

SUBJECT	Heathrow Update Report
REPORT OF	Cllr J Read – Cabinet Member for Planning and Economic Development
RESPONSIBLE OFFICER	Steve Bambrick
REPORT AUTHOR	Sukhi Khull, Tel: 01494 732728, email: SKhull@chiltern.gov.uk
WARD/S AFFECTED	All

1. Purpose of Report

- This report provides an update on the expansion proposals of Heathrow Airport Ltd (HAL);
- sets out the Council's support for expansion and
- the mitigations and opportunities the Council is seeking from HAL.

1.1 The proximity of Heathrow Airport to South Bucks District has a beneficial effect on the local economy through potential job creation and through becoming a catalytic business location. The economic benefit of Heathrow expansion, combined with the green and blue infrastructure and biodiversity gains to be achieved through the scheme's mitigation proposals, present a number of opportunities for the District.

The PAG is asked to advise the Portfolio holder on the following recommendations to Cabinet:

RECOMMENDATIONS:

1. To note the Government's position in regards to Heathrow Airport Limited (HAL) expansion proposals, the Council's position towards this and the areas the Council is seeking mitigation and opportunities from HAL.
2. Noting the above, and on balance, if the local benefits are realised, to consider whether South Bucks District Council wishes to provide conditional support to the HAL expansion proposals
3. The Council invite HAL to continue to actively work with Officers at all levels to ensure that the potential benefits to the District are realised.

2. Reasons for Recommendations

The National Policy Statement has been designated and therefore South Bucks District Council needs to consider what the next steps are in terms of securing maximum gains and mitigation for the District and communities. The Leader and Chief Executive,

together with Senior technical staff at the Council continue to work with HAL to ensure Council objectives are secured. The Council's position in support of expansion is enabling effective gains to be achieved to date. Currently staff are in discussion with the Head of Economic Development at HAL to secure economic development programmes in South Bucks. HAL has recognised the likely implications of expansion on South Bucks and has now expanded its support in this regard to South Bucks District for the first time. This is being developed further by the recently appointed Economic Development Officers.

3. Content of Report

3.1 At their meeting on 17 April Cabinet noted the response submitted by the Director of Services in consultation with the Cabinet member to Consultation 1 held by HAL in February/March 2018.

3.2 On the 5th June 2018, The Prime Minister had a meeting with her ministers on the Cabinet's economic sub-committee and signed off on the Heathrow expansion plan before putting it to her full Cabinet for approval. The Airport's National Policy Statement has been designated (though subject to judicial review), Parliament has therefore presented its support for Heathrow expansion and the policy framework to determine the Development Consent Order (DCO).

3.3 The onus now lies with all statutory parties, HAL, Heathrow Strategic Planning Group (HSPG), the Government, Local Authorities and others, to make sure the scheme is delivered and planned well and is highly sustainable with appropriate mitigations etc. In light of this, and due to the proximity of Heathrow Airport to South Bucks District, the economic benefits present the strongest argument in favour of the Council supporting expansion.

3.4 The Council has a number of key requirements it would expect to be delivered as necessary parts of the HAL expansion project. In broad terms these are matters which are important to the Council and also to achieving a successful development for HAL and adjoining communities both in relation to the development outcome but also importantly during the construction period.

3.5 The areas that the Council is seeking mitigation from HAL include the following:

- Traffic and transport
- Air Quality
- Noise
- Landscape and visual
- Land quality
- Waste and material resources
- Water and Flood
- Rivers, Biodiversity and Green Belt

