



Further submission to the new London Plan EiP by the Heathrow Strategic Planning Group (2478)

Matter 16

The Wider South East and Beyond

M16. (a) How, if at all, should the Plan address the matter of development and growth in the wider South East? (b) Are policies SD2 and SD3 necessary, and would they be effective in assisting in implementation of the Plan and/or informing a future review of the Plan?

About the HSPG and further context

1. The role and objectives of the Heathrow Strategic Planning Group (HSPG) is set out in our original submission, however it is necessary to update membership and other details.

2. The membership of the Group¹ has now increased to include Elmbridge Borough Council and the Royal Borough of Windsor and Maidenhead as full members of the Group.

¹ **Full Members** of the HSPG are: Buckinghamshire County Council, Colne Valley Park Community Interest Company (responsible for the Colne Valley Regional Park), Enterprise M3 Local Enterprise Partnership, London Borough of Ealing, Elmbridge Borough Council, London Borough of Hounslow, Royal Borough of Windsor and Maidenhead, Runnymede Borough Council, Slough Borough Council, South Bucks District Council, Spelthorne Borough Council, Surrey County Council, Thames Valley Berkshire Local Enterprise Partnership, and Buckinghamshire Thames Valley Local Enterprise Partnership. (Slough act as 'host' / accountable body for the small Core Team of staff who service the Group.)

Other organisations have '**Observer**' status and participate in many of the activities of the HSPG, including: Department for Transport (Aviation Team and others), Environment Agency, Heathrow Community Engagement Board, Highways England, Natural England, Public Health England and West London Alliance (of London Boroughs)

3. It is correct to consider the HSPG as a 'Local Authority or other agency' rather than a 'campaign group' and we are grateful to the EiP Secretary for recently reclassifying HSPG in this way on the EiP website. HSPG members comprise the local authorities, local enterprise partnerships and one third sector organization, covering the core functional economic area² surrounding Heathrow Airport – both within Greater London and into the Wider South East. The work involves officer level and political level joint working with strategic decision making by a regular political Leaders Meeting.

4. The Group does not adopt a position on whether or not a third runway should be built at Heathrow, but we believe joint working will result in more effective spatial planning and management of impacts and help maximise the benefits of and compensation from any expansion of the airport to the local economy, communities and the environment.

5. The Group work with Heathrow Airport Limited and the Heathrow Community Engagement Board (established following the Airports National Policy Statement (airports NPS)) but Heathrow Airport Limited are not a member of the Group. The Group is constructively engaging with Heathrow Airport Ltd in work that considers scenarios for both a two-runway and three-runway future.

6. In July 2018 Parliament approved the Airports NPS with a considerable majority, seeking the opening of a third runway in 2026. It is anticipated that a Development Consent Order will be submitted in mid-2020, associated planning applications for enabling work are likely to be submitted before that, and further legal challenges are most likely.

² The LB Hillingdon have **declined** to join the Group and the Mayor of London (GLA and TfL) has **withdrawn** from 'observer' status.

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7. The HSPG consider that Policy SD2 'Collaboration in the Wider South East' and Policy SD3 'Growth locations in the Wider South East and beyond' are fundamentally necessary and should be acted upon. To this end the GLA should engage with the HSPG as a "willing partner" (para 2.3.7 refers) representing a collaborative group of authorities and relevant bodies in the WSE and West London that exists for this very collaborative purpose.

8. The HSPG is working with Heathrow Airport Limited and other stakeholders to understand and plan for growth and development for the functional economic area around Heathrow Airport – as outlined in our submission to Matter 14. The area influenced straddles the Greater London boundary to the western side, it is defined by the extent of the (changing) Travel to Work Area and other factors. Having investigated the existing relationships of businesses with the airport it has been established in the joint evidence work to reach into Greater London to Old Oak / Park Royal, and beyond out along the 'Western Wedge' to Reading and more but with a particular focus within 5miles. Closer to the airport we find Direct and Indirect relationships, in the local area Induced effects from spending power and then Catalytic effects reaching much further.

9. The evidence will be reviewed and updated in the first half of 2019, and we intend to provide more detailed information on this in our Hearing Statement on Matter 87 (Aviation).

10. In response to question (b) it is submitted that the Policies SD2 and 3 are necessary, in response to (a) it is submitted that most useful work to plan across the Greater London boundaries and into the WSE will such as that conducted

with the HSPG, focusing on functional geographic areas and corridors, rather than at a highest level pan-London / WSE. The GLA needs to respond by working flexibly in a range of ways in different locations, with different networks of partners as they arise. An amendment and recognition in the Plan of the need for this would be welcome.

11. There is no need to await the adoption of the Policy for the work to start.