

10 October 2018 AT 14:00 – 16:00 AT COMMITTEE ROOM 2, CITY HALL, LONDON

AGENDA

1.	Welcome, Introductions and Apologies Chair: Cllr David Finch, Chairman of East of England Local Government Association	14:00
2.	Minutes of last meeting Chair: Cllr David Finch, Chairman of East of England Local Government Association	14:05
3.	Preparation for London Plan Examination Jorn Peters, Greater London Authority – paper to follow	14:10
4.	WSE strategic infrastructure - engaging with Sub-national Transport Bodies Sub-national Transport Body representative tbc	14:45
5.	Tackling Housing Barriers – Land Value Capture Nick Woolfenden, South East England Councils	15.10
6.	Common Understand of Evidence – Smarter/Digital Development Data Greater London Authority	15.30
7.	Preparation of Summit – 11 January 2019 Nick Woolfenden, South East England Councils	15.40
8.	Future meetings: March 2019 date tbc Chair: Cllr David Finch, Chairman of East of England Local Government Association	15.55
9.	Meeting close	16.00

Item 2

WIDER SOUTH EAST POLITICAL STEERING GROUP
21 March 2018 AT 14:00 – 16:00 AT CITY HALL, LONDON
Meeting Notes

Item 1 – Welcome and Attendance

CLlr David Finch	Essex County Council	East of England
CLlr Linda Haysey	East Hertfordshire District Council	East of England
CLlr Roy Davis	Luton Borough Council	East of England
CLlr James Jamieson	Central Bedfordshire Council	East of England
CLlr Tom FitzPatrick	North Norfolk District Council	East of England
Deputy Mayor Jules Pipe	Greater London Authority	London
CLlr Darren Rodwell	LB Barking & Dagenham	London
CLlr Nicolas Heslop	Tonbridge & Malling Borough Council	South East
CLlr Carole Paternoster	Aylesbury Vale District Council	South East
CLlr John Furey	Surrey County Council	South East
CLlr Paul Bettison	Bracknell Forest Council	South East
CLlr Tony Page	Reading Borough Council	South East

Kate O’Driscoll	East of England LGA	East of England
Hannah Shah	East of England LGA	East of England
Richard Hatter	Ipswich	East of England
Katharina Winbeck	London Councils	London
Jennifer Peters	Greater London Authority	London
Darren Richards	Greater London Authority	London
Jorn Peters	Greater London Authority	London
Josephine Vos	Transport for London	London
Nick Woolfenden	South East England Councils	South East
Heather Bolton	South East England Councils	South East
Martin Tugwell	England’s Economic Heartland	Sub-national Transport Body
Mark Valleley	Transport for the South East	Sub-national Transport Body

Item 2 – Minutes of last meeting on 21 July 2017 were agreed.

- In update on Item 4, TfL confirmed the published final Mayor’s London Transport Strategy would mirror the draft London Plan’s WSE strategic infrastructure priorities.
- TfL also confirmed continued interest in discussing with the Department for Transport control over some suburban rail lines outside London; however, some Group members raised concerns about potential impacts on long-distance rail capacity.

Item 3 – Summit evaluation and WSE PSG priorities for 2018

- Members agreed the draft Summit summary for publication on the WSE website; they welcomed especially the opportunity to raise issues directly with Mayor of London and a continuation of the joint working.
- In terms of future priorities, the strategic importance of water and energy supply was raised and the critical role of the regulators, as well as natural resource management generally and digital infrastructure, but in the light of resource constraints this should not deflect from the long-established key priorities.
- Waste management capacity and the movement of waste was also highlighted and the newly established collaboration of the Chairs of the regional Technical Advisory Bodies; there was also collaboration at cross-boundary level, e.g. between Barking & Dagenham and Thurrock.

Action:

GLA to publish Summit summary on the WSE website (complete).

Officers to explore the scope of WSE collaboration on identified additional priorities (in progress).

