



Statement of Common Ground in relation to the HSPG Joint Spatial Planning Framework

February 2020

List of Contents

- 1. Introduction, scope and purpose**
- 2. List of the parties**
- 3. The HSPG**
- 4. Signatories**
- 5. Strategic geography**
- 6. Strategic matters**
- 7. Specific joint interests and comments of the signatories**
- 8. Other key stakeholders – comments**
- 9. Governance arrangements**
- 10. Timetable for review and ongoing cooperation**
- 11. Endnotes and references**

Draft	Circulation	Date
Prepared by MT – initial draft version 1.0	PAS template. Core Team and Spatial Planning Sub Group	3/11/2019
Prepared by MT – version 2.0	Revised with trk chg showing – re-circulated	3/12/2019
Prepared by MT – version 1.3	Revised reflecting revised JSPF and various member responses (Simple Track Changes showing)	7/2/2020
Prepared by MT	Track Changes removed - revised for Leaders Board on 20/2/20	14/02/2020

DRAFT

1. Introduction, scope and Purpose

This Statement of Common Ground (SoCG) supports the Joint Spatial Planning Framework (JSPF) and related policies and guidance being taken forward by the Heathrow Strategic Planning Group. This SoCG sets out the scope of its work to support this, including co-sponsorship of the Joint Evidence Base and Infrastructure Study (JEBIS) and related other joint evidence jointly prepared by the signatories and by the HSPG, working with partners and promoters including Heathrow Airport Limited (HAL). The signatories may also refer to this SoCG in their submissions as part of any Development Consent Order(s) (DCO), in local plan preparation and as a material consideration in taking T&CPA planning decisions.

The Introductory Chapter 1 of the JSPF expands on the case for this joint approach, the benefits of collaboration, the nature of the Heathrow expansion proposals and background growth (evidenced in the JEBIS), and the purpose of the JSPF. The JSPF is an action-orientated spatial strategy which should be read as whole and with the associated HSPG Economic Development Vision and Action Plan. This SoCG establishes the process, governance, purpose and status of the JSPF and JEBIS related documents and, in particular, how these are used as a basis for consensus building across its membership.

The HSPG is a voluntary partnership of local planning authorities, local economic partnerships and other agencies and stakeholders interested in ensuring there is a robust sub-regional scale spatial planning policy framework to help influence the development of proposals for the expansion of Heathrow Airport properly reflecting the context of background or baseline growth in the sub-region.

Airport expansion development proposals include Nationally Significant Infrastructure Projects (NSIP) and Associated Development (AD) consented through the DCO process, and T&CPA approvals. The DCO consenting process may include construction of a Northwest Runway, provision of additional terminal and operational capacity, supporting transport and other physical, blue and green infrastructure works.

This is one of the largest and most comprehensive partnerships of its kind, reflecting a shared recognition that the airport expansion proposals will have major implications for a wide area of Southeast England that already faces significant development pressures, infrastructure strains and deficits and challenges in ensuring and maintaining high quality natural and built environments. These issues manifest themselves in different ways locally, but shared strategic approaches and tools will strengthen local spatial planning and related strategy preparation and implementation through the DCO and T&CPA processes to around 2050; the period required for expansion proposed to reach an 'end state'. The JSPF addresses three delivery phases: Now (2020-2018, New 2029-20 and Next (2036-2050) detailed at Section 1.7 of the JSPF. Our aim is to lock-in a positive legacy that benefits the people and places our members represent.

A principle source of policy guidance on the determination of any DCO(s) for airport expansion at Heathrow is the Airports National Policy Statement (Aviation NPS). However, other NPS's are material to aspects of the scheme, as is the National Planning Policy Framework and adopted and emerging Local Plans. The local authority members of the HSPG believe that JSPF is also an important material consideration.

The HSPG is not a formal joint committee. The JSPF is not intended to be a *local development document* (within the terms of section 17 of the Planning and Compulsory Purchase Act 2004 (as amended)). But both the JSPF and JEBIS are intended to be a

resource that can be drawn on by those with formal responsibility for producing statutory development plans and decision making. Given this background, while there is no formal requirement to observe the statutory duty to cooperate under section 33A of the 2004 Act (as amended) or to prepare an SOCG, it has been decided to prepare one as a matter of best practice; to help evidence the rigour of the process for preparing the JSPF and to assist our member authorities in demonstrating compliance with their statutory duties.

