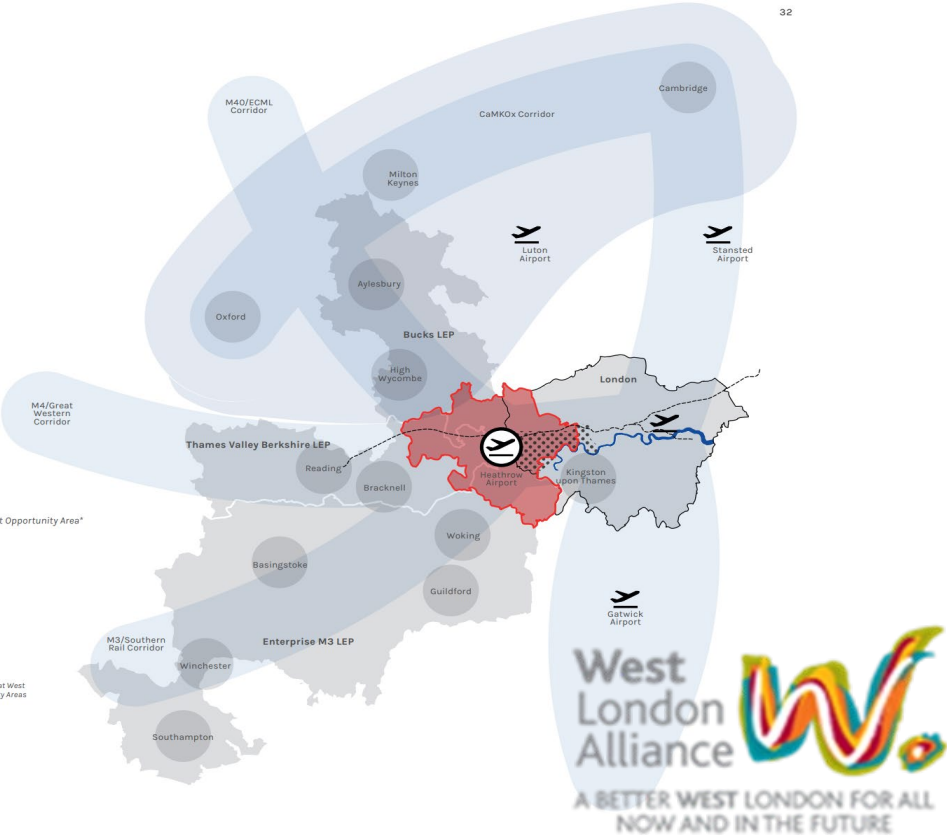
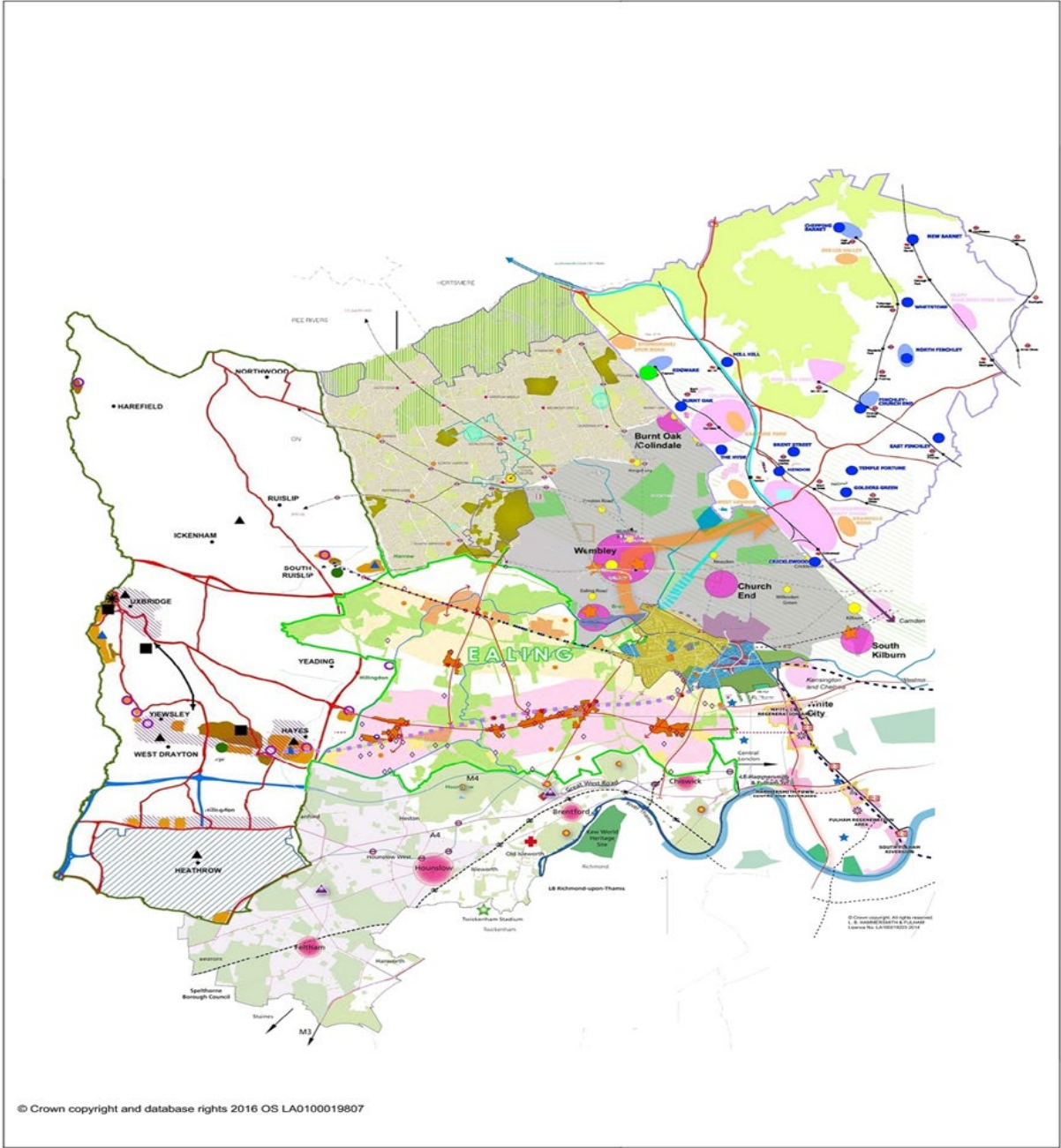