Item 4 – Next steps for the new London Plan

- GLA provided an overview of early findings from the Mayor’s consultation.
- Discussion focused on willing partners for growth; GLA shared list of their recent meetings with WSE bodies; Group members raised the key points including:
 - Lack of clarity what ‘key’ willing partners means (draft London Plan para 2.3.7);
 - Lack of clarity over GLA offer to councils interested in taking additional growth, and how that would work in practice; GLA indicated interest in bespoke conversations on a wide range of collaboration opportunities (also including e.g. economic issues such as light industrial relocation from London), where there are mutual interests (including e.g. the delivery of Crossrail 2 or joint Housing Infrastructure Fund bids); GLA could also help exploring to mitigate impacts of commuting;
 - The future proofing of housing growth with a focus on quality and communities was also highlighted;
 - A better understanding of economic sectors that collaboration could focus on would be helpful; interest was signalled by individual members e.g. in tech and film industry as well as tourism;
 - Given lead-in times, collaboration should focus on longer-term opportunities (e.g. in terms of infrastructure investment) – for the next ‘round’ of Local Plans, but work on this would need to start now;
 - Need to consider potential impacts of Brexit on a range of strategic factors, perhaps at a future meeting.

Action:

GLA to consider deletion of ‘key’ willing partners in draft London Plan para 2.3.7 (this change was included in the Mayor’s Minor Suggested Changes published in August).

Item 5 – Joint infrastructure priorities

- Presentations were given to help members understand the work of the emerging Sub-national Transport Bodies (STB) and potential engagement re WSE strategic transport priorities.
- Cllr Jamieson provided an overview of the STB ‘England’s Economic Heartland’ and initial work to inform its future transport priorities; he highlighted as a Strategic Alliance their geographical remit would go beyond the WSE and thematically beyond transport to also include e.g. some utilities and digital infrastructure;
- Cllr Page provided an overview of the STB ‘Transport for the South East’; he highlighted their upcoming ‘Economic Connectivity Review’ to inform the identification of their investment priorities next year;
- Cllr Haysey explained that the STB ‘Transport East’ had only just been formed and will be working towards investment priorities; she also indicated, like the two other STBs, they would seek to develop links with TfL.

Action:

Given the significance and scale/complexity of the issues, members agreed that officers should discuss engagement with STBs further and report back to the next meeting (to be covered under item 4 on the agenda) .

Item 6 – Tackling housing barriers

- Discussion on how to progress ongoing joint work included:
 - Government’s current emphasis on housing delivery; they may be looking at secondary legislation to address barriers;
 - Need to identify among wide range of possible mechanisms one solution to Government such as e.g. a single preferred solution in terms of land value uplift capture to help fund for example infrastructure;
 - WSE influencing work should include emphasis on securing effective viable affordable housing funding;
 - GLA offered its ‘Government Relations’ team could help with influencing/engagement; others offered experience based on work with Government on potential Garden Communities.

Action:

Officers to investigate and recommend to the next meeting potential specific solution to tackle housing barriers through land value capture; this would form the basis of a letter to new Housing Minister requesting a meeting (to be covered under item 4 on the agenda).

Sub-national Transport Bodies

Paper to the WSE Political Steering Group 10 October 2018

Agenda Item 4: Briefing Note

Recommendation: It is recommended that the meeting note the contents of this Briefing Note.

1. Context

- 1.1. The Cities and Local Government Devolution Act 2016 makes provision for Local Transport Authorities to come together and put a proposal to Government that enables a statutory Sub-national Transport Body to be established.
 - 1.2. The legislative framework is enabling legislation, meaning that the structure, roles and responsibilities of a Sub-national Transport Body are not prescribed – it being for the partners promoting the body to set these out in their proposal, to which the Secretary of State then responds.
 - 1.3. The legislative framework stipulates that a Sub-national Transport Body is required to prepare and keep up to date a Transport Strategy, the Strategy being a statutory document which all parties, including the Secretary of State has to have regard in their decision making.
 - 1.4. This is a fundamental change, opening up central government decision making to ensure that infrastructure investment takes account of regional transport strategies and is targeted at rebalancing the country's economy. This unprecedented access to investment decision making is only possible as a result of STB's unique role as the single voice for their region and the legitimacy that statutory status gives them to prioritise potential investments based on their regional transport strategies.
 - 1.5. Transport for the North became the first statutory Sub-national Transport Body in April 2018.
 - 1.6. Three emergent STBs cover the geography of the Wider South East;
 - England's Economic Heartland,
 - Transport for the South East,
 - Transport East
 - 1.7. England's Economic Heartland and Transport for the South East are both committed to developing proposals for statutory status. Both are funded through a combination of financial contributions from the individual partners and funding received from the Department for Transport.
 - 1.8. Transport East is currently developing its transport strategy using funding from individual partners with the intension of seeking DfT funding in the future.
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2. General Approach