The JSPF and this SoCG have been prepared with regard to relevant national policies, guidance and best practice in relation to the use of SoCG in joint strategic spatial planning, cross-boundary planning and collaboration in development plan making (duty to cooperate) and nationally significant infrastructure.

The JSPF is a 'living document' which will be updated as required; in particular the HSPG anticipate the need to jointly commission further evidence studies, to produce further 'daughter' documents focussing on detailed aspects, and for future reviews of the JSPF. This will be useful in preparation of jointly prepared Local Impact Statements and submissions in response to emerging DCO applications for NSIP and AD projects to deliver the expansion of Heathrow Airport.

This first iteration of the JSPF is written with an emphasis on Priority Actions which include further joint working with partners and stakeholders to resolve issues, some of which are identified in this SoCG.

The governance and organisation of the Heathrow Strategic Planning Group (HSPG) is addressed under Section 2.

In the event the Northwest Runway scheme does not proceed?

In this event HSPG members will need to consider the situation, weighing factors including the likelihood and scale of some level of expansion at the airport regardless, the proposed engagement of the Mayor of London with neighbouring authorities, and action necessary to achieve Net Zero Carbon by 2050.

However, the HSPG has proven to be a most useful new form of partnership for collaboration and joint strategic planning of a functional economic area where many concerns and opportunities are shared including Green Belt.

Members consider that there is a good case to for continuing with this this initiative as part of the required Duty to Cooperate.

2. List of parties involved:

List of the different types of parties referred to

The parties include the **Full Members of HSPG** (those bodies that are signatories to the HSPG Accord, specifically the following **local planning authorities**):

- London Borough of Hounslow
- London Borough of Ealing

- Spelthorne Borough Council
- Runnymede Borough Council
- South Bucks District Council*
- Slough Borough Council
- Royal Borough of Windsor and Maidenhead
- Elmbridge Borough Council

Other organisations who are Full Members of the HSPG:

- Thames Valley Berkshire Local Enterprise Partnership
- Buckinghamshire Thames Valley Local Enterprise Partnership
- Enterprise M3 Local Enterprise Partnership
- Surrey County Council
- Buckinghamshire County Council*
- Colne Valley CIC

In addition, the following **observer participants** to some HSPG activities are also signatories to the SoCG:

- West London Alliance
- Highways England

Other key stakeholders have been participants in the production of the JSPF including Heathrow Airport Limited (HAL) and government departments, in particular representatives of the Department for Transport (DfT). The relationships and participation and / or agreements with such parties are noted below (section 6) and in various other publications. However key stakeholders are not signatories to this joint SoCG.

The geographic extent of the membership is shown in Figures 1.2 and 1.3 of the JSPF.

*These two authorities are in the process of forming into a single unitary authority with effect of April 2020.

3. The Heathrow Strategic Planning Group

About the organisation, purpose, status, resourcing

Heathrow Strategic Planning Group (HSPG, has been formed voluntarily by many of the local authorities and other public organisations responsible for the sustainable development of much of the sub-region surrounding Heathrow Airport. (To date the London Borough of Hillingdon and Mayor of London, who are eligible for membership, have decided not to participate in the work of the group). The HSPG Accordⁱ sets out the Purpose and Scope (section 2.0) and the expected Outputs of the HSPG (section 3.0).

These include:

- Identification of the essential strategic infrastructure needed to sustainably support a successful DCO application for airport expansion including construction of the Northwest runway at Heathrow. This will extend beyond Heathrow expansion and related early enabling works to take account of other major schemes and developments in the area of influence.
- Identifying the type of development and employment that will be generated by the proposals and when and where these will locate across the sub region.
- Developing a non-statutory joint planning 'strategy' supported by a joint evidence base across the HSPG area to shape and frame the HAL DCO application and ensure that the application, including related development and growth proposals which may be brought forward by the market and planned for in Local Plans and supported by LEP, are executed planned in a timely, effective and sustainable way across the Heathrow "Core Area" (see JSPF Figure 1.2 'Areas of Influence Around Heathrow Airport').

