Wider South East Officer Working Group
Friday 8 December 2017, 14.30 – 16.30
Committee Room 1, City Hall, London
<u>Agenda</u>

1(14.30) **Welcome and Apologies**

2(14.35) **Notes of 5 Sept 2017 Officer Working Group meeting**

- Draft notes for agreement (Chair – Nick Woolfenden, SEEC) – paper attached

3(14.40) **Draft London Plan Consultation**

https://www.london.gov.uk/what-we-do/planning/london-plan/new-london-plan

- Presentation - GLA Planning
- Presentation – Strategic Housing Land Availability Assessment – GLA Planning
- Presentation – Strategic Housing Market Assessment – GLA Housing

4(15.40) **Common Understanding of Evidence**

- LSE Migration Study outcomes - presentation – EELGA
- GLA Employment projections – way forward on assumptions - all

5(16.00) **Annual Summit and Forward Meeting Plan**

- Preparation of next Summit on 26 Jan 2018 - SEEC – paper attached
- Schedule of 2018 meetings - SEEC – part of paper above

6(16.15) **Lobbying Government**

- Infrastructure Priorities – EELGA – paper attached
- Barriers to Housing Delivery – verbal update and next steps – SEEC

7(16.25) **AOB**

Terms of Officer Steering Group and further details about Wider South East Collaboration:
http://www.london.gov.uk/about-us/organisations-we-work/policy-and-infrastructure-collaboration-across-wider-south-east

Item 2 **NOTES OF THE WIDER SOUTH EAST OFFICER WORKING GROUP**
5 September 2017 at 14:00 – 16:00 at City Hall, London

Present:

Richard Hatter, Thurrock Council/ East of England Officer Working Group Chair
Matthew Jericho, Essex County Council
Carolyn Barnes, Bedford Borough Council
Kevin Steptoe, East Hertfordshire District Council
James Cutting, Suffolk County Council
Cinar Altun, East of England LGA

Max Baker, Bracknell Forest District Council
Mark Aplin, Dartford Borough Council
Peter Drake, Hampshire County Council
Alison Bailey, South Bucks and Chiltern District Councils
Sue Janota, Surrey County Council
Catherine Smith, Medway Council
Chris Kenneford, Oxfordshire County Council
Nick Woolfenden, South East England Councils

Steve Barton, London Borough of Ealing
Jennifer Peters, Greater London Authority, Planning
Jorn Peters, Greater London Authority, Planning (Chair)
Josephine Vos, Transport for London

Dominic Curran, Greater London Authority, Housing & Land
Mike Hope, Greater London Authority, GLA Economics
Jeremy Skinner, Greater London Authority, GLA Infrastructure

1. Welcome and Apologies

1.1. Jorn Peters chaired the meeting. He welcomed colleagues and listed apologies from absent colleagues.

2. Notes of the 19 June 2017

2.1. The draft notes of the previous meeting (circulated previously) held on 5 September 2017 were considered accurate and approved.

2.2. With regards action 3.4: The LSE Migration Review is not yet ready for publication, but will be shared as soon as possible.

3. London Plan Review and Common Understanding of Evidence

Regional Employment Projections

3.1. The item was presented by Mike Hope, GLA Economics. Mike advised that the GLA's employment projections for London were published in August 2017 and that they have prepared draft regional-level projections for the Wider South East as well. GLA has offered to publish these projections, subject to views of colleagues in the East and South East, and sign off of the assumptions.

3.2. Mike Hope highlighted that the GLA uses a productivity trend methodology because it is relatively stable over a longer period, and stressed these are projections not forecasts. Group members were pointed specifically to the assumptions contained in the report.

3.3. **ACTION: It was agreed that there would be workshop/meeting to discuss the projections and assumptions and that SEEC and EELGA will name representatives to attend that meeting within two weeks.**

3.4. **ACTION: Group members to recommend relevant consultants that should be invited to the meeting.**

Scope of emerging draft London Housing Strategy

3.5. Dominic Curran, GLA presented on the draft London Housing Strategy which is due for publication on 6 September 2017. The Housing Strategy is focused on delivery of housing in London and does not deal with housing beyond London's boundary. It was acknowledged however that the London housing market has implications beyond its administrative boundaries. The consultation is open for 3 months until 7 December 2017.

3.6. The strategy is expected to be adopted in the Spring/Summer 2018 after it is signed off by the Secretary of State. This strategy precedes the London Plan consultation, but is developed in close collaboration with the London Plan. There is a focus by the GLA on ensuring consistency across the various strategies.

3.7. It was also mentioned that the London Environment Strategy is out for consultation, and the Economic Development Strategy will be published in the Autumn.

3.8. **ACTION: Group members to consider responding to emerging Mayoral Strategies mentioned above.**

London Plan and potential willing partners for growth

3.9. Jorn Peters provided an update on the London Plan consultation, highlighting that the GLA is trying very hard to meet its housing demand within London. The GLA will try to issue regional figures on supply and demand by the end of September 2017. It is however likely that the SHLAA and SMAA figures will not be published until the end of November 2017 (around the same time as the London Plan consultation).

3.10. Jorn Peters advised that whilst they are unable to confirm the final assessment of London's housing supply, they see it as prudent to plan for longer-term contingencies and continue their search for willing partners to help accommodate London's growth beyond its boundaries where there are mutual benefits. The GLA is keen to identify authorities that want to work with London and would like regional associations such as SEEC and EELGA to help facilitate this. Part of the deal for willing partners could include collaboration on economic development and locating jobs outside of London.

3.11. Colleagues from across the East and South East made the following points:

- There may be merit in a formal call for willing partners by the GLA.

- The list of councils and other organisations that the GLA is talking to implies that willing partner discussions took place at all of these meetings, however, several were not specifically about individual willing partners.
- Timing is also important in terms of London Plan preparation, as local councils are also tackling local challenges on growth, so may not necessarily be ready to discuss willingness for additional growth with the GLA at the current time.
- Thought needs to be given to the impact of the willing-partners policy on the Delivery Tests, and the mechanics need to be identified, so that the policy is deliverable and credible.
- Also need to understand what the willing partner 'deal' is, i.e. what the Mayor is asking for from, and offering to, councils beyond London's boundary.
- The 13 WSE Strategic Infrastructure Priorities identified for joint lobbying had been agreed by politicians as a way to support existing transport deficits and/or planned growth needs, rather than help London meet future unmet housing need.

3.12. Jorn Peters and Jennifer Peters advised that:

- Conversations with WSE partners are taking place at different levels depending on the interest / driving force at individual authorities and opportunities arising from Local Plan consultations. The GLA may be prepared to supplement that witha more coordinated approach if that can be devised and agreed.
- The offer is to work with councils to deliver infrastructure to support housing and businesses development. The GLA also offered to collaborate on the Housing Infrastructure Fund bids and there is some joint working underway.
- The GLA understands that many authorities are unwilling or unable due to constraints to take further growth on top of existing high levels of planned growth, this information is still useful for London and individual discussions.
- The GLA would be interested in EELGA and SEEC facilitating these conversations with councils outside London.
- The call for willing partners could be included in London Plan consultation.
- The proposed work with willing partners is a long-term policy approach.
- The GLA is still working on reducing the gap in housing supply within London as far as possible. It will also be challenging to deliver the proposed levels of growth given historical trends in terms of completion levels.
- DCLG are positive about the GLA's not pushing councils to take London's growth and legal advice on the policies contained in the London Plan have been sought.
- There will be no further opportunity for reviewing London Plan WSE policy ahead of the start of the public consultation later in the year. It is going through the GLA's internal processes and comments thus far have been taken into consideration.

3.13. **ACTION: Group members to consider collaboration with the GLA on HIF bids – expressions of interest to the GLA within one week.**

4. Strategic Infrastructure Improvements

4.1. Cinar Altun presented officer work preparations for the WSE Political Steering Group Leaders meeting with the Transport Secretary on 11 October 2017. Key messages were discussed and agreed, subject to further evidence and detailed asks being developed.

4.2. Jorn Peters circulated a new draft WSE diagram showing the Strategic Infrastructure Priorities in a different style for consideration by group members for future use.

4.3. Josephine Vos, TfL, sought further feedback on the Mayor's Transport Strategy (MTS), which had been presented to the previous meeting. It was highlighted that the WSE is relevant across a range of MTS topics including for example ticketing. It was also suggested to update the WSE map in the MTS.

4.4. **ACTION: EELGA leading - continue preparation for the Meeting with the Transport Secretary. Group Members should provide input within one week, in particular on individual schemes to inform the briefing for the WSE political leaders attending.**

4.5. **ACTION: Group members to consider the new style WSE diagram providing comments to GLA within one week.**

4.6. **ACTION: Group members to consider responding to the draft MTS.**

5. Tackling Barriers to Housing Delivery

5.1. Nick Woolfenden presented the letter sent to Alok Sharma MP, the new Minister for Housing and Planning. A response to this letter is awaited.

5.2. Group members highlighted that a new methodology for calculating Objectively Assessed Need is likely to be published shortly for consultation by DCG.

6. Wider South East Summit

6.1. Nick Woolfenden presented the item, the date of the Summit will be 26 January 2018.

6.2. Officers agreed that the London Plan will be the main focus of the Summit and that the previously used interactive format is preferred.

6.3. **ACTION: SEEC leading - continue making required arrangements for the Summit.**

7. AOB

7.1. There was no other business.

DATE OF NEXT MEETING: 8 December 2017 at 14:30 at City Hall, Committee Room 1.

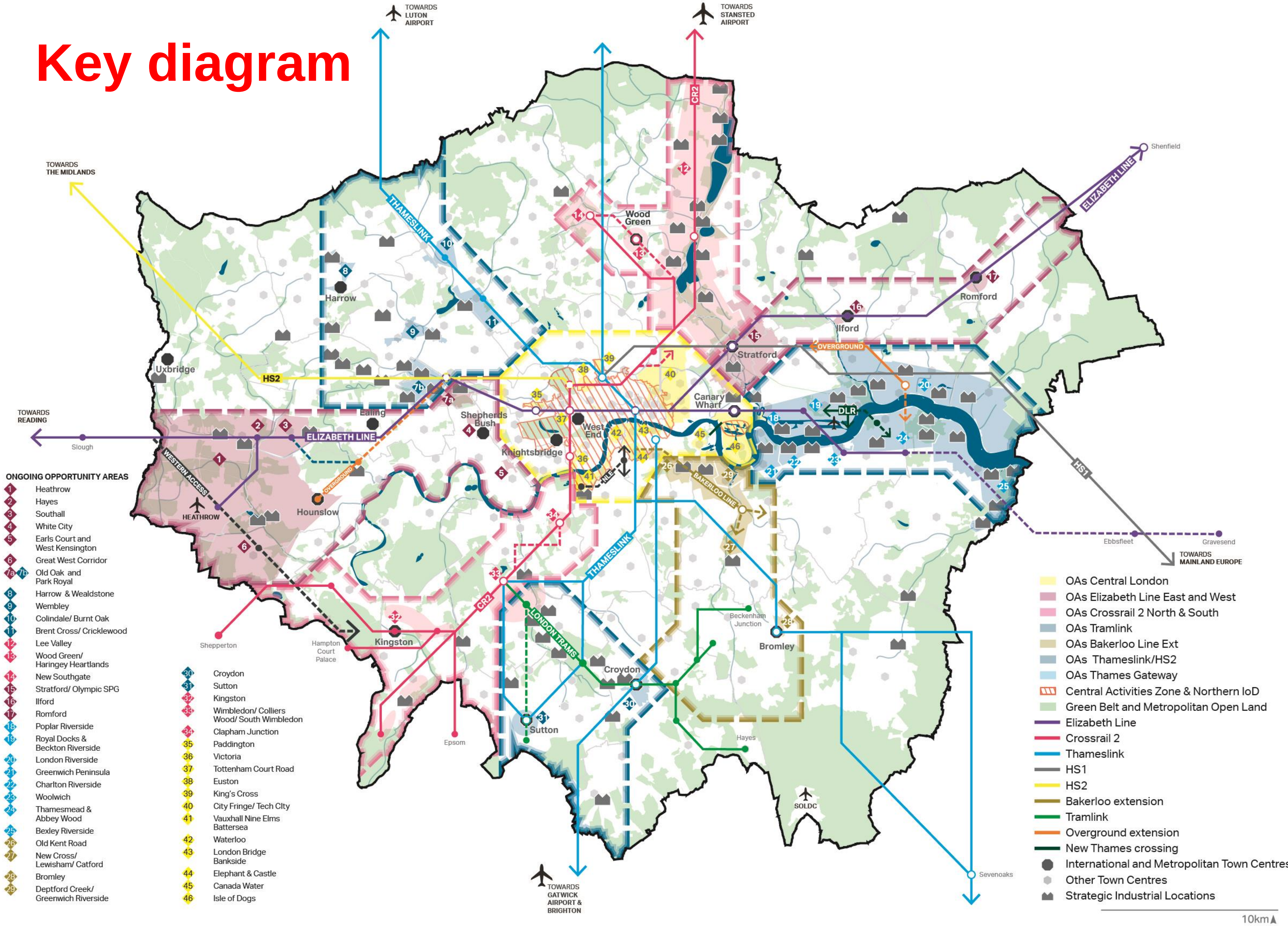
The New London Plan

… and the Wider South East

At the centre of the New London Plan: Good Growth policies

1. Building strong and inclusive communities
2. Making the best use of land
3. Creating a healthy city
4. Delivering the homes Londoners need
5. Growing a good economy
6. Increasing efficiency
   and resilience

