

<p>4.</p>	<p>Feedback from LEP Board working group and poretation of LEP Review options</p> <p>There was an introduction from the Chair outlining the approach to the review, the advice from the working group and feedback from the geography roundtable with HMG officials. The following points were highlighted:</p> <ul style="list-style-type: none"> • The key consideration is the functional economic area • Scale is a consideration <p>Dave Stewart dialed in at 8.30am advising that he will be in attendance for a brief period and following the meeting will be meeting with Anne-Marie Mountifield (on 20 September) on behalf of the IOW Council to provide reflections on overlapping geography. He confirmed that he had no specific comments as a Board Director at this stage and that he would be seeking feedback from the meeting via Rachael Randall.</p> <p>Anne-Marie Mountifield confirmed that slides for the Board meeting have been forwarded to facilitate Dave Stewart engaging in the board discussion.</p> <p>Dave Stewart withdrew from the meeting at this point.</p> <p>The board papers were taken as read and there was a presentation (as attached) from Anne-Marie Mountifield which provided an overview on:</p> <ul style="list-style-type: none"> • HMG LEP review • Solent Economic Profile • Options Appraisal in relation to overlapping geography <p>The chair provided a summary and advised that in relation to the options appraisal:</p> <ul style="list-style-type: none"> • HCC had confirmed that they were keen to look at EM3/Solent merger • Feedback from the roundtables with businesses supported looking at coastal configuration (Solent core + NFDC and potentially WCC, and closer working with Dorset) • It was also noted that there were key linkages with the TVBC area and the location of significant economic assets including the Port hinterland, the M271 which is an important access route into the city and the Port, Chilworth business Park and key employment hubs including Ordnance Survey. 	
<p>6</p>	<p>Board Discussion on options</p> <p>The board discussed the preferred options emerging from the working group;</p> <ol style="list-style-type: none"> a. Solent Core plus NFDC, WCC and on a wider basis a strategic alignment with Dorset LEP b. Solent Core plus NFDC, and on a wider basis a strategic alignment with Dorset LEP c. Solent Core plus NFDC, WCC, TVBC and on a wider basis a strategic alignment with Dorset LEP <p>They also considered the following advice from the working group:</p> <ul style="list-style-type: none"> • In relation to deliverability alongside the need to establish whether a consensus exists the Board should also consider the capacity of the Solent to deliver any option whilst maintaining 'business as usual' including its obligations in relation to the Local 	

Growth Deal Programme and the ongoing work on the new SEP and Local Industrial Strategy. The board are advised that further work and due diligence will need to be undertaken on their preferred option so that any wider risks or governance considerations can be examined.

- Building on recent collaboration with Dorset LEP and in recognition of the synergies that exist, it was recommended that further work be undertaken on a “South Coast “economic geography recognising areas of genuine competitive advantage that exist, the opportunities to deliver transformation in the three coastal cities, delivering on economic opportunities in the wider visitor economy and growing the innovation strengths through the Universities and high growth businesses that exist in this coastal corridor.

The board also offered the following observations:

- The original ministerial letter which supported Solent LEP formation referenced a desire to see closer links with Bournemouth, Poole and Christchurch as well as Chichester, so the coastal configuration is relevant.
- Second wave of LEPs formed to cover areas without a LEP (including E M3) and as a result they are not completely predicated on economic geography in the same way, therefore merging the two does not make sense as a functional economic area.
- There was a view that it would be best to stay as we are but if we have to propose a change, then need to look at Solent, plus NFDC and ideally Winchester.
- Coastal alignment and coastal powerhouse proposition was seen as the favoured option.

The board therefore :

- **Noted** the briefing paper; and
- **Considered** the options appraisal in Annex C and the presentation at the board meeting; and
- **Agreed** a proposal on the Solent LEP geography which best reflects the real functional economic area, removing the issue of split districts and consider wider changes including the proposed strategic alignment with Dorset LEP as set out below

The issue of overlapping geography identified in the LEP review is seen as a valid starting point, but it should not be the ultimate objective when reviewing the LEP geography. There is an exceptional portfolio of globally significant assets in the Solent, along with infrastructure critical to the competitiveness of the UK. We should play host to and drive the growth of this dynamic coastline and global maritime hub, but this will only be fully realised if the area harnesses the full potential of the key international gateways. The primary consideration is the economic synergy of the region whilst ensuring that there is a focus on the economic dividend that can be realized by enhancing connectivity East to West. In addition the board remains committed to working with partners to unlock the benefits of agglomeration by linking the economic hubs of Southampton and Portsmouth and the inter-urban M27 corridor. Backing the emergence of a coastal powerhouse and supporting the renaissance of our coastal communities is important to securing inclusive growth whilst boosting productivity and

earning power for all residents and businesses. This is the underpinning rationale that supports our proposed changes.

In discussion with Enterprise M3 there is a consensus around some adjustment to both areas to remove the overlap with East Hampshire District Council and Test Valley Borough Council, so that both are wholly within Enterprise M3 and New Forest District Council so that it wholly resides within the Solent LEP area. This recognises the views of both boards that the LEPs cover two distinctive functional economic areas. Further work needs to be undertaken in relation to Winchester District as it has a significant economic footprint in the Solent LEP area and a combination of factors mainly relating to infrastructure, connectivity and labour markets would cause a splintering of the Solent economy, most notably between Portsmouth and Southampton as well as the major employment hub at Whiteley.

The proposal also opens up a wider opportunity to explore a broader strategic collaboration along the South Coast building on recent work undertaken with Dorset LEP. There are strong links around marine and maritime, advanced manufacturing and the visitor economy and potential agglomeration benefits linking the coastal cities and urban areas and the existing linkages between the four Universities. Building a strategic alliance to realise such economies of scale is seen as highly desirable given the strong economic synergy of both areas.

The Board also noted the very strong linkages with Test valley and the requirement to have in place a strong collaborative framework with Enterprise M3, Highways England and DfT to ensure that the potential growth prospects for the City of Southampton and the Port of Southampton could be fully realised.

The Board also:

- **Delegated** authority to the Chair and Chief Executive to finalise the geography proposal response template for submission by 28 September 2018.

POST MEETING NOTE:

Further to the meeting, the LEP Chairman provided a final opportunity for a conference call on the submission deadline day (28th September 2018). On the call, an update was provided in relation to the position of Winchester City Council and Enterprise M3 LEP. Board Members noted that the current configuration of the Solent LEP does represent a functional economic area and agreed that this should be reflected in the final submission. The Board also noted the requirements relating to split districts in the LEP Review and, in this event, the Board agreed the following proposal to address the issue of split districts:

- The Board reconfirmed that a coastal alignment and coastal powerhouse proposition (as identified at the Board meeting) is the favoured option and agreed this should continue to be strongly reflected in the revised proposal wording.
- The Board agreed the Solent LEP boundary should be extended to incorporate the whole of the New Forest, and the Enterprise M3 LEP Boundary should be extended to incorporate the whole of East Hampshire, Test Valley and Winchester.
- The Board agreed that the position in relation to boundary changes should be conditional on the basis of the Solent LEP being formally recognised as the lead LEP

	<p>for matters relating to the strategic transport network (including M27, M271 and rail links) across the current Solent LEP area.</p> <ul style="list-style-type: none">• Board Members agreed the response should include a reference to the evidence base demonstrating linkages with Dorset and Winchester.• Board Members agreed a reference should be included to the approach taken by the Solent LEP to the review, including the approach to ensuring the proposal would be that which best served the local economic community the Solent LEP serves.• Board Members delegated authority to the Solent LEP Chairman to agree the final proposal for submission.	
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Meeting closed at 12:20