The HSPG may also provide a basis for discussions with authorities and agencies beyond the area covered by its member authorities, including about strategic spatial development issues of cross-boundary significance, such as strategic infrastructure and availability of land to accommodate development relating directly or indirectly to Heathrow expansion. This includes involvement in other regional and sub-regional strategic planning (including the emerging new London Plan) on behalf of HSPG members.

The purpose and status of the JSPF is further addressed in Sections 1.4 and 1.5 of the JSPF.

This work supports the local planning authorities in the collaboration and engagement required by the 'duty to cooperate' in development plan making and enables them to help demonstrate compliance with the duty. Other HSPG activities include providing 'pre-application' advice to HAL in relation to their DCO proposals.

A HSPG secretariat provides a dedicated core team of administrative and technical advisor support. This coordinates the provision of pre-application advice from the respective local authorities and other bodies funded by HAL. Working arrangements were initially established through a Memorandum of Understanding (from June 2017), a then a Service Level Agreement (2018) signed by Slough Borough Council acting as the host (known as the 'Accountable Body') on behalf of the Full Members of the group.

The work of the group to prepare the JSPF is funded by a substantial government grant through the Planning Delivery Fund Annex A: Joint Working Fund programme to support joint strategic planning by local planning authorities (awarded February 2018). The bid was secured on the basis of the following:

- "to ensure the Group has the capacity to work proactively and, where necessary, independently of HAL,
- ensure that joint work has the necessary reach and breath to fill an 'gaps' and address all dimensions of sustainable development,
- equip HSPG to take forward a Joint Spatial Planning Framework (subject to governance) which can be used to align the next iteration of local plans across the 'area of impact' ii

The working arrangement of the HSPG set out under the terms of an HSPG Accord have been subject to minor adjustments in the light of experience and further local authorities have

joined to become Full Members since first inception. Revised future working arrangements are under active consideration.

The Full Members choose to make joint representations, jointly adopt policies and position statements, and to articulate these through the secretariat on behalf of the members. Such statements are the jointly agreed view of the local planning authorities and other bodies that are Full Member signatories to this SoCG (unless specified in a clarifying statement).

4. Signatories

Organisation, name, position, signature – subject to specific comments issues outlined in section 5 (Details to be added by each member organisations and added to the draft)

Local planning authorities:

- London Borough of Hounslow
Name and position Niall Bolgar – Chief Executive
Signature
- London Borough of Ealing
Name and position Cllr Peter Mason, Portfolio Holder
Signature
- Spelthorne Borough Council
Name and position
Signature
- Runnymede Borough Council
Name and position
Signature
- South Bucks District Council*
Name and position
Signature
- Slough Borough Council
Name and position
Signature
- Royal Borough of Windsor and Maidenhead
Name and position
Signature
- Elmbridge Borough Council

Councillor Stuart Selleck - Leader

Signature

Other organisations as Full Members of the HSPG:

- Thames Valley Berkshire Local Enterprise Partnership

Name and position

Signature

- Buckinghamshire Thames Valley Local Enterprise Partnership

Name and position

Signature

- Enterprise M3 Local Enterprise Partnership

Name and position

Signature

- Surrey County Council

Name and position Deputy Leader or Aviation Portfolio Holder

Signature

- Buckinghamshire County Council**

Name and position not applicable**

Signature

- Colne Valley CIC

Name and position

Signature

In addition, the following **observer participants** in the HSPG:

- West London Alliance
- Highway England

The signatories are also listed at Section 1.3 of the JSPF.

* South Bucks Council identify this agreement as a Legacy Issue for the new Bucks authority to address.

** Protocols in place at BCC preclude the entry into new agreements at this time

5. Strategic Geography

Including a map, short description and justification for the strategic planning area the SoCG covers

The geographical extent of the group (and therefore the membership) broadly accords with the Heathrow Travel to Work Area (see Figure 1.2); further justification for the area can be found in the Stage 1 Report for the Joint Evidence Base and Infrastructure Study (October 2018)ⁱⁱⁱ. The sub-region comprises a network of urban and economic centres and straddles the London metropolitan area and adjoining District and Unitary Authorities with surrounding Green Belt.

