

Minutes



To: All Members of the Environment, Planning and Transport Cabinet Panel, Chief Executive, Chief Officers, All officers named for 'actions'

From: Legal, Democratic & Statutory Services
Ask for: Michelle Diprose
Ext: 25566

ENVIRONMENT, PLANNING AND TRANSPORT CABINET PANEL, FRIDAY, 11 MAY 2018

ATTENDANCE

MEMBERS OF THE PANEL

D A Ashley (Chairman), D J Barnard, S Bedford, S J Boulton, R C Deering, S J Featherstone, N A Hollinghurst, A K Khan, G McAndrew, M D M Muir (*Substitute for A Stevenson*), J A West, A S B Walkington

OTHER MEMBERS IN ATTENDANCE

J Billing, P Bibby, R Smith

Upon consideration of the agenda for the Environment, Planning and Transport Cabinet Panel meeting on Friday, 11 May 2018 as circulated, copy annexed, conclusions were reached and are recorded below:

Note: No conflicts of interest were declared by any member of the Cabinet Panel in relation to the matters on which conclusions were reached at this meeting.

PART I ('OPEN') BUSINESS

1. MINUTES

1.1 The Minutes of the Cabinet Panel meeting held on Tuesday, 24 April 2018 were agreed and signed by the Chairman.

2. PUBLIC PETITIONS

2.1 There were no public petitions

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3. HIGH SPEED TWO (HS2) UPDATE REPORT

[Officer Contact: Jenny Foster, HS2 Project Principal Planning Officer
Tel: (01992) 556621]

- 3.1 The Panel received a presentation from Align the Main Works Civils Contract for HS2. Align anticipated mobilising the compound in October / November 2018 and tunnelling was expected to commence late 2019 and would continue for approximately four years.
- 3.2 The presentation covered:
- The Chiltern tunnel south portal
 - Western valley slopes
 - Viaduct design concepts
 - Structural cross section
 - Typical spans
 - Extended spans
 - Initial abutment design
 - Public engagement
- 3.3 In relation to the sonic boom vents Members were informed there were five vent portals which were there for ventilation purposes and emergency purposes i.e. in the event of a fire. There would be low pressure changes as the train entered the tunnel.
- 3.4 Members heard the HS2 had a stringent noise specification and noise target for reduction. It was noted there may be transparent noise barriers on the viaduct. HS2 have specific noise levels that they have to operate within.
- 3.5 In response to a Member question in relation to the viaduct being constructed out of concrete and the concern of the life span of the material. Members were informed due to newer technology newer additives were available which were used in cement to make it stronger and the composition also allowed for graffiti to be removed more easily. It was noted the design life would be for approximately 140 years.
- 3.6 In relation to traffic concern on Maple Cross School it was noted the responsibility of these were between HS2 and the local authority. Align have specific routes for HGVs to follow, and are developing workforce travel plans. For traffic movements in the locality, Align did not have control over these.

Conclusion:

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3.7 The Cabinet Panel noted the presentation from Align.

4. SUB NATIONAL TRANSPORT BOARDS – HERTFORDSHIRE COUNTY COUNCIL’S POSITION AND MEMBERSHIP

[Officer Contact: Jan Hayes-Griffin, Assistant Director Planning & Economy, Tel (01992) 555206]

4.1 The Panel received a report setting out the background to the emergence of Sub National Transport Boards (STB’s) nationally and to consider Hertfordshire County Council’s policy and future membership of emerging in the region.

4.2 The panel heard that although there was not a statutory requirement to join a STB there was a degree of encouragement from central government.

4.3 Members were given an overview of the emerging models around the country and although Essex County Council had debated to create an STB covering Norfolk, Suffolk, Cambridgeshire, Hertfordshire and Essex, it was officers view the economic geography was better aligned with England’s Economic Heartland Strategic Alliance (EEH). It was noted the Council could only join one STB as a full member and the other as an Associate member.

4.4 The key issues for Hertfordshire were which one of the two STB’s that adjoin Hertfordshire should the Council join. It was noted that because of the strategic location adjacent to London, Hertfordshire faced a number of directions on different issues.