- 2.1. All three STBs are embarked upon the preparation of their overarching Transport Strategies and are committed to an evidence-led approach, with the emphasis being on ensuring that their work supports and enables the delivery of planned economic and housing growth.
- 2.2. To assist them in this, the STBs are putting in place a 'Regional Evidence Base' – although initially required to support the identification of investment priorities for the Major Road Network, the STBs see the Regional Evidence Base as underpinning their work more generally on strategic transport issues.
- 2.3. England's Economic Heartland already has some elements of its Regional Evidence Base in place, with work to put in place the remainder commissioned: Transport for the South East consulted on the first element of its Regional Evidence Base – its Economic Connectivity Review – earlier in the summer and is currently out to tender on its main Transport Strategy.
- 2.4. England's Economic Heartland and Transport for the South East are co-ordinating their work to develop their Proposals to Government achieve statutory status, as well as working with colleagues in Transport for the North and Midlands Connect. Both are committed to ensuring that their proposals enable them to deliver their overarching Transport Strategies.
- 2.5. The work programme for both organisations are such that both intend to have their overarching Transport Strategies and proposals to establish a statutory Sub-national Transport Body, published next summer/autumn. On this timeline, the new statutory bodies would be established from 2020 onwards.
- 2.6. England's Economic Heartland and Transport for the South East represent a commitment by the Political leadership of the Local Transport Authorities to establish statutory bodies that are focused on strategic transport infrastructure and provide local democratic accountability.
- 2.7. Transport East will consider its statutory status in due course.
- 2.8. In the meantime, all three STBs are treated by the DfT as if they were statutory bodies, with the Government engaging with them and seeking their views on strategic priorities as a matter of course.
- 2.9. All STBs are fully transparent and accountable to their constituent partners.

3. Relationship with London

- 3.1. The legislative framework makes a statutory requirement for Sub-national Transport Bodies to work with adjoining transport bodies – there is therefore a requirement for them to work with Transport for London and with London Boroughs.
 - 3.2. England's Economic Heartland and Transport for the South East are already working closely with officials at both the GLA and TfL on a range of issues in response to this requirement. Transport East aims to develop this relationship in the near future.
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3.3. Areas of common interest include:

- Seeking to strengthen the working relationship between themselves as organisations and the TfL Board at a Political level
- Strengthening the working relationship at official level, with engagement by TfL in the working arrangements that support the technical work programmes of both organisations – including participation in officer working groups
- Identifying work areas of common interest to all parties, including work related to (but not limited to):
 - The development and delivery of the outcomes sought within their respective overarching Transport Strategies
 - The specification of future passenger rail franchises
 - Improved access to international gateways – airports, ports and international rail services
 - Meeting the requirements of freight and logistics sectors – including the routing of rail freight services
 - The expansion of integrated and/or smart ticketing facilities

3.4. In addition, both England's Economic Heartland and Transport for the South East commented on the London Mayor's draft Transport Strategy: both are also working with GLA/TfL officials to explore how they might work with London in advance of the forthcoming examination of the London Plan. In the latter context there is an opportunity to use the evidence-led work of the Sub-national Transport Bodies to shape the consideration of wider strategic transport issues identified in the London Plan.

