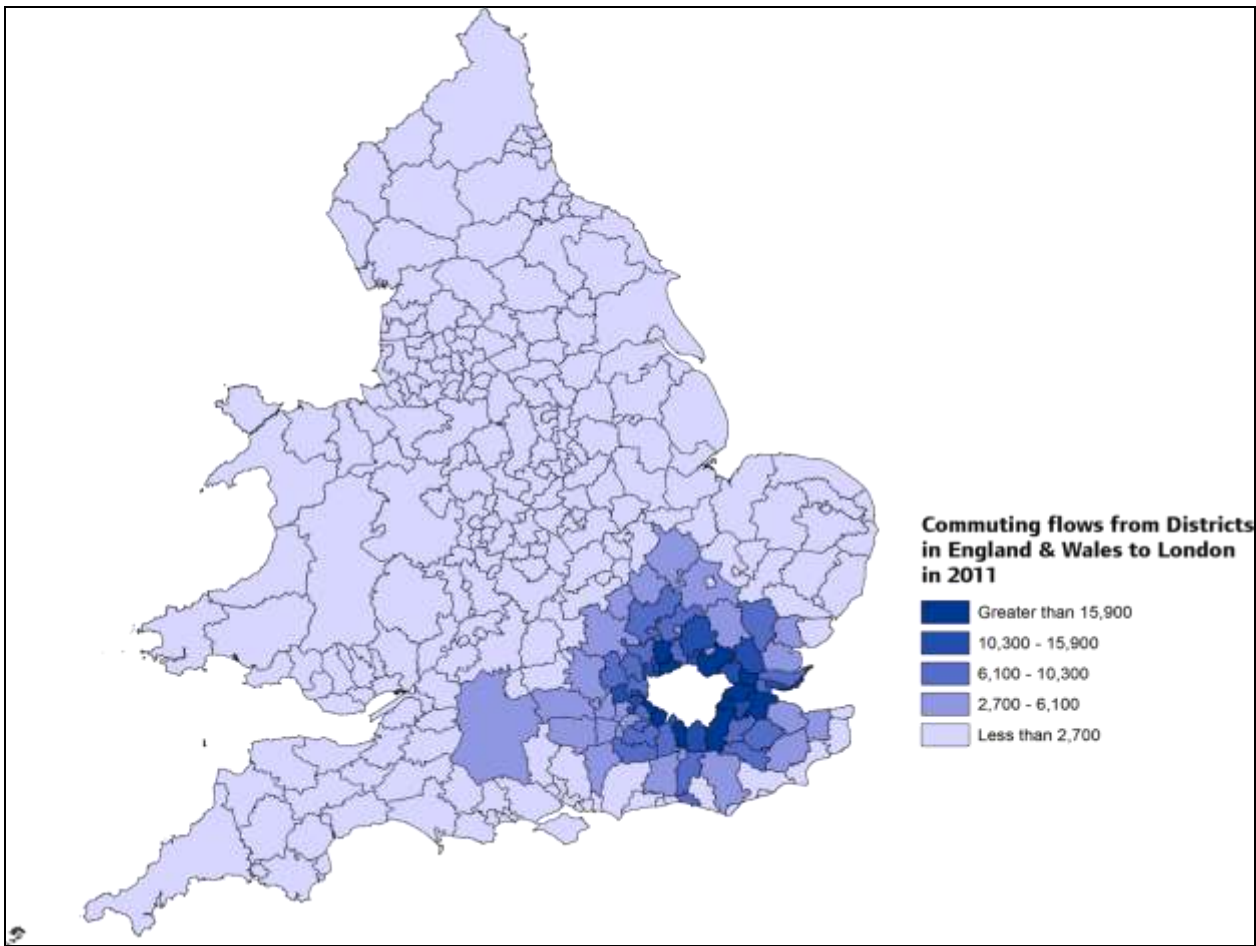
Martin Simmons (TCPA)... - details to follow

