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**Title: Heathrow Airport Expansion – Economic Vision & Action Plan**

**Purpose:** For Board members to receive an update on the Heathrow Expansion Growth proposals and to receive a presentation from the Arup Group who have been commissioned by the Heathrow Strategic Planning Group to develop an economic vision and action plan for the areas surrounding the airport, including all of the Buckinghamshire LEP area.

**Recommendation:** That Board members provide feedback on the Arup presentation and advise on how they would like Buckinghamshire LEP to work with Heathrow Airport and the Heathrow Strategic Planning Group.

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**1 Heathrow Airport Expansion Public Consultation (HAEPC)**

The latest round of public consultation for the expansion of Heathrow Airport closed on September 13<sup>th</sup>. Buckinghamshire LEP responded as both part of the Heathrow Strategic Planning Group (HSPG) and alongside Buckinghamshire County Council. Both responses were clear in the need for much greater clarity to be given in relation to mitigation measures, particularly in relation to environmental and surface transport issues ahead of the formal Development Consent Order (DCO) being submitted. A copy of the joint BCC & Buckinghamshire LEP letter is attached as **Appendix 1** to this report and listed below is a summary of the main points addressed in the HSPG consultation response.

The HSPG's strategic response to the HAEPCC can be summarised into the following key points:

- Across the board there is not the level of detail required for HSPG members to be able to adequately assess either the impacts or the appropriateness of the mitigations proposed. HSPG consider there are very significant gaps in information, including in crucial areas such as noise and air pollution impacts and mitigation. Further engagement and consultation is vital over the coming months prior to DCO submission.
- The proposals lack ambition and there is much concern the opportunity to leave a once in a lifetime legacy will be lost. HSPG and Heathrow Airport Ltd (HAL) worked closely together in 2016 in developing a Vision and Principles to shape airport expansion, which envisaged a scheme with a strong legacy. HSPG is concerned that HAL's approach to legacy has changed as financial considerations increasingly dictate the nature of the scheme.
- The current consultation looks very narrowly at the airport and its immediate surroundings. The strategy must look more widely – especially in terms of surface access – on the impacts further afield. HAL must engage with HSPG's joint strategic planning framework (JSPF) as it is developed to ensure that airport related growth and background growth are planned for in a coordinated manner, that benefits are maximised and that all material matters are accounted for.
- The Preliminary Environmental Impact Report (PEIR) is based on a high-level design which lacks detail and comprehensiveness on mitigations. It would have been of more value to have produced the PEIR at a more advanced stage of design development. As such this is a vital area

for further work and to ensure an adequate level of public consultation has been undertaken prior to submission of the application.

- There are inconsistencies between the roles and extent of the DCO area and the promoted Masterplan area. HSPG members would like to know how mitigation such as green infrastructure will be guaranteed if these are not part of the DCO boundary.
- The green and blue infrastructure (GBI) proposals are very disappointing. They miss an opportunity to provide high quality, comprehensive, connected green and blue spaces which could improve the quality of life for residents, and there is lack of detail on future management and maintenance of GBI.
- The surface access material does not provide any detail on how the airports expansion will impact the local transport networks, in terms of noise, congestion and air quality. Neither does it provide detail of any measures needed on the local roads to mitigate such impacts. HSPG consider this a serious omission from the current consultation that will require further consultation in future. HSPG consider the delivery of Western and Southern Rail to be a critical component of an expanded airport. As well as helping to deliver the no more traffic and mode share targets, the schemes will crucially ensure that the economic benefits of the airport can be unlocked and distributed equitably across the whole region. HSPG would like to see a much clearer commitment from HAL for ensuring the delivery of these schemes, including a clear funding commitment.
- More generally HSPG would like to have seen a much more committed, ambitious, transformative and cohesive range of public transport and active travel interventions that can radically improve access to the airport, particularly from areas that are currently poorly connected. To support this HSPG would like to see any monies raised by the Ultra-Low Emission Zone, vehicle access charge or potential work-based parking levy to be ringfenced in a democratically controlled fund that it may be used to support transport investment in the region. Such a fund could be used to support a much wider active travel network, expansion of the free travel zone, subsidised bus and public transport fares, and critically the delivery of the Southern and Western Rail schemes.
- There is no requirement in the Automatic Number Plate Recognition (ANPR) for early growth at Heathrow and HSPG do not support this. Early growth prior to the third runway appears to rely on the use of independent parallel approaches (IPA) which bring significant and increased negative impacts to local communities. However, potentially beneficial operational changes and development could be implemented earlier than the opening of the third runway and some form of early growth might be appropriate alongside these changes, including new night time restrictions.
- The consultation documents touch upon and the PEIR addresses flightpaths, capacity and airspace issues reaching beyond the scope of the DCO. The indicative flightpaths and modelling of impacts in the PEIR address growth to 740,000 Annual Traffic Movements per annum and not the 753,000ATM currently proposed; HSPG cannot support this scale of growth with the impact untested. (HSPG previously made comments on the indicative flightpaths and the assessment of impacts to the Airspace Change Process consultation (Jan-March 2019) which should be read across to the Airport Expansion Consultation (AEC) where relevant).
- The Committee on Climate Change is expected to report in the autumn setting out its recommendations for the aviation sector in terms of the Government's target for net zero carbon by 2050. We expect Heathrow to set out how the proposals will meet these new recommendations.
- There must be robust monitoring of HAL's compliance against its commitments, during construction and operations. This should cover wider environmental areas than those proposed, and also economic benefits. Any monitoring function must have statutory enforcement powers.

## **2 Heathrow Airport Economic Development Strategy Framework & Task and Finish Groups**

The framework for Heathrow Airport's Economic Development Strategy has been included within the current consultation documents. This framework has been shaped by the Heathrow Strategic Planning Group and includes the appropriate focus areas covering skills delivery, business engagement, inward investment and innovation.

Two task and finish groups have been established to develop the action plan covering skills brokerage services and SME engagement with the airport. Buckinghamshire LEP together with Bucks Business First are directly involved in these groups which will help develop the more detailed airport Economic Development Strategy.

## **3 Heathrow Strategic Planning Group Economic Vision & Action Plan**

In addition to this airport focussed work it was felt there was value in a separate commission to be undertaken to identify the economic growth opportunities for the wider geography. Arup have now been commissioned by the Heathrow Strategic Planning Group to establish a regional economic vision and action plan to identify the spatial growth opportunities, this work is expected to be concluded by November and Zach Wilcox from Arup make a presentation on the work that has been undertaken to date.

**Members are asked to:- provide feedback on the Arup presentation and advise on how they would like Buckinghamshire LEP to work with Heathrow Airport and the Heathrow Strategic Planning Group.**