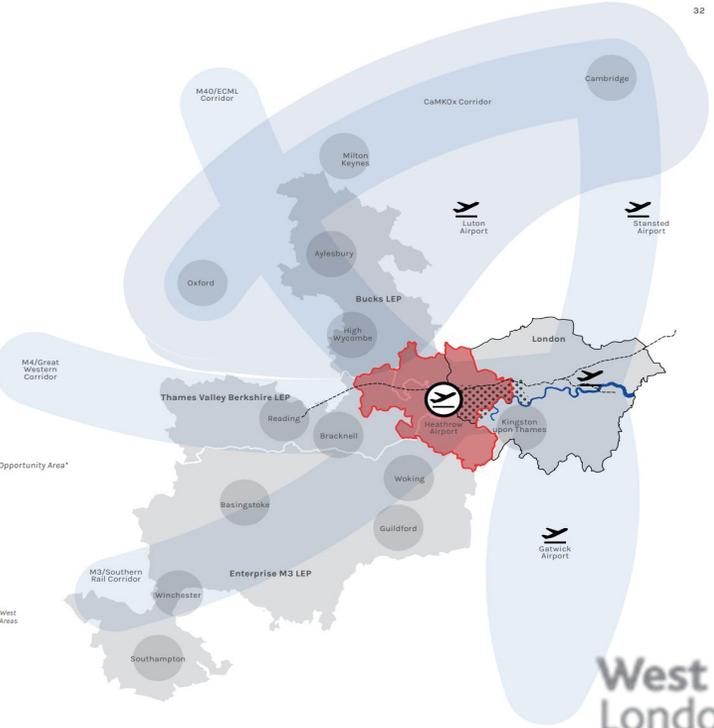
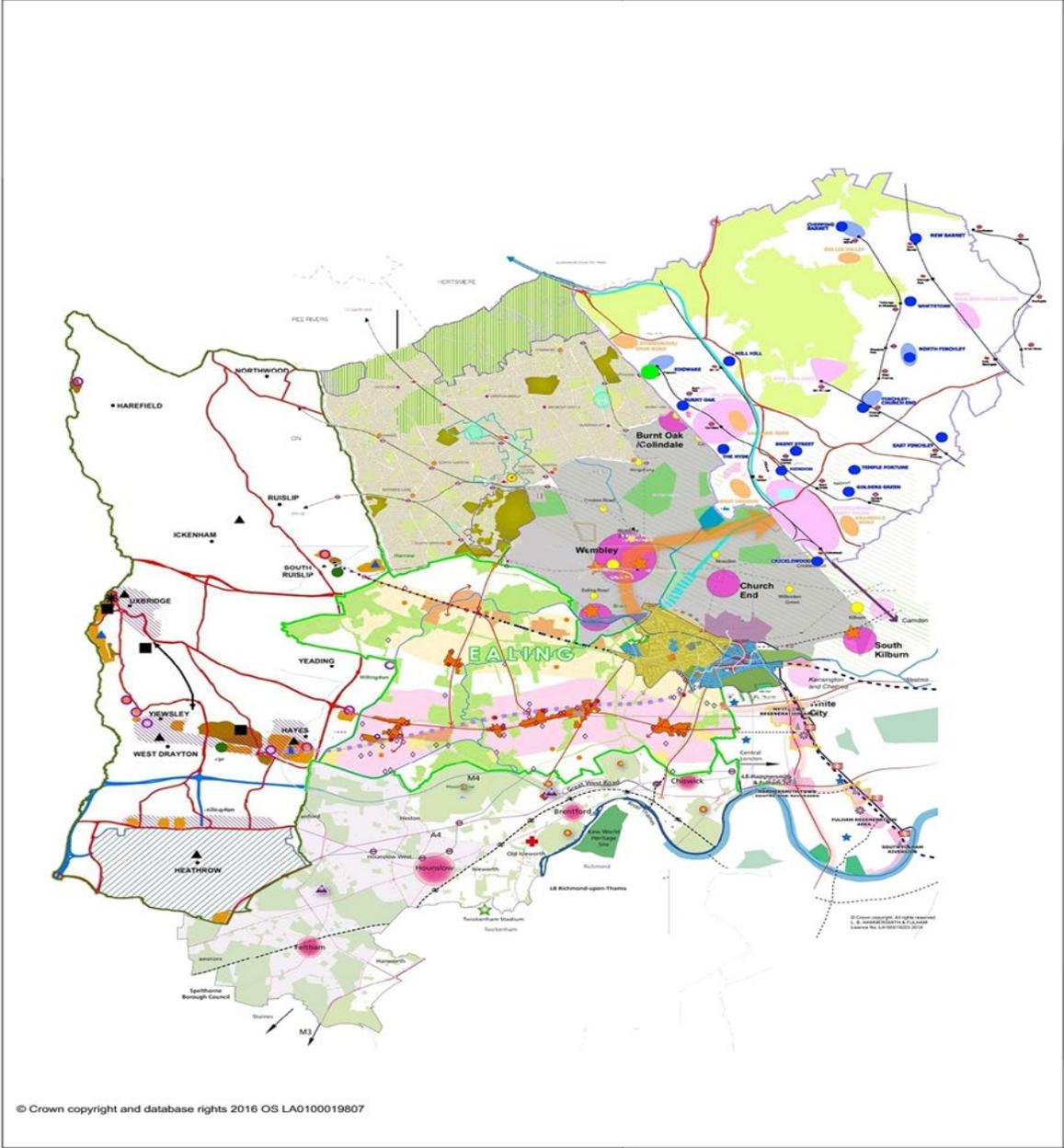