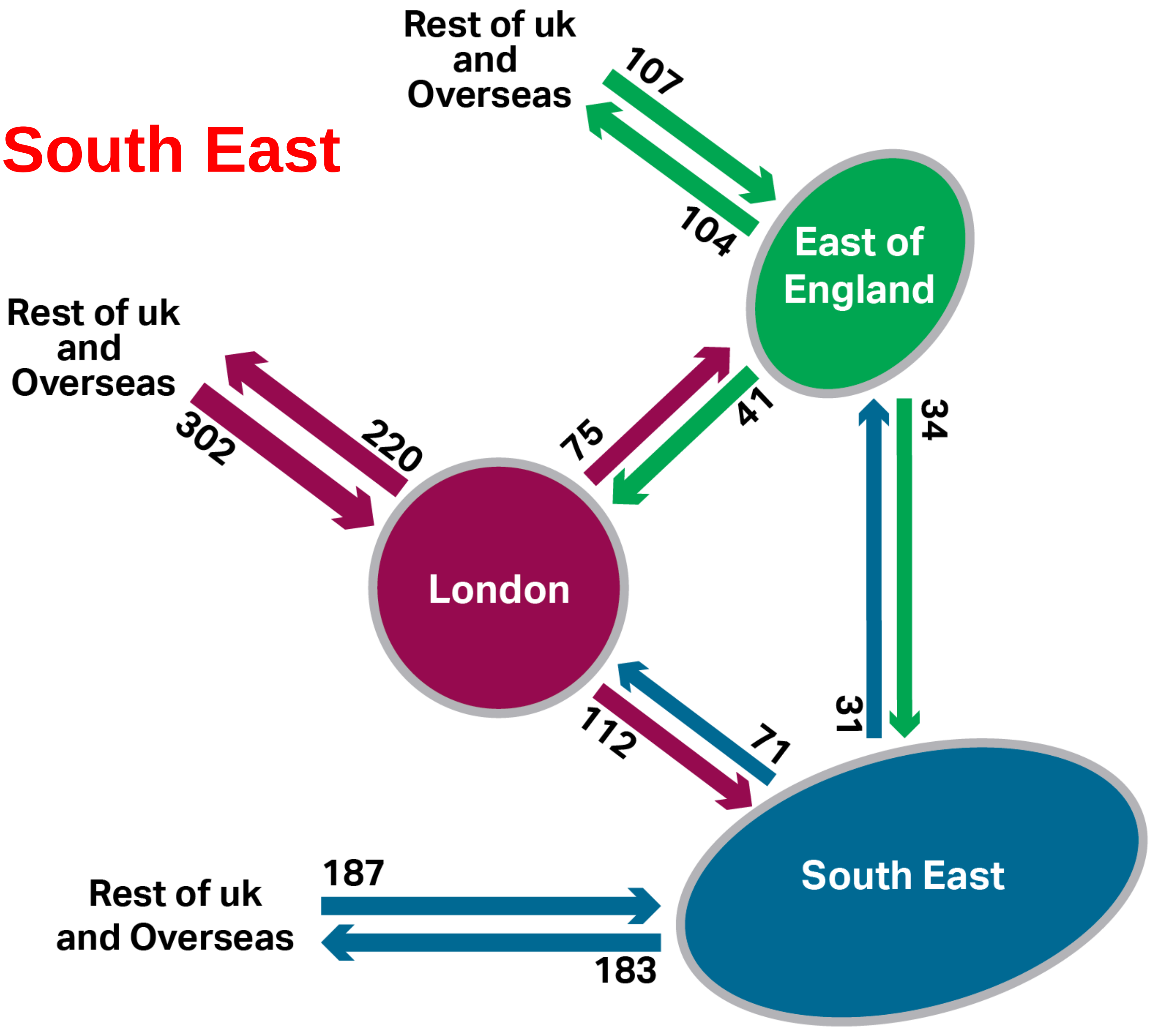
Key diagram



TOWARDS LUTON AIRPORT
TOWARDS STANSTED AIRPORT
TOWARDS THE MIDLANDS
TOWARDS READING
TOWARDS MAINLAND EUROPE
TOWARDS GATWICK AIRPORT & BRIGHTON
Shenfield
Slough
Ebbsfleet
Gravesend
Shepperton
Hampton Court Palace
Epsom
Sevenoaks
SOLDC
HEATHROW
Uxbridge
Harrow
Ealing
Shepherds Bush
Knightsbridge
West End
Wood Green
Stratford
Canary Wharf
Ilford
Romford
Hounslow
Kingston
Croydon
Sutton
Bromley
Beckenham Junction
Hayes
THAMESLINK
ELIZABETH LINE
HS2
HS1
CR2
OVERGROUND
DLR
NLE
WESTERN ACCESS
BAKERLOO LINE
LONDON TRAMS
ONGOING OPPORTUNITY AREAS
1 Heathrow
2 Hayes
3 Southall
4 White City
5 Earls Court and West Kensington
6 Great West Corridor
7a 7b Old Oak and Park Royal
8 Harrow & Wealdstone
9 Wembley
10 Colindale/ Burnt Oak
11 Brent Cross/ Cricklewood
12 Lee Valley
13 Wood Green/ Haringey Heartlands
14 New Southgate
15 Stratford/ Olympic SPG
16 Ilford
17 Romford
18 Poplar Riverside
19 Royal Docks & Beckton Riverside
20 London Riverside
21 Greenwich Peninsula
22 Charlton Riverside
23 Woolwich
24 Thamesmead & Abbey Wood
25 Bexley Riverside
26 Old Kent Road
27 New Cross/ Lewisham/ Catford
28 Bromley
29 Deptford Creek/ Greenwich Riverside
30 Croydon
31 Sutton
32 Kingston
33 Wimbledon/ Colliers Wood/ South Wimbledon
34 Clapham Junction
35 Paddington
36 Victoria
37 Tottenham Court Road
38 Euston
39 King's Cross
40 City Fringe/ Tech City
41 Vauxhall Nine Elms Battersea
42 Waterloo
43 London Bridge Bankside
44 Elephant & Castle
45 Canada Water
46 Isle of Dogs
OAs Central London
OAs Elizabeth Line East and West
OAs Crossrail 2 North & South
OAs Tramlink
OAs Bakerloo Line Ext
OAs Thameslink/HS2
OAs Thames Gateway
Central Activities Zone & Northern IoD
Green Belt and Metropolitan Open Land
Elizabeth Line
Crossrail 2
Thameslink
HS1
HS2
Bakerloo extension
Tramlink
Overground extension
New Thames crossing
International and Metropolitan Town Centres
Other Town Centres
Strategic Industrial Locations
10km

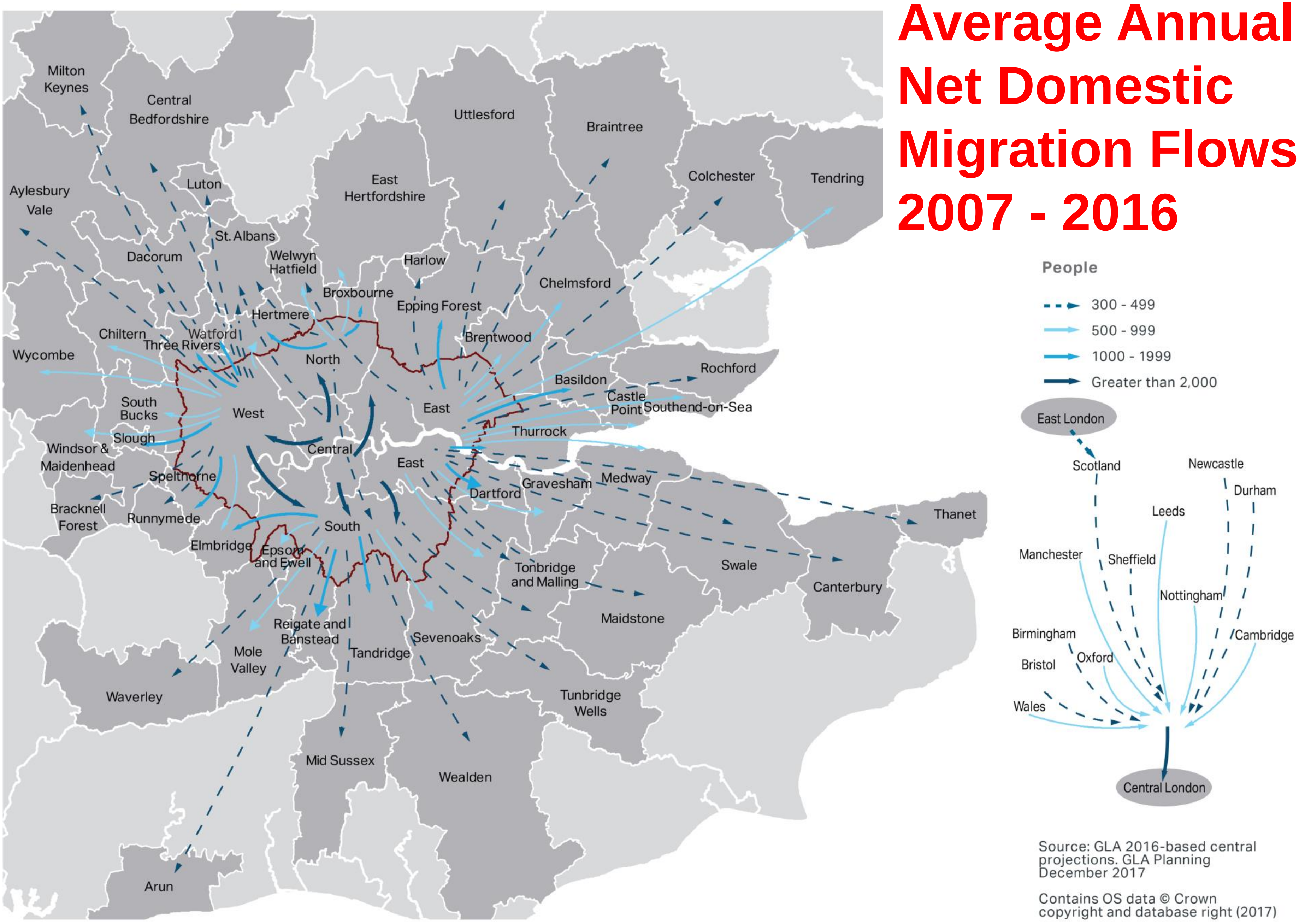
The Wider South East (WSE)

Average Annual Gross Migration Flows 2016 - 2041



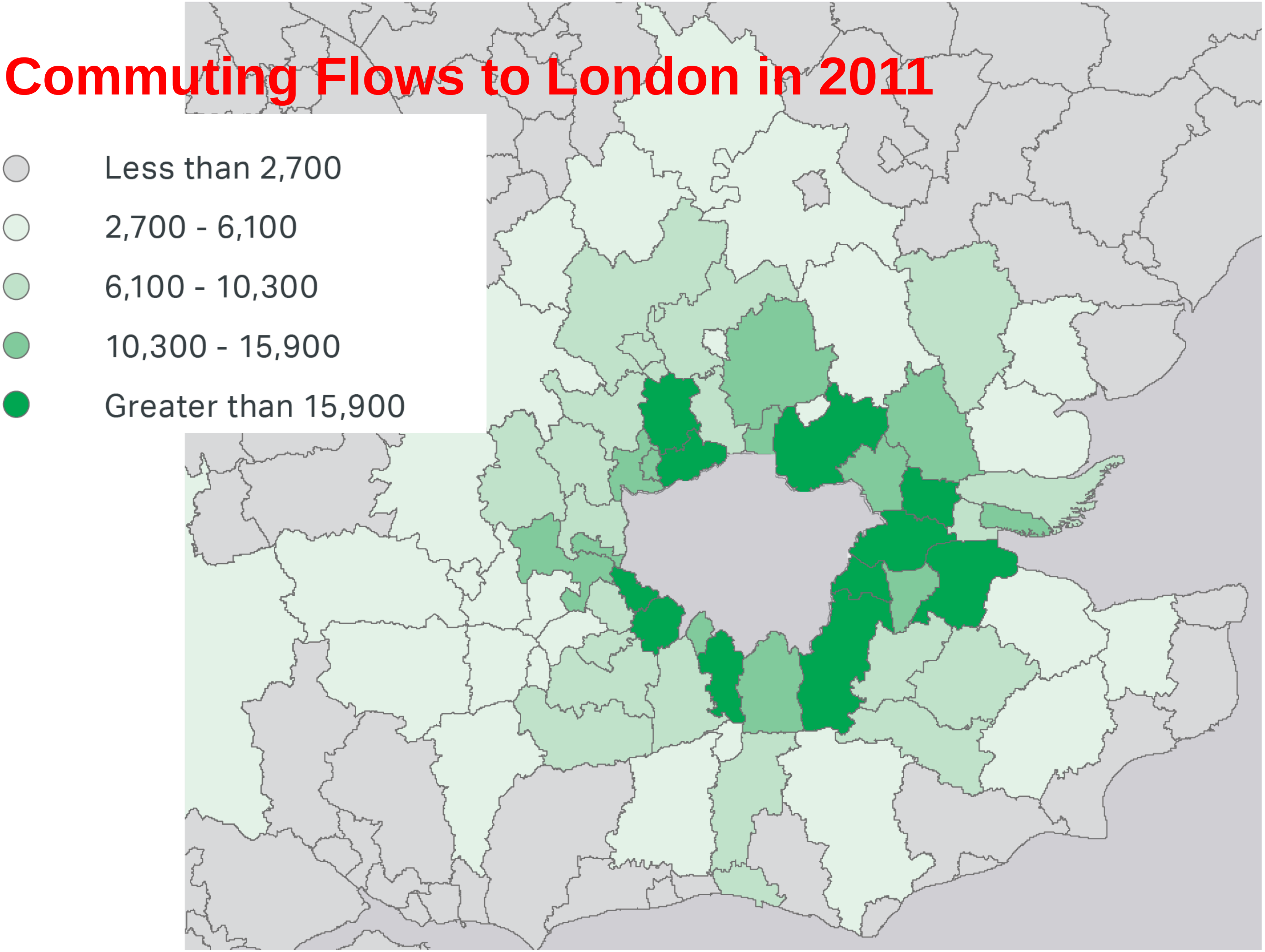
Source: GLA, 2016-based central projections - population in thousand

Average Annual Net Domestic Migration Flows 2007 - 2016

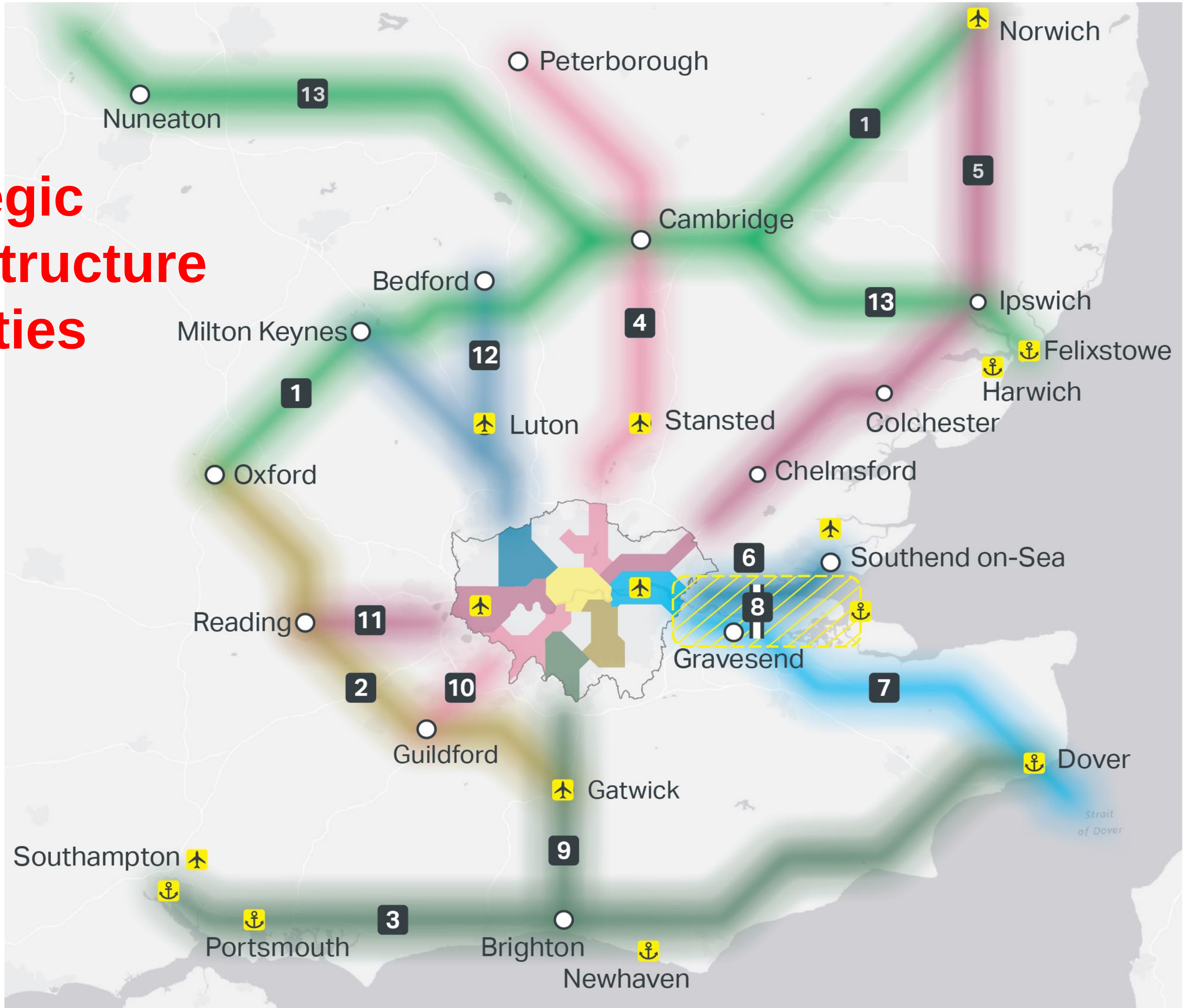


Source: GLA 2016-based central projections. GLA Planning December 2017

Commuting Flows to London in 2011



Initial Strategic Infrastructure Priorities



SD3 - Growth Locations in the Wider South East and beyond

The Mayor

- works with partners to realise wider city region's potential through investment in strategic infrastructure to support housing and business development – to meet need and secure mutual benefits
- supports recognition of these growth locations in relevant Local Plans.