4.5 Informal discussions with key Hertfordshire partners have indicated that the Hertfordshire LEP were minded to join EEH because of the economic and digital connectivity synergies across the area

4.6 The Panel supported that the EEH STB would be the best way forward.

Conclusions:

4.7 The Panel considered and commented on the suggested way forward as set out in paragraph 10.3 of the report. These comments would be passed to Cabinet to enable them to make a formal decision in June 2018.

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5. UPDATE ON AND OPTIONS FOR CHANGES TO THE SAVERCARD SCHEME

[Officer Contact: Matt Lale, Passenger Transport Manager, Tel (01992) 588633]

- 5.1 The Panel received a report which provided an update on the Hertfordshire SaverCard Scheme which set out two options for broadening the scheme for the Panel to consider. Option one to expand the SaverCard scheme to include 19 year olds within the existing budget and option 2 to update of the SaverCard to be expanded to Apprentices.
- 5.2 In response to a Member question if the SaverCard could be extended to those young people travelling from across the border into Hertfordshire it was noted the SaverCard is paid for by Hertfordshire tax payers and Hertfordshire would not be in a position to fund out of county students. Other counties have been asked in the past to contribute to the scheme but have declined the opportunity.
- 5.3 Some Members of the panel had hoped that the agreement could be sought to include Apprenticeships as believed it would be of more benefit. Members were in favour of encouraging young people to use the buses.
- 5.4 Officers agreed that they would negotiate with the bus companies and try to achieve both options but with the focus on changing the SaverCard to include 19 year olds, the option to include option 2 to extend to all Apprenticeships would have a cost implication to the bus companies.

Conclusions:

- 5.5 The Panel noted the content of the report and the work officers will do to try to extend the SaverCard Scheme to 19 year olds and Apprentices.

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6. REVIEW OF HERTFORDSHIRE'S LOCAL FLOOD RISK MANAGEMENT STRATEGY – CONSULTATION ON DRAFT STRATEGY

[Officer Contact: Andy Hardstaff, Flood Risk Management Team Leader, Tel (01992) 556470]

- 6.1 The Panel received a report seeking its views on the arrangements for consultation on the draft revised Local Flood Risk Management Strategy (LFRMS) for Hertfordshire.
- 6.2 Members were informed of the six key principles it would need to do in partnership, as detailed in 5.2 of the report. It was also noted there was a small refinement to the main aspects of the revisions to the first LFRMS as detailed at 5.3 of the report. The proposal to set up a small works fund was noted. It would be used for the resolution of situations where ownership or responsibility for a flood risk asset in need of restoration or repair could not be determined. It would be funded through use of existing budget.
- 6.3 Although the small projects fund was welcome a concern was raised that some of the water courses and roadside ditches would end up becoming the responsibility of the County Council if the status of any which are main rivers was changed by the Environment Agency. Officers confirmed there was not any maintenance burden passed to the Council as the requirement to maintain them would remain with the riparian owners. And in some cases it could be an advantage to help raise awareness on how water courses should be maintained at a local level.
- 6.4 Members noted that consultation on the draft second LFRMS was scheduled to run from mid-May to the end of July and would be available for completion on the Council's website. The consultation responses would be reported back to the Panel with a recommendation for the finalised strategy to be adopted by the County Council later in the year.
- 6.5 In response to a Member query it was noted consultation on the website would be promoted through the Communications team; in depth public consultation had been carried out earlier in the development of the draft strategy consulting with town and parish councils, using focus groups and interviews with residents that had been flooded.
- 6.6 In response to a Member query it was noted that as the County Council was a statutory consultee to planning application it could not require Section 106 towards drainage arrangements as these need to be negotiated with the developer and the local planning authority. It was also noted that officers were actively involved in major

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developments but not very much on the smaller developments.

- 6.7 In relation to debris in drains which were blocked or that caused localised flooding, the panel agreed there needed to be more joined up working with district and boroughs.