4. England's Economic Heartland

- 4.1. Membership of England's Economic Heartland embraces all local transport authorities from Swindon through Oxfordshire and Milton Keynes across to Cambridgeshire and from Northamptonshire down to Hertfordshire. In addition, England's Economic Heartland works with Transport East on issues of common interest.
 - 4.2. The Heartland region is identified as a national priority by the Government, based on the work of the National Infrastructure Commission. The scale of economic opportunity identified by the Commission is transformational in nature, and will be enabled by the delivery of a 'multi-modal spine' comprising East West Railway and the 'expressway'.
 - 4.3. By its very definition, transformational growth/infrastructure will have implications for the existing pattern of housing and functional economic areas: the implication of such change on strategic transport infrastructure requirements is being explored by England's Economic Heartland through its work on its overarching Transport Strategy.
 - 4.4. At the same time the work programme of England's Economic Heartland embraces consideration of wider strategic infrastructure – including digital, power and water resources. As a Politically-led organisation England's Economic Heartland is actively promoting the need
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for a geographically-specific National Policy Statement for strategic infrastructure for the Heartland as one of its five 'asks' for the 2018 Budget.

5. Transport for the South East

- 5.1. Membership of Transport for the South East stretches from Kent around the south of London across to Hampshire and up to (and including) the Berkshire Unitary Authorities.
- 5.2. The recent Economic Connectivity Review commissioned by Transport for the South East highlighted the critical role that the region plays as the gateway to the UK and the importance of strategic connectivity with London, England's Economic Heartland and beyond. The review also highlighted the importance of the region's economy to the UK and the need to ensure that the current economic success of the region is used as the basis for further economic growth in support of the UK as a whole.
- 5.3. The Economic Connectivity Review is a key component of the evidence-led approach to identifying strategic transport infrastructure requirements and is being used as the foundation on which to build the region's overarching Transport Strategy.

6. Transport East

- 6.1. Transport East was formed in March 2018 as a Forum for collaboration on strategic transport matters for the geographical area of Essex, Suffolk and Norfolk.
- 6.2. Transport East is pressing ahead with the development of its transport strategy building upon established growth strategies and corridor specific evidence-based campaigns. Improving access to international gateways and realising the potential of the 'energy coast' are two key strategic themes.

7. Next Steps

- 7.1. The establishment of England's Economic Heartland, Transport for the South East and Transport East represent a commitment by the local transport authorities to work collaboratively on strategic transport issues at scale. It means that the collaborative working arrangements across the wider South East need to evolve.
- 7.2. The commitment of England's Economic Heartland and Transport for the South East (and potentially Transport East) to establish statutory Sub-national Transport Bodies marks a step-change in the capability and capacity of the local transport authorities to engage with London (GLA/TfL) on issues relating to strategic transport - in the case of England's Economic Heartland there is a wider opportunity for collaboration on wider strategic infrastructure issues.
- 7.3. The legislative framework within which statutory Sub-national Transport Bodies sit requires a strong and effective working relationship with London (GLA/TfL and the London Boroughs). Discussions at official level are proceeding positively, and an initial Political meeting is being scheduled for later this year. Moving forward the primary relationship on strategic transport issues will be between the STBs and the GLA/TfL family directly.

October 2018

Wider South East Political Steering Group 10 October 2018

Item 5: Tackling barriers to housing delivery, including next steps on Land Value Capture

Recommendations

- Agree to write to the new Housing Minister for a meeting to discuss tackling housing delivery barriers.
- Discuss the emerging WSE package of proposals to help infrastructure funding through Land Value Capture, and agree next steps - including discussion at January's WSE Summit.

1. Background

- 1.1 The last Wider South East Political Steering Group (WSE PSG) discussed next steps on tackling housing delivery barriers. This remains a key priority for WSE partners. In the year to March 2017 London, the South East and East of England saw over 101,000 homes delivered, but there remains a growing pipeline of unimplemented homes with planning permissions (GLA's own London database shows 280,000 homes unbuilt in London at the last count; LGA research shows the South East had at least 60,000 unused planning permissions and there were over 40,000 in the East). Collectively this holds back delivery of approved growth plans. The Government is also concerned about industry build-out rates, with the current independent review by Sir Oliver Letwin anticipated to inform Budget 2018.
- 1.2 The WSE PSG has previously focused on three key aspects where further Government action is required to help achieve the step change in housing delivery that ministers and WSE partners want to see: Industry delivery (speed, capacity and approach); Affordable housing; Infrastructure. These remain live topics and are reflected in points for discussion below.

