

Heathrow Strategic Planning Group

Terms of Reference

Adopted 11th December 2015

1.0 Introduction

Heathrow airport is a key economic driver for West London and the M3/M4 Corridor. Although the operational airport is located entirely within the LB Hillingdon, it together with the supporting uses and infrastructure has a significant impact across the sub region spatially, socially, economically and environmentally. Currently a decision is awaited by the Government on the Airport Commission's recommendation, which identified Heathrow as its preferred option for runway expansion in the south east. Regardless of the outcome of the Government's decision it is recognised that the impact of the airport cuts across administrative boundaries and that the collaborative working of Local Authorities and other bodies surrounding Heathrow Airport will result in better spatial planning and the management of impacts, together with maximising the benefits of the airport to the local economy and community whatever decisions are made regarding growth in the future. The Group is therefore being formed in response to the nature of the location straddling a number of different administrative boundaries which lack any formal mechanism for strategic or 'sub regional' planning and governance other than the Duty to Cooperate.

The scope of the issues to be addressed by the Group will principally relate to land-use planning but through which it will address transportation, infrastructure, regeneration, economic development and environmental matters. This scope would be reviewed as appropriate. It is recognised that each member of the Group will have their own individual policy positions on a third runway, and membership of the Group does not require any particular position of support or opposition. It will be for each member of the working group to decide their level of involvement. However, as an overarching principle the Group will work together to maximise the benefits and opportunities the airport brings to the area, whilst minimising its impacts.

2.0 Purpose and scope of the working group

The purpose of the Group is to:

- work collaboratively in creating and delivering a vision for the Heathrow sub-region;
- enable more coordinated and consistent planning for and management of the local and sub-regional benefits and impacts of the airport through strategy and policy formulation;
- share information and expertise and collaborate where appropriate; and
- build partnership, lobby and be a collective voice on matters of sub-regional planning.

The intention of the Group is that it is essentially strategic but practical and its precise role and ways of working will evolve and change to best respond to the decisions of Government and events. However, initiatives and projects arising from the spatial relationship of local authorities with Heathrow, but not necessarily predicated on the outcome of the decision of the third runway, would still benefit from wider sub regional engagement. Heathrow is currently preparing to work up a Development Consent Order for expanding the airport and this would be facilitated by engaging with the Group in a transparent and open manner.

Initially the group will facilitate officer level discussions, however, this may be broadened to include Councillors at a future point as appropriate.

3.0 Specific Objectives and Outputs of the Group

The work of the Group will have three specific objectives:

- For planning authorities own plan making, the Group will assist essential Duty to Cooperate processes and assist in the adoption of a common range of scenarios for testing and consideration that will make all Local Plan (and London spatial development strategy) examinations more straight forward and robust.
- For (any) Development Consent Order prepared by Heathrow Airport Limited, the Group will enable early and effective engagement in the evolution of consultation proposals, design options, scoping of evidence requirements, design of the key studies, and the sharing of the results etc.
- To provide a collective point of communication with Government on issues of common concern around the processes, resources, wider infrastructure and other implications of growth at Heathrow Airport upon the sub-region.

The Outputs from the Group could include:

- a. A common Statement setting out the key common points and /or range of differences.
- b. Broad identification of the essential infrastructure needed to enable growth and change. This may extend beyond Heathrow expansion and related early enabling works to take into account other major schemes and developments in the sub-region.
- c. Common positions of how much and what type of development and employment is and will be needed, when and where, across the sub region, and the starting point in guiding the location of this.
- d. Work towards developing a common vision and strategy statement for the sub-region – a positive ‘branding’.
- e. Capturing these ideas and representing them through a draft sub-regional plan for the Heathrow area.

- f. A common guide and reference point to the different planning 'rules' and methodologies that apply inside and outside of London and different counties. This will help guide/explain/reconcile a common understanding and data sets.

4.0 The working group in practice

The Group will meet regularly at a frequency to be agreed. It is anticipated that this would be monthly during the initial period awaiting the Government's initial decision.

Sub-groups may be established to focus on specific work areas, and their work coordinated by the working group including:

- Employment – jobs and floor space demand
- Housing – need and demand
- Transport – strategic change
- Environment – the whole range of impacts, mitigation and improvements
- Economic Impact – the impact the airport has on the local economy

The working group meeting will be chaired by the Director of Strategic Planning, Economic Development and Regeneration London Borough of Hounslow. LB Hounslow officers will service the meeting, organising a room, providing an agenda and a list of actions/short minutes from each meeting, with an update at the following meeting.

Meeting notes and email correspondence will all be produced in a form suitable for publication if required.

Sub-groups will be chaired and serviced by willing participants as appropriate.

5.0 Membership

Initially the membership of the Group is open to those authorities and bodies as set out below who have been identified by the Group as having a key stake in sub-regional planning and if they engage will commit to resourcing with suitably authoritative Officer Representative:

- London Borough Hounslow
- London Borough Hillingdon (invited to attend but currently not participating)
- London Borough Ealing
- Spelthorne Borough Council
- Runnymede Borough Council
- South Bucks District Council
- Royal Borough of Windsor and Maidenhead
- Slough Borough Council
- Heathrow Airport Limited
- Thames Valley Berkshire Local Enterprise Partnership
- Buckinghamshire Thames Valley Local Enterprise Partnership

- Enterprise M3 Local Enterprise Partnership
- Surrey County Council (in respect of strategic transport and other relevant functions)
- Bucks County Council (in respect of strategic transport and other relevant functions)
- London LEP (to be invited but currently not participating)
- Greater London Authority (Observer status only)
- Transport for London (Observer status only)
- Government (coordinating representative from CLG/BIS) (Observer status only)

Other parties and in particular other transport bodies or organisations will be invited to join as appropriate taking into account the scope of the issues being considered.