

London Assembly Planning Committee –14 March 2018

Transcript of Agenda Item 6 - Draft London Plan 2017 - Issues for the Examination in Public (EIP)

Nicky Gavron AM (Chair): Today we are going to have two panels and we are going to take an hour and a quarter on each panel. We are looking with the first panel at London's relationships with the Wider South East, and the second panel will be looking at London's waterways and the River Thames.

We have two crack groups of experts to help us with this. We have Greater London Authority (GLA) staff to also answer questions on aspects of the London Plan. The whole point is for us to gather evidence in advance of the EIP of the London Plan, which we have already responded to as a consultation ended last week, but this is gathering further evidence.

Without more ado, I would like our panel to introduce themselves. If you could start over there, say a couple of lines - just a couple of lines, really - about who you are so that we get it straight.

Martin Simmons (Independent Planning Consultant): I am Martin Simmons. I have 50 years' experience of regional strategic planning in London and the South East. That is why I am here, essentially, although I am now officially in retirement.

Corinne Swain OBE (Fellow, Arup): I am Corinne Swain, former Head of Planning and now Fellow at the consultancy Arup. I was a member of the Outer London Commission and before that I was an EIP panel chair during the time when England had a regional planning system.

Ben Corr (Demography Manager, Greater London Authority): I am Ben Corr. I am Demography Manager at the GLA. I am responsible for demographic projections for the organisation. I sit on a number of expert panels for the Office of National Statistics (ONS) on household projections, national population projections and so forth.

Darren Richards (Strategic Planning Manager, Greater London Authority): I am Darren Richards. I am head of the London Plan team at the GLA and so I manage the London Plan process as we move towards the EIP and publication.

Jorn Peters (Senior Strategic Planner, Greater London Authority): I am Jorn Peters, Senior Strategic Planner in the London Plan team at the GLA. I am, amongst other topics, responsible for the Wider South East and waterways.

Nicky Gavron AM (Chair): Thank you.

If I kick off, then, my first question will be really to Darren. What is the underlying approach of the Mayor to the Wider South East? In particular, I want us to home in on this part that I am going to say now, which is on the mechanisms for collaboration and the formal arrangements for identifying the growth locations and for identifying relationships with the Wider South East.

Darren Richards (Strategic Planning Manager, Greater London Authority): Thank you, Chair. I will start off with an introduction and then Jorn will come in with some detail towards the end.

In terms of our collaboration arrangements, we have set up Wider South East arrangements at officer and political level and they have been established over the last few years. That includes an annual summit and the last summit in January [2018] was attended by the Mayor; a political steering group, which meets regularly; and to support that, an officer working group. That is made up representatives from all the authorities in the Wider South East.

We also have our duty to co-operate responses with the local plans outside of London. They have a duty to consult with the Mayor for their local plans and, as part of that, we respond to their consultations, pointing out issues of common interest.

As you know, to support the London Plan, we produced a Strategic Housing Market Assessment (SHMA) and a Strategic Housing Land Availability Assessment (SHLAA), which project London's housing needs and supply. That includes demographic and employment projections. Whilst those documents limit them to London, there are interrelationships with the Wider South East, and Ben Corr here can go into more detail around the projections that underpin those assessments.

Because the London Plan does seek to accommodate the majority of London's needs within London, that hides within the assessment flows of migration between London and the Wider South East and London and the rest of the country and internationally. Given the pressures for growth and the barriers to housing delivery that need to be overcome, the Mayor has considered it prudent to think about long-term contingencies. That is why he has been interested in working with willing partners beyond London with the potential to accommodate more growth in sustainable locations outside the capital. That partnership work could help deliver more homes, it could address housing affordability, and it would improve economic opportunities outside London. The focus is on locations that either are or plan to be well-connected by public transport and where development can help meet local growth aspirations as well as wider requirements. This recognises that investment in public transport can often bring substantial significant benefits to wider areas. These partnerships could focus on optimising rail capacity between London, the wider region and beyond, or the proposals for new garden villages and garden towns that have good links to London. The Mayor is investigating these options and would like to secure mutually beneficial infrastructure funding to unlock these opportunities.

These are at very early stages. We do not have at the moment details of those. We are still collaborating and working with boroughs outside London and we set that as an aim and that the Mayor will support this. The start of that is in the London Plan you have seen. There are a series of transport investment corridors which we have agreed with the Wider South East, which is where we want to work together with the authorities in the Wider South East to lobby the Government for investment in those infrastructure corridors because they are critical to unlocking existing growth in those corridors. Often, they are holding back existing permissions and allocations in the Wider South East and in London, but they also could potentially generate additional housing. That means we are open to those conversations with interested partners and it is also part of looking at the local plans for boroughs beyond London.

We are looking at identifying authorities with strategic longer-term ambitions for growth that might be above local need or where strategic transport capacity increases are being considered. We will welcome bilateral meetings with groups of authorities. Currently, for example, we are discussing with South Essex authorities,

who have come together to think about how they might manage growth sub-regionally. As I said, there is also our duty to co-operate with the local plans. We are working at the moment at the regional level with the South East England Council (SEEC), the East of England Local Government Association and other stakeholders to take forward those growth opportunities.

Nicky Gavron AM (Chair): When you say you are looking for longer-term strategic opportunities for more housing in the rest of the South East, how longer-term is that?

Darren Richards (Strategic Planning Manager, Greater London Authority): It could potentially be beyond the 10 years we are thinking about here. We have to recognise that some of these developments take a long time to come forward. They might be reliant on infrastructure that will not be in place for a number of years. A good example would be Crossrail 2, which is likely to be not operating until 2033, and so it is likely that any development that is supported by Crossrail 2 -- and it is part of the business case that it does bring forward additional development, but that is not likely to occur until probably the late 2020s or early 2030s. It is linked to when we think the additional infrastructure would be invested and those transport schemes would be completed and would be operational.

Nicky Gavron AM (Chair): Thank you. There is a lot we could pick up from that, but some of the later questions will pick up on almost everything you have said.

I would like to ask Ben - because you have been looking at all the demographics and the SHMA and the SHLAA - about the underlying approach in terms of demographic and economic projections to outflows and inflows from the rest of the South East.

Ben Corr (Demography Manager, Greater London Authority): There is a limit to what I can say about the economic projections. They are conducted by specialists in GLA Economics, but I can talk about demographic projections at length.

The fundamental approach we take is very similar to that used by the ONS and the Department for Communities and Local Government (DCLG) - as it was - when it undertook household projections. We start from a base population, which is from 2011 on the grounds that it is the best picture we have of the population linked to the Census. Then we use what is known as a cohort component approach, which, simply put, takes that starting population and rolls forward one year at a time accounting for patterns of migration, fertility and mortality. We keep rolling one year forward at a time, taking those factors into account, until we get to our target year, 2041 in this case.

The model that we have is very large and sophisticated these days. It models explicitly the flows between every local authority in England by a single year of age and gender, and so a very large model producing lots of data, but it effectively mechanically looks at what happened in the past and applies that going forward. The household projections --

Nicky Gavron AM (Chair): Sorry to interrupt. Your curve is going on, is not it, beyond 2041?