Joint planning in West London – and beyond

London and Wider South East Conference – 8th July

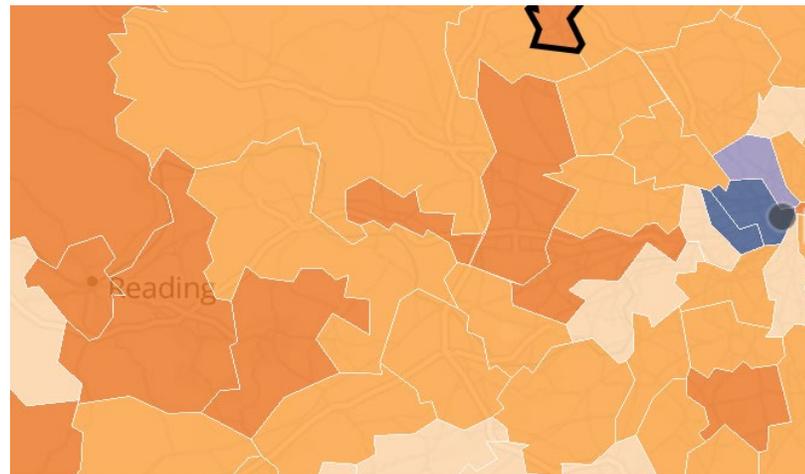


- Heathrow/Elizabeth Line West Opportunity Area*
- JSPF Core Area
- LEP Area
- Greater London
- Elizabeth Line
- Sub-Regional Corridor
- Major Town
- Airports

* Containing: Heathrow, Hayes, Southall, Great West Corridor, Old Oak and Park Royal Opportunity Areas