2. Proposed issues/actions for discussion

- 2.1 **Writing to the new minister:** Since the last PSG meeting, there have been two significant changes nationally – the appointment of Kit Malthouse as the latest housing minister (replacing Dominic Raab), and publication of the final [NPPF](#). PSG was intending to write to Dominic Raab to ask for a meeting to discuss solutions to tackle outstanding housing delivery barriers; with his departure, PSG agreement is sought to write to his successor instead. Whilst there has been some local-government sector support for the Government's aim to tackle some aspects of housing barriers through the NPPF, there are also views that further action is still required to address ongoing concerns. For example could secondary mechanisms be used to address insufficient tools for councils to incentivise industry delivery of approved homes, particularly in light of the new delivery test on councils; and insufficient funding for infrastructure/ affordable homes. Subject to PSG's views, the letter could reflect these views and look to help shape the way ahead with Government.
- 2.2 **Land value uplift capture for infrastructure:** At its last meeting, PSG agreed it would be beneficial to present clear solutions on key issues to Government, in particular focused on ways to help fund much-needed infrastructure for new homes. It suggested proposing a single preferred solution for land value uplift capture to Government. WSE officers were asked to investigate existing options and recommend to members one of the schemes that exists at present, for PSG to take forward to Government.
- 2.3 Following extensive investigation, there does not currently appear to be a single 'silver bullet' solution to put forward. This is also reflected in views shared by those recently giving evidence to a Housing, Communities and Local Government Select Committee [inquiry](#) and its [final report](#) in September 2018. **Therefore, to steer officers about how PSG wishes to progress, members are asked to consider the following points** with a view to develop a focused 'package' that could be taken forward to Government:
- i. Confirm PSG's intention that any proposal(s) it collectively puts forward to Government should focus on land value capture (which could help fund much-needed infrastructure and

affordable housing) **from new build homes/business developments**. This would exclude existing development ie. the intention is not to increase taxation on existing properties. Any new system should also be relatively simple, allowing local (rather than national) collection.

ii. Note that whilst generally welcome, recent amendments through NPPF/associated policy to s106, CIL and viability will not alone make enough difference to significantly address the WSE infrastructure gap. Also to note, these approaches are not primarily intended to capture 'land value', but more to address the impact of development (directly or indirectly).

iii. Discuss possible proposals to Government – the following points could form the basis of a focused package of actions. Roundtable discussions at the January WSE Summit could also help consider/refine proposals, potentially taking stock of forthcoming findings from the Letwin review. A separate officer workshop could also be initiated to discuss technical aspects.

A. Amendments to existing national mechanisms/proposals:

- Reiterate WSE calls for local retention of 'first time' stamp duty. This would more effectively reflect needs/opportunities for infrastructure arising from development.
- Call for the proposed new Strategic Infrastructure Tariff (an approach similar to Mayoral CIL) to be available in all areas that want to use it, not just Combined Authorities.
- Also make the case (initially promoted by Tim Leunig, advisor to Treasury and CLG) for using freedoms that could be granted under the 'Lucas Clause' to help capture value uplift. In broad terms, his idea was that land owners would be able to put up their sites for consideration in a SHLAA process and they would agree to the council being able to buy the site for a specified multiplier of existing use value, but not the full 'planning-granted' value-gain. In this way, the land owner gets a small windfall and the council gets the bulk of the increase in land value from agricultural to housing land by granting planning permission. The increase in value could then be used to front-load infrastructure.