Ben Corr (Demography Manager, Greater London Authority): We run to 2050 currently to support primarily infrastructure work such as the needs of TfL and for the London Infrastructure Plan as well - if that is still the name; I can never quite remember - that was produced several years ago. Yes, 2050 is our horizon.

Nicky Gavron AM (Chair): These projections are literally just projections?

Ben Corr (Demography Manager, Greater London Authority): They are projections and so they are explicitly not forecasts --

Nicky Gavron AM (Chair): I almost want to say that caveat: that you could go on *ad absurdum*, just go on and on.

Ben Corr (Demography Manager, Greater London Authority): Yes, and there is a limit to how you should look at and interpret those projections and how much you should treat them as a prediction of the future. They are very much a 'what if'. What if the patterns we have seen in the past continue into the future? Baked into that you have many assumptions. The population will increase up to a certain point only if housing is put in place and such like, and the projections tend to be entirely agnostic about that. These explicitly do not include factors such as housing because we could not use projections that were based on assumed housing supply as a basis for how many houses we should deliver, if that makes sense.

Nicky Gavron AM (Chair): There is a question a bit later on about the outflow, but if you could just give us a bit of flavour about the people who are coming into London and going out of London?

Ben Corr (Demography Manager, Greater London Authority): Yes. London is a particularly interesting case as a demographer. It is characterised by very strong and very large migration flows, both in and out. The net balance of those is relatively small in terms of absolute numbers, but the characteristics of the inflows and the outflows and the differences between them is what gives London a lot of its character. What we see is that inflows to London include a very high number of people in their 20s especially and outflows include more people in their 30s, say. London is a net importer of people in their 20s and a net exporter of every other age group. People come here for opportunities of work and education, spend time, and a number of years later there is a pattern of outward movement either from central London to outer London or outer London to the Home Counties and beyond.

Nicky Gavron AM (Chair): One of the burgeoning areas - I would just like to explore this - of growth in London is one- to four-year-olds. How does that square with --

Ben Corr (Demography Manager, Greater London Authority): I would say at the moment it has been an area of growth. It is not an area we are projecting continued growth of one- to four-year-olds. We saw a lot of growth between 2002 and 2012 when the birth rate went up from about a 100,000 a year in London to 130,000-something a year, a 30% increase in the number of births. That number peaked in 2012 and has fallen modestly since, and so we are now at peak one- to four-year-olds about now. What we are seeing is that large group moving through the age bands now and so we expect a lot of growth in 11- to 15-year-olds over the next five years, for example. For one- to four-year-olds, there is little to suggest that that number is going to rise significantly from this point.

Nicky Gavron AM (Chair): Thank you. Does anyone else want to add? Unless you have anything else to say, we will move on with the questions.

Andrew Boff AM (Deputy Chair): Perhaps I can come in now. To everybody: where are the likely growth locations in the Wider South East and what evidence is there of a strategic approach and sufficient funding to manage sustainable growth there? Where are the locations of the future?

Darren Richards (Strategic Planning Manager, Greater London Authority): The obvious ones are around the Oxford-Cambridge arc, which the Government and the National Infrastructure Commission have focused on as being one place of growth, particularly because it is focused around economic growth. In terms of whether it is sustainable, that link between economic and housing growth is quite important.

The other one would be around some of the bids around new garden villages and garden towns. There are some authorities in Essex. As I mentioned, authorities in South Essex are working together, thinking about how their authorities can manage the growth in that area. There are some of the former new towns as well looking at how they can manage sustainable growth. The advantage of a new town is that because it was developed as a new town, often there are opportunities to expand and add to the new town in a sustainable way because of the relatively modern nature of some of their facilities. In terms of investing, because it is now coming up to 50 or 60 years old, there is an opportunity with through growth to invest in the new town and improve it. Often, they do require investment as time has gone on.

There are number of other authorities that are looking at growth, but it is still at an early stage at the moment. We do not have any formal arrangements. It is an offer there that we are working more at the regional level, as I said, with the South East England councils and the East of England Local Government Association to think about barriers to delivery. It comes back to your point about sustainable growth. That is only going to happen if we have the investment infrastructure; hence the identification of these corridors where investment in transport, for example, would unlock growth and would bring forward development that is already planned.

Andrew Boff AM (Deputy Chair): Are there the willing partners -- I am sorry. You wanted to come in, Mr Peters?

Jorn Peters (Senior Strategic Planner, Greater London Authority): Yes. I just wanted to add. It was already mentioned at the beginning. We are responding to local plans that are being produced outside London. Our duty to co-operate is discharged by responding to those plans. Where there appears to be opportunities, we would offer in our responses to those plans some co-operation on potential issues related to growth. If in those local plans we see an opportunity for collaboration, we would pick that up and offer specific bilateral meetings. That is beyond the offer that we have made for collaboration over the last year or so to that Wider South East group. We have also specifically written the offer for collaboration to willing partners into the Plan and so it explicitly says in paragraph 2.3.8 and Policy SD3 [Growth locations in the Wider South East and beyond] that we are making this offer.

Andrew Boff AM (Deputy Chair): Are there willing partners? How enthusiastic is the Wider South East about development?

Jorn Peters (Senior Strategic Planner, Greater London Authority): There is some interest, but, as many authorities outside London are struggling to accommodate their own needs, the focus from our perspective is really on these new settlements, on transport corridors and on areas which approach us where there is a genuine long-term vision for growth for an area. They are the three components. We have the growth towns or the new settlements. Then we have areas where transport capacity is increasing, and we have areas where there is political interest in growth of areas over and beyond what they need to grow by in the light of their local requirements.

Andrew Boff AM (Deputy Chair): There are parts of the Wider South East that have not been overtaken by not-in-my-backyarders (NIMBYs). Is that correct to say?

Darren Richards (Strategic Planning Manager, Greater London Authority): I would not describe anyone as a NIMBY. People have very well-founded reasons for objecting to certain types of -- there are areas that see the benefits of planned growth and are working together with neighbours to plan that strategically.

Andrew Boff AM (Deputy Chair): To what degree do you think some of the issues that the Wider South East has with development would be resolved by perhaps London presenting a transport plan in advance of making any suggestions? Is that something that you think could be helpful?

Darren Richards (Strategic Planning Manager, Greater London Authority): A transport plan for the whole South East? We have a transport plan for London.

Andrew Boff AM (Deputy Chair): A transport plan that benefits the people that you are talking to. Do you think that is something --

Jorn Peters (Senior Strategic Planner, Greater London Authority): What we have in the Plan is in Figure 2.15 [Wider South East – 13 Initial Strategic Infrastructure Priorities]. It is the diagram that shows the initial infrastructure investment priorities that were agreed with our Wider South East partners. Those infrastructure priorities were agreed, as Darren said, not as the basis for then accommodating additional growth. Those were identified to highlight where there is an infrastructure deficit that we jointly want to address. To some extent, that is not a transport plan, but it is a diagram that shows for the Wider South East infrastructure and, in particular, transport priorities in terms of investment requirement.

Andrew Boff AM (Deputy Chair): To what extent would the GLA lend its weight behind transport improvements outside the GLA boundary?