# Joint planning in West London – and beyond

## Wider SE Forum – 4 March 2022



- Heathrow/Elizabeth Line West Opportunity Area\*
  - JSPF Core Area
  - LEP Area
  - Greater London
  - Elizabeth Line
  - Sub-Regional Corridor
  - Major Town
  - Airports
- \* Containing: Heathrow, Hayes, Southall, Great West Corridor, Old Oak and Park Royal Opportunity Areas

Figure 2.2  
Strategic Context

# Welcome to West London!



- One of London's four sub-regions
- Home to 2.1m people and 1.1m jobs
- Generates £68.3bn in GVA pa
- Projected to grow by 215,000 people and 100,000 jobs by 2040. London Plan targets for 135,000 more homes by 2029
- Local economy highly influenced by Heathrow (half the sub-region in the Slough/Heathrow TTWA)
- West London Alliance works across economy and skills, commissioning and housing. Work steered by West London Economic Prosperity Board and chief officer boards

## West London Alliance spatial planning work

- One of the largest formally-constituted joint working areas in the UK
- Our objective is to support an ambitious approach to use of the planning system to support the sub-region's sustainable growth
- Steered by groups representing chief planners and planning policy officers
- We:
  - Provide a forum to share best practice and address common issues facing West London LPAs
  - Facilitate collaboration on planning policy including collective approaches to national and regional policy-making processes, and on changes to legislation and policy – including a joint approach to London Plan EiP
  - Coordinate shared work on local plan evidence- base: a joint SHMA, work on small site housing capacity, employment land, affordable workspace and now town centres
  - Commissioned a joint Strategic Infrastructure Delivery Plan
  - Work with Transport for London on developing the case for the West London Orbital
  - Are supporting joint approaches to waste and local area energy planning
  - Providing a contact point for the Heathrow Strategic Planning Group