Figure 2.2 Strategic Context

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

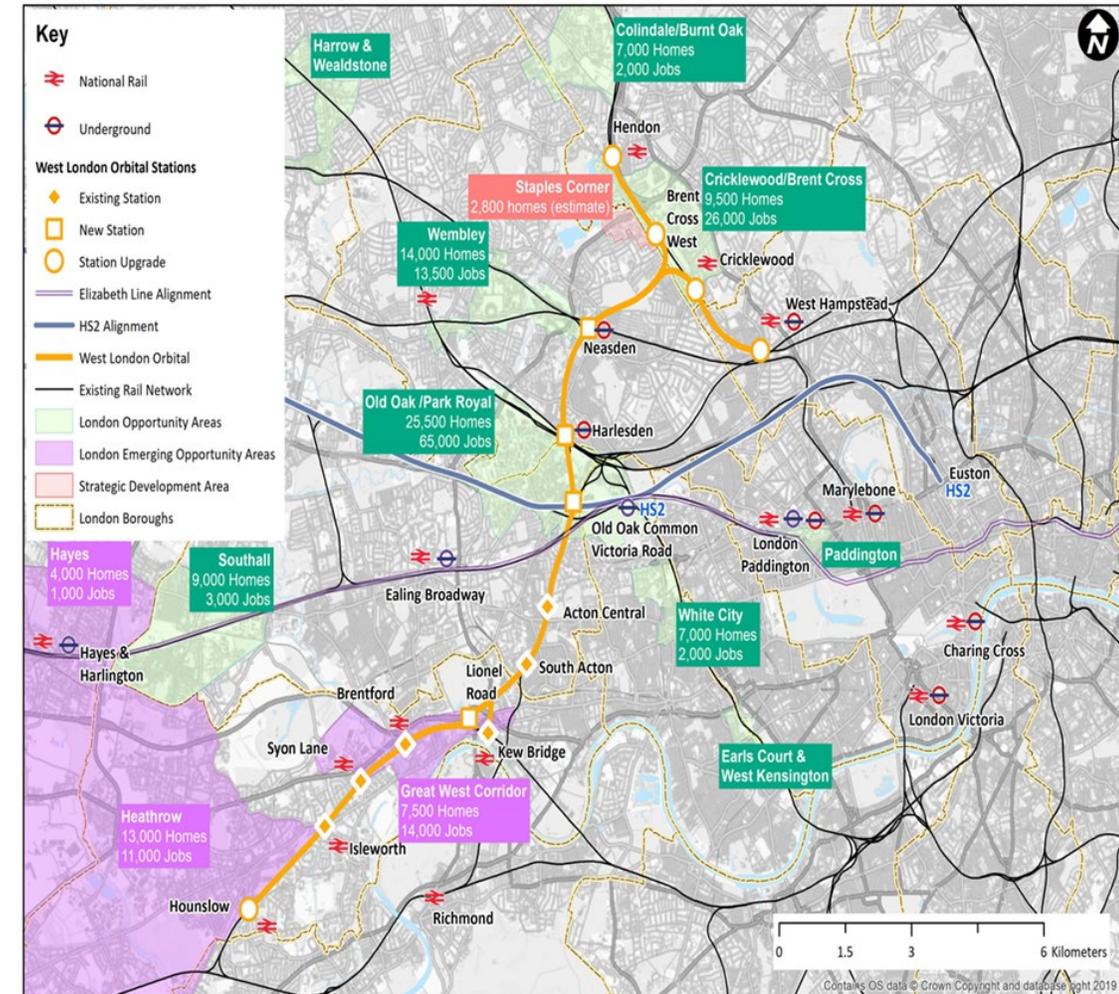
- One of the largest formally-constituted joint working areas in the UK
- Our objective is to support an ambitious approach to use of the planning system to support the sub-region's sustainable growth
- Steered by groups representing chief planners and planning policy officers
- We:
 - Provide a forum 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
 - Published 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
 - Provide 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
- And published in March: <https://wla.london/wp-content/uploads/2022/03/WLA-Strategic-IDP-FINAL.pdf>

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
- Referenced in UK CCIC report



Local Area Energy Planning

- SIDP 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

- Taking 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
 - Helping address the datacentre menace!
- 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
- GLA providing funding - but collective approach enables cost efficiencies
- Procurement of consultants underway – results by end of 2022

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
- Or uncertainty about the future
- 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
- Government could help by providing funding