Darren Richards (Strategic Planning Manager, Greater London Authority): The offer there is that the Mayor would support the lobby -- where it is sustainable infrastructure that supported the Mayor's Transport Strategy, the Mayor would support that lobbying as part of seeing London and the South East as part of one region. The economies are linked. It is not just about economic growth in London. It is also about economic growth outside London, which is supporting a lot of that. They are connected and the growth out of London is connected with growth inside London. Therefore, the Mayor would support those schemes outside London where there is a benefit to London and they meet the aims of the Transport Strategy.

Andrew Boff AM (Deputy Chair): Perhaps I could ask a wider field whether or not you think the willing partners are there to support an expansion of development. Ms Swain?

Corinne Swain OBE (Fellow, Arup): There are risks in what I would describe as a bottom-up deal-making philosophy. Yes, there will be some willing partners, but it will come at a cost in terms of people's faith in the system. There is no guarantee that they will be in the most sustainable locations. Yes, there will be some that are on the transport corridors or the growth corridors that have been identified, but, from a technical point of view, a more logical approach would have some top-down as well as bottom-up planning. The idea that you have just put in about a wider transport plan would be an element of a wider look at the way that London and the Wider South East functions, where there would be benefits to the overall economy in providing extra connectivity, and a good look at options for growth.

For example, making the most of Reading's potential - having had a lot of transport investment from Network Rail so that it is very much 360 degrees connected now, not just to London - putting a lot more development there might be as good if not better than dispersing more growth to willing partners.

Andrew Boff AM (Deputy Chair): Can I just confirm that those willing partners, the people you are talking to, are at district council level or county council level or both, or is it predominantly --

Darren Richards (Strategic Planning Manager, Greater London Authority): They have to be district council level because only the district council is the local planning authority and the strategic planning authority, but that is an issue that we have to bear in mind in terms of the Mayor's relationship with the Wider South East. We are dealing with about 130 strategic planning authorities. Just to point out on the transport --

Corinne Swain OBE (Fellow, Arup): Local planning authorities.

Darren Richards (Strategic Planning Manager, Greater London Authority): No, strategic planning authorities. Each district council and borough is a strategic planning authority, according to the Act and the National Planning Policy Framework (NPPF). Whatever we may think about that as planners, technically, that is who has a duty to co-operate with us, that is who has the duty to meet housing needs and to plan. They have to plan with strategic policies in their local plans.

Just on the transport side, what we do have outside London now are subnational transport bodies being set up. There is an organisation called Transport for the South East. There is an equivalent one for the East of England and one for the Economic Heartland, but it is still very early days. There will be an organisation that will be looking at transport more strategically. At the moment, outside London, transport remains a strategic function for the county councils where there are county councils and so there is a division there between the planning authority and the transport authority in some places. This could give an opportunity, working with more of a local body that will have that strategic view across their region in terms of transport infrastructure.

Nicky Gavron AM (Chair): Sorry, could you repeat? What are these bodies called?

Darren Richards (Strategic Planning Manager, Greater London Authority): The former is subnational transport bodies and the one that has been set up is Transport for the South East. Is there Transport for the East?

Jorn Peters (Senior Strategic Planner, Greater London Authority): There is Transport for the East, which is not properly established yet but is in the making, and somewhere in the middle in terms of its emergence is the England Economic Heartland, which basically sits between them.

I will maybe just say that the Wider South East partnership has invited the three subnational transport bodies to come to our next Wider South East political steering group on 21 March [2018] and that is because we do recognise them as potential partners in promoting those transport infrastructure priorities that we are promoting jointly with partners outside London. They are an ally - as are potentially the local enterprise partnerships (LEPs), as are potentially the counties - and so it is not only the districts that we are talking about, but they are at the heart of the delivery of growth in the end.

Tom Copley AM: Can I just ask? Are these statutory authorities, these transport authorities, and what powers do they have? Are they passenger transport executives or what?

Darren Richards (Strategic Planning Manager, Greater London Authority): That is still emerging. They are part of the devolution deals and so they are for areas that do not have combined authorities or metro mayors. The idea is that eventually they would have similar powers as what the combined authorities and the metro mayors are looking to have in terms of dealing with strategic transport issues.

Nicky Gavron AM (Chair): That is a step forward in this mess that we have with the South East. Can I just ask one thing? When did counties stop having planning powers?

Darren Richards (Strategic Planning Manager, Greater London Authority): In 2004 with the Planning and Compulsory Purchase Act. When structure plans were abolished, we replaced that two-tier structure with the two-tier structure of regions and local development frameworks.

Nicky Gavron AM (Chair): Ages ago.

Andrew Boff AM (Deputy Chair): All of these developments are quite current, are they not? One of the things I was going to ask you is if you can point me to a specific example where any development has been assisted by co-operation with the Wider South East.

Darren Richards (Strategic Planning Manager, Greater London Authority): It is still early days because, as I said, we have been taking this approach for only about a year. Some of the work has been around the barriers to delivery and looking at schemes that have not happened because of the lack of infrastructure, similar to the [Sir] Oliver Letwin [MP] review in terms of why developers have not made a start on sites.

Andrew Boff AM (Deputy Chair): I can remember having conversations some years ago about our relationship with the Wider South East. We cannot point to a single thing where it has made any difference, not a single development where communication between the GLA and Essex, Kent or Surrey has enabled the development to take place?

Nicky Gavron AM (Chair): It is happening in Essex, is it not?

Andrew Boff AM (Deputy Chair): That is what I want. I want an example.

Nicky Gavron AM (Chair): There are conversations with Essex, we understand. No?

Jorn Peters (Senior Strategic Planner, Greater London Authority): What I could say is that with the Housing Infrastructure Fund (HIF), there was a call by the Government last year to bid for money from that fund and what we did was we supported across the boundaries some of the bids for funding for growth outside London. That is one element --

Andrew Boff AM (Deputy Chair): You do not have a particular one just --

Jorn Peters (Senior Strategic Planner, Greater London Authority): One particular one? There was, for example, a bid related to potential new settlements in the South Surrey area and then one in the Watford area.

Andrew Boff AM (Deputy Chair): All right. There is. Perhaps if you could write to us later --

Darren Richards (Strategic Planning Manager, Greater London Authority): There is a list. They were announced only a couple of weeks ago. We can provide a list of the successful bids and what we did --

Andrew Boff AM (Deputy Chair): We have been talking about this for years.

Darren Richards (Strategic Planning Manager, Greater London Authority): To be fair, we were able to very quickly help support those bids and it was because of this relationship we built up that we were able to contact the relevant boroughs and help them and support the bids for the HIF, which helped make the case for the investment that the Government has made.

Andrew Boff AM (Deputy Chair): Lovely. Thank you, Chair.

Nicky Gavron AM (Chair): Martin, you wanted to come in, did you not?

Martin Simmons (Independent Planning Consultant): Yes. Thank you, Chair. Just addressing the issue of where in the Wider South East there might be willing partners or areas that could see growth, all my experience suggests that we need to focus on the outer parts of the Wider South East rather than the inner parts closer to London. The reason I say that is, Andrew, you mentioned NIMBY authorities, but I take a different view about it, having studied some of the local plans that have been prepared in the areas around London closer to London, Green Belt districts and so on. It seems to me the conclusion you draw is that they are, to all intents and purposes, full up in terms of infrastructure capacity. They really do lack any transport, social services, education, National Health Service (NHS) capacity, water supply, a whole range of physical and social infrastructures. Several of the hospital trusts have been in and out of special measures. That is just one example and so on. Therefore, the attitude which they adopt or would adopt were there to be a suggestion of still further growth coming out of London would be hostile. I would be very surprised if any of those authorities in the ring around London would be willing partners.

