

MINUTES OF THE WEST LONDON ECONOMIC PROSPERITY BOARD
Wednesday 21 February 2018 at 10.00 am

PRESENT: Councillors Butt (Chair, London Borough of Brent), Bell (London Borough of Ealing), Dennison (London Borough of Hounslow), Fennimore (London Borough of Hammersmith & Fulham) and Shah (London Borough of Harrow). ⁵

Also Present: James Murray (Deputy Mayor for Housing), Amar Dave (Strategic Director Regeneration & Environment, London Borough of Brent), Cath Shaw (Deputy Chief Executive, London Borough of Barnet), Lucy Taylor (Director of Regeneration – London Borough of Ealing), Mary Harpley (Chief Executive, London Borough of Hounslow), Jo Rowlands (Director of Regeneration, Planning & Housing Services – London Borough of Hammersmith & Fulham) and David Burns (Head of Housing Strategy – London Borough of Hammersmith & Fulham), James Kinsella & Nikolay Manov (London Borough of Brent – Governance Team) and Keith Fraser (London Borough of Ealing – Governance Team).

Dan Gascoyne and Luke Ward (West London Alliance).

1. **Minutes of the Previous Meeting**

RESOLVED that subject to the following amendments, the minutes of the previous meeting held on Tuesday 21 November 2017 be approved as a correct record:

Minute 4. Public Participation – Point 2 be amended as follows (changes are highlighted in ***bold & italics***):

Specific sites identified ***by Mr Cox*** as presenting potential options in terms of station development, were as follows:

- South Acton & Lionel Road;
- Bollo Road – with accompanying track adjustments
- Acton Central;
- Extension of proposed site at Old Oak Common Lane;
- Site between Neasden and Harlesden located within close proximity to the Neasden Temple; ***as part of the development of the Dudding Hill line and between Neasden, Cricklewood and West Hampstead providing the option for an interchange with the Metropolitan Line***
- ***Gladstone Park;***
- North Hendon, providing potential access to the RAF museum ***and Colindale redevelopment;***
- Brent Cross – with the London Borough of Barnet due to consider a progress update on the Brent Cross Cricklewood Programme at their Asset Regeneration and Growth Committee on 27 November 17 including proposals for design of a new station as part of the Thameslink development linked to the scheme;
- ***Mill Hill Broadway - with a new fifth track north from Hendon on the western side;***

- ~~Willesden Green – to provide the maximum potential for links to additional services;~~
- **Mill Lane (off Shoot Up Hill);**
- **Edgware Road (near the Metropolitan Line station).**

2. **Apologies for Absence**

Apologies for absence were received from Councillor Richard Cornelius (London Borough of Barnet), Councillor Stephen Cowan (London Borough of Hammersmith & Fulham), Councillor Stephen Curran (London Borough of Hounslow) and Kim Dero (Chief Executive – London Borough of Hammersmith & Fulham).

The Chair welcomed Councillor Sue Fennimore, Jo Rowlands (Director of Regeneration, Planning & Housing Services) and David Burns (Head of Housing Strategy) who were attending to represent the London Borough of Hammersmith & Fulham along with Councillor Theo Dennison who was attending to represent the London Borough of Hounslow.

3. **Declarations of Interest**

There were no declaration of interests from Members.

4. **Public Participation**

The Chair advised that he had received a request to speak from a member of the public (Mr John Cox) in relation to Agenda Item 6 -West London Orbital Rail, which he agreed to take prior to consideration of the item.

5. **Presentation by Deputy Mayor for Housing**

The Chair welcomed James Murray (Deputy Mayor for Housing) to the meeting, who he advised had been invited to attend in order to outline the key housing priorities and targets within the draft London Plan and Housing Strategy.

James Murray thanked Members for the invite and opportunity to address the Board and then outlined the following points as key issues for consideration in relation to the housing targets contained within the draft London Plan:

- The inclusion of an annual housing growth target of 65,000 with a large percentage focussed across delivery in Outer London.
- Green Belt protection status confirmed with 7 “growth corridors” identified for new developments to be accommodated also aligned with specific infrastructure expansion.
- It had been recognised that achievement of the housing targets would require the ability to deliver developments of an increased density resulting in the recommended removal of the Density Matrix and a focus instead on good design which would also require the development of appropriate design codes. The targets would also include a focus on development of small sites with the Draft Plan aiming for 38% of the overall annual housing target to be delivered on small sites. This would involve a considerable role for Outer London boroughs where 68% of the total number of these sites were located.

- The introduction of a Fast track route approach whereby planning applications that meet a proportion of affordable housing (35%) will not have to submit viability assessments.