Conclusions:

- 6.8 The Panel supported:

1. The draft LFRMS and consultation questions for consultation with stakeholders and residents
2. The consultation proposals and indicative timetable as set out in section 6 and Appendix B of the report

7. UPDATE REPORT ON TREE HEALTH ISSUES AND THE POTENTIAL IMPACT ON HERTFORDSHIRE COUNTY COUNCIL

[Officer Contact: Gemma Worswick, Tree Health Network Officer, Tel (01992) 555710]

- 7.1 The Panel received a report informing them of the progress in understanding how current and emerging tree health issues would be likely to impact Hertfordshire and the actions taken in response to recommendations of the Resources and Performance Cabinet Panel (2015) for managing tree health risks. The Panel received a presentation on the two key issues and the risk for the organisation.

- 7.2 Members noted that an invite had been circulated to the Panel inviting them to visit Broxbourne Woods, Cole Green Way and Foxes Lane on the afternoon of 25 July 2018. Officers reminded Members they needed to respond if they wished to attend.

- 7.3 In response to a Member queries it was noted that the District Council as Local Planning Authority could not enforce which trees could be planted as a result of development. However, guidance on appropriate species selection was planned for the coming year and would be shared with the LPA. It was also noted that public awareness had been raised in relation to Oak Processionary Moth (OPM) caterpillars and that guidance on when intervention with Ash trees might be necessary to reduce risk was being developed by DEFRA.

- 7.4 Members noted that Ash could not be planted in the UK due to a Tree Health Notice issued in 2012 and that there were not any programmes to contain or eradicate ash dieback. It was also noted that infected Ash trees were to be found in fifty percent of Hertfordshire's 10km by 10km map squares. The Panel were

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informed that highways and district council were working together on the collation of district tree inspection data.

7.5 Members requested they be informed on future outbreaks in their areas.

7.6 In response to a Member question it was noted that to date there has only been one confirmed outbreak of OPM in Hertfordshire (nests found in a small area on the Watford/Hertsmere boundary), recorded in 2016 and controlled by the FC. It was noted there is a risk of further OPM outbreaks in Hertfordshire due to the proximity to London.

Conclusions:

7.7 The Panel noted the report.

8. LONDON STANSTED AIRPORT - PLANNING APPLICATION FOR PLANNING PERMISSION FOR AIRFIELD INFRASTRUCTURE (TWO NEW TAXIWAY LINKS TO THE RUNWAY, SIX ADDITIONAL REMOTE AIRCRAFT STANDS AND THREE ADDITIONAL REMOTE AIRCRAFT STANDS) TO SUPPORT GROWTH AT STANSTED WITH THE CAP ON THE NUMBER OF PASSENGERS RAISED FROM 35MPPA TO 43MPPA. (UTT/18/0460/FUL)

[Officer Contact: Paul Donovan, Team Leader Strategic Land Use, Tel (01992) 556289]

8.1 The Panel received a report seeking its views of an application by Stansted Airport Limited (STAL) to Uttlesford District Council (UDC) for seeking planning permission for airfield works to enable combined operations of 274,000 aircraft movements and a throughput of 43 million terminal passengers in a 12 month calendar period.

8.2 The Panel agreed their views on increased rail capacity between London and London Stansted should be increased with more train connections and tracking from Lea-Valley. The Panel was informed that Manchester Airport Group (MAG) did not mention that they only had one tunnel into London Stansted Airport so only a certain amount of trains could get into the station.

8.3 Officers advised that the main issues for Hertfordshire appear to relate to surface access, noise and air quality. Whilst the application's findings that there are no unresolvable issues relating to these matters is to be welcomed, this is still the subject of ongoing technical work by the applicants, the local planning authority, and

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their specialist advisors. At this stage issues relating to capacity of the highway network appear to be creating most concern, clarification was need for additional technical work.

8.4 The Panel suggested making a case for extra funding from the 'Local Roads Fund' proposed by the applicant to assist with the provision of a Standon Bypass as most users from Hertfordshire would use the A120 through the settlement .Officers advised that whilst a case was made for the 35mppa planning permission to contribute some funding towards the Little Hadham Bypass (an already committed road scheme), there is currently no commitment to a Standon Bypass or indeed any evidence that the application would significantly impact upon this section of the A120. The Local Roads Fund is intended to support more localised transport/highways issues in the future were these to arise and be attributable in some way to the growth of the airport (as evidence currently suggests there will be minimal impacts on the highway network as a consequence of growth).