Nicky Gavron AM (Chair): Do you mean the outer metropolitan area?

Martin Simmons (Independent Planning Consultant): Yes, but go further out to the ring 50 to 60 miles from London and you have a different situation. My GLA colleagues already touched on it. You have the Cambridge-Milton Keynes-Oxford arc being advanced by the National Infrastructure Commission and endorsed by the Government. You have, as was already mentioned, a considerable number of new communities planned, garden towns or garden villages and so on, in that outer area. Essex was mentioned and certainly, in that area, we have the London-Stansted-Cambridge corridor very active in pursuing initiatives in that direction northeast from London. That is well worth pursuing in terms of where there might be willing partners for the longer term. If we can address a situation or clarify a situation which may come out of your question 3 as to what the scale of requirement of people moving out of London on such areas might be, but certainly in the outer areas, and it relates to the strategic infrastructure priorities in Figure 2.15 as to how that relates to transport infrastructure and capacity in those areas.

One of the great advantages - there are two or three advantages - in looking at the areas further out from London is that you can plan in that area the relationship between development and infrastructure very much more easily than you can in inner areas. You can also relate development much more constructively, it seems to me, between housing and economic development and growth in areas like that to create very much more of a polycentric structured region, where developments are not reliant in terms of employment on commuting into London. That would be very beneficial both to those outer areas and to London itself with its restricted transport capacity.

Andrew Boff AM (Deputy Chair): As an example, you are saying that probably having conversations with Broxbourne might be a bad idea because it is our direct neighbour, but it is better to have conversations with Harlow and Bishop's Stortford, which are further away. Would that be the kind of --

Martin Simmons (Independent Planning Consultant): I would go further out than Broxbourne, actually.

Andrew Boff AM (Deputy Chair): Even further? Yes, I am saying Broxbourne is too close.

Martin Simmons (Independent Planning Consultant): Yes, I have looked at Broxbourne's local plan, interestingly enough, where there has been some very carefully considered redrawing of the Green Belt boundary to accommodate their housing requirements. No, I would go out to Harlow and areas further out from Harlow.

Andrew Boff AM (Deputy Chair): That is what I was getting at. To the GLA team, are we talking to people like Harlow and Bishop's Stortford? Are we having conversations with them?

Darren Richards (Strategic Planning Manager, Greater London Authority): There are conversations, yes, with a number of authorities out in North Essex.

Andrew Boff AM (Deputy Chair): At that kind of distance?

Darren Richards (Strategic Planning Manager, Greater London Authority): Yes.

Andrew Boff AM (Deputy Chair): It is an interesting observation that we should skip a bit and that is more fertile territory for future developments. It is an interesting view. Thank you.

Jorn Peters (Senior Strategic Planner, Greater London Authority): There are, for example, also growth community ambitions in North Essex. Again, recent local plan consultations where we responded by offering potential collaboration if they are interested.

Andrew Boff AM (Deputy Chair): We skip Thurrock and go a bit further than that, yes? OK. I see. A lot of people want to skip Thurrock, but that is fine.

Nicky Gavron AM (Chair): If no one else has got anything, Corinne, do you want to comment on this or not? Otherwise, we will go on to our next question. Yes?

Tom Copley AM: Thank you, Chair. For this question, if I could start with our non-GLA guests first of all, Martin and Corinne, do you accept the planned projection for an outflow from London of around 75,000 people a year?

Martin Simmons (Independent Planning Consultant): Ben is probably the best person to comment initially. I would like to say something about it, but --

Tom Copley AM: Yes, I can bring in Ben first.

Ben Corr (Demography Manager, Greater London Authority): Yes, as I mentioned earlier, our projections are based upon what has happened in the past in those trends. Migration is based upon past

observed or estimated propensities to move. For example, in our model, if you are in Local Authority A and you have an age of 40 and a sex of male, we have a probability of you moving to any other authority and it is all based on what has happened in the past.

The flows out of London have varied over the last decade and we are basing our projected flows and migration patterns on an average of what has happened over the last 10 years in terms of propensities. In that context, 75,000 a year, which was the average net outflow between London and the Wider South East, looks reasonable. It has been higher in the past. Immediately following the financial crisis, it was very much less. There was a significant fall in the propensity to move within the country. In the year to mid-2009, that number came down to 45,000 a year. Back in 2004, that number was almost 90,000. Therefore, 75,000 in the context of the last 15 years certainly - the data is less good going further back - is consistent with what we have seen in the past.

Tom Copley AM: Corinne?

Corinne Swain OBE (Fellow, Arup): I agree with that and I genuinely agree with looking at longer-term trends. As I understand it, the ONS, which does the official projections, tends to look at five years' worth. Unless things have changed since I last had discussions, we have a major discontinuity in that the district authorities are planning on ONS projections beyond the London boundary. When in the Outer London Commission, we were thinking about arrangements for regional co-ordination and recommending to the last Mayor, we were hoping that there would be chances for an agreement on a common evidence base, including projections. I am not sure whether we are getting there or not.

Ben Corr (Demography Manager, Greater London Authority): On that point, in part of our engagement with the Wider South East, one of the things we did was we built a model over the last few years which explicitly works over the whole country. Our older model did not do that. Now one of the outputs we produce alongside the projections for London are consistent projections for the local authorities in the Wider South East and for England local authorities as a whole, and even for Scotland, Northern Ireland and Wales as bodies in their own right. We put that data out. In the process of putting that information out, we went through a very long period of engagement with our neighbours to make sure they were satisfied. We held workshops where we took them through the model. We had the model validated by the University of Southampton's Centre of Population Change and we put those numbers out into the public realm to help inform other authorities around us of what the implications are if you take London's assumptions.

As it happens, when we looked at these numbers, we produce projections on a five-year basis, like the ONS, 10 years, which is our preferred option, and 15 years. One of the things we see is that London's growth changes really quite a lot depending which of those periods you use of past data, but --

Nicky Gavron AM (Chair): Can you say how?

Ben Corr (Demography Manager, Greater London Authority): If you just give me one moment, we do have a document up on the London Datastore which looks this. The range for London between our short and our long in terms of annualised household growth - because that is the number that is in front of me - our short would have given 54,000 a year, whereas our long would be as low as 46,000 a year. It has quite a large impact.

Jorn Peters (Senior Strategic Planner, Greater London Authority): I have a copy of that document if you would like to see it. That is on our website. It is basically part of our engagement with the Wider South

East, basically an explanation of those outputs, and the comparison between the Government projections and our own projections.

Ben Corr (Demography Manager, Greater London Authority): Yes. There is quite a big difference there for London, but what is very interesting, we found, is that for the total growth that you see in the Wider South East and the East regions, the differences are negligible when you apply the same approach. That was a surprise to many. It was something of a surprise to ourselves until we built the model and realised. The reason for that is that though London is a net exporter to the East and the South East, they in turn are net exporters to the regions bordering them. When we use a longer time series, we put less weight on that period following the financial crisis when movement slowed and so, as well as more people leaving London for those areas, more people were leaving the East region for the East Midlands. The net effect for them as regions is very modest.