Issues highlighted by Members of the Board in response to issues identified by James Murray were as follows:

- Concern was highlighted regarding the significant contribution required from Outer London boroughs towards delivering the growth targets identified, especially in relation to percentage of small site developments; increase in density and impact on associated infrastructure including health provision.
- Concerns were also raised in relation to the funding challenge faced by local authorities with a request for support in seeking greater flexibility on use and retention of Right to Buy sales locally and for the HRA borrowing cap to be lifted particularly in relation to addressing fire safety and in delivering the level of housing development required. The Board noted the work being undertaken by the GLA to profile and co-ordinate additional resources identified as required to address fire safety works across London and also the ongoing lobbying with DCLG on the HRA cap.
- The need identified to consider issues of affordability and also the impact of land price inflation on land assembly in terms of community support and ability to deliver development schemes.
- The potential presented by the West London Orbital rail scheme to unlock housing development. In response, James Murray was keen to highlight his support for the principle that transport investment was linked with housing development and advised he was already aware of the Deputy Mayor for Transport's interest in the scheme.
- In response to concerns raised, James Murray clarified that the proposals for Estate Regeneration Ballots would only need to involve social tenants, leaseholders and those on the housing waiting list that lived on estate the ballot related to.
- The Board were keen to ensure ongoing discussion in relation to housing targets and on how best to achieve these in West London, taking account of future household projections and advised they would welcome support from the GLA in the form of capital funding to assist in providing accommodation for single homeless people.

As an outcome to the discussion, it was **AGREED** that the Board should:

- (1) continue to develop a collaborative approach with the Deputy Mayor in terms of addressing the funding issues identified and delivery of the targets for housing development; and
- (2) request that the West London Alliance consider and co-ordinate work across the West London Region on the development of design codes.

As no further issues were raised Councillor Butt (as Chair) thanked James Murray for his presentation.

6. **West London Orbital Rail**

Prior to considering this report the Chair reminded Members that he had received a request to speak from Mr John Cox on this item. In accordance with the Rules of Procedure for the Board he had agreed to the request and he welcomed Mr Cox to the meeting.

Mr Cox thanked the Chair for agreeing to his request to speak and highlighted the following comments:

- His longstanding and ongoing support for an orbital rail scheme in West London, which he had been lobbying in support of for a number of years together with an expansion further east towards the Lee Valley. The progress being made in relation to the West London Orbital rail project was therefore welcomed and he highlighted had also been recently featured in an article in a Modern Railways publication under the title “Capital Connection: Dudding Hill Revival” which he tabled for Members of the Board at the meeting.
- The need to consider, as the scheme progressed, the potential benefits and disadvantages from both a financial and operational perspective of both a phased and full delivery of the Orbital rail line. Whilst keen to see the project implemented and completed as soon as possible Mr Cox highlighted, as an example, the disruption now being experienced on the Gospel Oak line as a result of upgrade works not undertaken prior to the line initially being opened.
- Concern at the current position which the London Borough of Barnet and Capita appeared to be taking with regard to the location of the platforms within the proposed new Brent Cross station for accessing the West London Orbital rail. Under the current proposals, these platforms would be located separately to the main station development which it was felt was not in the best interests of the scheme. The Board were therefore urged to raise this matter direct with representatives from Barnet Council and Capita in order to try and find a way forward.

The Chair thanked Mr Cox for his continued interest and support for the project and the comments made at the meeting, which he advised the Board had noted and, in respect of Brent Cross would look to raise with Barnet.

Luke Ward then introduced the report which provided an update on progress in developing proposals and the next steps for delivery of a West London Orbital Railway. The report was accompanied by a brief presentation, which covered the following areas:

- An overview of the key stages in delivery of the project, which had been based around the four broad workstreams outlined in section 2.5 of the report;
- A summary of the progress made to date which had included the scheme being identified as technically feasible and as representing (according to the Department of Transport’s criteria) high value for money with a “Benefit-Cost-Ratio” (BCR) of 2:2:1. In addition the Board had agreed the project as a shared priority with each Member Authority incorporating the scheme into their Local Plans.

- The current position on progress with development of the scheme, with the Board noting the recent confirmation from the Deputy Mayor for Transport of her desire to continue working with West London Alliance to move the scheme forward and awaiting publication of the Mayor's Transport Strategy (MTS) to confirm formal backing of the scheme as a priority. In the meantime work was continuing to develop funding options alongside the technical and business case for a possible future Housing Infrastructure bid, longer term project plan for delivery and establishment of the necessary levels of governance and engagement with key stakeholders.
- The next stages in development of the project and delivery programme, as detailed within section 2.3 of the report, assuming support for the scheme within the MTS, with the Board also asked to consider and identify any additional key stakeholders it was felt needed to be engaged as the scheme was developed.

The Board noted the range of activity currently being undertaken in relation to the scheme, ahead of publication of the Mayor's final Transport Strategy. In terms of the update provided Members advised they were keen to seek the views of the Deputy Mayor for Housing (given his attendance at the meeting) on the scheme and development of a possible Housing Infrastructure bid with Members specifically highlighting:

- the potential identified for the scheme to unlock up to an estimated 20,000 new homes; and
- the positive feedback already received in relation to the scheme from the Deputy Mayor for Transport

In response James Murray advised that it was likely any Housing Infrastructure bid would need to be submitted under Phase Two of the process. He also advised that additional support would potentially be available through the GLA in relation to land assembly work as the scheme and funding options were being developed.