Map 1



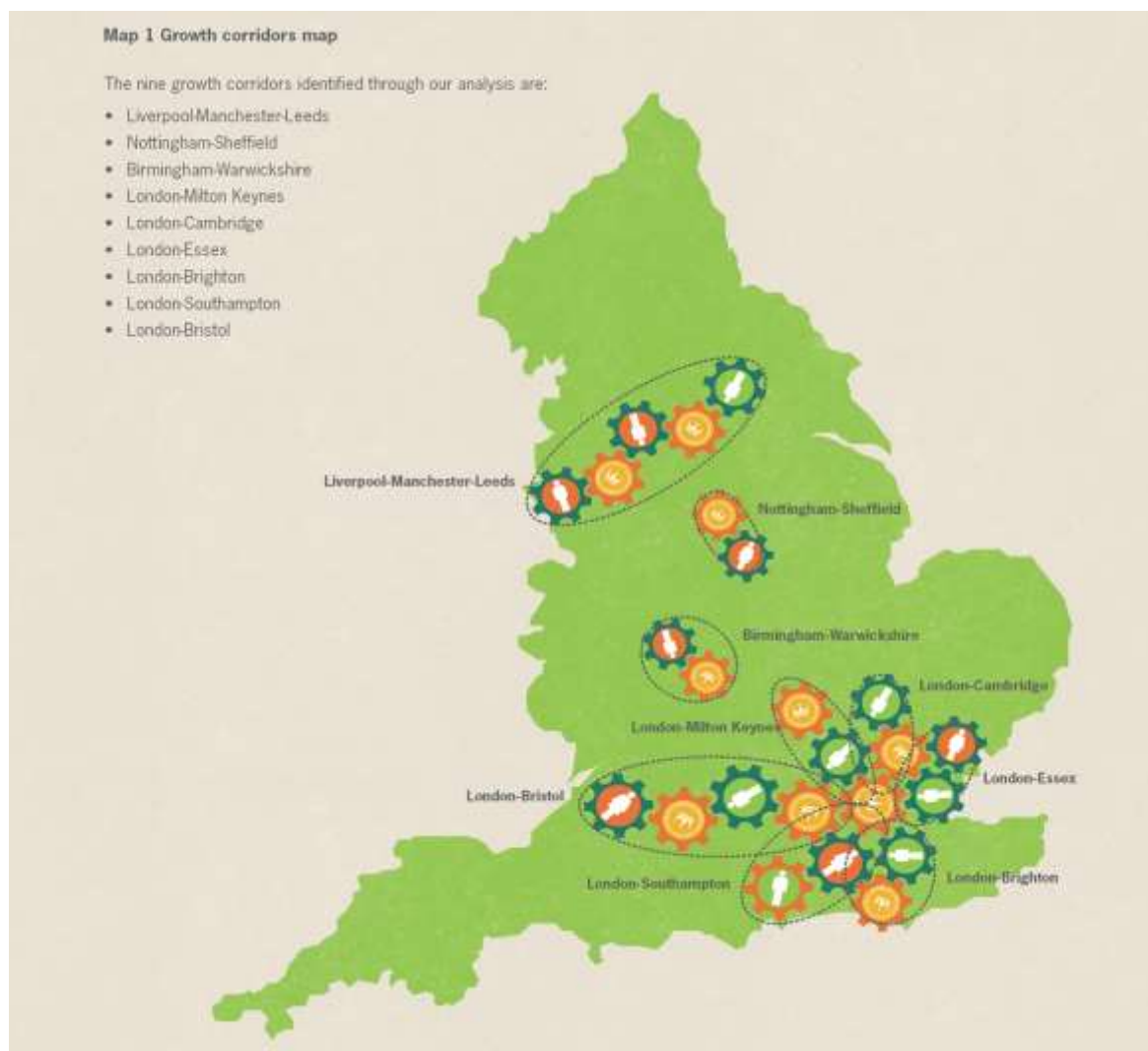
Source: GLA Demographics

Map 2



Source: GLA

Map 3



Source: Grant Thornton: Where growth happens (Autumn 2014)

**Wider South East Summit
19 March 2015, 15:30
Committee Rooms 4+5, City Hall, London**

Notes

List of Registered Delegates

See Annex 1

Welcome

Welcome by independent Summit Chair, Phil Swann, who reiterated focus on identifying a mechanism to take forward discussions between London and councils in the East and South East, but not to discuss the substance of the planning and growth issues involved.

View from the East

Cllr Tony Jackson (East of England LGA Chairman, East Herts DC) stressed the East of England LGA's role as facilitator in the process. He stated that any process must consider the challenges and needs of the East of England and the South East equally with those of London, and that a joined up approach to achieving sustainable economic growth across the Wider South East and London is needed. The agreed process should include a means by which different perspectives from across the East of England are listened to. Any future discussions on the issue of London's growth must be coupled with discussions about a more equitable distribution of jobs growth and infrastructure provision.

View from the South East

Cllr Gordon Keymer CBE (South East England Councils Chairman, Tandridge DC) shared Cllr Jackson's views. He reiterated the role of the East and South East as equal partners to London. He raised three key issues:

- The Green Belt – London should not rule out a Green Belt review and London boroughs should do more to address housing need within London
- Jobs/Economy – need to recognise the very strong economy of the South East in its own right. This must not be stifled by becoming just a dormitory for London's workers.
- Infrastructure – already at its limits. More investment is needed and should not only focus on London's needs but also on those of the South East and East

View from London

Sir Edward Lister (Deputy Mayor of London for Planning) stressed the role of the wider SE as the nation's economic powerhouse and key economic linkages reflected for example in the significant daily commuter flows into London. He referred to the significant growth in households across the wider SE and confirmed that in accordance with the 2015 London Plan London would seek to accommodate its housing need within its boundaries. He emphasised the need for higher densities as well as the importance of Opportunity Areas and Town Centres to achieve this. He mentioned the challenge to convert planning approvals into completions, and

he reiterated the importance of transport investment and London's commitment to deal with its waste within its boundaries.

Trends, issues and options

John Lett, Strategic Planning Manager at the GLA, gave a presentation (see Annex 2) based on the circulated Discussion Paper (see Annex 3).

Panel discussion

During the Panel discussion the following points were made. The majority of contributors expressed a preference for Option 2 (the Roundtable format).

- The opportunity for discussion at this Summit was welcomed and an interest in future cooperation was expressed by many participants.
- The process to explore cooperation arrangements should be robust, member driven and independently facilitated; the group that is being established should be small but accountable.
- Any arrangement should be output driven (not a talking shop) and needs to ensure that difficult issues can be addressed and are not 'kicked into the long grass'.
- Not all meetings should take place in London.
- It would be important to develop a positive relationship with the LEPs and involve them in this process.
- Better arrangements will support the application of the Duty to Cooperate across the wider SE.
- The authorities outside London have their own set of challenges and some consider that they are in a worse position than London in their ability to accommodate growth. This should be recognised in discussions with all needs considered jointly in an equal partnership. The aim of cooperation should be to achieve genuinely sustainable growth across the whole wider SE.
- There is also an opportunity to jointly address the barriers to housing delivery.
- Inadequate infrastructure provision and the costs to address it represent key concerns. In particular where growth is being embraced, the infrastructure to accommodate it should be provided.
- There are also significant concerns about the lack of education and skills for key services required within the wider SE.
- As the basis for further discussions it is essential to gain a better understanding of the data/evidence underlying the issues different parts of the wider SE are facing. London has already started to share some of its data on a consistent, regional basis.

Conclusion

Phil Swann summed up the discussion as follows:

The Summit supported the creation of a mechanism to take forward discussions between London, East and South East England on planning, housing, infrastructure and the economy based on Option 2 (Wider South East Roundtables).