Nicky Gavron AM (Chair): Is that why the population in the rest of the South East -- I hope I am right about this, but it does not seem to me to have gone up in the same kind of proportion as London has.

Ben Corr (Demography Manager, Greater London Authority): London is experiencing the greatest proportional growth of all regions and so, yes, they are not keeping pace with London but nowhere is at the moment.

Nicky Gavron AM (Chair): Is that because people are leaving or because - they are not building the homes?

Ben Corr (Demography Manager, Greater London Authority): It is very hard for me to put a definite reason on it. It largely reflects the attractiveness of London relative to other areas. That would be the short answer, but there are many layers of subtlety within that, about its attractiveness to different groups and its attractiveness to international migrants and such.

Tom Copley AM: Do you look at people's reasons for moving or are you just simply looking at the numbers? Could you say this is because they cannot afford a place to live or they want to move to a place with a garden or they have a new job somewhere else? Do you ever look at that?

Ben Corr (Demography Manager, Greater London Authority): We do not do a great deal of work looking at that because the data is quite hard to get hold of for understanding reasons for people's moves over time. The information we get is published by the ONS on migration and gives us a lot of detail in some ways about age, sex, where from and where to, but nothing about why or about their household circumstances, their migrant status or anything like this, which makes our job more challenging.

Tom Copley AM: Martin, you wanted to come in?

Martin Simmons (Independent Planning Consultant): It really is important, it seems to me, for us to understand the extent to which the 75,000 movement of Londoners out into the Wider South East is going to lead to an additional demand for new housing in the Wider South East. Critical here - and Ben has mentioned this - is the relationship between this projected migration flow and that which local authority local plans in the Wider South East are already taking into account through their ONS-based or DCLG-based projections, which they are required, as I say, to take into account.

That is an issue in some of the - at least - examinations into the local plans in the wider region. It certainly came up in the area where I live, Maidstone District in Kent, where this was contested at the examination with

the Home Builders Federation coming along and saying that the district's objectively assessed need, in the phrase, was not taken into account sufficiently with the movement of Londoners into this district, which is immediately beyond the London Green Belt. The inspector dismissed that and said there was no evidence, which the Home Builders Federation had put forward, but, nevertheless, it just illustrates that this is certainly something that is very important in assessing future housing need and something which, as I say, should be clarified much more than it is at present.

Tom Copley AM: Yes, I agree. Sorry, you wanted to come in?

Jorn Peters (Senior Strategic Planner, Greater London Authority): In our efforts to facilitate the consistency of data across the Wider South East, we have written into the Plan in Policy SD2(D) [Collaboration in the Wider South East]:

"The Mayor supports recognition of long-term trends in migration in the development of Local Plans outside London."

This is, we felt, as far as we could go in terms of facilitating that kind of approach with a longer back series.

Maybe also I will mention, not as part of the statutory plan but in our green folder of diagrams and maps, there is one which illustrates the net domestic migration between London and the Wider South East per district. Again, we felt that was a good illustration of those relationships and a good basis for further planning.

Nicky Gavron AM (Chair): Could you give us the figure?

Jorn Peters (Senior Strategic Planner, Greater London Authority): It is not part of the Plan itself.

Nicky Gavron AM (Chair): No, I know.

Jorn Peters (Senior Strategic Planner, Greater London Authority): It is with the non-statutory leaflet that was produced alongside the Plan.

Tom Copley AM: I just want to go back to Martin was saying. Were you saying that there are authorities -- the London Plan is assuming this outflow, but authorities around London are not taking that into account in their own plans. Is that what you are saying?

Martin Simmons (Independent Planning Consultant): Yes. Their objectively assessed need, as it is called, does take into account, as it is required to, what the ONS through the DCLG says they need to take into account in preparing their local plans. I was just illustrating the case of Maidstone, where it was a clear issue which came up at the public examination in 2016 into their local plan.

Ben Corr (Demography Manager, Greater London Authority): Yes, this issue of consistency came up in the Further Alteration [to the London Plan] a lot and we tried to address it. The issue is that, as we see it, a longer base than the ONS produces is more suitable for strategic planning, especially since the last Plan was prepared so close off the back of the financial crisis. If you took a five-year period there - as the ONS - of the immediate aftermath of the crisis and projected that forward for 25 years, that would give you a very distorted view of what Britain might look like. To this end, we do produce as much information as we can to make our assumptions and our results transparent.

We have also very recently finally managed to win the ONS over. The ONS, which will be producing an updated set of subnational projections in late May, partly in response to our various consultation responses and input over the years, has agreed to produce variant projections for the first time. They have suggested that a longer-term based projection is high on their list of outputs. Those will not be available in May --

Nicky Gavron AM (Chair): Hang on. The ONS is backing the London case?

Ben Corr (Demography Manager, Greater London Authority): They are willing to produce projections more like what London is using, a longer series of past migration projected forwards than they currently do.

Nicky Gavron AM (Chair): All right. That is hopeful, is it not?

Ben Corr (Demography Manager, Greater London Authority): Yes. We are hoping that that will reduce some of these issues.

Corinne Swain OBE (Fellow, Arup): It will still be up to individual examining panels at the local plan examination as to which set of projections they favour depending on the representations they receive from the Home Builders Federation and others and the case that the local authority makes. It is a bit of a minefield, I am afraid.

Nicky Gavron AM (Chair): Yes, Jorn?

Jorn Peters (Senior Strategic Planner, Greater London Authority): It is certainly the case that the projections that we are producing based on the longer-term trends are not always producing higher household figures for authorities outside London, and so there is sometimes a significant variation just depending on the individual districts. To some extent, authorities outside London do not really need to fear to consider our figures because they may not necessarily be worse for them in terms of being higher, as they may see it.

Nicky Gavron AM (Chair): I do not understand that. I am just trying to understand if I understand that. Members, do you understand that?

Tom Copley AM: You are saying that they might like the fact that they need to put in a higher -- it may be advantageous to them to have to have a higher figure? Sorry. Is that what you were saying?

Jorn Peters (Senior Strategic Planner, Greater London Authority): No, I am saying that in some cases the projections that we are producing come out with lower housing need figures for those areas.

Nicky Gavron AM (Chair): They would prefer them?

Tom Copley AM: They would prefer them? All right. Sorry. I am with you now.

Jorn Peters (Senior Strategic Planner, Greater London Authority): From their perspective, they may then even prefer them, but originally there was the perception that the projections we were producing would result in higher housing need for areas outside London. I am saying that that is not necessarily the case.

Nicky Gavron AM (Chair): The projections we have produced for London and therefore for the out migration, if I have understood this, are based on a longer-term trend than the ONS?

Jorn Peters (Senior Strategic Planner, Greater London Authority): That is correct.

Nicky Gavron AM (Chair): Therefore, because we have taken a longer-term trend, that is how we have arrived at our 66,000 and that 75,000 net out migration?

Jorn Peters (Senior Strategic Planner, Greater London Authority): Yes, that is correct.

Nicky Gavron AM (Chair): Got it, Members?

Tom Copley AM: I think so.