SD2 - Collaboration in the Wider South East (*summary*)

The Mayor

- works with partners across WSE to find solutions to shared strategic concerns related to housing, infrastructure, economic prosperity, the environment, freight and substitution of business/industrial capacity where mutual benefits can be achieved
- supports joint working to ensure plan-making is informed by consistent technical evidence
- supports long-term trends in migration

The New London Plan Process

Timetable 1st December 2017 - 2 March 2018
Draft London Plan consultation

- Autumn 2018: examination in public (EiP)
- Autumn 2019: publication (adoption)

Consultation Info londonplan@london.gov.uk

- www.london.gov.uk/new-london-plan

Wider South East Info jorn.peters@london.gov.uk

- www.london.gov.uk/about-us/organisations-we-work/policy-and-infrastructure-collaboration-across-wider-south-east

LONDON STRATEGIC HOUSING LAND AVAILABILITY ASSESSMENT 2017

Andrew Russell
Senior Strategic Planner
Greater London Authority
24 November 2017

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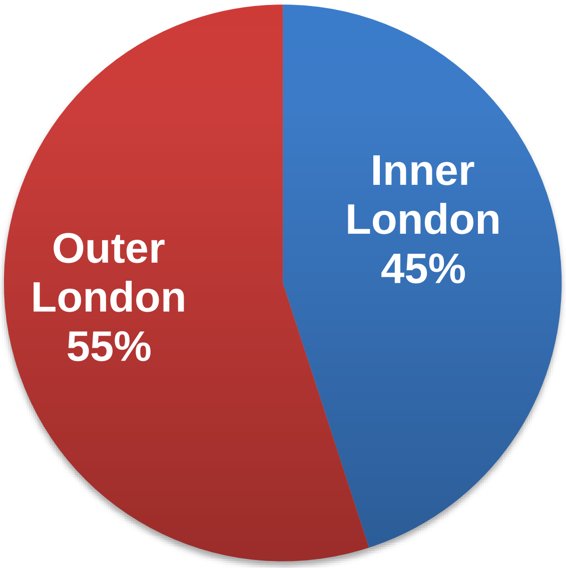
Introduction

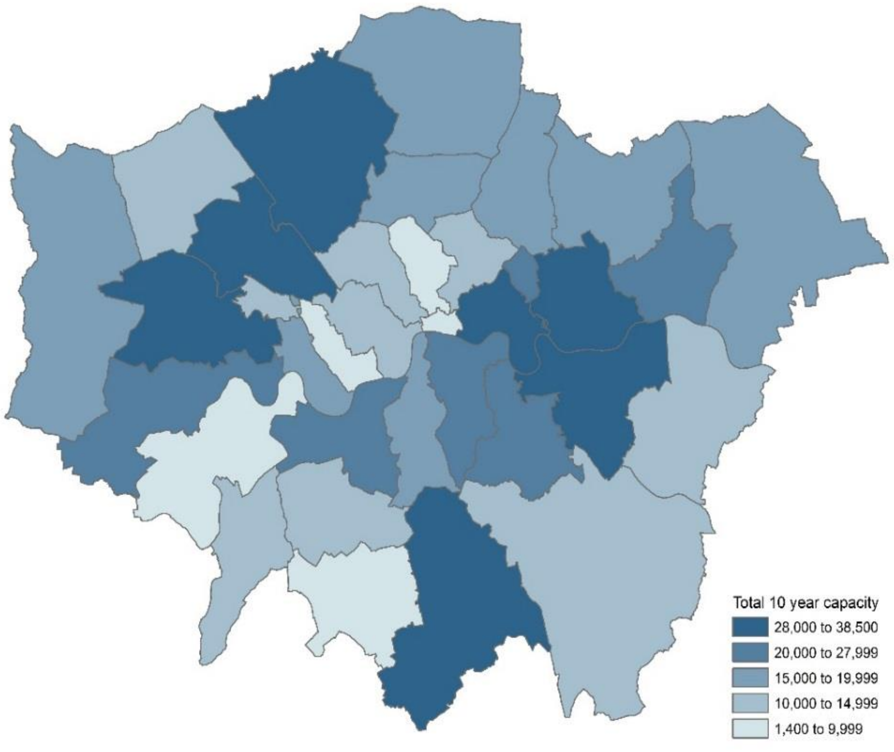
- Summary of the overall capacity findings of the SHLAA
  - Large sites (0.25 hectares and more in size)
  - Small sites (below 0.25 ha)
  - Non-self contained accommodation

- Reasons for additional capacity being identified

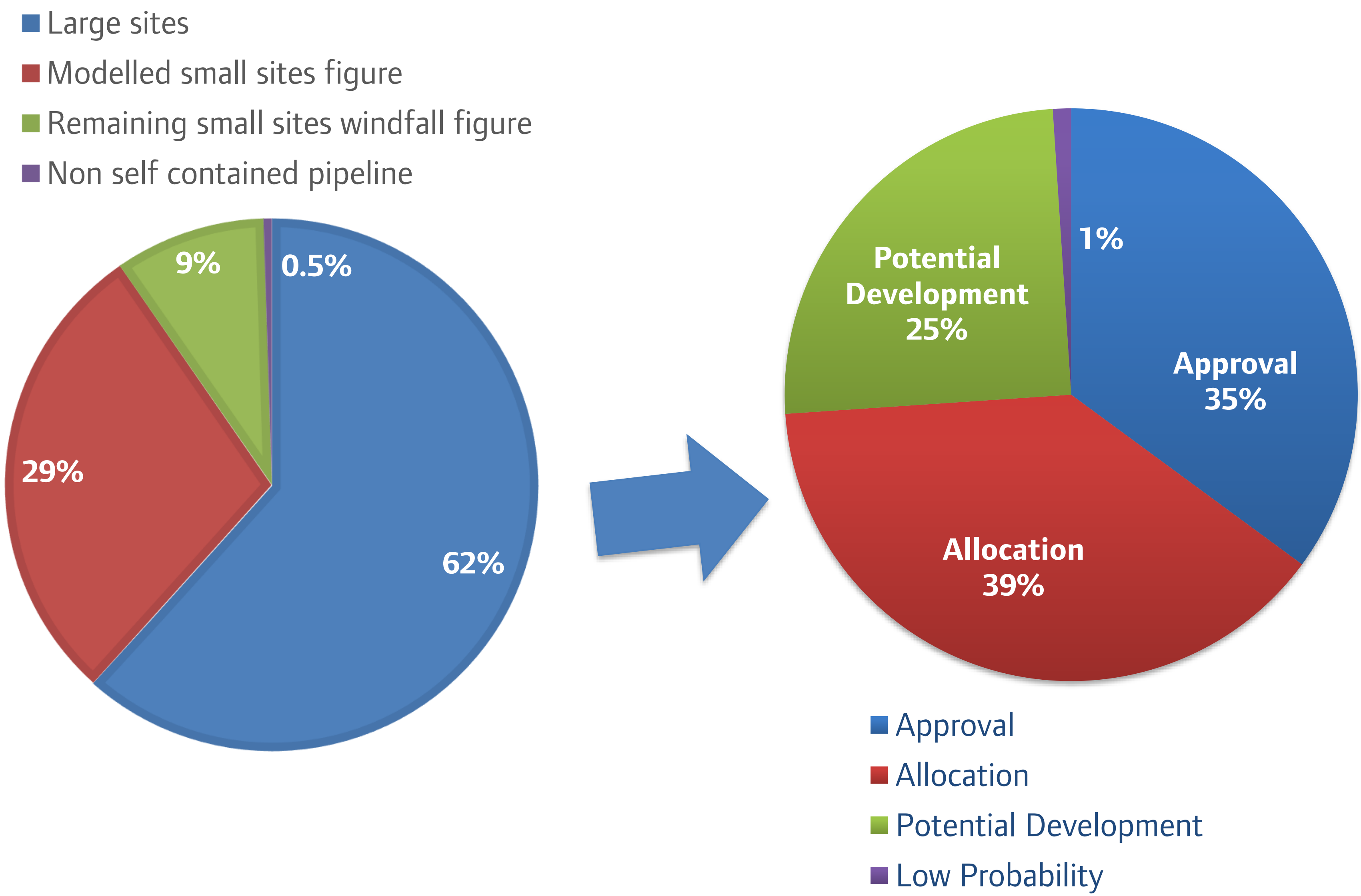
Overall housing capacity findings

- Potential for **649,350 homes** over 10 years from 2019/20
- Annualised - capacity for **64,935 homes a year**
- 99% of SHMA need figure