It was agreed that the process should reflect the following principles:

- It must address the challenges facing the places around London as well as London itself;
- The focus must be on economic growth as well as housing growth and resulting infrastructure requirements;
- It must reflect the fact that there is a variety of views within the East and South East;
- It must be a robust and independently facilitated process.

It was also agreed that:

- A first step should be to pull together a shared data base to underpin the work;
- LEPs should be involved to support work on economic growth and skills;
- There should be a political steering arrangement to act as a clearing house for emerging issues, to ensure that the momentum is maintained with an output-driven process and that the difficult issues are not kicked into the long grass.

The Summit asked the elected members on the panel together with the deputy mayor to agree and circulate the meeting notes to all the councils involved, along with high level proposals for roundtables in summer/autumn 2015. A 2nd political wider SE summit will be held in December 2015 to consider/agree roundtable outcomes and the longer term way forward.

Annex 1

Wider South East Summit - 19 March 2015

List of Registered Delegates

Name	Organisation
Cllr David Robey	Ashford Borough Council
Simon Cole	Ashford Borough Council
Cllr Carole Paternoster	Aylesbury Vale District Council
Cllr Peter Jones	Babergh District Council
Matt Winslow	Basildon Borough Council
Cllr Richard Moore	Basildon Borough Council
Jill Fisher	Basingstoke and Deane Borough Council
Paul Rowland	Bedford Borough Council
Dave Hodgson	Bedford Borough Council
Andrew Hunter	Bracknell Forest Council
Cllr Paul Bettison	Bracknell Forest Council
Nick Hibberd	Brighton & Hove City Council
Sandra Rogers	Brighton & Hove City Council
Cllr Mark Mills-Bishop	Broxbourne Borough
Chris Williams	Buckinghamshire County Council
Cllr Lewis Herbert	Cambridge City Council
Cllr Kevin Price	Cambridge City Council
Alan Carter	Cambridge City Council
Cllr John Gilbey	Canterbury City Council
Ian Brown	Canterbury City Council
Cllr Bill Sharp	Castle Point Borough Council
Cllr Richard Stay	Central Bedfordshire Council
Cllr James Jamieson	Central Bedfordshire Council
Claire Stuckey	Chelmsford City Council
Cllr Nick Rose	Chiltern District Council
Cllr Graham Harris	Chiltern District Council
Laura Chase	Colchester Borough Council
Cllr Peter Smith	Crawley Borough Council
Cllr Stephen Joyce	Crawley Borough Council
Cllr Paul Watkins	Dover District Council
Mike Ebbs	Dover District Council
Cllr James Palmer	East Cambridgeshire District Council
Cllr Tony Jackson (Speaker)	East Herts District Council and Chairman of East of England Local Government Association

Cecillia Tredget	East of England Local Government Association
Cinar Altun	East of England Local Government Association
Hannah Shah	East of England Local Government Association
Deborah Sacks	East of England Waste Technical Advisory Body and the South East Waste Planning Advisory Group
Cllr Keith House	Eastleigh Borough Council
Mark Behrendt	Elmbridge Borough Council
Cllr Andrew Kelly	Elmbridge Borough Council
Cllr Richard Bassett	Epping Forest District Council
Cllr Neil Dallen	Epsom & Ewell Borough Council
Dominic Collins	Essex County Council
Cllr James Waters	Forest Heath District Council
Cllr John Burden	Gravesham Borough Council
Cllr Trevor Wainwright	Great Yarmouth Borough Council
Sir Edward Lister (Speaker)	Greater London Authority
John Lett (Speaker)	Greater London Authority
Richard Linton	Greater London Authority
Jorn Peters	Greater London Authority
Ben Corr	Greater London Authority
Jeremy Skinner	Greater London Authority
Cllr Stephen Mansbridge	Guildford Borough Council
Chris Murray	Hampshire County Council
Cllr Roy Perry	Hampshire County Council
Graeme Bloomer	Harlow Council
Cllr James Radley	Hart District Council
Cllr David Neighbour	Hart District Council
Cllr Richard Thake	Hertfordshire County Council
Paul Donovan	Hertfordshire County Council
Jane Custance	Herts Planning Group
Cllr Harvey Cohen	Hertsmere Borough Council
Julia Dawe	Horsham District Council
Cllr Ray Dawe	Horsham District Council
Cllr Claire Vickers	Horsham District Council
Cllr Jason Ablewhite	Huntingdonshire District Council
Russell Williams	Ipswich Borough Council
Cllr Paul Carter	Kent County Council
Barbara Cooper	Kent County Council
Stephen Wilkinson	Lee Valley Regional Park Authority
Cllr Cameron Geddes	London Borough of Barking and Dagenham
Cllr Teresa O'Neill	London Borough of Bexley
Cllr Doug Taylor	London Borough of Enfield

Cllr Claire Kober	London Borough of Haringey
Cllr Roger Ramsey	London Borough of Havering
John McGill	London. Stansted. Cambridge. Consortium
Cllr Roy Davis	Luton Borough Council
Keith Dove	Luton Borough Council
Cllr Annabelle Blackmore	Maidstone Borough Council
Simon Meecham	Maldon District Council
Catherine Smith	Medway Council
Cllr Garry Wall	Mid Sussex District Council
Bob Wilson	Milton Keynes Council.
Cllr Chris Townsend	Mole Valley District Council
Jack Straw	Mole Valley District Council
Cllr John Northcott	Mole Valley District Council
Phil Morris	Norfolk County Council
Cllr Lynda Needham	North Hertfordshire District Council
David Scholes	North Hertfordshire District Council
Cllr Tom FitzPatrick	North Norfolk District Council
Chris Kenneford	Oxfordshire County Council
Bev Hindle	Oxfordshire County Council
Cllr Marco Cereste (Panel)	Peterborough City Council and Deputy Chairman of East of England Local Government Association
Cllr Allen Kay	Reigate & Banstead Borough Council
Cllr Roland Dibbs	Rushmoor Borough Council
Cllr Robert Piper	Sevenoaks District Council
David Shore	Shepway District Council
Alison Bailey	South Bucks District Council
Nick Woolfenden	South East England Councils
Heather Bolton	South East England Councils
Sarah Momber	South East England Councils
Andrew Lewis	Southend-on-Sea Borough Council
Cllr Ron Woodley	Southend-on-Sea Borough Council
Cllr Vivienne Leighton	Spelthorne Borough Council
John Devonshire	Spelthorne Borough Council
Cllr David Yates	St Albans City and District Council
Cllr Sharon Taylor OBE	Stevenage Borough Council
James Cutting	Suffolk County Council
Cllr David Hodge (Panel)	Surrey County Council and and Deputy Chairman of South East England Councils
Sue Janota	Surrey County Council
Cllr Moira Gibson	Surrey Heath Borough Council
Cllr Andrew Bowles	Swale Borough Council

