

Agenda – Co-operation for Sustainable Development Member Board

19 April 2016 – 6.30pm
([Civic Centre, Harlow](#))

AGENDA

1. Apologies
2. Draft notes of meeting of 7 March 2016 – including review of action points
3. Presentation from Marc Davis of Princess Alexandra Hospital
4. Strategic Transport update from Highways England representative
5. Strategic OAN Options – report on process, timetable and options etc.
6. Update on Strategic Sites work
7. LSCC – update on vision
8. Update on development of various Memoranda of Understanding
9. A.O.B.
10. Dates of next meetings (already booked):
 - 6 June 2016 - 6.30 p.m. Harlow DC
 - 18 July 2016 – 6.30 p.m. Harlow DC
 - *Proposed - 12 September 2016 – 6:30pm Harlow DC*

**Co-operation for Sustainable Development Member Board
19 April 2016, 6.30pm, (Civic Centre, Harlow)**

Attendance

Members	Officers	Representing
Cllr Richard Bassett (Chair) Cllr Chris Whitbread Cllr John Philip	Glen Chipp Alison Blom-Cooper Sarah King	Epping Forest DC
Cllr Linda Haysey Cllr Robert Brunton Cllr Gary Jones	Liz Watts Kevin Steptoe Claire Sime	East Herts DC
	David Sprunt Zhanine Smith	Essex CC
Cllr Danny Purton	Graeme Bloomer Dianne Cooper	Harlow DC
Cllr Susan Barker	Richard Fox	Uttlesford DC
Cllr Jim Metcalfe	Martin Paine	Broxbourne BC
Cllr Derrick Ashley	Roger Flowerday	Herts CC
	John McGill	London Stansted Cambridge Consortium (LSCC)
	Nigel Allsopp	Highways England
	Phil Morley	Princess Alexandra Hospital

*** Actions in bold**

1. Apologies received

Essex CC - Cllr Twitchen
LB Redbridge

2. Draft notes of previous meeting (7 March 2016) – including review of action points

The draft notes were agreed as circulated. Re: action points from previous meeting, it was noted that:

- work had begun on an MoU on the strategic distribution of OAN within the West Essex/East Herts area, and a draft would be ready for discussion at the Board on 6 June 2016; and
- an invitation had been extended to the Highways Agency for this meeting (*Note: Nigel Allsop in attendance from Highways England*).

3. Presentation from Phil Morley, CEO of Princess Alexandra Hospital

Phil Morley explained that Princess Alexandra Hospital (PAH), which serves East Herts., Epping Forest, Harlow and Uttlesford Districts, as well as other areas, faces significant financial and clinical challenges.

PAH had met with Jeremy Hunt (SoS for Health) recently regarding the future of the hospital. The key Government milestones will be:

- Decision on capital support to help sustain existing site for 5 years - July 2016
- Decision on whether there is funding available for a new hospital on a new site – September 2016
- Timeline capital plan (Government to confirm whether it will decide either to refurbish, build a new hospital, or say that the existing capital is all that is available for next 20 years) – December 2016

KPMG (commissioned by NHS England) is considering the effects of the various options:

- if PAH had to close, for example would people have to go to other hospitals further away;
- could there just be a large A&E department and a large maternity unit in PAH's place; or
- should there be a new, proper district general hospital including non-urgent/elective work?

There was a general discussion which included the following questions:

- How do PAH handle patients arriving at A&E who should be going to a GP? – PAH is working with the West Essex Clinical Commissioning Group (CCG) and Harlow Council on providing more care

and support at a primary level. People aged 75+ living in care homes are twice as likely to be admitted to hospital than those who live at home, so the plan is to deliver as much care as possible at home in future. Another key issue is having sufficient residential care placements for elderly patients who might otherwise have to stay in hospital, if they cannot live at home safely

- If a new hospital were decided on, what kind of site requirements would there be? The SoS does not decide on a site. The Trust think there would have to be a new site as the existing one is seriously constrained and poorly located for public transport. The LSCC has considered some options with Harlow District Council, for a 'health and social care campus' including the hospital, and primary care etc.
- How is a new site selected? PAH is seeking a joined-up approach with partners, to discuss the access, infrastructure, social care needs etc. PAH is required to submit a plan for the future of the hospital by the end of June 2016, but the government won't have taken its funding decision by then. Glen Chipp added that a workshop with joint health commissioners was being planned
- What would the ballpark cost of a new hospital build be? A health and social care campus to serve approx. 450,000 people, would cost roughly £400m, and take about 8 years to build.
- Does PAH receive developer contributions? Hospitals do not receive contributions via S106/CIL etc. in the same way as primary care does. Generally, developer contributions are only sought for primary care e.g. GP surgeries.