- Socio-economics
- Heritage
- Ecology
- Community and Community Facilities

3.6 For example, some specifics (not exclusive):

- Significant contribution to an Iver Relief Road.
- Transport strategy to maximise use of internal haul routes and minimise impact of construction including temporary closures and disruption – bringing forward appropriate improvements/alterations.
- Improved connectivity between the Ivers and the Airport.
- Issues in connection with illegal Airport Parking.
- Air quality – put in place an agreed strategy to ensure air quality objectives are met and any negative impact is mitigated appropriately.
- Renovation/restoration and on-going management of Thorney Park to a ‘best practice’ Country Park standard that provides a local amenity that is readily accessible (and is consistent with the current proposal for potential flood relief by HAL).
- Manage and control the impact of noise seeking the best outcome for communities from the “Innovative Noise Envelope” mitigation proposed by the national airports and airspace policy. (N.B. the communities of the Ivers and Richings Park, Taplow and Dorney are in vicinity of the new run way and therefore potentially affected by aircraft take-off and landing noise).
- Landscape and visual screening using natural landforms which enhance the existing resources, with an agreed on-going management/maintenance plan/strategy.
- Landscaping investments should also look to mitigate and where possible create benefits for other environmental factors such as noise alleviation, air quality improvement and carbon reduction.
- Maintenance of public highways, cycle-ways and public rights of way around construction sites and as far as possible avoid their deterioration due to construction traffic.

- As a first principle, design the proposed scheme to avoid or reduce impacts on habitats, species and other features of ecological value and as far as possible to seek to add to net biodiversity.
- Green Belt land within the District is affected by the proposals, especially in connection with the Colne Valley Regional Park, and where specifically designated as biological opportunity areas would benefit from improvements in terms of environmental quality and increased accessibility. This is in line with the principles defined in the National Planning Policy Framework, July 2018.
- Agreement to the principle for HAL to provide an appropriate financial contribution to the Council where the Council incurs costs beyond its statutory functions (e.g. Economic Development staff time and expenses in relation to the HAL project).
- Assist in job creation in South Bucks associated with the construction, operation and service/support roles for the airport. For example – new facilities in South Bucks based on opportunities being identified as part of the emerging Local Plan and a preference for employment and employment generation rather than a fuel depot in Iver (which would be contrary to the biodiversity gains to be achieved in the District).
- Opportunities for direct apprenticeships for South Bucks school leavers and through contract arrangements linked to construction and on-going airport operations.
- Give consideration where the potential exists to compulsory purchase sites and to consolidate land uses that positively alleviates South Bucks residents, particularly the Ivers and Richings Park from the current issues experienced with heavy goods vehicles, journey times, air pollution, poor quality of life due to the permanence of construction projects including HAL expansion.
- Consider a Community Fund to enable the funding of improvements to public open spaces (including sports pitches and allotments), community facilities in the area and for local programs that seek to undertake local environmental, community, sport improvement, health, job creation, etc. projects.
- A clearly identified community relations program that includes a community helpline to handle enquiries from the public.

3.7 Senior Council Officers are having bilateral discussions with HAL on these matters and is also working with partners such as Slough Borough Council in respect of transport mitigation and linkages into Heathrow Airport via the Western Rail Link to Heathrow (WRLtH) project for example; and the Colne Valley Regional Park

colleagues to formalise a way forward in regards to the emerging Green and Blue Infrastructure proposals.

3.8 South Bucks Council is continually working with HAL and partners to ensure that the impacts of the expansion benefit our communities and any adverse impacts are mitigated satisfactorily and are appropriately compensated for.

4. Consultation

Not relevant.

5. Options (if any)

Not relevant.

6. Corporate Implications

6.1 Financial – The Council is working with HAL and HSPG. Officers time is reclaimed as part of the agreement. Additional funding has been offered by HAL to use towards further studies, staff, equipment etc. A decision on how to spend and monitor these funds is currently being explored by Senior/CE Officers, Portfolio Holder and the Leader.

6.2 Legal – No implications at this stage but will be relevant as the Development Consent Order progresses and the need for a Memorandum of Understanding or revision of the Statement of Common ground develops.

6.3 Environmental and Economic issues, Social Inclusion, and Sustainability are key issues raised in our correspondence and discussions with HAL.

7. Links to Council Policy Objectives

Key objectives available here:

<http://www.chiltern.gov.uk/Aims-and-Objectives>

<http://www.southbucks.gov.uk/aims-and-objectives>

- Sustainable Environment
- Promote healthier communities
- Protecting our heritage
- Protecting our future

8. Next Steps

The Council will continue to work with Heathrow to ensure that the impacts of the expansion either benefit our communities or at the least are mitigated and compensated for.