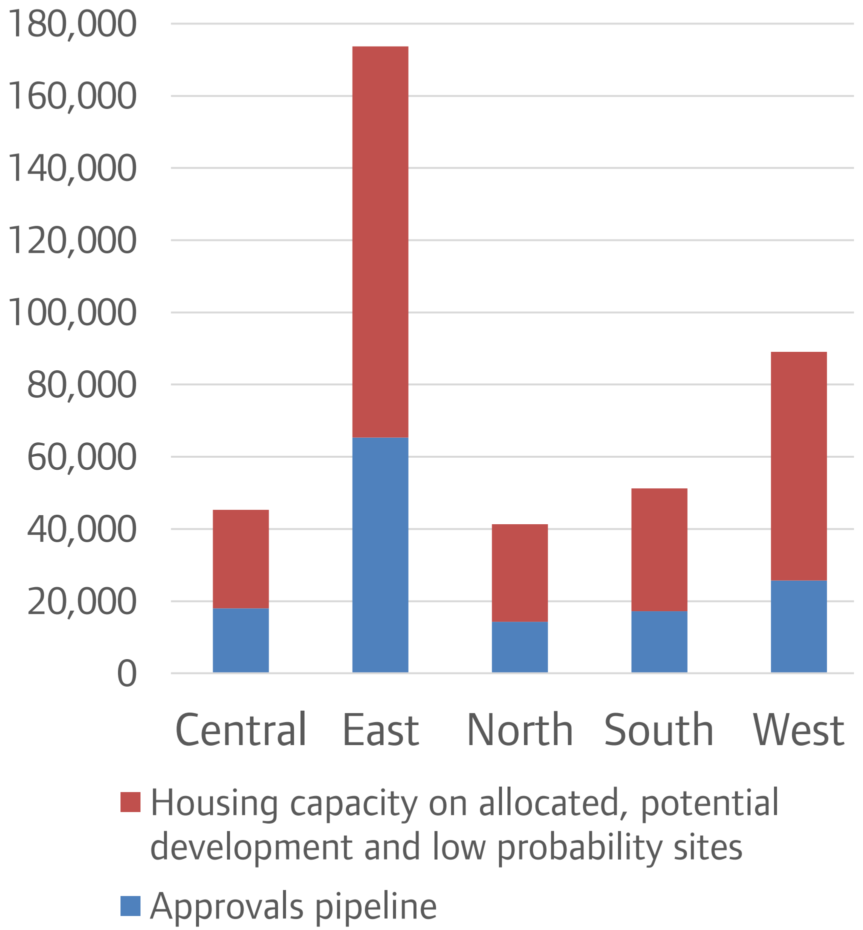


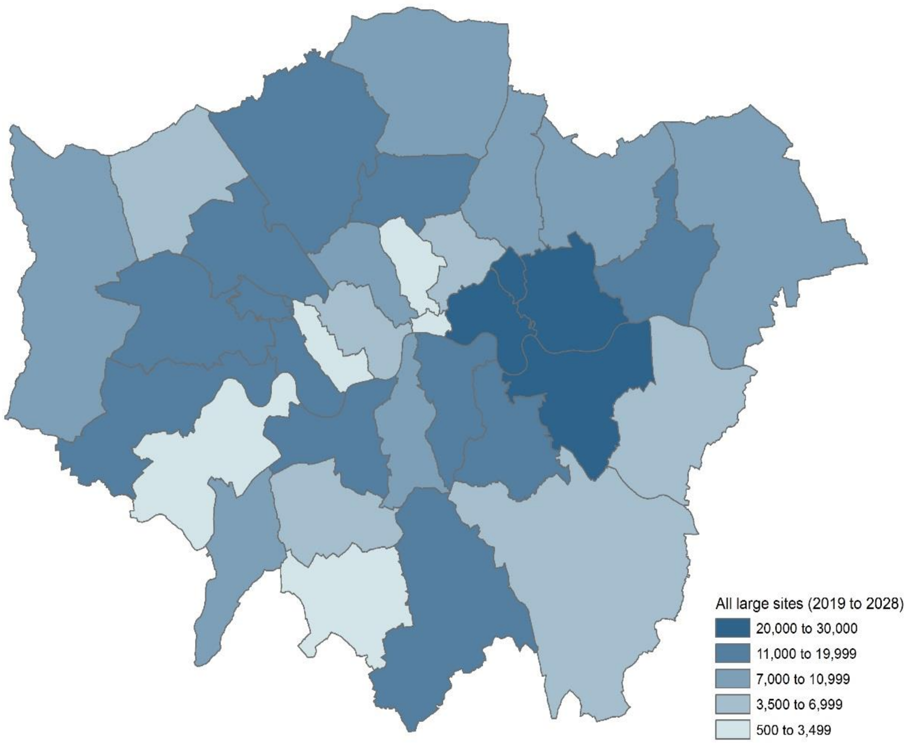


Components of overall housing capacity



Spatial location of large site capacity





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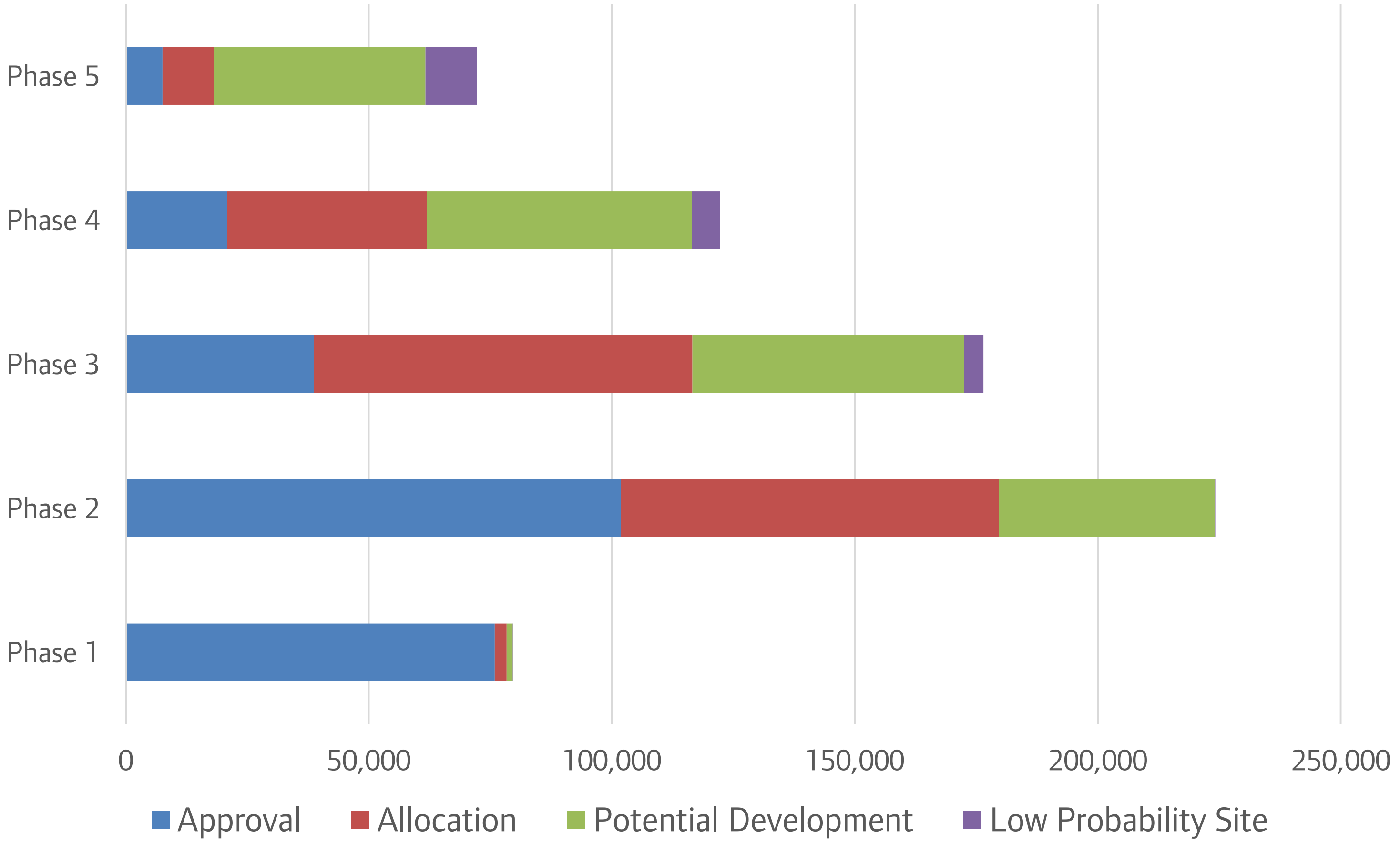
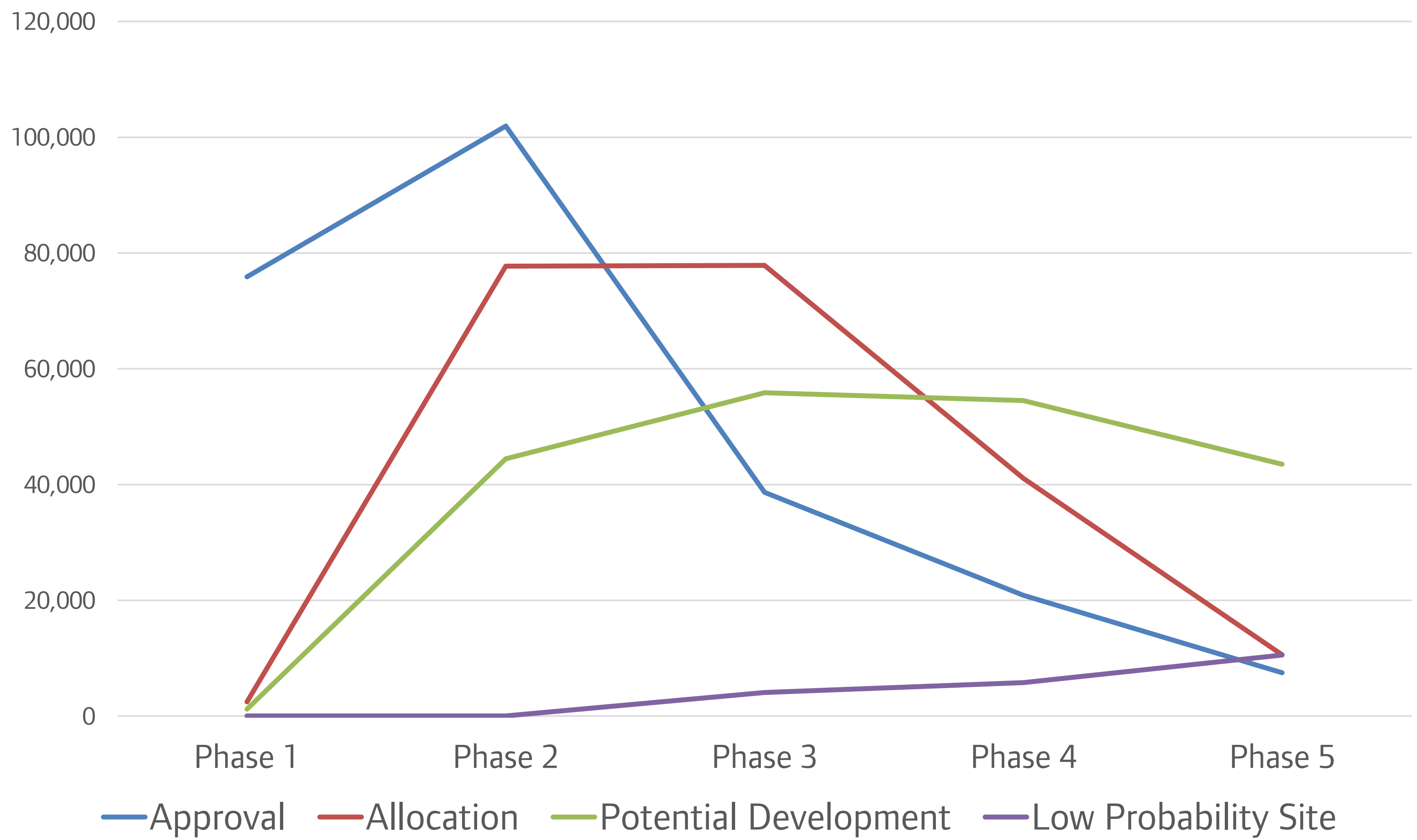
Phasing on large sites



Phase 1	Phase 2	Phase 3	Phase 4	Phase 5
2017/18 to 2018/19	2019/20 to 2023/24	2024/5 to 2028/29	2029/30 to 2033/34	2034/5 to 2040/41



Phase 1	Phase 2	Phase 3	Phase 4	Phase 5
2017/18 to 2018/19	2019/20 to 2023/24	2024/5 to 2028/29	2029/30 to 2033/34	2034/5 to 2040/41

Large site methodology

Potential sites

Site area X % of site assumed to be in residential use X Density X Probability % = Constrained housing capacity

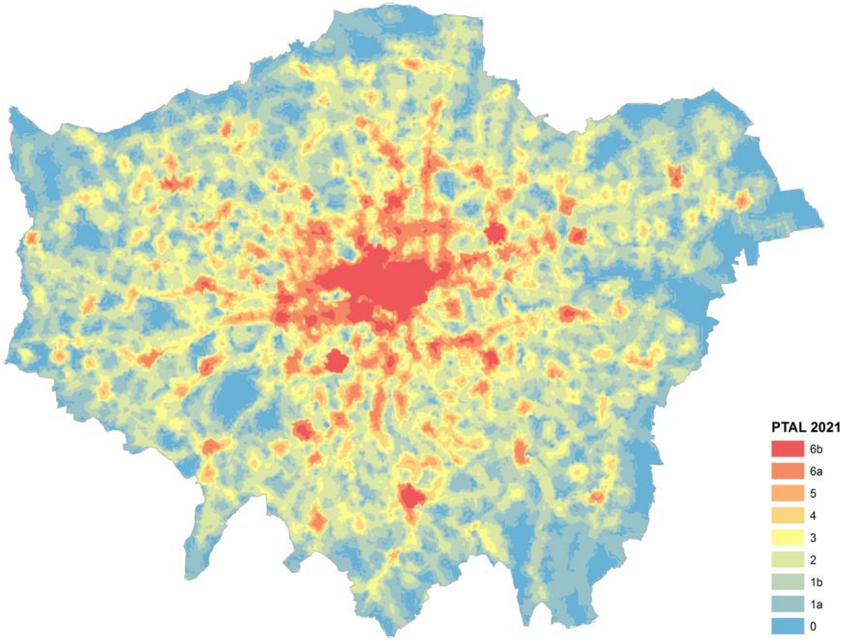
Site allocations

Site area X % of site assumed to be in residential use X Density = Housing capacity

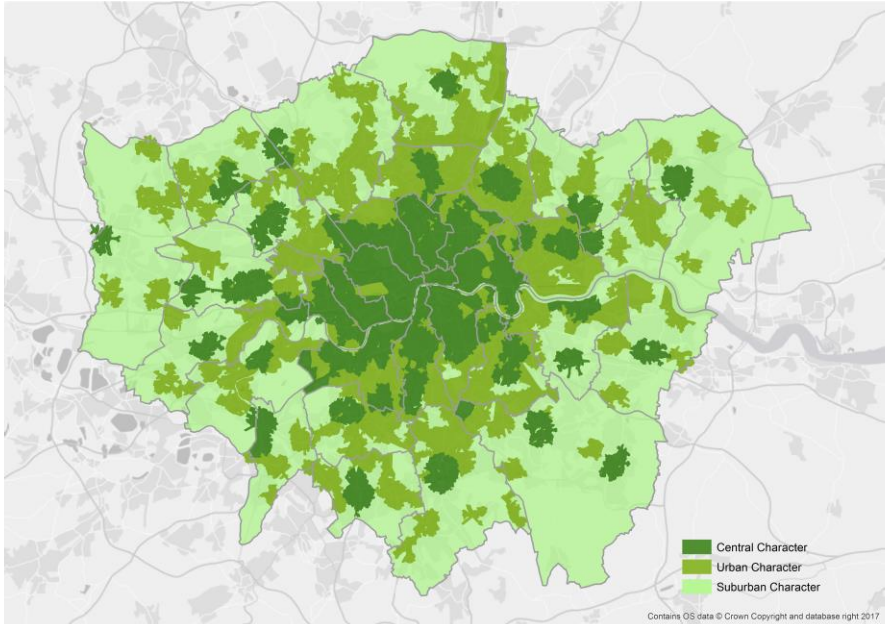
How do we assess large site capacity?

Notional capacity & density

Public transport access levels



Setting/ character



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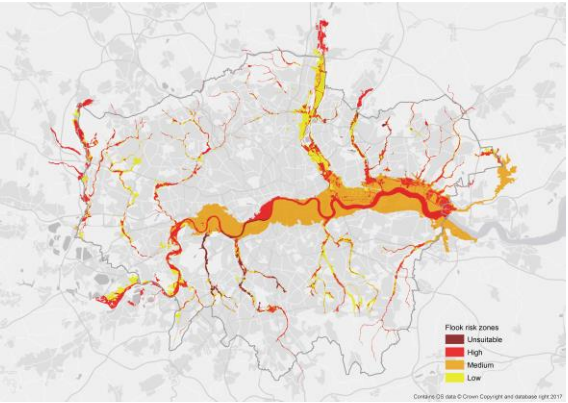
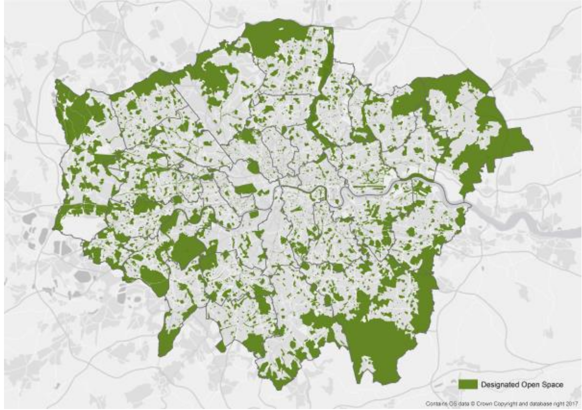
How do we assess large site capacity?

Planning policy constraints	• Designated open space • Strategic Industrial Land (SIL) • Locally Significant Industrial Locations (LSILs) • Other protected industrial/employment sites • Safeguarded Wharves
Environmental Constraints	• Flood Risk • Aircraft noise pollution • Health and Safety Executive consultation zones • Pylons/High voltage power lines
Delivery constraints	• Land ownership • Local Infrastructure • Contamination