In relation to expansion proposals at Heathrow Airport, consideration have been given to a range of different geographies including:

- Existing operational airport and adjacent airport campus;
- Expanded operational airport and adjacent airport campus proposed by HAL;
- Emerging NSIP application 'red line' boundaries that includes all land parcels beyond the operational airport that the applicant (HAL) has identified as required to make the proposals acceptable in planning terms (includes land for infrastructure, associated development and environmental mitigation measures);
- 'Interaction Area' is the area immediately surrounding the emerging DCO application boundary, which interacts with the communities adjacent to the airport and where the direct effects from expansion will be most acutely felt;
- 5-mile 'Core Assessment Area' identified in evidence base documents prepared by HAL, which is the area where the greatest concentration of existing airport-related uses are located and/or where uses are located for which proximity to Heathrow Airport is a principal business location factor; and
- HSPG area and wider context beyond this.

The 'core area' addressed is reflected in Figure 1.3 of the JSPF however comprehensive evidence has been gathered for JEBIS and JSPF that covers the full extent of the HSPG membership area, including the three LEP areas and counties of Buckinghamshire and Surrey (the former county of Berkshire now comprises unitary authorities). Members' engagement with further neighbouring bodies and partnerships including the West London Alliance, supports wider collaboration of the HSPG with a wider spread of local authorities over a wider area.

6. Strategic Matters

Define the issues, (see National Planning Policy Framework (NPPF) Para 20 for strategic matters) including housing requirement and distribution, unresolved issues and how the authority plans to manage these or alternatively the implications if these matters remain unresolved.

The NPPF states that strategic policies in local plans should set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for the following:

- a) housing (including affordable housing), employment, retail, leisure and other commercial development;
- b) infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);
- c) community facilities (such as health, education and cultural infrastructure); and
- d) conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.

Responding to this the JSPF is structured (see Figure 1.5) around four Vision Statements forming the basis of themed Chapters sitting within a Strategic Spatial Framework (Sections 2.2 – 2.4 summarised in a key diagram Figure 2.1). The strategy addresses a series of Key Challenges summarised at Section (2.5), followed by themed Chapters and Priority Actions identifying actions for the members, DCO promoters and other stakeholders.

The JSPF is focussed on a limited number of strategic and cross-boundary issues arising with the expansion of Heathrow Airport giving rise to significant demands for space, environmental impacts or infrastructure needs. We recognise that these will have wider impacts on places and uses, which will in turn affect demand for land, patterns of spatial development and ability to meet planning policy objectives across our area and beyond. This means that in order to provide context and understanding of baseline or background growth and change to be planned for, a 'light touch' reference is made to a wider range of strategic issues.

Housing growth

The evidence available suggests that Heathrow expansion will not add to the level of existing housing provision targets, however, it does produce significant demand for short-term housing for waves of construction workers. The airport proposals also lead to the direct permanent loss of some 750 homes and market demand and the property purchase scheme will lead to further displacement of existing residents, local housing markets and impacts on community cohesion. Our member authorities are all working to ensure identified housing needs are met and there is no shortage of national, regional and local policy coverage.

Given this background, the JSPF will not seek to identify any new targets for housing. In particular, it does not seek to identify the level of housing provision necessary meet the requirements of MHCLG methodology, the London Plan or local development plan objectives in order to avoid duplication and focus on where action at strategic level will add value. It therefore focusses on joint strategy to help ensure the opportunities created by Heathrow expansion can assist the timely delivery of the required housing growth provision to meet existing target figures. Joint evidence assesses the likely impact of Heathrow expansion on the demand for housing.

The respective housing figures for each authority are summarised in the JEBIS and will be updated in the JEBIS 2.0 in May 2020; this will include: Local Plan housing targets, MHCLG methodology figures, Objectively Assessed Need.

JSPF Priority Actions 10.1 addresses initiatives to support local authorities in meeting their housing 'targets', 11.1 addresses a positive legacy approach to provision of construction worker accommodation.

There is strategic interest in adopting common approaches and sharing best practice across the sub-region, but this will be to inform local policy responses. In particular, authorities will use the HSPG to help ensure the proposed Community Compensation Fund and take other joint actions to address these matters further; these actions are likely to go beyond the scope of the JSPF.

Industrial land, logistics and other employment uses

It is estimated that the expansion of operations at Heathrow could lead to a near doubling of air cargo, adding to the substantial baseline growth in the logistics sector serving the western side of London and adjacent areas. There are other industrial activities, offices and other

employment uses that will be displaced and/or which will see additional demand as a result of expansion. This in turn may lead to price changes and further displacement effects over a wider area.