B. New mechanisms to put forward for land value capture: Despite significant work (including from GLA/TfL), there is currently no single clear solution to put forward. This is also the view of the recent HCLG Select Committee inquiry. There is however a willingness from Government to keep working with partners, including GLA/TfL, on possible approaches (for example GLA's recent [Capital Gains](#) research on land assembly models includes aspects of land value capture). PSG could suggest they form part of that dialogue too, given the importance of this issue to the WSE. **PSG views are invited on the potential merits of three options considered by GLA/TfL and HCLG Select Committee recently, although it is important to note their conclusion that these are not appropriate for all areas. The forthcoming Summit could also discuss these approaches:**

- **Development Rights Auction Model (DRAM)** - The DRAM looks at a way of capturing value uplift arising from new development. It draw on the 'rail plus property' model, which has been successfully implemented by a number of public transport agencies internationally. It requires the preparation of an integrated zonal development plan for zones of influence around new station locations on a new rail project. The auctioning authority, which would have powers to assemble land and grant planning permissions, would coordinate land pooling and auctioning of developable plots. It is expected that as a result of new transport investment and coordinated master-planning, the value of the pooled land would be higher than the value of individual land holdings before assembly. The auction proceeds, above a set reserve price, would then be shared between the landowners and the auctioning authority, which would use its share to fund transport investment. *However a joint taskforce between the Government and London partners concluded that given a set of specific constraints, principally associated with developing residential property on industrial land in London, this model is unlikely to be a good method of extracting value uplift for transport investment in the capital. The DRAM may be more applicable in other parts of the country, where lower value industrial or agricultural land is available for redevelopment, so there may be scope to test the model further.*

- **‘Land Fund’** - The UK’s approach towards infrastructure projects generally is a long, drawn out process which enables the private sector to speculate on increases in land value during the scheme’s planning process and subsequently. There is therefore a strong argument for Government to imitate the private sector and acquire land adjacent to the proposed infrastructure either prior to any formal announcement or during the planning process, whether via negotiation or a Compulsory Purchase Order. One solution to the funding challenge could be the creation of a ‘Land Fund’ whose purpose would be to make available the necessary funding to the promoting authority, repayable with nominal interest post land value capture. In the event any given scheme failed to progress the acquired sites could be sold and the Land Fund reimbursed. In terms of financing, this Land Fund could be 100 per cent Government-owned or owned in conjunction with the private sector, and be available to any public sector body promoting a scheme where there is an opportunity for land value capture.
- **Compulsory purchase** - Compulsory Purchase Order (CPO) powers can be especially important in enabling the development and provision of necessary infrastructure on large sites particularly where ownership is fragmented. This could facilitate completely new developments, extensions to existing communities, or the build out of large schemes within urban areas. As concluded by the HCLG Select Committee, the CPO process should be further simplified, to make it faster and less expensive for local authorities, whilst not losing safeguards for those affected. The Government should build on its recent reforms to the CPO process - for example, the requirement for the Secretary of State to confirm CPO submissions causes unnecessary delays; instead such decisions should be made locally. In addition, the Land Compensation Act 1961 requires reform so that local authorities have the power to compulsorily purchase land at closer to existing use value. The present right of landowners to receive ‘hope value’ - a value reflective of speculative future planning permissions – leads to distorted land prices, encourages land speculation, and reduces revenues for affordable housing, infrastructure and local services.

WSE Political Steering Group, 10 Oct 2018

ITEM 6. Common Understand of Evidence – Smarter/Digital Development Data

Recommendation:

- **Members to note this project currently focused within London, and ask officers to explore potential benefits and interest in involvement outside London – collectively or through individual authorities**
- **Members to consider this project as a potential topic for discussion at the WSE Summit**

Introduction

The GLA is considering a project to **automate the flow of development data**, including consents, commencements and completions, from Local Planning Authorities (LPAs) within London to the GLA. The process of collecting and submitting the data is currently a very labour-intensive exercise for the London boroughs. Envisaged changes would also include a requirement on applicants to supply the required monitoring data up front.