Sarah Thompson	Tandridge District Council
Cllr Gordon Keymer CBE (Speaker)	Tandridge District Council and Chairman of South East England Councils
Cllr Iris Johnston	Thanet District Council
Adrian Verrall	Thanet District Council
David Holmes	Three Rivers District Council
Andy Millard	Thurrock Council
Cllr Sue Murray	Tonbridge & Malling BC
Ian Bailey	Tonbridge & Malling BC
Chris Hyde	Transport for London
Ian Birch	Transport for London
Cllr Alan McDermott	Tunbridge Wells Borough Council
Andrew Taylor	Uttlesford District Council
Cllr Susan Barker	Uttlesford District Council
Cllr Ann Newton	Wealden District Council
Cllr Warwick Robinson	West Oxfordshire District Council
Giles Hughes	West Oxfordshire District Council
Steven Wood	West Suffolk (Forest Heath and St Edmundsbury Councils)
Geoff Mee	West Sussex County Council
Cllr John Kaiser	Wokingham Borough Council
John Spurling	Wokingham Borough Council
Cllr Neil Marshall	Wycombe District Council
Corinne Swain	Arup
Catriona Riddell	Catriona Riddell Associates
William McKee CBE	Chairman of Outer London Commission
Rachel Barker	Enterprise M3 Local Enterprise Partnership
Stephen Walker	Environment Agency
Lee Searles	Enzygo Ltd
Brian Horton	Horton Strategic Limited
Ian Gordon	London School of Economics
Adam Dodgshon	Planning Advisory Service
Phil Swann (Chair)	Shared Intelligence

Annex 2 - Presentation

Regional Summit

19th March 2015

**Towards more effective
arrangements for coordinating
strategic policy and investment
across the wider SE**



MAYOR OF LONDON



Regional issues: people and housing

CLG h.hld projections
2012-37:

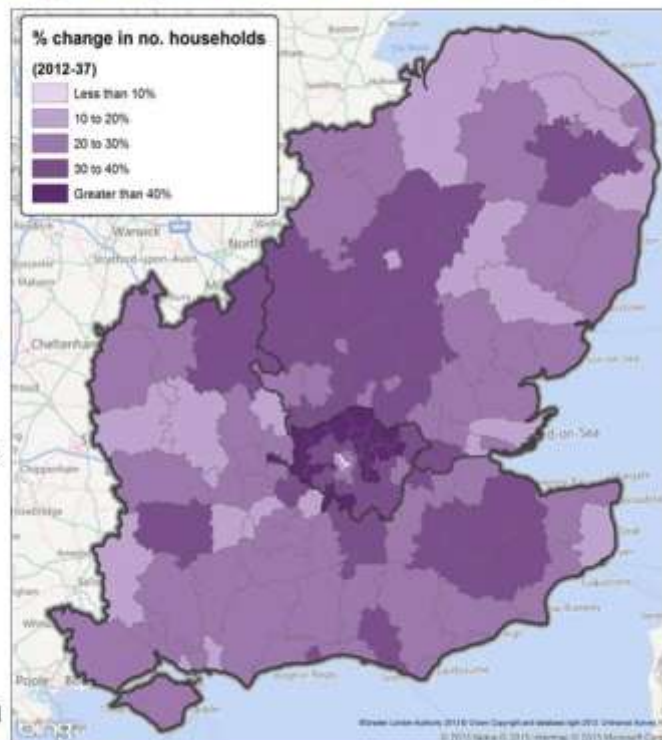
- East 26,000 pa
- South East 37,000 pa
- London 53,000 pa

New London Plan designed
to meet need:

- Realistic: 58,000 approvals pa

Common issues:

- translating approvals to completions
- long term population uncertain



Other regional issues include:

- Local & broader economies eg jobs 2009 - 14
- East 18,000pa
- South East 36,000 pa
- London 107,000 pa
- Together c50% national GDP
- How to realise local opportunities through strategic action?

PLUS

- Environment
- Transport
- Other Infrastructure



Towards a more effective regional coordination structure:

Objectives:

- Better understanding of common issues
- More effective engagement in strategic policy eg London Plan review
- More effective engagement on strategic infrastructure

Key considerations:

- What area should be covered?
- What should be the membership?
- How should contributions be made?
- How should it be administered?
- Building on existing arrangements?
- Short term and longer term structures?
- What should it be called?

How to identify the best coordination structure? eg through....

Wider SE Panel

- Events around the quadrants of the SE
- Panel of local members and independents

Wider SE 'Roundtables'

- Member based round tables
- Independent facilitators
- London based

Wider SE Officer group

- Officers develop 19.3.15 views/options
- Test through a member steering group

- Work through these arrangements to be overseen by regional political leadership
- Work to be coordinated/informed by that of the Outer London Commission
- Recommendations to be finalised by a further Regional Summit late this autumn

Annex 3

Strategic Spatial Planning Officer Liaison Group

Wider South East Engagement Final Discussion Paper for Wider South East Summit

Recommendation:

That the Summit considers and decides how to take forward joint discussions between London, East and South East England, to explore mechanisms to:

- i. Understand common issues underpinning the economic future of London and the wider South East
- ii. Seek more effective engagement in the London Plan review
- iii. Seek more effective engagement on strategic infrastructure provision.