Although policies and site allocations to address these needs will be primarily matters for each LPA, there is strategic interest in adopting common approaches and sharing best practice across the sub-region. Agreeing forecasts of the scale of demand and the potential land requirements to meet this, identifying opportunities and potential supply within the area and coordinating and supporting local plan strategies and policies in response is a key area of joint work through the JSPF and JEBIS. It is a joint concern of the parties the parties to understand precisely what level of logistics space is included in the airport expansion proposes so that the 'residual' and phasing of demand can be jointly understood, and then planned for – and to inform discussions with neighbouring authorities about any need that cannot be met sustainably and consistently with other spatial priorities within the area. These matters will be reviewed as part of JEBIS 2.0 and pursuant to Priority Action 2.1 of the JSPF.

Transport and other infrastructure

The Airports NPS approved by Parliament requires that expansion should only proceed on the basis of achieving critical targets for travel mode shift by passengers and airport staff, as well as no increase in additional airport or related traffic on the roads. and ensuring that expansion will not lead to additional airport related traffic on the roads. Air quality should improve. HAL are preparing proposal to reflect this but the HSPG is concerned that this is inadequate in addressing the full implications of expansion and does not adequately integrate into planning of the wider networks. HSPG members are highway and traffic authorities in addition to their wider spatial planning functions, and ensuring a coordinated approach is taken to the transport network across and onto the sub-region is a particular priority.

The JSPF will reflect the positions agreed by HSPG in these regards. HSPG members are agreed that new transport infrastructure, services and management approaches are essential to achieve to achieve the Airports NPS requirements and demands of wider airport expansion related growth integrated with baseline growth. This will include the new rail lines and services, bus, personal service network, provision for integration and movement of freight and a network for walking and cycling. The JSPF will set strategy and actions for detailed actions including by HAL, local authorities and others. Priority Actions 3.1, 3.2, 4.1 – 4.4 focus on these issues.

Similar concerns arise with utilities (including digital infrastructure), blue, green and social infrastructure and the JSPF will address the strategic, cross-boundary aspects of these to ensure the sustainable development of the area.

Conservation and climate change

The JSPF will set strategy and actions for detailed actions including by HAL (and other scheme promoters), local authorities and others. It is for LPAs and others to review statutory designations of natural, built and historic environment, landscape quality and to designate urban management tools such as Green Belt and Metropolitan Land.

The JSPF will set out strategic aims and approaches to be developed collaboratively within HSPG; with actions for HAL, HSPG members and others, notably at Priority Action 6.1 -6.2, 7.1, 8.1 and 9.1..

Community facilities

The JSPF does not make provision for facilities such as schools, health and cultural infrastructure; these are matters for Local Plans and substantially a function of levels of local housing growth, population change and economic activity. The jointly agreed strategy is to focus growth to sustainable town centre locations (see Priority Action 13.) and a coordinated approach to community infrastructure delivery (Priority Action 12.1) and the place of town centres and high street regeneration (Priority Action 13.1)

7. Specific joint interests and comments of the signatories

Short outline of the development plan documents and relevant strategies for each party pertaining to each party.

NB. The content of Section 7 is NOT agreed between the parties. These statements are presented by each party as descriptions of their position and have been seen by the other parties, but this does not suggest that the parties agree with the statements made by other parties.

Local planning authorities:**London Borough of Hounslow**

Hounslow is a 'Host' authority in relation to HAL's emerging DCO application.

The council have an adopted Hounslow Local Plan (2015) the London Plan (Mayor of London's Spatial Development Strategy (as amended 2018) forms part of the development plan for borough. The council and completed Regulation 19 consultation (July-Sept 2019) on two area based Local Plan reviews of the Local Plan; one for the West of the Borough (surrounding Heathrow and one for the Great West Corridor , both of which relate to London Plan Opportunity Areas for the potential for further additional housing and employment growth. Both could be significantly impacted by airport expansion and the growth and infrastructure proposals addressed included in the JSPF.

Key issues are the need to recognise the progression of Hounslow's Local Plan work, and need for joint understanding of the implications for employment and housing growth

London Borough of Ealing

Local Plan to be progressed as the scope and requirements of the new London Plan and any review become clearer (Summer 2020?)