# The West London Strategic Infrastructure Delivery Plan

- To identify the strategic-level infrastructure West London needs to support anticipated growth into the 2040s and beyond:
  - 400,000 more people
  - 172,000 more of working age
  - Maybe 230,000-346,000 more homes
  - And 173,000 more jobs
- “Strategic”, not local:
  - “infrastructure that will impact, or support growth, in two or more local planning authority (LPA) areas (whether one or more West London LPA or a West London LPA and a local planning authority in another London sub-region or outside Greater London). To be included infrastructure does not have to physically cross borough boundaries; it is the extent of the area served and influence on delivery of growth that is important”
- Focus on opportunity areas
- Covers all forms of strategic physical, social and digital infrastructure needed if West London is to keep pace with population and housing growth on a sustainable basis
- Taken on a particular significance with pandemic and work on recovery
- Work done by Atkins/Cushman & Wakefield
- Will be published shortly



# The West London Orbital

- An 11 mile extension of the London Overground Network linking Hendon/Brent Cross W and West Hampstead/Cricklewood – Kew Bridge and Hounslow bringing back into passenger use the 4 mile Dudding Hill line and making more intense use of the North London line and mainline Hounslow Loop
- **Directly** linking 5 opportunity areas with identified potential to deliver at least 69,500 homes and 129,500 jobs and a further four **by interchange** with potential for 25,000 homes and 7,000 jobs).
- It will improve public transport accessibility in an area currently dependent on road-based modes, make public transport a more realistic option, relieve congestion and address environmental and social policy objectives
- And support delivery of 15,900 homes, workspace for 22,000 FTE jobs and £16 million in wider economic benefits each year
- A priority identified locally, taken up by Deputy Mayor and included in Mayor's Transport Strategy – West London's key infrastructure priority
- Now being developed (and work funded) jointly by Transport for London and WLA



# Local Area Energy Planning

- Work on strategic infrastructure showed need to understand energy needs to support growth and to plan for the necessary infrastructure
- At the same time climate emergency work identified energy planning as key to transition to net zero
- LAEPs: to enable data driven, spatial and collaborative planning to help unlock investment and delivery of smart local energy systems
- As devised by the Energy Systems Catapult, a seven step process:



# Local Area Energy Planning: A West London Approach

- Looking at a sub-regional approach to stages 1-4:
  - Establishing a regional consortium group responsible for shaping and leading a plan for across West London
  - Identifying and making contact with key stakeholders (UK Power Networks, SSE, Ofgem etc)
  - reviewing stakeholder plans and objectives to shape a regional net zero vision for WL
  - collating, reviewing and analysing energy and emissions data across each LA
  - GIS spatial mapping of the existing energy system and socio-economic factors for each local authority
  - High level assessment of residential homes suitable for Solar PV and EV charging
  - An output report capturing stakeholder needs and targets, surmising insights from energy mapping and recommendations/next steps
- To provide evidence base, training and best practice for individual boroughs to prepare and implement local energy plans
- And to provide a way of learning as we go – and ensuring plans remain up-to-date as things (policies, technologies etc) change
- Collective approach enables cost efficiencies (perhaps c£24k per borough). Talking to the GLA about possible funding
- Next step: a costed proposition for borough approval

# Local Area Energy Planning: Where is West London?

- West London DNOs:
  - UK Power Networks covers Brent, Barnet, Harrow, Hammersmith and Fulham and part of Hillingdon. H&F and Brent south of the NCR is in their London region, the rest is in their Eastern Power Networks area – which stretches to Norfolk
  - SSE covers Ealing, south Hillingdon and Hounslow as part of their Thames Valley area that takes in former Berkshire and parts of Buckinghamshire and Surrey
- Heathrow a key energy user/potential generator/network hub, raising issues and opportunities
  - Airport perimeter in LB Hillingdon
  - LB Hounslow adjoins
  - So do Elmbridge, Slough and Spelthorne (former Berkshire/Surrey)
- Many issues cross boundaries – eg data centres, logistics, airport-related development
- Means we are having to take an inclusive approach
  - Observer status for non-London authorities
  - Working with/through Heathrow Strategic Planning Group