Members from East Herts, Epping Forest, Harlow and Uttlesford District Councils agreed to write a letter of support for PAH in seeking capital support for the next 5 years. Glen Chipp noted that there would be ongoing engagement between the four Councils, PAH and West Essex on the future of PAH and wider health provision in the area. The Councils would continue to use the Co-op. group to engage with PAH so as to ensure everyone was involved in the discussion.

Action: Sarah King to add potential for new site for PAH to the next Co-op. officer group agenda on 19 May 2016

4. Strategic Transport update from Nigel Allsop, Highways England

- ***General information on Highways England***

Nigel Allsop explained that he is the Asset Development Team Leader for Highways England Area 6 (including Essex, Norfolk & Suffolk), and that each county has two officers; those for Essex are Mark Norman and Andy Jobling. Nigel noted that his team engaged with as many groups as possible, at different levels, but that the team had a limited number of staff available.

Highways England's 'RIS1' (Road Infrastructure Strategy 1, 2015-2020) comprises funding of £15.2bn nationally, of which the eastern region has £2.1bn committed to it in 15 schemes, although some of these would be built out in the RIS2 period (2020-2025), or the RIS3 period (2025 onwards). In next few weeks HE will start consulting on the funding programme for RIS2, building the portfolio for schemes for delivery in 2020-2025 which will be determined next year. Once the priority schemes are identified, HE will start negotiating with the treasury for funding.

- ***Sign off of the transport model***

Members noted their concerns in the delay in HE signing off the LMVR for the transport modelling Essex CC is doing, which was key to the joint work being undertaken. Nigel explained that HE is still working with Essex CC on signing off, but that HE had no fundamental issues with the model, but it needed to be looked at more carefully and needed to include caveats.

- ***Junctions 7 and 8 on the M11***

Nigel noted that improvements were planned for M11 J7 within RIS1, and also potentially for J8 in RIS2.

- ***New Junction 7A the M11***

Nigel stated that Highways England could not support the idea of J7A in principle, until the individual Local Plans and the evidence behind them provided a viable business case for J7A. He

intimated that the modelling may not show a business case exists for J7A, but if there was one, then there would be a case for supporting some funding for it within RIS2.

Nigel added that the Department for Transport has a general objection to new motorway junctions, but David Sprunt added that, more recently, HE suggested that they would look more favourably on a new junction if it would facilitate economic growth.

Members were very concerned at the statement that HE would not support J7A in principle, and explained that Local Plans would not be able to pass Examination stage without the principle of J7A being supported by HE, as it was essential to unlock the level of growth required in the area. Without it, the growth would not be possible, and so the Local Plans would in all probability be found unsound.

Officers and Members felt that the situation was very frustrating as Government is exhorting local authorities to make progress on their Plans as soon as possible, and to include details of highways issues and the planned improvements to deal with them, within the Plans, along with support from HE to show deliverability. So it is a vicious circle in which the authorities cannot get Local Plans adopted. The need for highways improvements at junction 8 caused Uttlesford District Council major problems at Examination in December 2014 for this reason. All noted the need for better dialogue between HE, the Department for Transport and the Department for Communities and Local Government on these matters.

David Sprunt noted that some transport modelling work which has been completed has shown that both improvements to J7 and a new J7A are required for the level of growth being planned in the area. The modelling is clear that there is no way either J7 or J7A alone could provide for all of the growth. David added that Essex CC gave a strategic outline business case to HE several months ago but has not had comments on it. David noted that Essex CC is commissioning consultants to work on a Growth Infrastructure Framework, which can help inform HE's decision. Essex CC can update on progress at the next Co-op. Member Board.

Members asked whether, if the transport modelling showed that J7A is necessary, HE would commit to agreeing to J7A in principle in the proposed memorandum of understanding that was being prepared to support the local plans. Nigel said that if the modelling showed that J7A is necessary, then yes HE could sign up to that MoU. Members did not feel that this was sufficient commitment, and felt that stronger assurances were needed.