- Promoting active travel/bus corridors to Southall, Northolt/Greenford (aimed at employee clusters) and Ealing/Northfields
- Potential mixed-use intensification of industrial areas

Spelthorne Borough Council

We will need to consider how we best refer to the current light rail proposal being promoted by Spelthorne as part of any "Southern Access" route.

We need to get the balance right between the essential active travel routes to support access and how this is integrated with the green loop

Heathrow Interaction Area should reference to Ashford and Staines under the enhanced Active Travel links.

We need to get the balance right between the essential active travel routes to support access to the airport and how this is integrated with the green loop proposals which may be seen as primarily for recreational purposes.

Runnymede Borough Council

Public Transport Options especially regarding Southern Rail access to Heathrow + associated connectivity, investment, modal shift, air quality, noise, congestion, etc.

Careful wording required around preferences stated for SAth routes - too early / lack of information on which to agree preference(s) based on the options when they are known. Not possible to accurately gauge residents wishes

South Bucks District Council

Draft emerging Local Plan and identified 'legacy issues' being fed onto the new Bucks Authority,

Significantly improved surface access:

Western Rail Link to Heathrow (WRLtH)

North-South access

Slough northwards into South Bucks.

Slough Borough Council

Priority for Slough town centre for hotels and offices only and not other industrial uses

Support Spatial Strategy: primarily

B8 pressure – allow for Poyle as airport related intensification

SoCG – needs to address potential/likely shortfall in housing supply.

Set out status of document if 3R doesn't happen – e.g. as increased use of existing runways does result in expansion via other mechanisms

Reconcile housing and warehousing issues

Should not fetter development in Slough Green Belt that meets test of 'very special circumstances'

Royal Borough of Windsor and Maidenhead

Something around 'its not a done deal!', and the role / status of JSPF in the event that no Northwest Runway based expansion

Promoting an integrated vision of a strategic transport network including a balanced view of need through a 360degree vision for the whole area (i.e acknowledging the need to overcome the gravity of the existing system towards Central London and prioritising the means of achieving modal shift by enhancing provision to the west to get across the barrier of the M25 through the Western Rail Link proposals).

Enhancing the opportunities for communities in the west to fully benefit from economic growth and development through better physical and digital connectivity to support a wide range of economic sectors including the visitor economy as well as technology and logistics

Elmbridge Borough Council

The Council's Local Plan consists of the Core Strategy (2011), Development Management Plan (2015) and a number of Supplementary Planning Document (SPDs). The Borough Council is in the process of preparing a new Local Plan that will set out the development strategy for the Borough up to 2035. The new Local Plan will include the vision for the Borough; objectives; detailed strategic policies, including allocations and designations; and development management policies.

As part of the preparation of the Plan, the Council has completed two Regulation 18 consultations (December 2016 and August 2019). The focus of these consultations was to seek views on potential growth strategies for how the Council could seek to meet the Council's Objectively Assessed Housing Need (December 2016) and, more recently, the Government's indicative housing target as calculated by the Standard Methodology (August 2019).

The future growth strategy for the Borough will include the optimisation of sites within the existing urban areas. Consideration is also being given to whether the exceptional circumstances exist to explore the opportunity of Green Belt release to meet development needs.

Through the preparation of the new Local Plan and its evidence base, the Council is keen to explore with its partners the opportunities that the development of Heathrow could bring and how the Borough's residents and businesses could capture / benefit from these.

Other organisations as Full Members of the HSPG:

Thames Valley Berkshire Local Enterprise Partnership

insert

Buckinghamshire Thames Valley Local Enterprise Partnership

insert

Enterprise M3 Local Enterprise Partnership

insert

Surrey County Council

Insert

Reflection of Surrey Place Strategy requirements / opportunities

Southern Access to Heathrow (SAth)

Buckinghamshire County Council*

BCC is a host authority in relation to HAL's emerging DCO application. Buckinghamshire has one adopted Local Plan at Wycombe, a Local Plan going through examination in Aylesbury and a further Local Plan for Chiltern and South Bucks which is at submission stage. In addition to the four existing and emerging Local Plans, BCC leads on the Minerals and Waste Local Plan and Local Transport Plan for Bucks. From April 2020 each of the five authorities will cease to exist and will then become known as Buckinghamshire Council. From April 2020 the new Buckinghamshire Authority will have a statutory obligation to commence preparations of a new Bucks Local Plan.