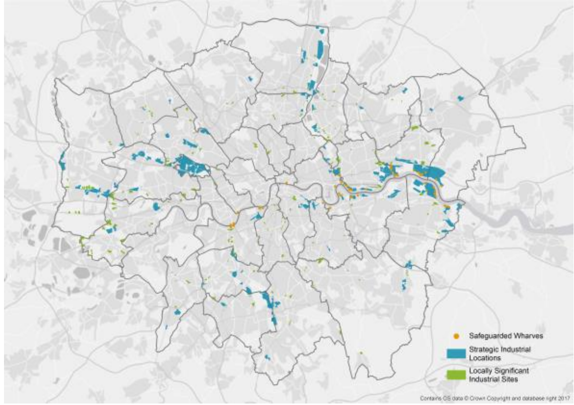
Environmental constraints



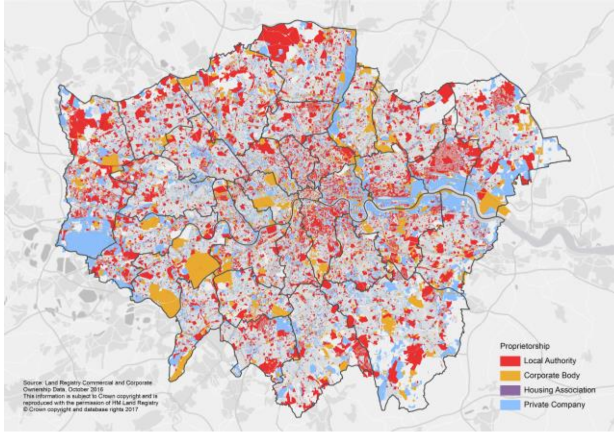
Designated open space



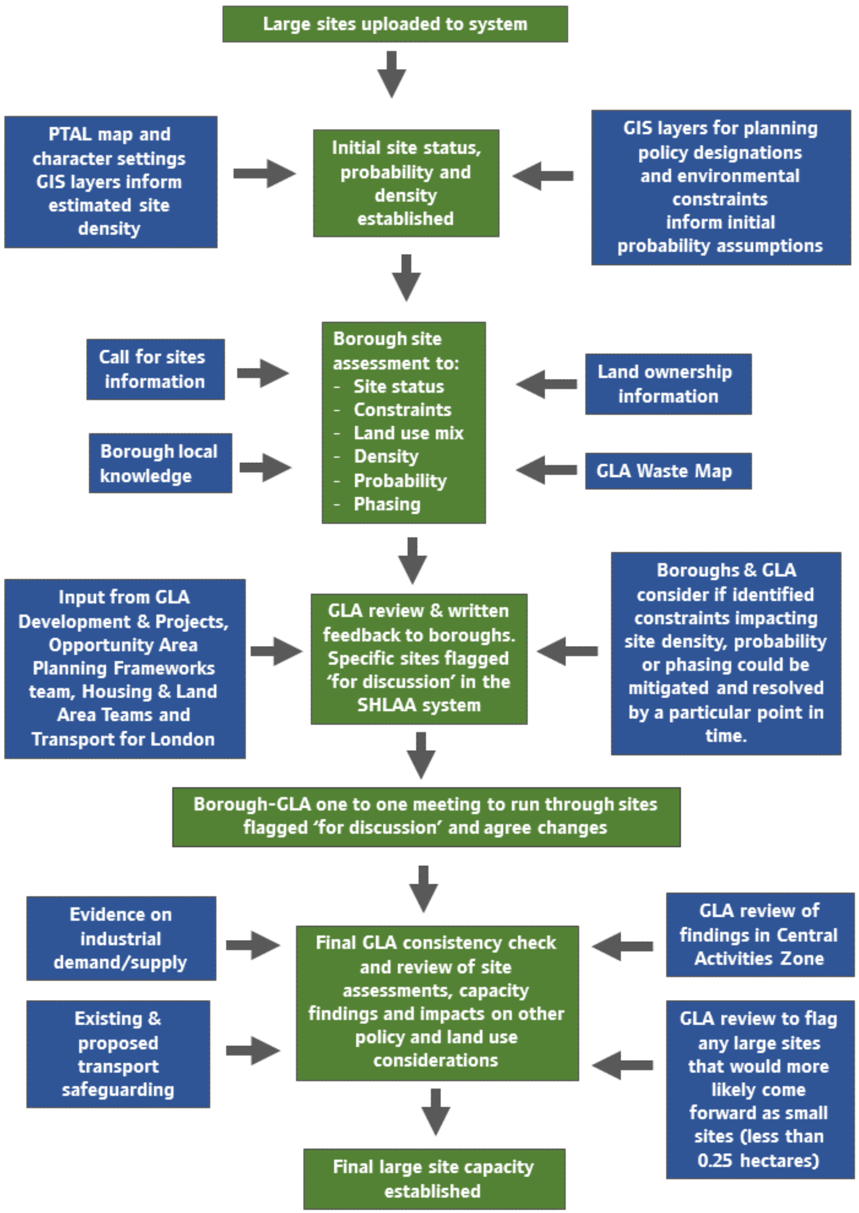
Industrial land



Ownership



Large site assessment process



11,000 large sites loaded into SHLAA system

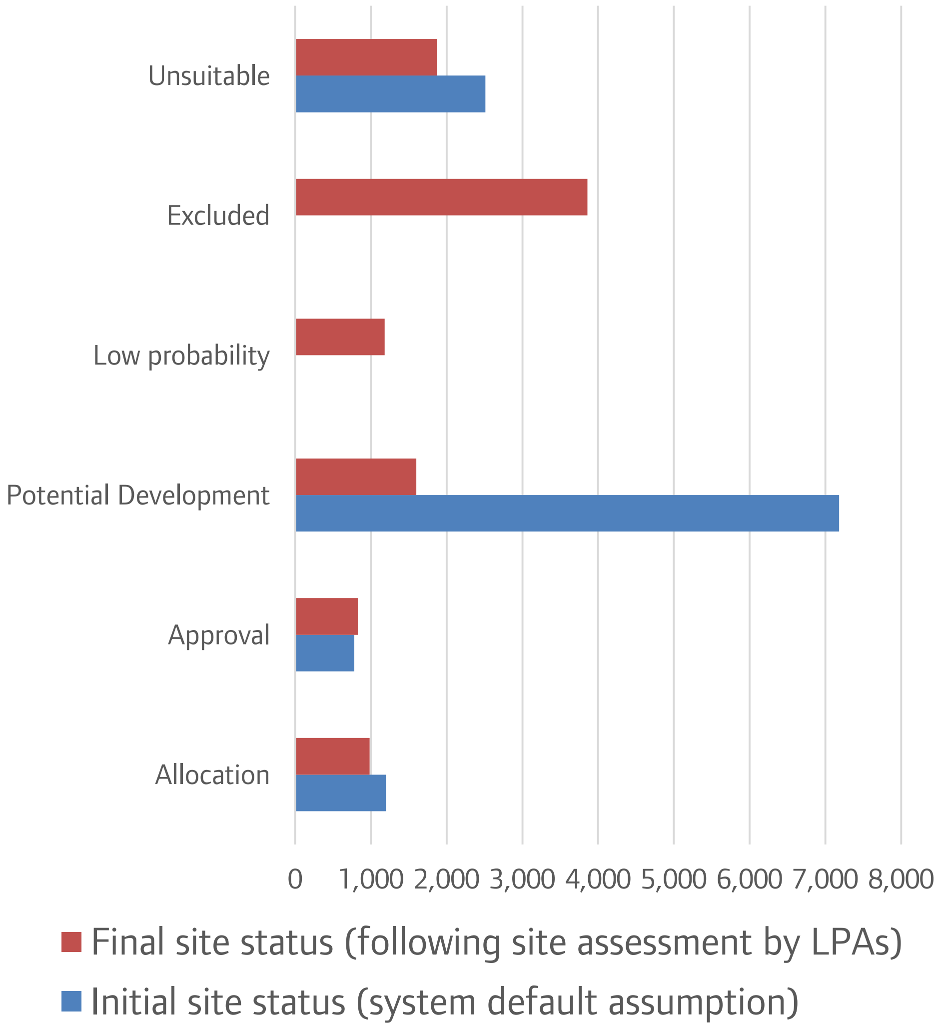
Initial status/ capacity based on methodology & system defaults

Borough site assessment & changes

GLA review, feedback & one to one meeting

Final pan-London GLA review

Final status before and after the borough site assessment



status	sites	percentage
Approvals	982	8%
Allocations	825	7%
Potential development	1,601	14%
Low Probability	1,180	10%
Excluded	3,860	33%
Unsuitable	1,872	16%
Deleted	1,351	12%
Total	11,671	100%

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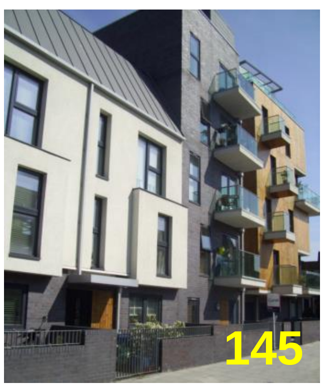
Standard density assumptions

PTAL	0 to 1	2 to 3	4 to 6
Suburban	65	80	115
Urban	80	145	225
Central	100	210	355

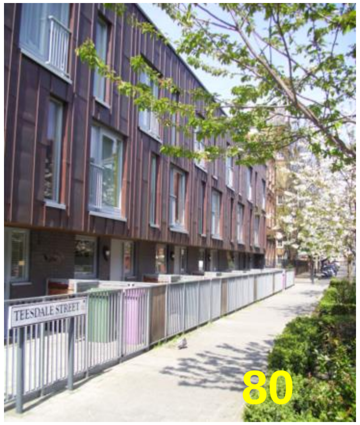


Town centres

PTAL	0 to 1	2 to 3	4 to 6
Suburban	-	-	-
Urban	95	170	260
Central	110	240	405

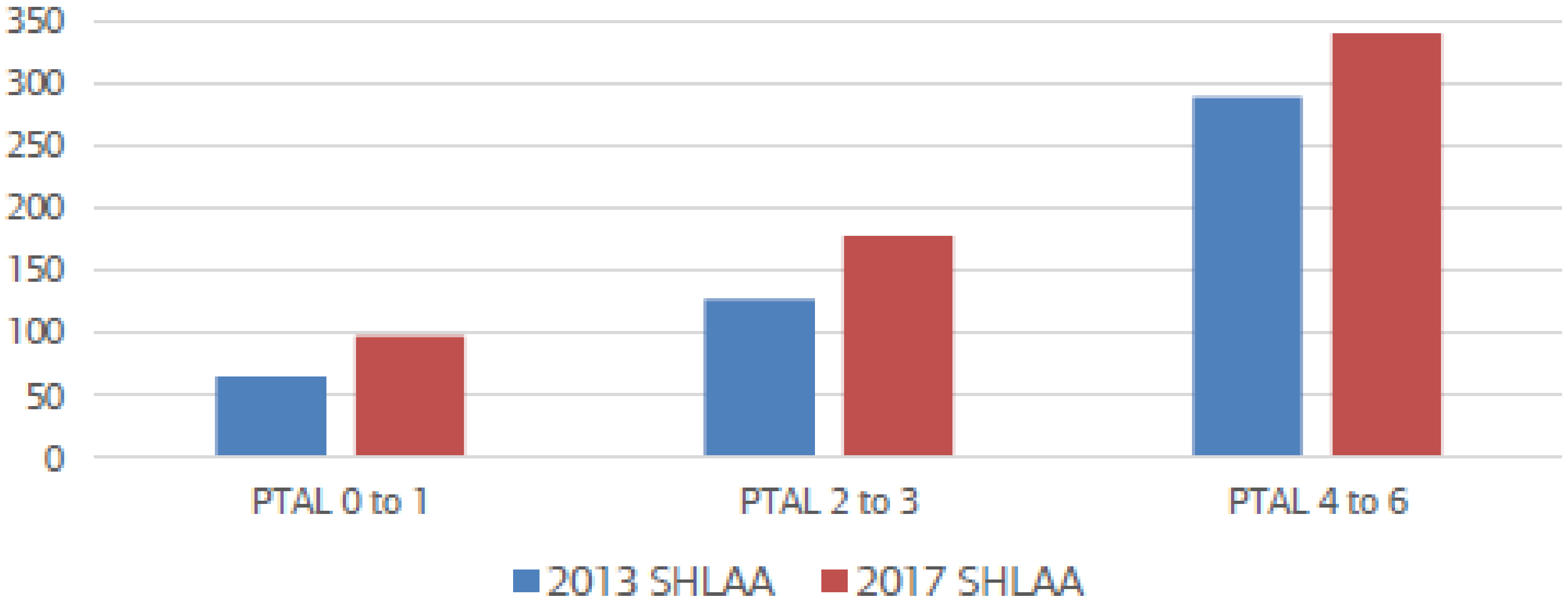
Opportunity areas

PTAL	0 to 1	2 to 3	4 to 6
Suburban (**becomes urban**)	80	145	225
Urban (**becomes central**)	100	210	355
Central (**becomes central +**)	**250**	**350**	**450**



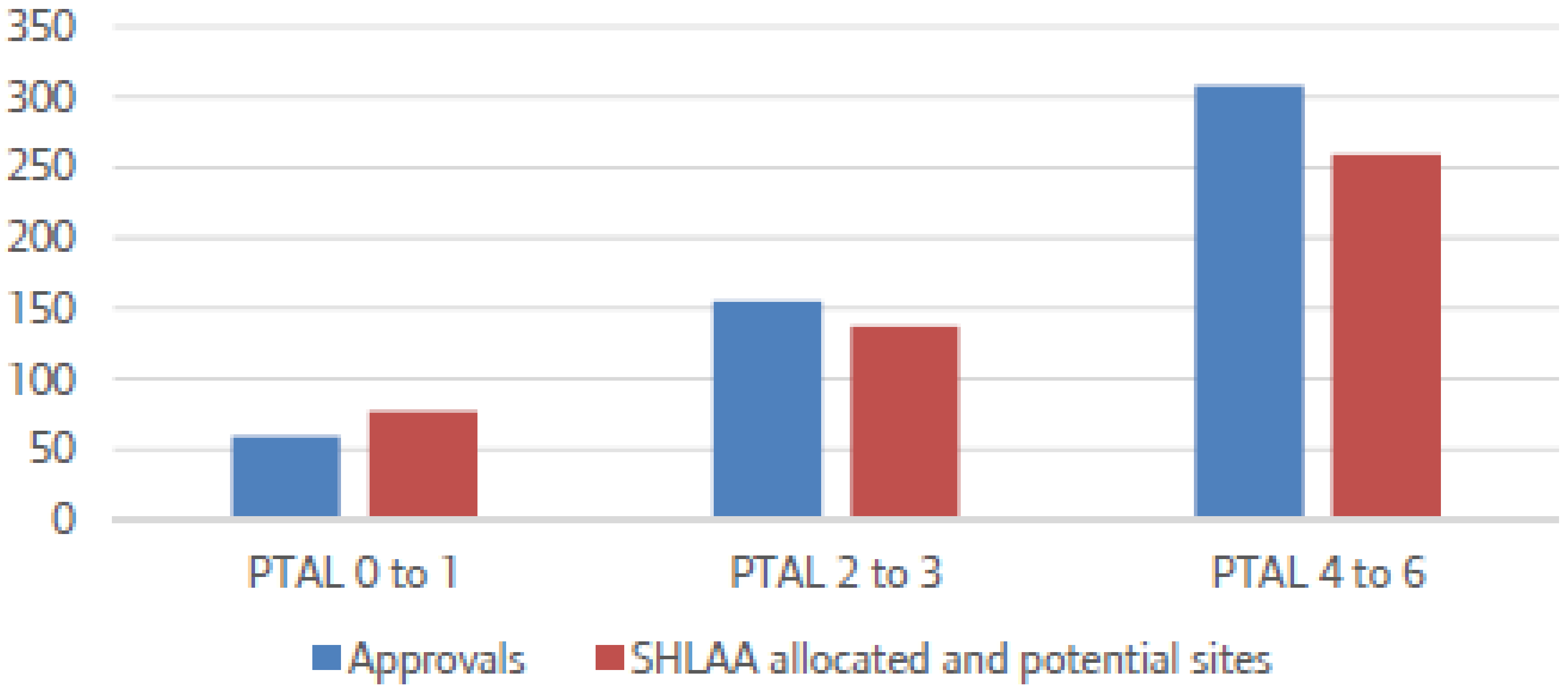
2017 SHLAA densities compared to the previous 2013 SHLAA study?

Figure 9.4 – average densities by PTAL range on large sites (allocated and potential development) in the 2013 SHLAA and the 2017 SHLAA



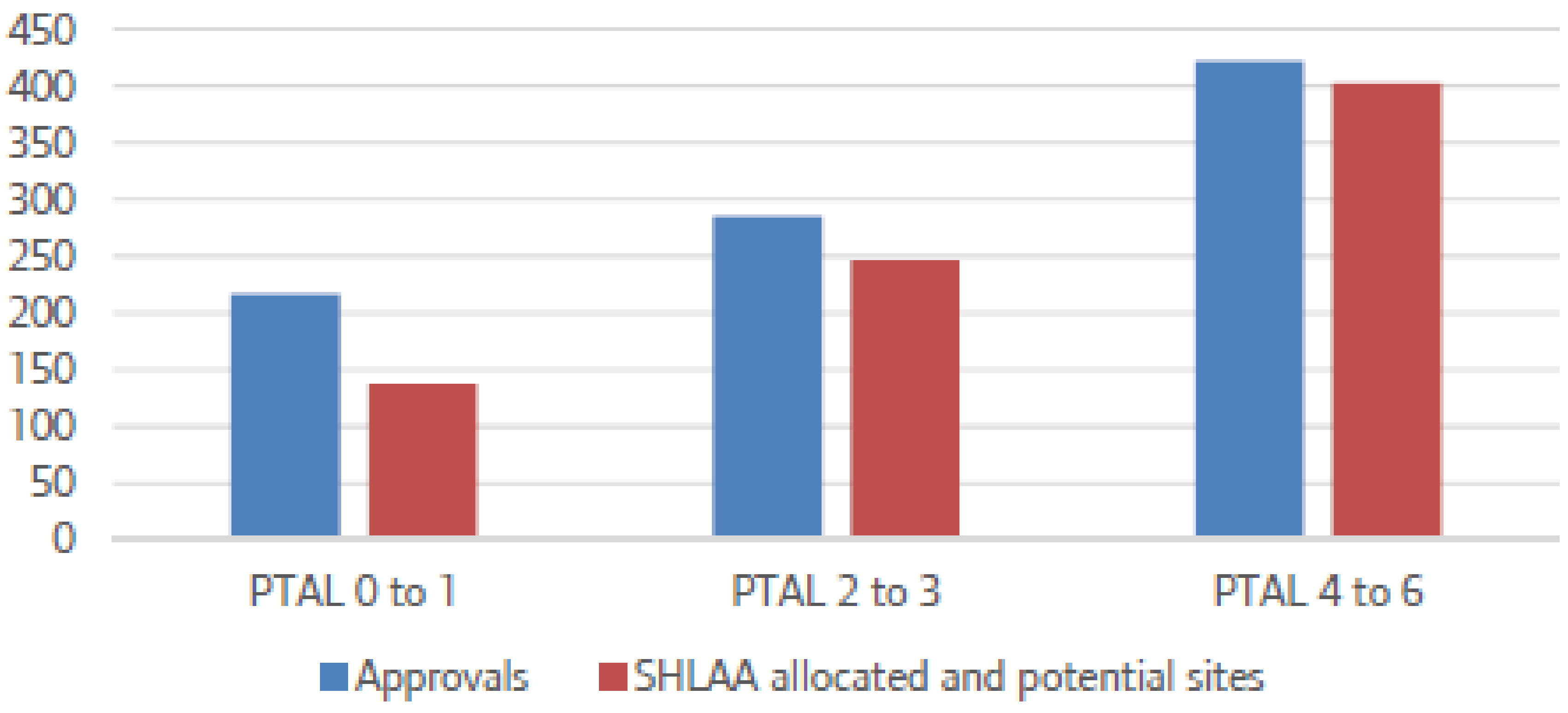
SHLAA densities compared to approvals

Figure 5.8 – SHLAA densities compared to average densities in approvals outside opportunity areas and town centres