It is proposed a 2nd wider South East Summit in November 2015 will aim to agree a way forward on future dialogue and cooperation.

1 Background

- 1.1 The localism agenda rightly emphasises the need to address local issues at the local level and it is widely recognised that this agenda can address many of those which, individually, face authorities in London, the South East and East of England – the wider South East (SE).
- 1.2 However, although a highly diverse area, there are strong strategic interdependencies between London and the wider South East that underpin their collective economic success – geographically and economically this is much bigger than any other city region in the country.
- 1.3 Supported by a small joint officer group (the Strategic Spatial Planning Officers Liaison Group – SSPOLG), the East of England Local Government Association (EELGA), South East England Councils (SEEC) and the Mayor currently discuss on an informal basis common strategic issues facing the area. Wider SE responses to the Further Alterations to the London Plan (FALP) and the Mayor's 2050 Infrastructure Plan suggest that there is potential for developing more effective arrangements over time to:
 - identify the broad strategic challenges and opportunities facing the area;
 - represent them to relevant agencies, including government and the Mayor; and
 - develop policy options to address them.
- 1.4 This paper is intended to inform discussion on potential arrangements including:
 - the objectives of wider SE dialogue and cooperation;
 - how to best develop options to take these objectives forward in terms of the structure of the arrangements in the short/medium and longer terms; and
 - initial ideas on the issues which might be considered through these arrangements.
- 1.5 As a discussion document this paper has gone through several iterations. To initiate political dialogue and cooperation a 'wider South East Summit' is taking place on 19 March 2015. At the Summit, views will be canvassed on options to improve political

dialogue/cooperation and whether it would be useful to support one of the mechanisms proposed for taking wider soundings around the wider SE. The outcomes/recommendations emerging from this process would report to a second wider SE Summit in November 2015.

- 1.6 The work would complement that of the Mayor's established Outer London Commission (OLC)¹ which has been invited to explore, from a London perspective, more effective ways of coordinating approaches to common strategic planning issues facing London and the Wider South East. It is envisaged that both the next steps arising out of the Summit and the OLC will work collaboratively to enhance and strengthen future engagement between London and the Wider South East. The OLC will also report in late 2015.

2 Draft objectives: more effective arrangements for dialogue and cooperation across the wider South East

- 2.1 While not all stakeholders in the wider SE may agree with some of the detail of the National Planning Policy Framework (NPPF), it does provide a common policy benchmark for the area and it is suggested that most would support its central objective – to foster sustainable development. Given the significance of the interdependencies between London and East and South East England, and growth challenges and opportunities facing the areas, closer dialogue/engagement will be vital.
- 2.2 The statutory Duty to Cooperate (DTC) applies to all local authorities and the GLA in terms of Local Plans. In terms of the preparation of the London Plan, the Mayor is bound by his own Duties to Inform and Consult which effectively if not legally are similar to the DTC. His London Plan also gives strong policy support to cooperative working to address issues of concern in the wider SE. Irrespective of legal differences between London and the wider SE, it is suggested that all can rally round the need to engage constructively on common strategic issues and collaborate in addressing some of them, even if it may not be possible always to agree on a universal way forward.²
- 2.3 Three key objectives for wider SE dialogue and cooperation are proposed for consideration:
- i. **To better understand common issues:** currently there is a strong 'localist' focus in identifying and addressing planning issues within the wider SE. Could this usefully be complemented by developing consistent data collection/analytic capacity to identify strategic issues which affect the area more widely? An authoritative appreciation of the relationship between changing demographics and housing need is particularly important, backed by a similar understanding of the wider SE's changing economy and supporting infrastructure requirements under different future scenarios.

¹ Its role is to advise how Outer London can play its full part in the city's economic success. For further details see <http://www.london.gov.uk/olc/>

² See also:

- *National Planning Policy Guidance (NPPG) – Paragraph: 007 Reference ID: 9-007-20140306: 'Cooperation between the Mayor, boroughs and local planning authorities bordering London will be vital to ensure that important strategic issues, such as housing delivery and economic growth are planned effectively'.*
- *FALP Inspector's Report (Nov 2014) – paragraph 57: 'In my view, the Mayor needs to explore options beyond the existing philosophy of the London Plan. That may, in the absence of a wider regional strategy to assess the options for growth and to plan and co-ordinate that growth, include engaging local planning authorities beyond the GLA's boundaries in discussions regarding the evolution of our capital city.'*

- ii. **To seek more effective engagement in the London Plan review:** consultation on the draft Further Alterations to the London Plan (FALP) and the 2050 Infrastructure Plan elicited a wide range of responses from the wider SE, many with a common theme – the need for more effective political and technical engagement in preparation of the full review of the London Plan. Facilitating this could be a core objective for the new arrangements.
 - iii. **To seek more effective engagement on strategic infrastructure provision:** this has emerged from discussions with EELGA and SEEC as an area with particular potential, not just in terms in making common cause in bidding for investment but also in bringing forward sustainable development. It might apply to social and environmental as well as physical infrastructure.
- 2.4 To develop options for practical arrangements for cooperation and collaboration, different mechanisms are proposed below. Underlying principles are that options for future engagement should be transparent and open, and make best use of existing resources and structures.