Potential Relevance and Benefits for the WSE

- **Government** is keen to get a clear and consistent picture of development on the ground and it wants authorities to use smart/digital technology to help achieve this. This includes delivering the Smart Cities agenda. Given Government's drive for the delivery of housing numbers, over time, all authorities at all levels across the country will have to embrace this challenge.
- **All LPAs** collect and analyse development data, they also feed into their Annual Monitoring Reports. Smart automation of related processes will over time generate efficiency savings. They can process more detailed development data more accurately and quickly. Data, for example covering the pre-application stage could potentially also be gathered. Trends could potentially be picked up earlier and enable speedier locally-led decision making in terms of changes to spatial and infrastructure planning.
- **Two-tier authorities** such as counties/districts, Combined Authorities and other local authority partnerships could – like London - also potentially benefit from automated flows of planning information between them. If WSE councils are interested in exploring to get involved, participation in this project could offer the opportunity to learn – for free - from/with the GLA and get ahead of the game in terms of the use of smart/digital technology in planning.
- A consistent and automated approach to development data could potentially facilitate **cross-border** development planning and support the Duty to Cooperate.
- In the spirit of **WSE collaboration**, it could potentially also help to provide accurate technical evidence to underpin joint strategic lobbying. In seeking to tackle barriers to housing delivery for example, WSE partners have been struggling to convince a previous Minister of the real scale of the development pipeline across the WSE due to insufficient/inconsistent data.

ITEM 7 – PREPARING FOR WIDER SOUTH EAST SUMMIT

Recommendations:

- **Consider and agree principles for the Summit’s focus, topics and format, to steer officers in putting arrangements in place.**
- **Agree ‘hold the date’ details be sent to invitees.**

1. Summit – date, location and key focus

- 1.1 The next Wider South East (WSE) Summit will take place on 11 January 2019, 1-4pm in London’s Living Room (same room as last Summit) at City Hall London. The Summit takes place the week before the start of the London Plan Examination in Public (EiP). The London Mayor will attend the start of the Summit.
- 1.2 The Summit will be an opportunity to feedback on progress made this year on key WSE priorities - including the London Plan and WSE influencing work on housing and transport - and to plan ahead for the focus of 2019’s work. Given the London Plan EiP will be starting very soon after the Summit, the GLA has advised it would not be appropriate for detailed discussion on London Plan issues at this Summit. **Therefore whilst there will be an update on the London Plan, the other main Summit topics for discussion need consideration to ensure the agenda is appealing to members.** The detailed Summit agenda and questions for discussions will be jointly prepared by London, East and South East. **To steer officer development of the agenda, member views are invited on intended outcomes, and the following potential topics for discussion at the Summit, or any other topics that should be considered:**
- **Exploring opportunities for collaboration on growth** – looking at mutual benefits, this could explore aspects related to ‘willing partners for growth’ and wider issues re WSE economic/sustainable growth..
 - **Land value capture for infrastructure growth** - discussions on options and potential for funding essential infrastructure, and shaping a possible proposal to Government (see also today’s Item 5).
 - **Utilities of strategic significance** - refining focus of newer topics suggested at last Summit ie. waste/ water/ utilities, digital infrastructure.
 - **WSE priorities for the coming year**– discussion to confirm focus of ongoing topics for WSE collective lobbying including tackling housing barriers and strategic transport priorities (including engagement with Sub-national Transport Bodies – subject to discussion in item 4 today), plus strategic utilities (as above). It may also be timely to confirm the current WSE terms of reference remain fit for purpose (attach as annex).

2. Summit format

- 2.1 Following positive feedback from previous Summits, it is **proposed that an interactive/roundtable discussion format be used again for this Summit, along with plenary panel discussions.** These will give members the opportunity to consider issues, raise headline feedback on the day itself, and more-detailed views from table discussions can be collated to share after the event. Senior WSE members from London, East and South East will form a panel for introductory presentations and plenary discussions. The Mayor wants to ensure a gender mix on the panel. **Independent consultant Phil Swan (from ‘Shared Intelligence’) has facilitated previous Summits, and subject to PSG views could be approached again** to help member discussions on the day itself.

2.2 Summit invites will be sent to leaders of all councils across London, East and South East, as well as LEP chairs and key council officers. A limited number of key stakeholders such as any relevant combined authority mayors in the WSE will also be invited, subject to venue capacity. MHCLG could also be invited to attend as an observer. **Subject to agreement on key issues above, officers will send out 'hold the date' details to Summit invitees soon after PSG.**