Opportunity areas:
SHLAA assumptions in OAs v approvals

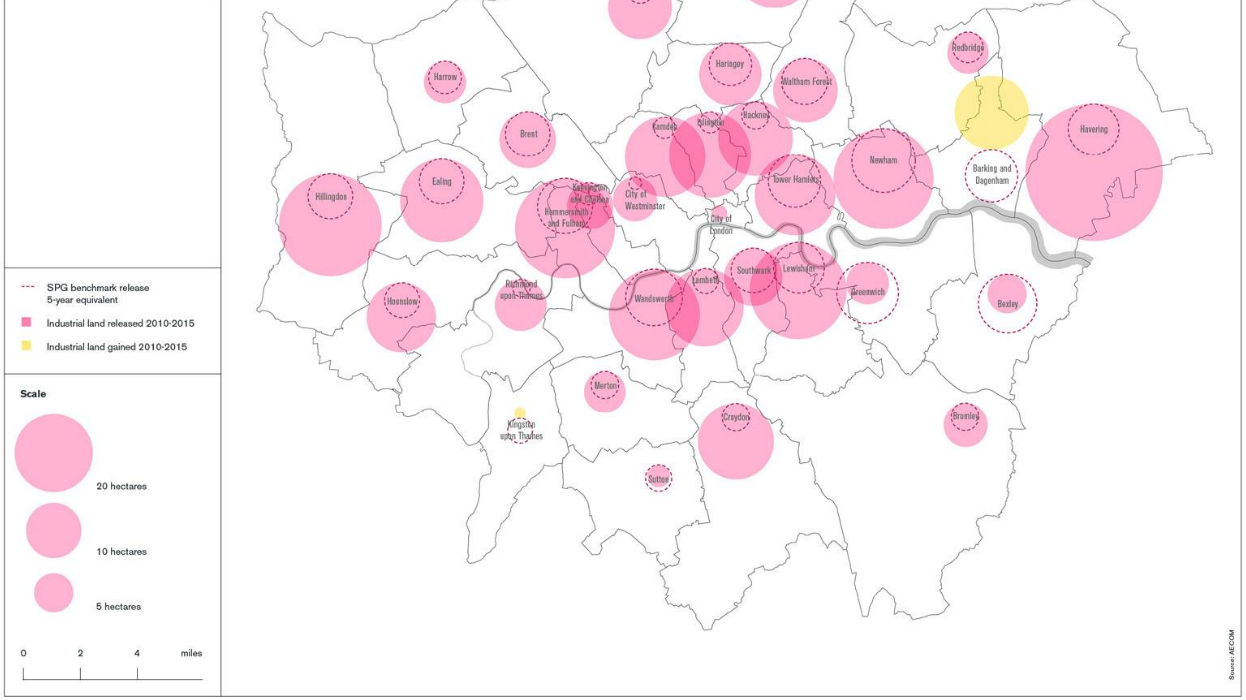
Figure 5.9 – SHLAA densities compared to average densities in approvals in opportunity areas



Industrial Land

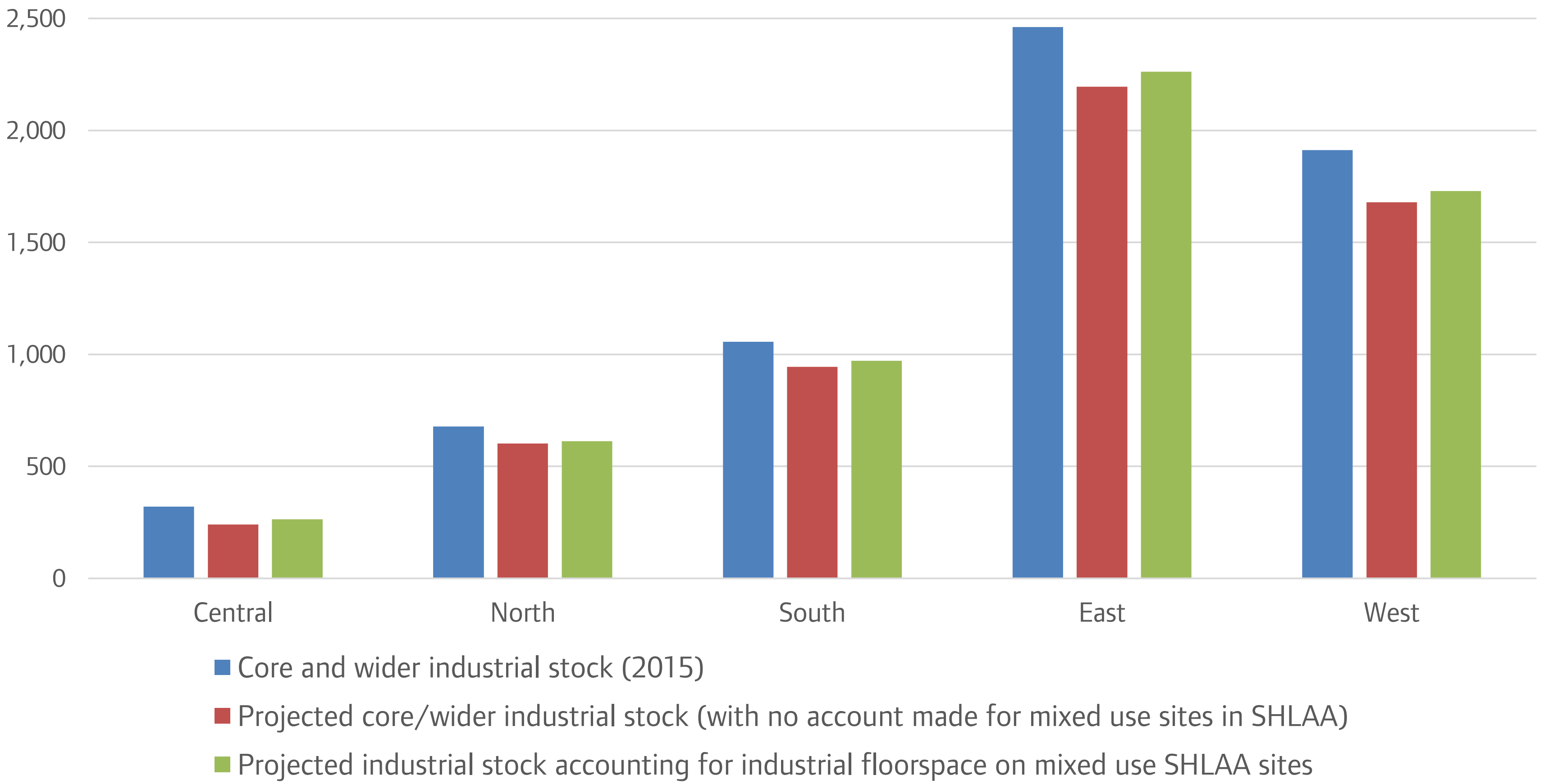
- Recent rate of release: 105 hectares a year
- 3 times the 2016 London Plan benchmark (37 ha per year)
- Recommended benchmark: 9 ha per annum
- Study also showed around 800 hectares of potential industrial land release in planning pipeline

Figure 2-18: SPG Industrial Land Benchmark Release: 5-Year Equivalent Compared to Actual Release 2010-2015



Projected changes to stock of industrial land in SHLAA

Potential for between **76 ha to 59 ha** loss of the current stock of industrial land (annual)



Small sites

3 different approaches considered:

- Post recession windfall trends
- Long-term 12 year windfall trend
- A modelled approach

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New London Plan policy on small sites

- Presumption in favour of small housing developments
- This covers:
  - infill on vacant or under-utilised sites
  - redevelopment and upward extensions to non-residential buildings and flats
  - proposals to increase the density of existing houses in particular locations through:
    - conversions
    - extensions
    - demolition/redevelopment
    - infill within curtilage of a house

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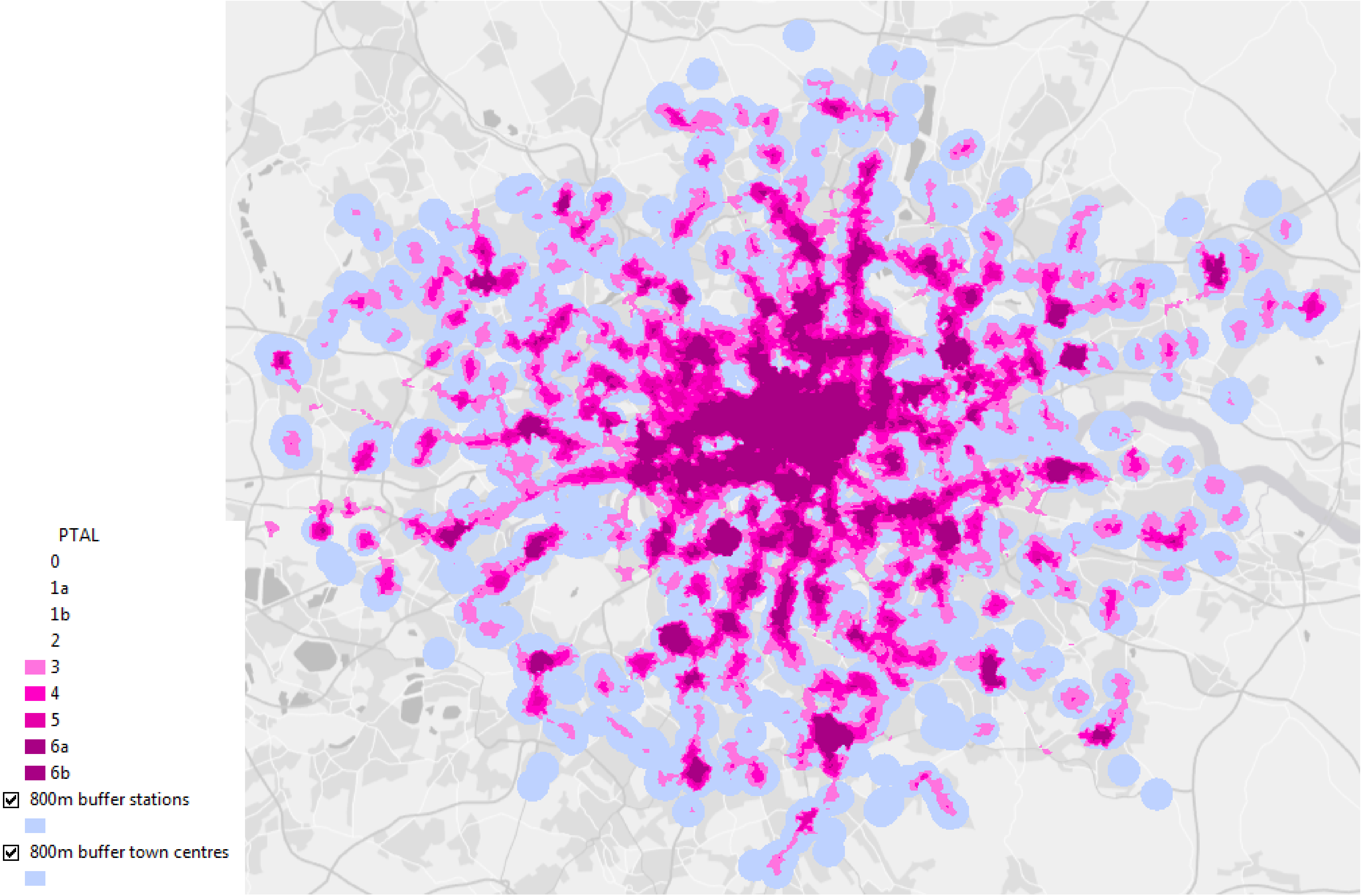
Spatial focus



Aims of the policy

- Influence the ‘planning balance’ in decision making
- Apply a general “presumption in favour” where there is often a general “presumption against”
- Why is this needed?
  - increasing and diversifying supply
  - broadening the locations, mix and type of housing
  - reducing our reliance on very large brownfield sites
  - supporting SME housebuilders
  - increasing supply in Outer London
  - addressing housing affordability
  - providing opportunities for custom & self-build

Aims of the modelling?

- Provide an understanding of the rate of growth in the overall housing stock that can be achieved through small sites

- To model the impact of policy changes

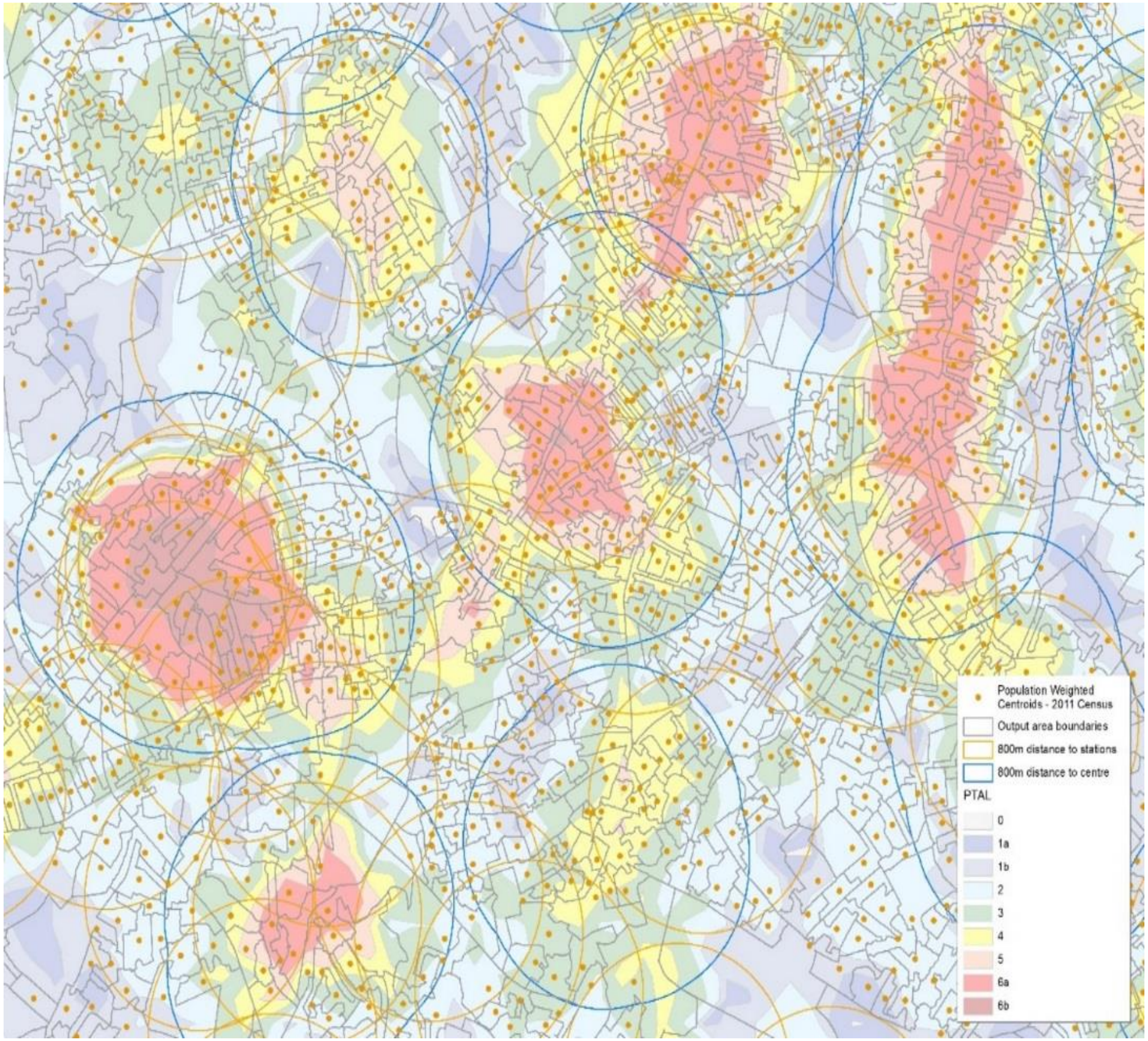
- Identifies London-wide average trends for residential intensification - where this type of development has happened

- Applies this at a much greater frequency across London to reflect the potential impact of the new planning policy

How does the model work?