3 **Developing more effective arrangements for dialogue and cooperation across the wider South East**

Key steps/timetable:

STEP 1. Discuss and test options for engagement

- Initial wider SE Summit to consider options for exploring future dialogue/cooperation arrangements (see grey box below) and agree a preferred way forward – 19 March 2015
- Establish small political steering group to oversee the process – May 2015 onwards
- Take forward preferred option to explore dialogue/cooperation arrangements – Spring-Winter 2015
- Second wider SE Summit, with the aim of agreeing a way forward on future dialogue/cooperation – November 2015

STEP 2. Implementation

- Implementing mechanisms for dialogue and cooperation – November 2015 onwards

- 3.1 The following includes different options as potential mechanisms to advise on these arrangements by late 2015. All options would be supported by a small political steering group comprising representatives from the South East, East of England and London and a second summit in November 2015 which will, based on emerging outcomes and draft recommendations, aim to agree next steps:

Option 1 Wider South East Commission/Panel

Establishment of formal Commission/Panel (e.g. with one unitary, one county and two district authority representatives, and perhaps independent advisors on planning and the economy and an independent chair). This could follow the already established Outer London Commission model (meetings in public; officer/invited presentations; background papers circulated beforehand; local publicity; followed by private meetings to finalise the recommendations) with four sub-regional roadshows/events spread around the wider South East to sound out views of future structures. It would offer the opportunity for councillors to set out local issues. This arrangement would operate collaboratively with the work by the Outer London Commission, which will be taking soundings on such structures from a London perspective.

Option 2 Wider South East Roundtables

Less formal roundtable meetings taking place in London with councillors from the wider South East and an independent 'facilitation panel'; structured/facilitated questions and discussions. This arrangement would operate collaboratively with the work by the Outer London Commission (see Option 1 above).

Option 3 Wider South East Officer Group

Building on councillor input at the 19 March summit, an already established officer group (SSPOLG) would work on developing and testing options iteratively which are then assessed by the small political steering group (see paragraphs 3.1). This arrangement would operate collaboratively with the work by the Outer London Commission (see Option 1 above).

- 3.2 For all options the following issues will have to be considered:
- **membership** – size, geography, political and other representatives, chair?
 - **venues** – where would the required meetings take place?
 - **written contributions** – (how) should short written contributions for those not able to take part in person be considered?
 - **reporting** – who should be responsible for the administrative arrangements and ensure outcomes and draft recommendations are captured?
- 3.3 Effective political engagement of Council Leaders from outside London is a key issue, and therefore views on the role that councillors may wish to have in steering the process or getting involved are crucial.
- 3.4 For all options it may be useful to refine this Discussion Paper in the light of the Summit as the basis for the further discussions and to establish a small political steering group to oversee the process.
- 3.5 Any mechanism would consider options for future cooperation arrangements including building on current arrangements (EELGA/SEEC/Mayor + SSPOLG), with additional informal/sub-regional groupings focused on particular challenging issues or opportunities eg early 'volunteers/partners for growth' which could carry out more detailed work.

- 3.6 It will also draw on the considerable body of thinking on how arrangements for wider SE cooperation/planning could be made more effective in the longer term (see Annex 1). Models range from loose voluntary associations to suggestions already made, eg a regional 'senate'; a regional equivalent to the London Planning Advisory Committee; lessons from other big city regions.
- 3.7 Would it be useful for these (see Annex 1) to be collated and summarised as a basis for discussion and to inform the meetings?

4 What are the issues to address via new arrangements for political and technical dialogue and cooperation across the wider South East

- 4.1 The abolished Regional Spatial Strategies identified what at the time were considered to be the strategic issues facing the East and South East, but that was under different administrative arrangements for addressing them and prior to the recent recession and substantial growth in London's population and employment. It is anticipated that authoritative identification of strategic issues currently facing the wider SE will require further analysis, developing understanding of the issues and mechanisms for political and technical dialogue and cooperation where appropriate. The headlines set out in the following paragraph are intended to inform initial discussions.
- 4.2 Key issues³ where London and the wider SE have strong inter-dependencies or face significant challenges:
- **Sustaining and growing economic success** – what are key economic links and dependencies across/beyond the wider SE? what's needed to underpin ongoing success?
 - **Tackling economic under-performance and regeneration** – how can all areas benefit from the wider SE's economic potential?
 - **Housing the growing population** – what demographic changes are expected and where will people live?
 - **Balancing growth and environmental priorities, including open space and addressing climate change** – how will constraints and opportunities influence future development?
 - **Delivering strategic transport infrastructure** – what are the priorities for investment to support economic success?
 - **Providing services for communities, including education/skills, health, care, power, water, waste** – how to ensure all partners play their part meeting the needs of the growing population?

³ Also informed by FALP and London Infrastructure Plan consultation and discussions since then.

Annex 1 (of Annex 3) - Strategic Planning – Recent Publications⁴

English Regional Planning 2000 – 2010 Lessons for the Future (2013) – edited by Corinne Swain et al: Study contributes to understanding of how strategic planning can – based on past experience – provide a framework for guiding spatial change and allocating resources, looking to a long-term sustainable future. <http://www.routledge.com/books/details/9780415526081/>

Lyons Housing Review (Oct 2014): Housing funding streams should be consolidated as part of an economic development fund and devolved to city and county region authorities working across functional economic areas. http://www.yourbritain.org.uk/uploads/editor/files/The_Lyons_Housing_Review_2.pdf

Royal Town Planning Institute: Strategic Planning –

- Beyond ‘Co-operation’ (Sept 2014): Proposals draw on existing arrangements but require much stronger incentives to cooperation and making plans for the future. <http://rtpi.org.uk/media/1110489/Strategic%20Planning%20Beyond%20Cooperation.pdf>
- Effective Cooperation for Planning Across Boundaries (Jan 2015): Includes a range of case studies. For England the focus should be on incentives where the duty to cooperate has not been effective, and to build on the momentum to harness the potential of the city regions. <http://www.rtpi.org.uk/media/1230885/RTPI-Strategic%20Planning-Brochure%20FINAL%20web%20PDF.pdf>