Nicky Gavron AM (Chair): It is very complicated, but in fact you are saying, Corinne, that it is a minefield, yes?

Corinne Swain OBE (Fellow, Arup): How it is interpreted at each individual district in the Wider South East is still a battleground at the local plan examination.

Nicky Gavron AM (Chair): That is because the ONS is trying to get a national methodology but with some variations including London?

Corinne Swain OBE (Fellow, Arup): It is a great step forward that the ONS is going to produce variant projections. It does not change the nature of the local plan making system, which is adversarial because, at each location around the Home Counties, generally the developers and the Home Builders Federation are trying to up the numbers. That is all part of the pressure that these Wider South East districts feel and why they get nervous if they think that they are being asked to accommodate extra London overspill.

Nicky Gavron AM (Chair): Interesting. Darren and Martin, you want to come in, and then we must move on to the next question.

Darren Richards (Strategic Planning Manager, Greater London Authority): I just quickly want to make a distinction because you are comparing London with a district council and that is slightly unfair. It is one of the issues we have in that our SHMA is done on a London-wide basis. It does not distribute that need to the individual boroughs. That London-wide need --

Nicky Gavron AM (Chair): That is a good point.

Darren Richards (Strategic Planning Manager, Greater London Authority): -- is then married up with the SHLAA, which is our capacity, and that is what drives the distribution of housing targets for the boroughs. It is not just about housing need. The districts outside London have a slightly different - I was going to say "problem" - challenge in that they are expected individually to plan for housing growth at a district level. We can produce those, but it is important to note that that 75,000 net migration figure is going out into the Wider South East. Whilst we have produced where the flows go to district level, that again is a past projection. That does not have to be how it could happen and that is not how we plan within London. What we have a difficulty with is that in outer London we do not have an organisation to plan with that is more than local. Therefore, I would just be cautious. I do have some sympathy with what Corinne is saying: do not compare a region like London or a strategic city like London, where we are planning for 35 planning authorities, with a district council outside London. Our projections are based on 8.5 million people, and those projections might be based on 100,000 people.

The point I am making is that that 75,000 is the number of people leaving London and going out into the Wider South East, but that does not mean that they are all going --

Nicky Gavron AM (Chair): To any part of the Wider South East?

Darren Richards (Strategic Planning Manager, Greater London Authority): -- to any part of the Wider South East. What we can do in London is we can plan for our need and we can allocate that housing need to the boroughs that have capacity. There is a slightly different challenge outside London in their ability to do that. There is encouragement to do joint working. There are new issues around a statement of common ground which are still in their infancy, but there is not the same mechanism or structure outside London that allows us to do the things we are doing through our demographers.

Nicky Gavron AM (Chair): That is really interesting. Martin, you wanted to come in on this question, and then we will move on.

Martin Simmons (Independent Planning Consultant): Yes. I just wanted to follow Darren in what he has just said. It is very important to recognise that the planning systems in London and in the Wider South East are totally asymmetrical. It is something that we have had to face up to it certainly since the county councils ceased to be planning authorities, and it does put the onus on the inter-regional mechanism, which I am glad to see is now being strengthened up from what it was under previous Mayors. It was good to see that Sadiq Khan [Mayor of London] came to the summit at the end of January [2018]. We never saw Boris Johnson [MP, former Mayor of London] or Ken Livingstone [former Mayor of London] taking as much interest in this inter-regional relationship as it seems that we now have.

The question of course going forward is whether the mechanism as it is currently set up is going to prove sufficiently strong to deal with these big issues that we have been talking about this afternoon. I would certainly hope that over time it does get strengthened. I would certainly advocate from my experience that it does need a bit of a central organisation and it needs a budget to enable research to be commissioned. Those are two crucial added dimensions that need to be added to it.

Andrew Boff AM (Deputy Chair): We have LEPs all over the place. Something like a "super LEP" perhaps could be possible because there are seven LEPs operating in the South East. Why not just --

Martin Simmons (Independent Planning Consultant): No, it needs to be something that is *ad hoc* and tailored to the particular set of issues which London faces in dealing with and interacting with the wider region.

Nicky Gavron AM (Chair): Martin, you are saying it should be *ad hoc*?

Martin Simmons (Independent Planning Consultant): Yes. What I mean by that is something that is tailored to the specific circumstances of the relationship between London and the wider region.

Nicky Gavron AM (Chair): Not a statutory mechanism, even if it is advisory?

Martin Simmons (Independent Planning Consultant): Statutory, of course, would need to be set up by the Government and certainly the Government to date has shown no interest in there being a statutory body for Wider South East regional planning.

Nicky Gavron AM (Chair): We are coming on to this, again, a bit later. Susan?

Susan Hall AM: This is to all of you or any of you who would like to answer. To what extent will authorities in the Wider South East be willing to take into account specific London needs - by that I mean housing types, affordability - in their plans? Not all of you at once or I cannot cope! Who would like to take that on first?

Corinne Swain OBE (Fellow, Arup): It goes back to some of the things that we have previously been saying. There is not an incentive for those local authorities to open their doors and work with the GLA and Transport for London (TfL) unless they think they are getting something back from it. In addition, there are very few levers that would allow them to take account of specific housing types and needs coming from London because that is difficult in the planning system as well. If there are willing partners, then these would no doubt be a component of the negotiations taking place, but we are not in a position as in the past when there were Greater London Council (GLC) out-of-town or out-county estates and things. It was all within your powers to assemble the land and nominate residents to occupy the housing. Those days have gone.

Susan Hall AM: Darren?

Darren Richards (Strategic Planning Manager, Greater London Authority): Yes, building on that point, as the Mayor through the London Plan sets out, he wants to make sure housing in London is affordable to everyone. In terms of your affordability point, what we want to get to position is people are not being forced out of London because they cannot afford properties in London. That is clear through the Plan and through the requirements around genuinely affordable housing and the split between London Living Rent, [London] Affordable Rent and London Shared Ownership. We want to make sure people who need to live and work in London can afford to do that and do not need to move out to potentially cheaper areas. The Plan are the policies there certainly are making sure we do not export any kind of affordability issues outside to the Wider South East and it is very much geared to making sure we are meeting London's needs. We know from the SHMA that there is a significant need for affordable housing in terms of the makeup of that need in London.

Nicky Gavron AM (Chair): Can I just come in, Susan? Darren, how many people currently commute into London? It used to be 800,000.

Darren Richards (Strategic Planning Manager, Greater London Authority): It is something about 700,000 every day, but I could not be --

Nicky Gavron AM (Chair): It has gone down?

Darren Richards (Strategic Planning Manager, Greater London Authority): I would not like to say that that is the actual figure.

Nicky Gavron AM (Chair): Ben, do you know the answer?

Ben Corr (Demography Manager, Greater London Authority): I do not know the figure. The ballpark of 1 million is the number I have in my head, but it is not my particular area of expertise.

Darren Richards (Strategic Planning Manager, Greater London Authority): That might be to central London. It might be 700,000 to the Central Activities Zone (CAZ) but of course then there is movement between outer London and the Wider South East.

Nicky Gavron AM (Chair): Yes. Looking at commuter flows is quite interesting, is not it?

Darren Richards (Strategic Planning Manager, Greater London Authority): There are statistics around that. I know that TfL publishes as part of its *Travel in London* reports those kinds of figures. It might be in the Mayor's Transport Strategy.