Takes into account:

- Public transport access levels
- Distance to stations and town centres
- Typology of the existing stock of houses
- Heritage assets



Annual growth assumptions

- 1% in the defined spatial locations
- 0.25% where these are covered by conservation areas
- 0% in other areas not covered by PTAL 3 or within 800m distance to stations and town centres

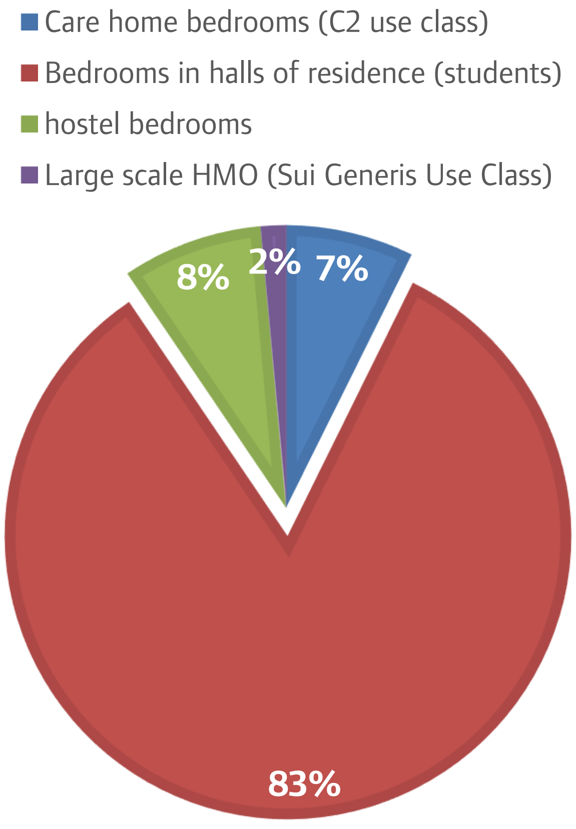
Remaining windfall trend for other small sites

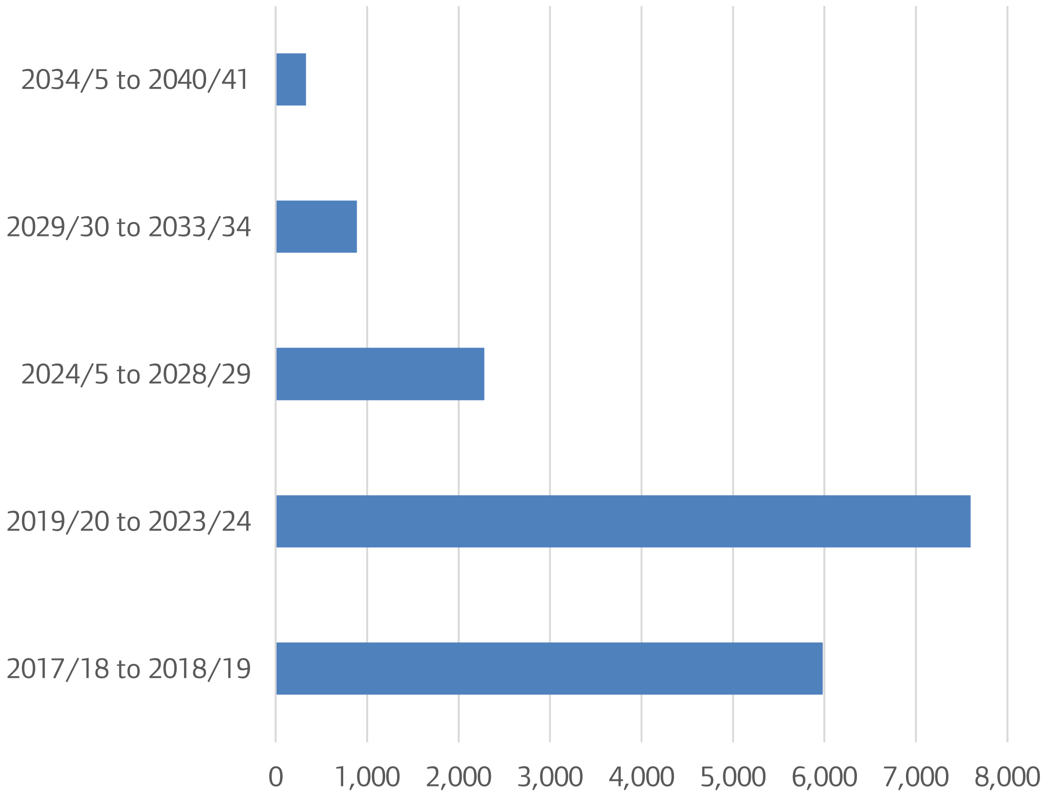
- Change of use
- New build small sites over 10 units
- Office to resi pd removed

- Remaining windfall: **5,700 homes a year**
- Modelled small site capacity: **18,790**
- Total small sites capacity: **24,570 a year**

Non self-contained accommodation

- Pipeline of approvals only
- Accounts for 0.5% of the capacity target
- Net NSC supply is counted on a 3:1 ratio
- Currently monitored on a 1:1 basis





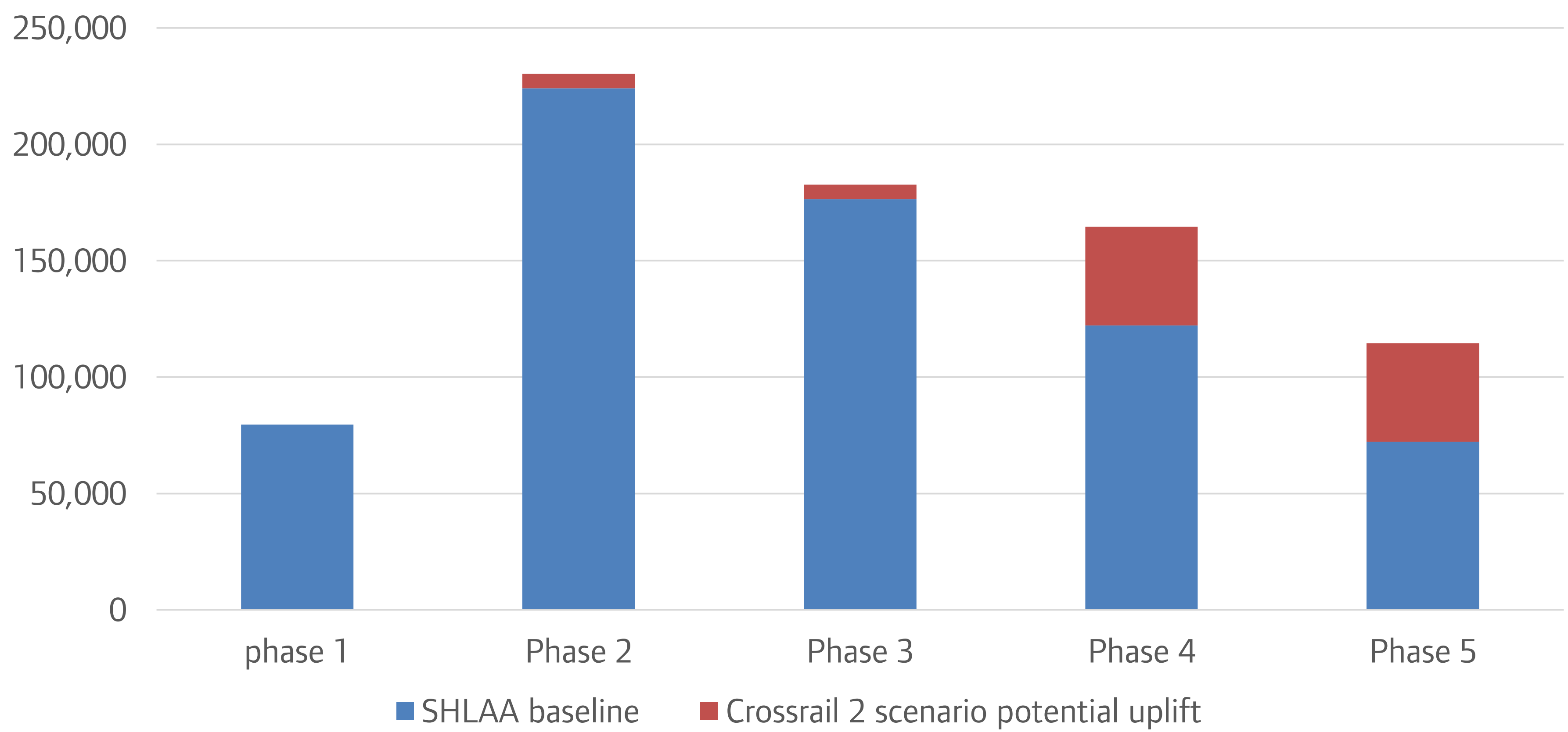
What are the main reasons for higher capacity figures compared to the previous 2013 SHLAA study?

- more large sites
- more approvals and more allocations
- the call for sites, alongside other development capacity studies
- density assumptions
- allocations
- small sites assumptions
- reflective of this being a full review / new London Plan policy framework

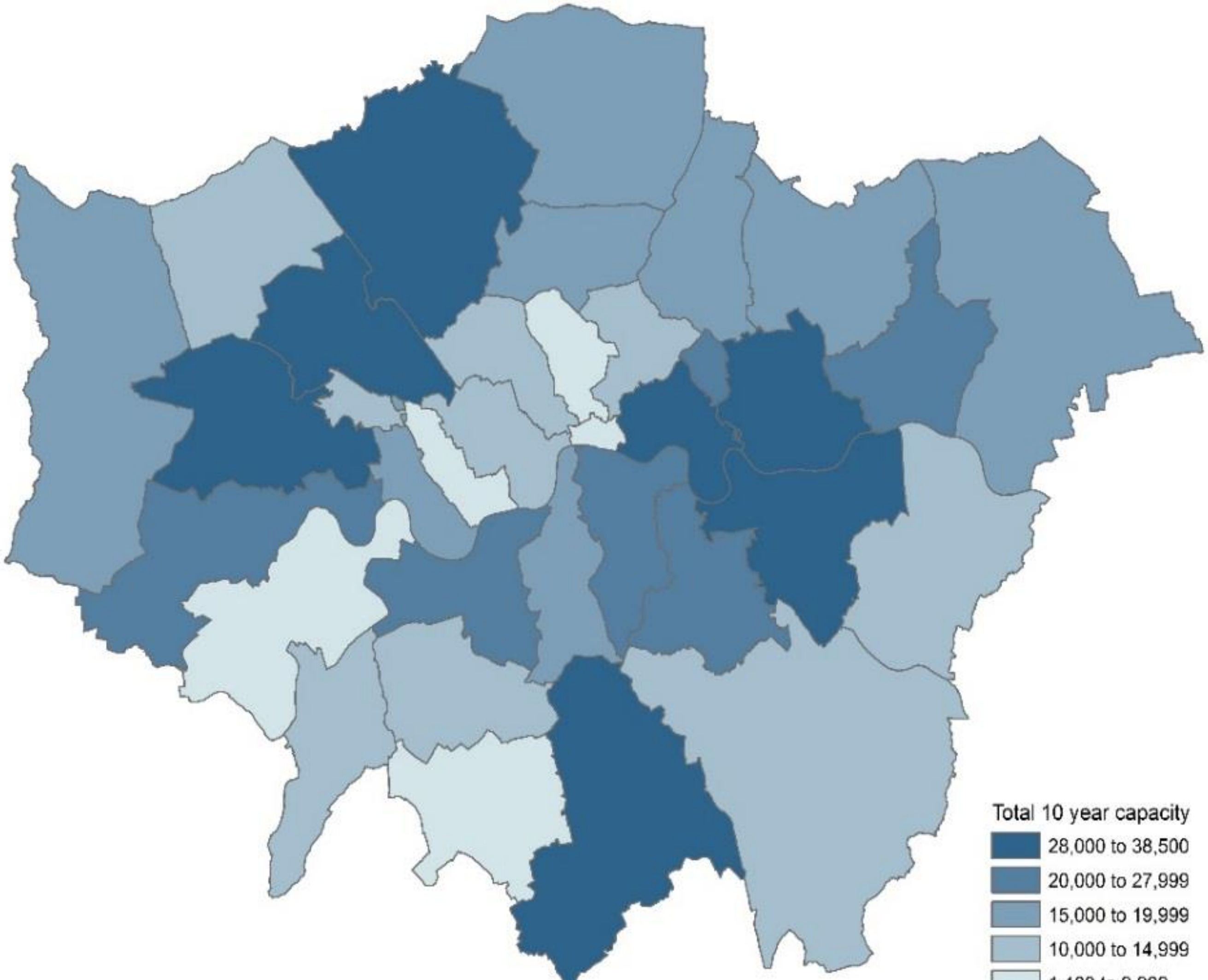
Crossrail 2 scenario

Potential uplift in large site capacity through CR2 scenario

- 97,0000 net additional homes
- 87% of which is 2029 to 2041 and beyond
- NB - This is not part of targets or the London Plan figures



Questions?