Colne Valley CIC

Please add text quoting the CVRP's 6 objectives and the C&C GI Strategy's vision – let us know if you need this text.

Recognition in the JSPF that the Park's extent is a community and ecological resource that needs to be cherished and planned strategically so it functions better looking into the future

A Park that works as an entity for people, recreation and wildlife with improved connectivity and maintenance so this part of the Green Belt

Strategic recognition / concern for areas where Green Belt is already very narrow and could be made yet narrower by the expansion – West of Uxbridge and near Poyle

The environmental impact of any 'western alignment' SAth on the CVRP, Wraysbury River, active travel routes and Staines Moor SSSI must be minimised and adequately mitigated and compensated for.

In addition, the following 'Observer' participants in the HSPG:

West London Alliance (WLA)

The WLA is a sub-regional partnership between seven West London local authorities - the London Boroughs of Barnet, Brent, Ealing, Hammersmith and Fulham, Harrow, Hillingdon and Hounslow. Although the Old Oak and Park Royal Mayoral Development Corporation (OPDC) is not a member, the WLA works closely with it and it is involved in a range of the Alliance's programmes and initiatives, particularly as regards strategic planning and skills/training.

The WLA is committed to an enduring programme of collaboration and innovation to improve outcomes for West London, covering areas including: increasing sustainable and inclusive economic growth, employment and skills; supporting delivery of effective, evidence-based local planning; promoting delivery of the transport, social, information/communications technology green and blue infrastructure needed to support growth; improving health and wellbeing; delivering increased housing supply; and delivering innovation in joint working.

It is backed by the West London Economic Prosperity Board, which is a formal joint committee of all the West London boroughs other than Hillingdon. This provides a formal, democratically accountable basis for the WLA's work on growth, including planning matters; it has published a West London Vision for Growth, setting out the sub-region's priorities to ensure it remains a thriving and prosperous part of a dynamic, growing world city fit for purpose into the 2040s. It is currently consulting on an updated vision on "Winning in the New Economy: ensuring an Inclusive and Sustainable West London Economy".

The WLA provides a forum for joint work by West London planning authorities to ensure the planning system supports the sub-region's sustainable growth. In particular:

- It convenes regular meetings of senior officers responsible for growth (economic development and planning), chief planning officers and planning policy officers at which strategic planning matters are discussed and common approaches agreed. The HSPG is a standing invitee to the WLA's Planning Policy Officers' Group, which meets quarterly.
- It has observer status on the HSPG and has ensured distribution of papers and information relating in particular to spatial planning to those of its member boroughs that are not HSPG members.
- It has supported preparation of a range of joint evidence base studies to help inform and support emerging planning policy, including local plan reviews. Evidence base documents published to date are the:
 - West London Strategic Flood Risk Assessment
 - West London Strategic Housing Market Assessment (October 2018)
 - West London Gypsy and Traveller Accommodation Needs Assessment (October 2018)
 - West London Strategic Housing Land Availability Assessment: Small Sites (November 2018)
 - West London Employment Land Assessment (May 2019)

The following are in preparation:

- An Affordable Workspace Study
- A West London Strategic Infrastructure Delivery Plan to identify priorities for physical, digital, blue, green and social infrastructure to support sustainable growth into the 2050s. This will include consideration of infrastructure needed to improve travel to work accessibility to Heathrow from all parts of the sub-region.

The WLA is considering a future programme of work that may include a strategic approach to availability of land for housing and employment, barriers to housing

delivery, town centres and use of the planning system to secure training and employment opportunities.

Highway England

Insert

Reference to importance of engagement with Transport Strategy for the South East

8. Other Key Stakeholders - comments

Commentary on the relationship with other key stakeholders that are not party to the SoCG

Heathrow Airport Limited

In addition to engaging with members of the HSPG on the drafting of the application for a Development Consent Order to airport expansion (and related environmental appraisals, transport assessments and airspace change processes), HAL are working closely with the HSPG to establish baseline evidence and understanding and discuss the implications of airport growth on the sub-region.

HAL has declared a committed to working jointly with HSPG to assess, manage and help to plan for the consequences of Heathrow's expansion together with other baseline growth demands in an area, looking beyond the 'redline' boundary of the DCO. This work has included the joint commission of the JEBIS studies and more. HAL and HSPG agree that joint working will result in more effective spatial planning and management of impacts and help maximise the benefits of and compensation from an expanded airport to the local economy, communities and the environment.