Highbury Group on Housing Delivery: In response to the above RTPI paper, it calls for a new strategic planning for the London metropolitan preparing a Metropolitan regional plan. http://www.westminster.ac.uk/_data/assets/pdf_file/0006/338118/HIGHBURY-GROUP.-Response-to-RTPI-strategic-planning-paper.-FINAL.-3.10.14.pdf

Future of London: Working Beyond Boundaries (Oct 2014): Calls for the Mayor to take a broader perspective and relieve planning pressure on local elected officials. <http://www.futureoflondon.org.uk/futureoflondon/wp-content/uploads/downloads/2014/10/Working-Beyond-Boundaries-briefing-paper-web.pdf>

Andrew Boff GLA Conservatives: Southern Power House (Jan 2015): Promotes a comprehensive reform of London’s governance and tax powers and the establishment of a Thames City-Region to give the South East a say in London’s growth and prosperity. <http://glaconservatives.co.uk/wp-content/uploads/2015/01/southern-powerhouse.pdf>

Also relevant in this context:

Nathaniel Lichfield & Partners: London’s Unmet Housing Needs – Meeting London’s overspill across the wider South East (Apr 2014): Study shows how London’s unmet housing needs could be distributed using a ‘Gravity Model’ approach and calls for the GLA and the authorities within the wider London Housing Market Area to work together to address this unmet need effectively. <http://www.london.gov.uk/sites/default/files/285GladmanDevelopmentsLtdResponse.pdf>

Foresight, Government Office for Science: Investing in city regions – How does London interact with UK system of cities and what are the implications of this relationship? (Oct 2014): Study discusses whether stronger UK supply chains would enable faster growth for a number of cities and the UK as a whole. It concludes that a strong counterweight to London’s global role should not be its restriction and that local rivalries should be made a positive force for innovation. https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/365099/london-and-UK-system-of-cities.pdf

DCLG: National Planning Policy Guidance: Duty to Cooperate, paragraph 7: Cooperation between the Mayor, boroughs and local planning authorities bordering London will be vital to ensure that important strategic issues, such as housing delivery and economic growth, are planned effectively. <http://planningguidance.planningportal.gov.uk/blog/guidance/duty-to-cooperate/what-is-the-duty-to-cooperate-and-what-does-it-require/>

Planning Advisory Service has developed a suite of practical guidance tools to facilitate compliance with the Duty to Cooperate. This includes a ‘Duty Statement template’, which addresses Governance and working arrangements and suggests for example memorandums of understanding to evidence agreements. http://www.pas.gov.uk/web/pas1/events-and-support2/-/journal_content/56/332612/6387362/ARTICLE

⁴ Only selection – not comprehensive.

DRAFT NOTES OF THE FIFTH MEETING OF SSPLOG

Held on 5th May 2015 at 9.30am at City Hall, Queen's Walk, London

Present:

Richard Linton	GLA Planning (Chair)
John Lett	GLA Planning
Jorn Peters	GLA Planning
Lee Searles	Consultant
Jack Straw	Surrey Planning Officers Association/Mole Valley DC (Deputy Chair)
Sue Janota	Surrey County Council
Paul Donovan	Hertfordshire County Council
Des Welton	Hertfordshire Planning Officers Group Co-ordinator
Matthew Jericho	Essex County Council
Claire Stuckey	Essex Planning Officers Group/ Chelmsford BC
Richard Hatter	Thurrock Council
Carolyn Barnes	Bedford Borough Council
Andrew Taylor	Uttlesford District Council
Tom Marchant	Kent County Council
Tania Smith	Kent Planning Officers Group/Dartford BC
Steve Barton	West London Alliance/West London Planning Policy Group/LB Ealing
Nick Woolfenden	South East England Councils
Cinar Altun	East of England LGA
Bev Hindle	Oxfordshire County Council
John Cheston	Sussex Planning Officers
John McGill	London Stansted Cambridge Consortium
Steve Walker	Environment Agency
Peter Wright	Transport for London
Matthew Waite	GLA Economics
Ben Corr	GLA Demography
Jeremy Skinner	GLA Business Policy (Infrastructure Plan)

Apologies:

Alison Bailey	Buckinghamshire Planning Officers Group/South Bucks DC
Sarah Hollamby	Berkshire Heads of Planning/Wokingham
James Cutting	Suffolk County Council
Simon Keal	London Councils
Tara Butler	South London Partnership/LB Merton

Item 2 - Notes of the meeting of 30th January, 2015

The notes of the previous meeting were agreed.

Item 3 - GLA UPDATES

London Plan update

Richard Linton provided an update. Further Alterations to the London Plan were approved and published in final form on 10 March 2015.

On 11th May 2015, two new sets of alterations, covering parking standards and housing standards are being consulted upon. These will be subject to a shorter consultation period of six weeks. Some events are being planned (the venue is City Hall) around these consultations.

- A launch event is being held by Ed Lister on Thursday 14th May at 12 pm.
- A consultation meeting on housing standards is being held on 18th May at 10am.
- A second consultation meeting on parking standards is being held on 27th May, also at 10am.

ACTION – GLA to distribute invitations to SSPLOG and officers across the wider South East (done). A broad timetable for the full review of the London Plan was also requested.

London Infrastructure Plan 2050

Jeremy Skinner provided an update – see also presentation on GLA website <http://www.london.gov.uk/sites/default/files/LIP%202050%20update%20presentation%20March%202015.pdf> . Following publication of a draft report in 2014 and an extensive consultation exercise, a London Infrastructure Plan update report was published in March 2015, however, they have been moving away from the concept of a final version. Amongst the 1,500 pages of textual response to the consultation report key comments focused on the need for a guiding vision and to consider economic and financial objectives as well as environmental and social objectives and requirements.