Total 10 year capacity
28,000 to 38,500
20,000 to 27,999
15,000 to 19,999
10,000 to 14,999
1,400 to 9,999

MAYOR OF LONDON

The 2017 London Strategic Housing Market Assessment

James Gleeson – 8 December 2017

The 2013 SHMA

- ‘Net stock’ approach, comparing number of homes required in future with current provision
- Found a requirement for 49,000 homes a year, of which should be 52% affordable
- EIP inspector “satisfied that the Mayor’s population and household projections, SHMA and SHLAA are based on good evidence and robust methodology” and “probably the best available assessment of objectively assessed housing need for London at this time”

How 2017 SHMA responds to guidance

- In line with NPPF, analysis is based on projected household growth, while also taking into account need for affordable housing and backlog of existing need
- Departure from PPG standard model justified on the basis of London's own demographic projections, precedent of 2013 study, and size (& complexity) of backlog need
- Taking backlog into account increases the identified requirement in an analogous fashion to 'market signals adjustment' proposed in PPG, but based on real data

Spatial scale

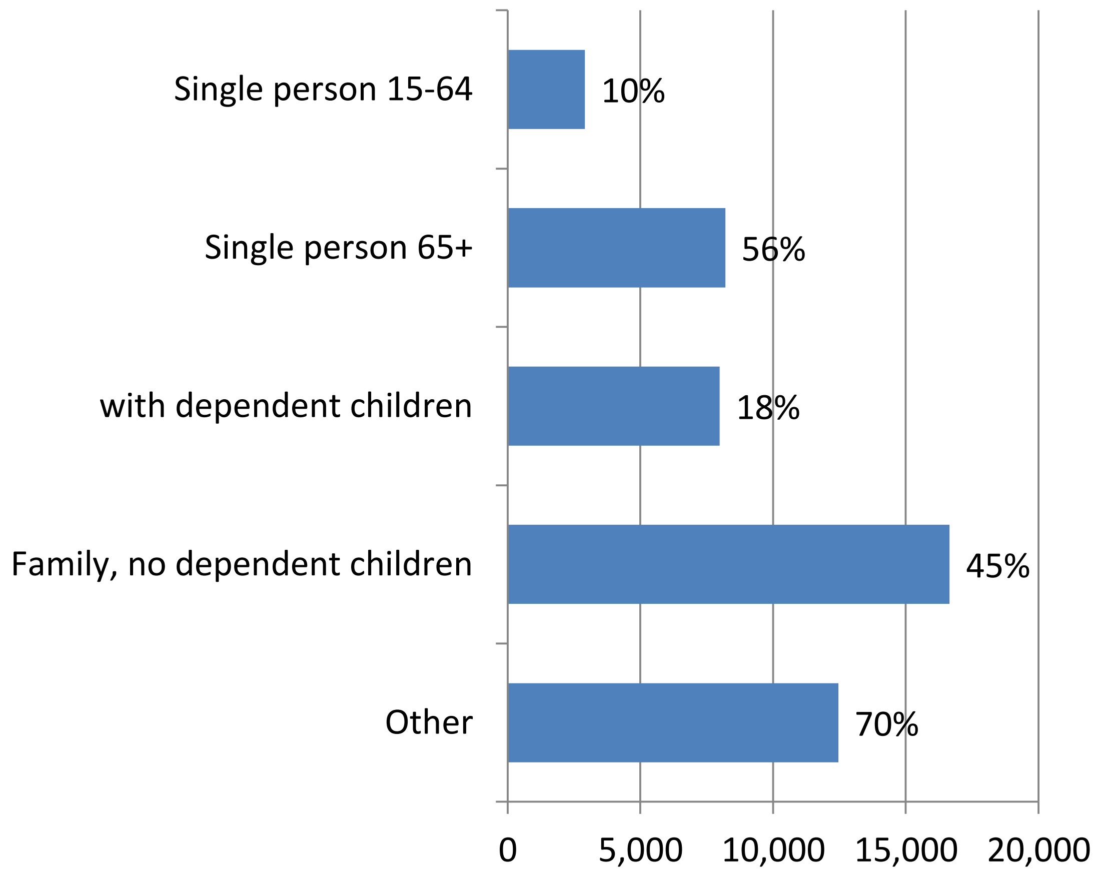
- As with 2004, 2009 and 2013 studies, 2017 SHMA is London-wide – no detail at borough level
- Consistent with long-standing position that London can be considered a single Housing Market Area, endorsed by FALP EiP inspector's report
- Also consistent with DCLG consultation 'Planning for the right homes in the right places'
- This means no need for local SHMAs

Methodology – Key elements

- The net stock approach used has three main elements:
  - **Household growth**: Projected changes in the number and mix of households in the area
  - **Affordability**: The affordability of different types of housing when compared to household incomes (and savings, in the case of home ownership)
  - Adjusting for **constrained household formation**: Clearing the backlog of housing need over time (broadly equivalent to market signals adjustment in PPG model)

Population and household growth

- Central trend of 2016 based GLA projections, based on last ten years of migration data (and available on London Datastore)
- Projected totals of 10.8 million people and 4.8 million households by 2041
- Household growth by type shown on right



Affordability tests

Tenure	Details of test
Owner occupation	Existing outright owner occupiers are assumed to be able to afford to continue to own. Other households can afford owner occupation if: (i) the sum of (a) 3.5 times the income of single earner or 2.9 times the income of joint earners and (b) available savings plus equity exceeds the lower quartile price, and (ii) savings plus equity exceeds 10% of the purchase price.
Private rent	Households can afford private rent if the lower quartile private rent does not exceed 25% of gross household income for households with incomes of less than £40,000 per annum, or 30% for households with incomes of more than £40,000 per annum.
Intermediate	Households are allocated to this category if: (i) they can afford to pay more than the London Affordable Rent (LAR) benchmarks but cannot afford to buy or rent market housing, or (ii) they can afford market rents but are not satisfied with their current tenure and they expect to eventually buy their own home
Low cost rent	Households are allocated to this category if they are unable to afford market housing or intermediate housing.

Affordability tests – assumptions and changes from 2013 SHMA

- Households are assumed to require intermediate housing if they can afford market rents but are not satisfied with their current tenure and they expect to eventually buy their own home
- As in 2013, households are filtered out of the affordability test if outright owners, headed by full-time student or say they're satisfied with their accommodation
- Housing Benefit assumed to be available at current levels (a slight under-estimate when compared to DWP data)
- Renting households assumed not to under-occupy

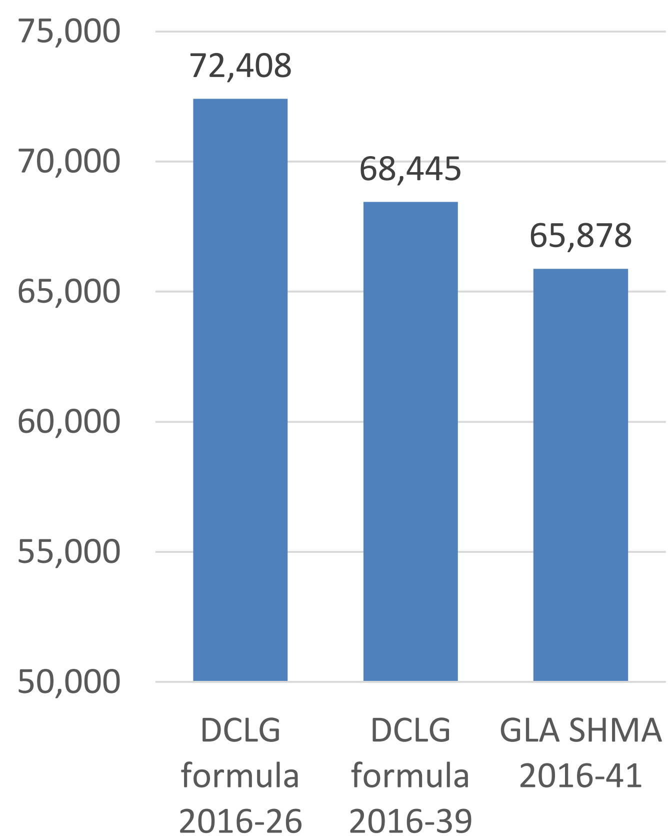
Backlog housing need

- Numbers of households in backlog need:
  - **Net backlog** (concealed households, households without basic facilities, homeless in non-self-contained TA): 209,000, who need additional housing
  - **Tenure backlog** (homeless in PSL, private sector households who need to move to affordable housing due to overcrowding, disability or arrears): 147,000, who need affordable housing
  - **Size backlog** (overcrowded households in affordable housing): 97,000, who need to move within affordable housing

Final requirements after taking 2nd / vacant homes into account

	1b	2b	3b	4b+	Total	% of total
Market	10,682	2,043	4,101	6,210	23,037	35%
Intermediate	4,334	3,434	2,409	1,693	11,869	18%
Low cost rent	21,318	5,311	2,462	1,881	30,972	47%
Total	36,335	10,788	8,971	9,783	65,878	100%

Comparison with DCLG formula



- DCLG's formula results in a 72,400 annual need in London, based on household growth in 2016-26
- Using same formula but full range of DCLG projections to 2039 gives a figure of 68,400, due to lower projected growth towards end of period
- Para 31: "It will be for the relevant planning authorities or elected Mayor to distribute this total housing need figure across the plan area".
- So DCLG approach would mean a higher target for every borough

Thank you – Questions or comments?

ITEM 5- PREPARING FOR WIDER SOUTH EAST SUMMIT & FORWARD MEETING PLAN

Recommendations:
Officers are asked to:
- **Discuss proposed agenda and help plan for discussions at WSE Summit on 26 January 2018.**
- **Note the proposed PSG, OWG and Summit forward meeting plan for 2018**.

1. Summit

1.1 This year's WSE Summit is on **26 January 2018, 13.45-16.00 in 'London's Living Room' at City Hall London**. This was rearranged from 24 November 2017 to coincide with the Mayor's draft London Plan consultation (1 December 2017 to 1 March 2018), giving members the opportunity to raise issues directly with the Mayor's team. **Given the significance of the discussions, the Mayor will attend the first half hour and the Deputy Mayor will attend the whole Summit.** The Summit will also be an opportunity to feedback on progress made this year on key WSE influencing work including housing and transport, and to inform the focus of 2018's work. The detailed Summit agenda and questions for discussions will be jointly prepared by East, London and South East.

1.2 Following positive feedback from last year's Summit, the WSE PSG agreed that **an interactive/ roundtable discussion format be used again for this Summit**. This gives members the opportunity to consider issues on the draft Plan, raise headline feedback on the day itself, and more-detailed views from table discussions can be collated to share after the event. Summit notes/discussions will also feed into individual partners' (eg. SEEC, East of England LGA, London Councils) own written responses to the consultation. As at previous Summits, **Independent consultant Phil Swann (from 'Shared Intelligence') has agreed** to help member discussions on the day itself. Invites will be sent to all council leaders across East, London and South East, as well as LEP chairs and key council officers, and key stakeholders such as any relevant WSE combined authority mayors. **The date has been widely publicised, and formal invitations will be sent shortly**. Room capacity is limited, with space for 100 people, so registration will be vital.

1.3 Officers are invited to share feedback on last year's Summit to help shape preparations for January's event, and suggestions for key roundtable discussion topics in light of the consultation London Plan. Officers will be asked to facilitate roundtables. The **outline agenda** is suggested as:

- 13.45-14.15 – <u>Welcome and London Plan key issues</u> – *Mayor of London 5 – 10 min presentation followed by plenary Q&A.*
- 14.15-14.25 – <u>Introducing today's debate</u> – *Phil Swann (independent facilitator) 10 min.*
- 14.25-14.45 – <u>Beyond the London Plan, what we have been doing on big housing and infrastructure issues this last year</u> – *2x 5 min presentations from E/SE chairs and 10 min plenary discussion.*
- 14.45-15.30 – <u>Facilitated roundtables: The new draft London Plan consultation: key WSE issues/policies</u> – *10 min GLA introduction (inc. how PSG helped inform it), and 35 min discussion.*
- 15.30-15.45 – <u>Facilitated roundtables: Shaping WSE priorities for the next year</u> – *15 min.*
- 15.45-16.00 – <u>Next steps and actions/agreements</u> – *Phil Swann 15 mins*.

2 Forward meeting plan

2.1 Dates are being finalised for 2018's WSE meeting programme, currently planned as:

26 Jan 2018 – **Summit**	June-July – **OWG**	Oct – **OWG**	Dec '18-Jan '19 – **OWG**
21 March – **PSG**	Early-Mid Sept – **PSG**	Nov-early Dec – **Summit**	

2.2 Also to note, a separate project – by Centre for London and Southern Policy Centre – not related to these working arrangements is expected to publish a report on collaborative working across the London boundary in January 2018. The benefits of taking forward current WSE engagement arrangements, rather than creating new/different ones, were raised by some PSG/OWG members who were invited by the consultants to contribute to the project.

WSE OWG – 8 December 2017

ITEM 6. STRATEGIC INFRASTRUCTURE LOBBYING UPDATE

Recommendation:

Officers are asked to:

- Note the progress made on the joint infrastructure lobbying and consider next steps

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1. Update from the WSE meeting with the Secretary of State for Transport

1.1. The Wider South East (WSE) Political Steering Group (PSG) met with the Secretary of State for Transport, Rt Hon Chris Grayling MP on 11 October 2017. The Secretary of State offered a 30 minute meeting to WSE representatives. The attendees at the meeting were:

- The Rt Honourable Chris Grayling MP
- Lee Sambrook, DfT, plus one further DfT representative
- Simon Jones (SPAD)
- Deputy Mayor Jules Pipe, GLA
- Cllr Nicolas Heslop, South East England Councils
- Cllr David Finch, East of England LGA
- Cllr Darren Rodwell, London Council
- Russell Williams, Ipswich Borough Council

1.2. Notes of the meeting:

- WSE team ran through key issues / topics as planned
- Simon Jones observed that SoS saw SNTBs as being the 'real things' to focus on
- Simon Jones pointed out that there are WSE schemes that government is already contributing to / delivering
- SoS stressed importance of working together, prioritising and being realistic, i.e. 'don't ask for the earth'
- SoS noted that all of WSE asks / corridors cannot be committed to and asked what would make the most immediate difference and be specific about what the scheme actually is (i.e. 13 corridors will be about 50 schemes – which of the 50 do you want?)
- Key focus is schemes for commitment this Parliament but delivery in the next, for example 2024 onwards
- MPs influence is vital and WSE should liaise with them and work via SNTB structures
- The SoS said there would be more SNTBs and they are the vital route to schemes
- Simon Jones happy to be contact for WSE

1.3. The core messages fed back by the Minister included:

- The 13 priorities are too big and involve too many individual projects within each transport corridor
- DFT would like to the priorities to be fewer and more succinct (for example, fewer projects/schemes and more granular detail)
- The WSE priorities need to be aligned and WSE needs to be working with the SNTBs and MPs.

2. <u>Progress so far and next steps</u>

2.1. The work of the WSE in relation to strategic infrastructure has so far succeeded in:

- Strengthening the strategic political and officer level relationship across councils in London, South East and the East of England,
- Drawn government attention to the collective economic strength of the three regions,
- Promoted 13 strategic transport corridors requiring investment to government and the National Infrastructure Commission, and
- Supported the WSE PSG to become an effective forum for considering the interconnectedness of the WSE in terms of infrastructure and economic growth links.

2.2. What the meeting with the Minister on 11 October 2017 has shown however is that (in order to be more effective) PSG will need to consider how it should respond to emerging changes, such as the newly emerging sub-national transport forums, and how best to ensure alignment/maintain pan-WSE political momentum on the key WSE transport programmes and schemes. It is therefore suggested that at the next WSE PSG, members be invited to discuss the role of Sub-National Transport Forums/Boards and their relationship with the WSE Strategic Infrastructure Lobbying Programme.

2.3. Also, in the original lobbying programme for the WSE (attached), the next steps would have been to engage with strategic infrastructure providers, such as Highways England, Network Rail. However, in light of the role that the emerging STBs are playing in engaging delivery providers and local stakeholders, it is suggested that the lobbying programme be reviewed and updated to take into account emerging challenges, changing priorities and the potential role of STBs. It is recommended that the WSE Officer Working Group review the lobbying programme in March/April 2018 following the discussion by members at the WSE Summit and at the WSE PSG in March.

2.4 The London Deputy Mayor for Transport will be meeting the two emerging Sub National Transport Bodies within the WSE, Transport for the South East and England's Economic Heartland, on 24 January 2018 to discuss potential options for cooperation with the GLA and Transport for London. They will also consider the potential interface with our WSE collaboration arrangements.

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