(NB. The above not agreed with HAL, drafted by MT. Slightly reworking text previously agreed and used in the PDF grant bid)

DfT

To be sought

Heathrow West

To be sought

Commentary re the Mayor of London and LB Hillingdon?

9. Governance Arrangements

How decisions on the SCG will be managed and agreed

Governance will be provided through the organisation of the HSPG described in Section 2 above.

Management of the JSPF - is provided through the Spatial Planning Sub-Group of the HSPG comprising the nominees of the LPA chief planning officers and other representatives of other Full Member and Observer organisations. Other key stakeholders are specifically invited to attend many of the Sub-Group meetings. The Sub-Group is

Convened by the core team Lead Spatial Planning Advisor to HSPG, who normally chairs meetings or invites another to do so when more appropriate. Meetings are generally held on a monthly basis. The Sub-Group hold both formal meetings and more interactive workshop sessions to explore issues.

The Sub-Group has been established for several years and works well collaboratively to commission and guide joint evidence collection for the HSPG members and HAL (principally the JEBIS), and to prepare HSPG responses, policies, documents and the JSPF. Wider membership of the HSPG and other Sub-Groups are invited to sessions as appropriate to ensure liaison. All parties involved need to be open and collaborative, sharing information and evidencing requirements where necessary, with all parties working towards the same collective goal. Decision making is by consensus leading to recommendations to the full meeting of the HSPG Officers Group and Leaders Board.

Leadership of the JSPF - is provided by the Leaders Board comprising the relevant political leaders (Council Leaders or Portfolio Holders) that can make decisions or represent the document both to their Council and to the public.

Evidence documents - and other reports are signed-off on behalf of the HSPG by the Convenor or Sub-Group or HSPG Officers Groups depending on significance.

Policy decisions - are made by the Leaders Board. For the JSPF (and other key policy documents) to be formally adopted by the HSPG, the individual Full Members will be asked to secure endorsement through their own organisation's political processes before a final principle decision is made by the Leaders Board.

10. Timetable for review and ongoing cooperation

The timetable for gaining agreement and for the SoCG to be reviewed, (i.e. Document review, update and submission timetables), how strategic issues will be managed on an ongoing basis, the mechanisms being used to do this, how it will be monitored

The JSPF is prepared with three strategic phases in mind (see JSPF Section 1.7 and 7.6)

- NOW (2020-2028)
- NEW (2029-35) and
- NEXT (2036-2050).

The SoCG will be reviewed as an when further iterations and 'daughter' documents of the first JSPF are prepared and to inform Local Plan, typically on five years (or less) cycles of review. However, it is likely that a first update of the JSPF will be produced in late 2020 and prior to the Submission of a DCO by Heathrow Airport Limited; this update will reflect factors including:

- Further information and changes revealed in HAL's targeted public consultation (April-June)
- Further evidence workstreams of HSPG (to be agreed)
- JEBIS 2.0 Update (June) and contributing new evidence
- Scope of the new London Plan (to be published early Summer?)
- The availability of resources (ongoing uncertainty over the third year of PDF grant or alternative provisions)

The current programme of Local Plan reviews is as follow:

To be completed

Example of Plan Review, Update & Submission Dates

LPA	Present Plan Adoption	Proposed Plan Review Date	Target Reg.18 Date	Target Reg.19 Date	Target Submission Date

Endnotes and References

ⁱ HSPG Accord and Outcome Statements - October 2017 (Updated 2018)

http://www.heathrowstrategicplanninggroup.com/application/files/4715/5983/0728/HPSG_Accord_and_Outcomes_Statement_.pdf

ⁱⁱ HSPG Planning Delivery Fund Annex A bid – Dec 2017, awarded Feb 2018

https://adminhspg-my.sharepoint.com/:w:/g/personal/admin_heathrowstrategicplanninggroup_com/Ef1Qn2gmZ1FMgvixbIHKkX8B8r7YnLenMPPrZBIWcwPTa3g?e=wyXoH6

ⁱⁱⁱ Joint Evidence Base and Infrastructure Study (JEBIS) v1.1 August 2019

<http://www.heathrowstrategicplanninggroup.com/resources/spatial-planning>