# Heathrow Strategic Planning Group

- Established in 2015, mainly to deal with expansion issues
- Governance: Leaders, technical and senior officers, small core team
- Membership reflects functional economic/travel to work area:
  - In London: Ealing, Hounslow (WLA and WL Business have observer status)
  - In Berkshire: Slough, Windsor and Maidenhead, Thames Valley Berkshire LEP
  - In Surrey: Surrey CC, Elmbridge and Spelthorne BCs, Enterprise 3M LEP
  - In Buckinghamshire, TV Bucks LEP (council has observer status)
  - Heathrow Airport
  - Observer / participants include: (now) Hillingdon, DfT (aviation and rail), Environment Agency, Natural England, Highways England, Heathrow Area Transport Forum, (pre-2020 DHCLG, BEIS, PINs)
- Vision: “to enable collaborative working towards a better spatial planning and the management of impacts and maximisation of benefits that will result from the development of the airport” (NB no position on expansion)
- Now working on the basis of two runways into the medium term
- Has delivered:
  - A Joint Evidence Base and Infrastructure (with LHR) to inform policy-making
  - An Economic Development Vision and Action Plan (PDG funded)
  - A Joint Strategic Planning Framework (PDG funded)

# HSPG Joint Strategic Planning Framework

- Published February 2020
- Non-statutory, intended to provide:
  - basis for “local impact” comments on DCO
  - Part of the evidence base for local plan-making
  - Support for planning decision-making
  - Information for other plans, strategies etc
  - Framework to identify funding and delivery priorities
- Action-oriented – priority actions for identified key actors set out, with indicative timescales:
  - Now (2020-28)
  - Later (2029-36)
  - Next (2036-50)
- Now looking at refreshing to reflect post-March 2020 changes, eg
  - Medium/longer term impacts of pandemic and recovery scenarios
  - Future scenarios and timescale – support local plans and refresh of the JSPF for a two runway future
  - “Pausing” of expansion and implications for changes to land use
  - Greater emphasis on climate change/net zero region/energy planning
  - National aviation, planning etc. policy changes and reforms
  - “Levelling Up” – inter- and intra-regional - and implications for implementation and investment
  - Lobby for transport proposals (eg southern rail access)

## 01 / Introduction

PURPOSE, STATUS + APPLICATION

## 02 /

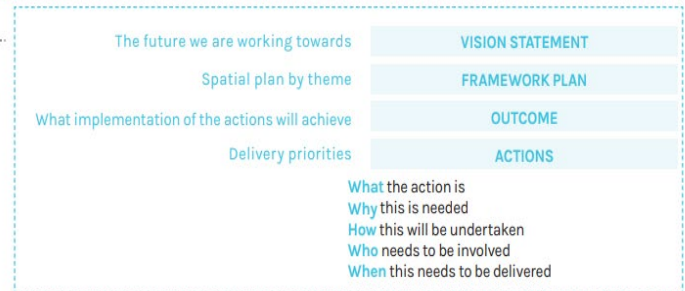
### Vision and Spatial Framework



## 03 / - 06 /

### Vision Statement Topics

Each topic chapter has a common structure



## 07 /

### Delivery and Implementation



## Some parting thoughts

- Key issues/challenges do not respect administrative boundaries
- Nor do good ideas
- Or common interests – social, environmental, economic
- There are things we can do together that are more difficult/expensive if we try to do them individually
- We need to draw on these shared priorities/resources at a time of real uncertainty
- There is more to planning than housing
- No point waiting for the ideal – go for the “good enough” that does what’s needed and work up from there
- And start with what’s already being done – and working. HSPG has much to offer this group and is keen to take part.
- Nature of cross-border work is that there will be groups that cannot be tidily described as “London” or “South East” but which could usefully be involved in this Group’s work