8.5 Concerns were raised in relation to the commuters having to stand on trains from London to Stansted and agreed better trains would need to be available in order to address the commuting issues

Conclusions:

8.6 The Panel noted and commented as necessary on the County Council's interim position on the planning application as set out in Section 7 of the report and authorised the Chief Executive to respond further as necessary, in consultation with the Executive Member Environment, Planning and Transport, to reflect ongoing technical work and negotiations.

9. GOVERNMENT CONSULTATIONS ON CHANGES TO THE NATIONAL PLANNING POLICY FRAMEWORK AND SUPPORTING DEVELOPMENT THROUGH DEVELOPER CONTRIBUTIONS

[Officer Contact: Paul Donovan, Team Leader Strategic Land Use, Tel (01992) 556289], Sarah McLaughlin, Principal Infrastructure Officer Environment and Infrastructure (01992) 588110

9.1 The Panel received a report informing Members of the contents of and the County Council's response to consultations by Government in relation to revisions to the national Planning Policy Framework (NNPPF) and the proposals to support development through developer contributions and to seek the Panel's views on the potential implications for Hertfordshire and the County Council.

9.2 Members were informed of the implications for Hertfordshire, these

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were:

- Scale of growth
- Infrastructure planning and funding / development viability
- Joint / co-ordinated strategic plans / duty to co-operate / statements of common ground
- Quality and design quality of development
- Infrastructure led growth

9.3 Members noted the implications for the County Council were both political and technical.

9.4 Members raised concern that there had not been an opportunity to engage to discuss the response to the Government consultations. It was agreed that discussions between the County Council and district councils needed to take place sooner rather than later to address the issues raised within these proposals in the context of Hertfordshire's growth agenda (and that of areas immediately adjoining). It was agreed that a meeting of the Panel to discuss this issue would take place once the Planning and Growth Group were formed.

9.5 The Panel agreed it was frustrating that developers have historically been able to renegotiate legal agreements to contribute to affordable housing and infrastructure on the basis that development would otherwise not be viable. Concern was expressed that one of the key issues is the need to be better able to capture the uplift in land value that comes with change in use/allocation

Conclusions:

9.6 The Panel noted and commented on the County Council's approach to responding to the consultation and the potential implications for Hertfordshire and the County Council. It was agreed that a meeting of the Panel to discuss how Hertfordshire and the County Council should respond to the issues raised in the consultations would take place once the Planning and Growth Group is established.

10. ENVIRONMENT, PLANNING & TRANSPORT PERFORMANCE INDICATORS REVIEW

[Officer Contact: Dunston Walker, Business Support Officer, Environment & Infrastructure, Tel (01992) 556492]

- 10.1 The Panel received a report to seek Members views on the proposed review of the list of performance indicators (PI's).
- 10.2 Following discussion it was noted that some of the PI's listed the County Council did not have any control on the outcome and it was believed these were more of a monitoring statistic.
- 10.3 It was agreed that when the next performance monitor report was presented to the Panel officers would attempt to split in to two lists those that the Council had influence over and those that it did not, this would hopefully make the report clearer.

*Action
Dunston
Walker /
Simon Aries*

Conclusions:

- 10.5 The Panel commented and noted the report of the proposed review of the performance indicator list.

11. ENVIRONMENT, PLANNING & TRANSPORT PERFORMANCE MONITOR

[Officer Contact: Simon Aries, Assistant Director Transport, Waste & Environmental Management, Tel (01992) 555255, Jan Hayes-Griffin, Assistant Director Planning & Economy Tel (01992) 555203]

- 11.1 The Panel received a report to review the performance of Environment, Planning and Transport for the Q4 January to March 2018 against the Environment Department Service Plan 2016-2020. The report included key performance indicators, major projects, contracts and identified risks.

Conclusions:

- 11.9 The Cabinet Panel noted the report and commented on the performance monitor for Quarter 4 2017-18.

12. OTHER PART I BUSINESS

- 12.1 There was no other part I business.

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**KATHRYN PETTITT
CHIEF LEGAL OFFICER**

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