Members advised they were also keen to be kept updated on the options being developed in order to address siting of the current level crossing at Bollo Lane. Dan Gascoyne (Director – West London Alliance) advised, in response, that officers had been working closely with analysts at Transport for London (TfL) regarding the modelling data on which a range of options were currently being developed. Members would continue to be updated and briefed on the feasibility of these options as the scheme was developed.

Members thanked officers for their ongoing work in developing the scheme and as a result of the update it was **RESOLVED**:

- (1) To note the overall progress on the scheme achieved to date;
- (2) To note the outline programme of activity and updated project plan identified to move the project forward as detailed in sections 2 and 3 of the report, along with the key stakeholders at national, regional and local level that would need to continue to be engaged as the scheme moved forward. No additional

stakeholders were identified as needing to be included at this stage by the Board.

7. **New London Plan - Draft Consultation Response**

Lucy Taylor (Director of Regeneration - London Borough of Ealing) introduced the report setting out the final draft response to the consultation on the Mayors London Plan which had been prepared on behalf of West London Alliance.

The Board noted that the draft response contained 8 “key asks” focussed on the following areas:

- the need for ongoing constructive dialogue with the Mayoral team in relation to the housing targets set for boroughs within the West London Alliance (WLA);
- the sub regional boundaries used by GLA and TfL should reflect the area of the WLA group of Councils i.e. include Barnet;
- the review methodology used to set borough housing targets, particularly in relation to household size and composition projections, with the GLA being asked to keep borough housing targets under review as new population projections became available;
- the focus on small sites be rebalanced with options for boosting supply in other types of sites also given a higher emphasis;
- the need for further discussion on the strategic opportunities to intensify CIL that would both safeguard existing employment floor space and also allow high new quality communities to be created, through a co-ordinated local planning approach;
- the London Plan to recognise and give the same weight to the West London Orbital rail scheme as contained in the Mayors Transport Strategy;
- To recognise that boroughs are best placed to develop and implement parking strategies that reflect local circumstances with boroughs also enabled to take a more tailored and locally appropriate approach towards parking;
- To enable ongoing engagement with Skills for Londoners, particularly in relation to the development of a more uniformed approach towards the use of s106 funds from the construction sector.

The Board were asked to identify any further areas for inclusion in the final response with the following additional issue identified, following on from the discussion with the Deputy Mayor for Housing:

- The need to consider, as part of the approach towards delivery of the housing targets within the plan how best to mitigate the associated impact on associated infrastructure with specific concerns identified in relation to health provision.

The Board noted that the issues raised within the draft response were also supported by the London Borough of Hillingdon and it was therefore **RESOLVED** to approve the consultation response attached as Appendix 1 to the draft London Plan on behalf of the West London Alliance, subject to the inclusion of the additional issue identified above.

8. **West London Skills, Employment & Productivity Strategy**

Dan Gascoyne introduced the report outlining the draft West London Skills Strategy developed through the West London Skills and Employment Board.

The Board noted the key priorities identified within the Strategy for West London along with the Action Plan to support their delivery.

Members thanked Councillor Curran for his work in leading the Skills and Employment Board and **RESOLVED** to formally note the strategy and draft Action Plan as attached in Appendix 1 of the report, which would be used:

- (1) To demonstrate a clear set of priorities for west London as part of the wider London skills system; and
- (2) To help inform engagement with the GLA and London Adult Education Programme Board (AEB) and the London Skills & Employment Framework (ESF), including the development of priorities for funding AEB and ESF along with their approach towards commissioning.

9. **West London Economic Prosperity Board - Chair's Annual Review**

Luke Ward introduced the report detailing the annual review of work undertaken by the Board.

The Board thanked the outgoing Chair (Councillor Butt) for his work and **RESOLVED** to note the significant work and achievements during the year and agree (without the need for any further changes) the Annual Report for 2017.

10. **Economic Prosperity Board Forward Plan and Dates for Future Meetings in 2018/19**

The Board **RESOLVED** to approve:

- (1) the Forward Plan of work scheduled for the Board during 2018/19 subject to inclusion (date to be identified) of an additional focus on the approach towards devolution of Business Rates and potential impact across WLA.
- (2) the following dates for Board meetings during 2018/19 (venues to be confirmed):
 - Thursday 21 June 2018 – 10am
 - Wednesday 19 September 2018 – 10am
 - Tuesday 20 November 2018 – 10am
 - Wednesday 27 February 2019 – 10am

The meeting closed at 11:35am

COUNCILLOR MUHAMMED BUTT
Chair