



5. Housing development & hybrid bill powers

Crossrail 2 Programme Board

28 June 2018



1. Purpose

This paper provides an update to the Crossrail 2 Programme Board on the revised Crossrail 2 Development Model (CR2DM) and the ongoing assessment of a range of possible powers to be secured through the Hybrid Bill that would support housing delivery to help realise the wider development and regeneration benefits of the scheme.

The Crossrail 2 Programme Board is asked to:

- i) Note the update to the CR2DM and the updated assessment of housing potential across the route
- ii) Note the ongoing assessment of potential housing delivery powers and to consider reconvening the Growth sub-panel to discuss the potential options further

2. Crossrail 2 Development Model (CR2DM) Update

The CR2DM provides a comprehensive and objective assessment of potential development capacity across the proposed route as well as wider areas which would benefit from the scheme. The CR2DM takes account of a number of specific transport and market drivers alongside targeted land use policy changes in order to identify the potential housing benefits of the scheme. Outputs to date have been used to inform the various SOBC iterations as well as options testing for different route options and scheme variants.

Since the last CR2DM run was undertaken in October 2016 there have been a number of changes to existing land use policies and wider development context which meant that the earlier iterations of the model were out of date. Key changes have included an update to the London Plan (including review of potential housing sites and proposed new land use policies), publication of the draft National Planning Policy Framework (NPPF) and continued activity within the development industry which has seen a number of sites already brought forward for development.

An update of the CR2DM has been undertaken to take account of these changes in order to continue to provide a robust and credible assessment that can support the ongoing work of the Independent Affordability Review – specifically the ability for each of the shortlisted options to support housing delivery in line with the strategic aims and objectives of the scheme.

The updated assessment has shown that by taking account of recent changes, the overall long term development capacity across the CSO (including connected stations) has increased by [REDACTED] – indicating the potential development capacity for around [REDACTED] (up from [REDACTED] net additional homes across the assessment period).



The greatest changes are seen in London – particularly the Outer London Areas which are identified in the draft London Plan as major contributors to meeting London's long term housing need. Principally, the increase in development capacity has been driven by a higher number of suitable development sites which would then benefit from transport improvements from CR2, being identified through the GLA SHLAA¹; as well as changes in the density assumptions which are no longer constrained by a prescriptive density matrix and now take a more design led approach. It should be noted that the increase is a 'net' figure and the increase in development capacity as a result of these changes is partly offset by a more conservative view on the release of industrial land as well as 'lost opportunity' where sites have either already, or are in the process of being built out.

It is this new CSO capacity against which the benefits of the restated Reference Option, and each of the shortlisted route options considered as part of the IAR have been assessed.

3. Housing Delivery Powers

The CR2 Programme Board have previously acknowledged that in order to realise the potential housing benefits, there is a need to consider what other housing delivery mechanisms may be required as these cannot be realised by delivering the railway alone.

¹ GLA Strategic Housing Land Availability Assessment (November 2017)



On 11 January 2018, the CR2 Growth sub-panel discussed a potential 'preferred package' of housing delivery options that could be used to help realise the housing benefits of the scheme (Appendix 1). This 'preferred package' of options took forward the initial ideas set out in the 2017 CR2 Housing Report and provided a balanced range of measures which maximised the benefits of the scheme while effectively managing risk to successful passage of the rail project through the Hybrid Bill scheme.

Having identified a 'preferred package', the next stage of assessment is to identify how each of the measures can be achieved through existing legislation and powers, or where additional policy and/or legislative changes are required and how best these can be achieved.

Given that issues of housing delivery are relevant to whichever route option is taken forward and to all extents and purposes unaffected by the outcome of the IAR; this next stage of assessment is being undertaken by the IPT and will look to conclude by Autumn 2018. Its conclusions will help determine the future 'ask' of a Hybrid Bill and therefore is an important preparatory exercise which will be used to inform the planning assumptions and programme for the next stage of scheme development.

To help guide and inform the detailed assessment and ensure there is adequate governance and scrutiny in relation to its outcomes, the Programme Board are asked to consider the potential benefits of reconvening the CR2 Growth sub-panel during Summer / Autumn 2018.

[illegible]

	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
Benefit Rating	Medium	High	High	High	Medium	Medium	Medium	High

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