Nicky Gavron AM (Chair): Martin?

Martin Simmons (Independent Planning Consultant): If my memory serves me right, the 700,000 that Darren mentioned is rail commuting into Central London.

Nicky Gavron AM (Chair): Not into the whole of London?

Martin Simmons (Independent Planning Consultant): No. There would be a lot of car commuting, of course, coming into outer London centres.

Nicky Gavron AM (Chair): Road commuting?

Martin Simmons (Independent Planning Consultant): Yes.

Nicky Gavron AM (Chair): Can we get some stats on this? Could you write to us so that we have the road commuting and the public transport commuting figures?

Darren Richards (Strategic Planning Manager, Greater London Authority): Yes, we will do that.

Nicky Gavron AM (Chair): Jorn?

Jorn Peters (Senior Strategic Planner, Greater London Authority): What we have is a figure that is in the Plan. Figure 2.13 [Spatial Distribution of Commuting to London] is a map or diagram that shows the scale of commuting flows into the districts around London. You will see that, in terms of the scale, there are districts around London where the commuting flow is in the region of 15,000 per day. That is in the nearest districts around London. We can expand on that and provide you with other data that goes beyond this. This is based on the 2011 Census. If you would want to do the same diagram based on the 2001 Census, you would see that in 2011 there is more dark green, that is, the commuting flow has increased in scale.

Darren Richards (Strategic Planning Manager, Greater London Authority): I have a figure here from paragraph 2.2.3, "800,000 commuters travel into London each day".

Nicky Gavron AM (Chair): Yes, I knew that it was 800,000.

Darren Richards (Strategic Planning Manager, Greater London Authority): It does not say whether that is a net or gross figure, though. That is the figure we have in the Plan.

Nicky Gavron AM (Chair): That is public transport?

Darren Richards (Strategic Planning Manager, Greater London Authority): That is to the whole of London.

Nicky Gavron AM (Chair): The whole of London and so that is road and public transport?

Darren Richards (Strategic Planning Manager, Greater London Authority): All modes, yes.

Nicky Gavron AM (Chair): Thanks. Susan?

Andrew Boff AM (Deputy Chair): That does not sound right. That does not sound like a lot.

Susan Hall AM: It feels like a lot when you are on the train. Going back to the question I asked you before, do you think the Wider South East will take into account arrangements for treating and disposing of waste as well as recycling industries? Do you think they will look at that with the movement?

Darren Richards (Strategic Planning Manager, Greater London Authority): We do have slightly different arrangements for that. There are still our regional bodies, which are groupings, because that is still a county function. There are what is called the Regional Technical Advisory Boards (RTABs), which deal with waste, and the South East Regional Aggregates Working Party (SERAWP), which deals with minerals. We have presented to those groups and we have shared with them all the data around waste and aggregates arising, and they have responded to the London Plan.

The Plan proposes that we are net self-sufficient. That does not mean that we do not export or import waste but that we have enough capacity in London to meet the amount of waste that we produce. Because we cannot have all the waste facilities within London, there will need to be movement of waste between London and the Wider South East, but in net terms we will be able to deal with all the waste that London produces by 2026.

Susan Hall AM: Do you think that the Wider South East will take that into account on that?

Darren Richards (Strategic Planning Manager, Greater London Authority): Yes, which is one of the reasons why we have consulted with them on the figures that underpin the Plan in terms of waste movements and particular types of waste because they then have to factor that into their waste and minerals local plans.

Susan Hall AM: The London Plan says something about substituting some of the businesses within London outside for --

Jorn Peters (Senior Strategic Planner, Greater London Authority): Yes, that is something that we are considering as one of the options for collaboration with partners outside London. It is one of these offers to potential willing partners, that substitution. For example, an industrial use that cannot be accommodated within London but wants to expand or something like that could be substituted outside London if there is an interest.

Nicky Gavron AM (Chair): What do you have in mind, actually? A lot of London industry needs to be where it is because it is serving London. It is like just-in-time food production or repairing lifts or whatever.

Darren Richards (Strategic Planning Manager, Greater London Authority): If you look at the evidence around industrial capacity, for example, we did as part of that study look at industrial demand and supply just outside London because, generally, that is radial rather than orbital. Industrial demand tends to be around the four quadrants, particularly around Heathrow. To the south is Gatwick. To the north will be to distribution

hubs in the Midlands. To the east is to the ports. There is a relationship between London and the immediate boroughs. There is a corridor with the M25 being the link around there.

As part of that work, we did look at whether you could substitute some of that from London outside and it is mixed. Yes, some occupiers want to be in London because they want to be able to serve the central London market, but some do see a benefit in being either in or out. They could be in outer London or in the Wider South East because they are distribution hubs that just need access to road and rail or the ports.

Jorn Peters (Senior Strategic Planner, Greater London Authority): That is not meant to be in conflict with our policy to retain industrial land generally because of the significant releases we have had in the past and are still experiencing. There should not be a conflict between this potential opportunity for relocation or substitution and the need to protect in particular our strategic industrial land within London.

Nicky Gavron AM (Chair): Susan, did you want to ask anything else?

Susan Hall AM: No, that is fine.

Nicky Gavron AM (Chair): Could you explain what a consolidation hub is? Darren, you just mentioned consolidation, or Jorn did.

Darren Richards (Strategic Planning Manager, Greater London Authority): It is where you can consolidate, particularly around logistics will consolidate around a set of warehouses so that all of the products come to one place and then they can be distributed generally in smaller vans for the more local needs. Heavy goods vehicles (HGVs) all go - if it is by rail - to the railhead where they are unloaded, and then smaller lorries or vans can distribute in the immediate area. It takes HGVs away from the need to come into central London

Nicky Gavron AM (Chair): Do you think the logistics and consolidation hubs could be something --

Darren Richards (Strategic Planning Manager, Greater London Authority): Yes, there is some potential.

Nicky Gavron AM (Chair): It could be something that is outside London but serving London and serving a wider area?

Darren Richards (Strategic Planning Manager, Greater London Authority): Yes, it could.

Nicky Gavron AM (Chair): It could? OK. That is what you mean? That is one of the examples of substitution?

Darren Richards (Strategic Planning Manager, Greater London Authority): That is one example, substitution, yes.

Nicky Gavron AM (Chair): Does this seem feasible to other members of the panel? For some of these, really what we are talking about is other ways that the Wider South East could be helping London, are we not? Corinne? Martin?

Corinne Swain OBE (Fellow, Arup): Wider South East authorities are often interested in extra jobs. The type of jobs is probably important to them. If there were some high-paid office jobs on offer, they would

probably be happier than if it was logistics, but it is certainly worth putting it in the mix of sweeteners to talk to willing partners.

Susan Hall AM: Sorry. Surely, though, if you take something that is being done and then the sweeteners being lots more jobs, etc, you are going to add the cost of doing something and that is going to be offloaded to the customer at the end of the day. If you have lots of hubs where the HGVs go to and then you have lots of smaller vehicles that are coming in, you are then going to have to have a lot more admin around it. That will put the cost of whatever is in that HGV up and so the cost of living will rise even further for those in London to accommodate something like that.