• **Actions – it was agreed that:**

- **Nigel Allsop would chase a reply to the enquiry by the Essex CC Cabinet Member to the Minister;**
- **A representative from HE will attend the Co-op. Board on 6 June 2016;**
- **Co-op. Board would consider sending a joint letter from the West Essex/East Herts Leaders to the Minister and the Local Plans lead official at CLG outlining its concerns; and**
- **Epping Forest DC would circulate a copy of the information received so far on the Growth Infrastructure Framework.**
- **Co-op. Board would request a formal response from HE, agreeing to sign up to the MoU supporting the principle of J7A as long as the transport modelling shows a business case exists;**
- **Co-op. Board would contact MP/MPs on this issue; (Note: a letter was sent from the Leaders on 27 April 2016 and the following reply was received from Highways England on 5 May 2016)**

5. Strategic OAN Spatial Options – update report on progress

Alison Blom-Cooper explained that Steve Smith (AECOM) is supporting the work of the group to test the various spatial distribution options, and a fuller update will be reported to the Co-op. Member Board on 6 June 2016. It is intended that Members will agree at the Co-op. Member Board on 18 July

2016 which strategic spatial option for the distribution of growth would be taken forward by the four authorities as the framework within which their respective local plans would be prepared.

6. Update on Strategic Sites work

It was noted that the inception meeting had been held with the appointed consultants AECOM to review the strategic sites, and the work would tie in with the timetable for the Strategic OAN Spatial Options work are doing. There will be a full update on the Strategic Sites work at the Co-op. Member Board on 6 June 2016.

7. LSCC – update on vision

John McGill explained that the draft vision for the 'LSCC Core Area' (Broxbourne, East Herts, Epping Forest, Harlow and Uttlesford Councils) has been worked on by the group and considered by each local authority. It has been designed to form a consistent vision which can be included in the front of each individual Local Plan. John added that a separate marketing prospectus is being drafted which will use much of the same language as in the joint vision, but will be more specific on amount of development, in order to make the strategic case for investment for various kinds of infrastructure etc. This will help to make our case when liaising with prospective developers. He added that the announcement that TfL will provide funding for a major study on Crossrail 2 should be welcomed, as the group has made a strong case for Harlow being the terminus of Crossrail 2.

The LSCC is organising a second 'Core Area' leadership forum at the end of May/beginning of June. Depending on timing, this could be used to sign-off the prospectus and consider a commitment to a regular (6-monthly) programme of meetings. John McGill is also working on finalising the review of cross-authority groups which relate to the LCSS Core area.

The LSCC Core area Leaders confirmed their agreement with John McGill's proposals. Members suggested that the draft vision could be made more locally specific, about growth and infrastructure, explaining that the first is only viable if the second is included. Members also suggested that the draft vision should include reference to the area being the 'Silicon Valley' of the UK. John accepted these points and will take them on board when finalising the draft.

8. Update on development of various Memoranda of Understanding (MoU)

Three draft MoUs are to be taken to the Co-op. Member Board on 6 June 2016 for discussion:

- Strategic OAN Spatial Distribution - (between West Essex/East Herts authorities, Essex CC & Herts CC) - to set out the way growth projected for the Housing Market Area and Functional Economic Market Area (effectively the West Essex/East Herts SHMA area) should be distributed. This will depend on outcomes of technical work including the Strategic OAN Spatial Options work from AECOM. The final MoU will need to set out the agreed option for distribution of growth between the four authorities in the Housing Market Area. It will also include the draft vision from the LSCC for the wider area, which is intended to be included in all four Local Plans. Sarah King at Epping Forest DC to lead on the draft of the MOU.
- Air Quality/HRA work - (between West Essex/East Herts authorities, Natural England & Conservators of Epping Forest) – to ensure that air quality issues particularly with regard to Epping Forest, are carefully assessed across the wider area, in a way that will meet Natural England's requirements. Amanda Thorn at Epping Forest DC to lead on the draft of the MOU
- Highways matters – (between West Essex/East Herts authorities, Essex CC, Herts CC & Highways England) – to set out issues and possible mitigation on highways matters. This will be informed by the results of the transport modelling, and engagement with the county councils and Highways England. It will seek to gain in principle support for a new junction 7A on the M11, giving a reasoned argument showing why it is required. David Sprunt at Essex CC to lead on the draft of the MOU.

9. A.O.B.

- Cllr Jim Metcalfe noted that this would be his last meeting, but that his successor (Cllr Paul Seeby) will continue to attend

10. Dates of next meetings (already booked):

- 6 June 2016 - 6.30 p.m. Harlow DC
- 18 July 2016 – 6.30 p.m. Harlow DC
- 12 September 2016 – 6:30pm Harlow DC