The update report has provided an estimate of the quantum of different sorts of infrastructure. A key benefit of the process has been the successful engagement of on-the-ground infrastructure providers, through the mechanism of the London Infrastructure Delivery Board, who have helped to shape the emerging strategy. The London Infrastructure Plan scenarios for future infrastructure needs and provision will inform the Full Review of the London Plan. The relationship between spatial and infrastructure planning will continue to be looked at and cross-boundary infrastructure requirements will be considered in the future.

Finally, the issue of funding and financing is also being examined as part of the forward work programme.

Item 4 - REVIEW OF STRATEGIC ECONOMIC PLANS

The final draft of the SEP Review was agreed for publication, following changes to the draft document following discussion at the last meeting of SSPLOG. This included a new section to summarise the London economic dimension and to address specific comments regarding New Anglia SEP. The Report will go on the GLA website and will be circulated to LEPs and local authorities in and around London.

It was recognised that the Local Enterprise Partnerships (LEPs) had a role to play in strategic planning. However, SEPs were prepared within a short time frame. Therefore, SSPLOG members felt that the cover letter should simply refer to the Report for information instead of being linked to the future involvement of the LEPs in the proposed roundtables as originally envisaged by the GLA. This should instead be left to SEEC/EELGA to explore (see Item 5).

ACTION – GLA to organise distribution of SEP report and to agree form of cover letter with SSPLOG.

Item 5: SUMMIT FOLLOW UP: ROUNDTABLE DISCUSSION NOTE

Summit Note

John Lett presented the note of the summit held on 19th March 2015 to discuss future working arrangements across the wider south east. The Summit agreed an approach based on holding a series of roundtable discussions now scheduled for over the summer of 2015.

SSPLOG members acknowledged that shared evidence base and shared understanding of data is important to underpin shared working arrangements (form following function). Led by Richard Hatter SSPLOG members offered to prepare a stocktake table with available data on various strategic issues in the East, South East and London should help to identify gaps (see also Item 6). This will inform briefing in advance of discussion at the roundtables meetings.

ACTION – SSPLOG members to co-ordinate note on data issues to inform roundtable meetings.

John Lett said that it will be important for SSPLOG members to begin thinking now about the issues to overcome in resourcing any new shared working arrangements. In discussion, it was clear that the mandate of the new arrangements and the prospectus for their scope will influence whether local authorities are prepared to support them financially. While SSPLOG members recognised that financial support would be necessary, a key choice will be whether new arrangements will seek to address the wider themes of economic growth and infrastructure provision in the wider south east, or whether they are perceived to be mainly about addressing the implications of London's continued growth, as may arise from the development of a new London Plan.

Roundtable Discussion Note

John Lett presented a draft note setting out initial ideas for briefing participants in the roundtable discussions. SSPLOG members felt that the mandate of the new arrangements needed to be clarified but also that their development would be an evolutionary process. Would different arrangements be required for different topics? SSPLOG members also indicated that the Discussion Note needed a short and punchy summary for Council Members, highlighting the benefits of coordination/cooperation and posing key questions to be answered at the meetings, which are time-limited to 90 minutes. Nick Woolfenden from SEEC will draft and circulate a cover note by 19th May.

ACTION – SSPLOG members to co-ordinate a draft cover note to forward to GLA.

A final version of a briefing paper and cover note will need to be finalised by mid-June to send to invitees of the roundtable meetings. A further meeting of SSPLOG will discuss the proposed note after it is developed further.

ACTION – GLA to organise a further meeting of SSPLOG to take place prior to finalisation of briefing paper and cover note during second half of June.

In terms of involvement in the roundtables, GLA have proposed inclusion of LEPs to provide a strong business input, and SSPLOG members agreed that they should participate. There was some discussion about how this should be taken forward. SEEC and EELGA agreed to discuss this with their members. Some are represented on LEP Boards. Northamptonshire authorities had indicated interest in participating. SSPLOG confirmed their agreement with their inclusion in the roundtable meetings.

ACTION – SEEC and EELGA to identify transparent way forward on involvement of LEPs in roundtable meetings

In terms of the programme of roundtable meetings, it was felt by the group that each of the five meetings identified during July and September should have essentially the same agenda, with the proposed December summit becoming the meeting at which conclusions and recommendations are presented and discussed. This would allow maximum involvement of local authority members in the process. It should be considered if a few 'core Members' should attend several roundtable meetings.

Item 6 – POSSIBLE SSPLOG WORK PROGRAMME

A discussion was held about potential future work programme topics for SSPLOG. Only a few of the points below as set out in the agenda were addressed in detail.

- Towards consistent demographics (ONS / CLG 5 or 10 years / GLA Demographics)
- Towards consistent employment projections (Oxford Economics / GLA / others?)
- Productivity and skills – regional dimension
- Transport infrastructure (2005 Commuter Study update / TfL Work Programme) and other e.g. digital infrastructure
- Regional freight issues (road / rail / ports)
- Local Economic Partnerships' infrastructure asks – regional / sub-regional
- What could 'devolution' mean for the wider South East?
- Environment: water / waste / energy / climate change – regional dimension
- Potential future geographies of growth

GLA Demography could continue to look into demography issues for the wider South East. On other issues more involvement from SSPLOG members is likely to be required.

Some SSPLOG members were interested in closer working with TfL on wider South East transport issues. The group agreed that, as suggested by Steve Walker from the Environment Agency, it would be useful to discuss further the environmental dimension to spatial planning co-operation. It was agreed to invite speakers to attend SSPLOG at a future meeting to present current issues and stimulate a discussion.

Further discussions about the SSPLOG work programme priorities and SSPLOG member involvement will take place at future meetings.

ACTION – SSPLOG members to inform the GLA if they are interested in meeting(s) with TfL about closer cooperation on transport infrastructure. SSPLOG members should also consider involvement in investigating other strategic wider South East issues.

NEXT MEETINGS:

Mid June 2015 and September 2015