Martin Simmons (Independent Planning Consultant): It is worth pointing out, Chair, that the employment situation in areas in the Wider South East varies greatly. You have on the one hand a place like Reading on the western corridor, which is extremely buoyant and where there is a great problem in providing sufficient houses to match employment growth - and that was an issue, Corinne, I remember, in the South East Plan - whereas on the other side of London, if you look at a place like Medway in the Thames Gateway, there is an authority - a unitary authority, in fact - that has considerable unemployment and really does need more jobs. I just say that there is a contrast between different places in the South East. We ought not to think of the Wider South East as homogeneous in that sense.

Nicky Gavron AM (Chair): All right. Just on Susan's question, do you have expressions of interest for some of these substitutions?

Jorn Peters (Senior Strategic Planner, Greater London Authority): I am afraid the answer is again that we have had initial conversations, but they need to be developed further.

What I maybe also want to just say in response to your question about basically some negative consequences of such types of substitution is that now, in our economic section of the London Plan, Policy E7(F) [Intensification, co-location and substitution of land for industry, logistics and services to support London's economic function] sets out in economic terms a perspective on collaboration with authorities outside London related to relocation and substitution. There are criteria in that policy that make clear that this should support "a more efficient use of land", "full regard is given to both the positive and negative impacts", and "a clearly-defined strategy" for that kind of move. We have put criteria into the Plan that would mean that this should only be done when it is really reasonable and appropriate to do.

Susan Hall AM: It is just that that was the example you gave and, therefore, I was looking at it as the example you gave. There might be other examples, but the sweeteners that might be required to do some of these swaps or whatever might end up costing Londoners far more in a different way. That is a real risk factor, in my view.

Nicky Gavron AM (Chair): I do not know if any assessments have been done. I wondered, with your permission, Susan, if we could just move on because we need to move on to the next panel session.

I just wanted to end by asking you. Every single major city in the world is now looking at how to have better arrangements with its hinterland. London is part of a huge functional urban region. I just wonder - this is to the panel and to Darren, really, and the GLA - whether we have done any thinking about how we could strengthen the formal arrangements with the rest of the South East. What would you want to do? What should we be doing? Are there any moves to do that?

Darren Richards (Strategic Planning Manager, Greater London Authority): Not beyond what I have just said in terms of the work we have been doing and the collaboration arrangements. They are developing and are becoming more robust, but it is a process and we need to work with the representatives of the Wider South East on these common issues.

Nicky Gavron AM (Chair): Are you trying to set up joint arrangements?

Darren Richards (Strategic Planning Manager, Greater London Authority): We are trying to set up arrangements where we jointly lobby and can jointly support each other. The HIF bids are probably a good example of where that process is starting to produce some outputs in that we are jointly supporting each other in dealing with the barriers to delivery, bringing forth housing development or other development and investing in infrastructure.

Nicky Gavron AM (Chair): Corinne, you want to come in?

Corinne Swain OBE (Fellow, Arup): Yes, thank you. I was heartened to hear the ideas about extending the political steering group to include discussions with subnational transport bodies and possibly LEPs. I agree with Martin that having some real independent technical capacity there and some dedicated officers, so that it is not somebody from this organisation and somebody from that authority but dedicated people thinking about London and the Wider South East together, would be a prelude to some fundamental thinking about the future of the city region.

I do not see that that is going to come from the existing arrangements at the moment. It needs a consistent look at development capacity and development needs. Some of the techniques that are being used in London could well be extended into the Wider South East, but they are time-consuming and resource-consuming and so it means that there is a financial resource implication. Central Government needs to buy into this and this is one of the stumbling blocks because it perceives that if London and the Wider South East are even closer together it is competition to them.

I was interested in what is happening in Greater Sydney, where the state government set up an independent expert commission and the commissioners were apparently shortlisted by the local authorities but then appointed by the state. Some of the technical background could be done in that way so that the recommendations about growth locations and a strategy that aligns transport infrastructure spending with the location of housing and economic growth and those decisions could be put to politicians in the appropriate way.

However, I do not see enough progress with the existing arrangements to tackle controversial issues. There is lots of progress on barriers to housing and infrastructure priorities, but nothing about the location of growth. It needs a different approach.

Nicky Gavron AM (Chair): That is very helpful because what you are suggesting is -- I have had conversations with the woman who is chairing the Greater Sydney Commission. In a sense, it is an advisory body, nevertheless, but it does have technical expertise.

Corinne Swain OBE (Fellow, Arup): Yes.

Nicky Gavron AM (Chair): It is a very interesting idea. What we really need is proper regional strategic planning, which is what the combined authorities are now getting, and we do not have that. London and its

functional region is one of the few areas in the country that does not have it, but if we are not going to get it, then the idea of a Wider South East Commission, which has a technical body to do what you have just been talking about, is a very good idea. Anyway, we should lodge that and hope, Darren, that the Mayor and you will lobby for it. We will all lobby for it.

Can I just ask one final question, just very quickly because we must move on to the next one? Is there anything you would want to see in the London Plan which is not there in relation to the Wider South East in terms of policy? Is there something that you think is missing? Martin?

Martin Simmons (Independent Planning Consultant): Yes. We have discussed a range of things here and, when we look at the transcript, there are a number of points that have emerged this afternoon which would answer your point. There are a number of contributions that have been made that would, if we go through them, help to strengthen what the London Plan is currently saying in Policies SD2 and SD3 about relations with the Wider South East, how they can be improved and how some of the issues, particularly in terms of the possible extra housing demand that London would place on the wider region, can be addressed.

The further point to what Corinne said that I was going to make is - I did mention it before - that the organisation needs to have resources to enable it to commission research into some of the key issues. You remember, Nicky, the London Planning Advisory Committee (LPAC). LPAC had a research budget. It had only had 20 (Overspeaking) --

Nicky Gavron AM (Chair): Twenty thousand

Martin Simmons (Independent Planning Consultant): -- but it had a research budget to research some of the issues that needed to be included in what was then regional strategic guidance. That model seems to me to be one that we could go back to and draw some lessons from.

Nicky Gavron AM (Chair): Interesting. Corinne, do you want to add anything?

Corinne Swain OBE (Fellow, Arup): I do not want to end by being too controversial. I would have preferred more options to be on the table and for the Green Belt not to be closed off because, if the Mayor had provided leadership in terms of setting out principles for strategic Green Belt release, it would have gone down well with Wider South East authorities, which themselves are having to go through that process.

However, rather than what should be in the London Plan, if you think about exposing some of these issues at the EIP, if you are influencing the panel, if you can, get the panel to write something in its report about the need to rethink relations on a much more strategic basis between London and the Wider South East and even try to get some discussion about an expert commission or whatever. We have seen last time round how influential the panel's comment about the need for wider engagement was. That really spurred action. We should not diminish the progress that has been made, but that is a good channel for spurring some additional action in the future.

Nicky Gavron AM (Chair): Thank you for that. All right. I will not comment on the idea about the Green Belt because it is not part of what the Plan is doing. It also does not seem to be part of what the Government is looking at either, going by the consultation from last week.

I want to thank all of you really very much for your contributions. They really will help us in giving evidence at the EIP. Thank you.

Corinne Swain OBE (Fellow, Arup): Great. Thanks for inviting us.