



# LONDON BIGGIN HILL AIRPORT

**Response to “A City for all Londoners”**

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## 1. Introduction

- 1.1. The Mayor of London has outlined his vision for London in “A City for all Londoners”, and London Biggin Hill Airport (hereafter, “the Airport”) welcomes the publication and the opportunity to respond to it.
- 1.2. The Airport is home to LoCATE (London Centre for Aviation, Technology and Enterprise) which was designated as an SOLDC (Strategic Outer London Development Centre) by the former Mayor in 2011.
- 1.3. LoCATE is a major local resource, with 500 acres of land, including potential redevelopment of still vacant former MOD land and buildings and a cluster of over 70 companies. Six minutes by helicopter to the City of London, it is the third Business Aviation centre in the UK (ranking amongst the top 15 in Europe).

## 2. Business Case

- 2.1. The Airport’s vision is to continue as a dedicated Business Aviation airport, used by high-value customers to travel directly between many more city-pairs than scheduled airliners. This high-value, low-volume traffic is a great economic benefit to the region.
- 2.2. By harnessing this niche market, the Airport, with the support of the Mayor of London, has secured Bombardier, one of the world’s largest aircraft manufacturers, as a tenant based in South London.

## 3. A City for all Londoners: Economy

- 3.1. The Airport welcomes the Mayor’s aspirations to create a global city, as set out in Part 3 of the ACFAL report. The Airport is an important part of the formula to maximise London’s global connectivity. A fundamentally international business, in 2013 we signed a sister agreement with Teterboro, the US’s most popular business aviation airport.
- 3.2. We also welcome the Mayor’s vision to provide more economic opportunities for Londoners. We have set out our comprehensive business plan, which includes the creation of nearly 3,000 new jobs up to 2030. To deliver the aviation industry with a new generation of skilled engineers, we are establishing the London Aerospace Technology College (LATC) to create the opportunity for young people from all backgrounds to learn a valuable skillset for a great career.
- 3.3. With regard to the Mayor’s proposals to create new Creative Enterprise Zones, we would point out that a third of existing Enterprise Zones are based at operational or closed aerodromes. The existence of dedicated Food Enterprise Zones and University Enterprise Zones sets a precedent to establish new Aviation Enterprise Zones. In light of our own interest in attaining EZ status, we would welcome the opportunity to explore this idea with him.
- 3.4. The Mayor outlines his plans for improved environment, transport and public spaces. As the ACFAL report shows on page 58, the Airport is located in one of the greenest boroughs in

London, demonstrating the low environmental impact of Biggin Hill on the surrounding area over the past decades. Furthermore, the Airport has recently agreed to a set of Noise Action proposals which provides, for the first time, a defined noise limit for operations, as well as the introduction of a new state of the art Noise Monitoring and Track Keeping System (NMTKS) and tighter controls on light aircraft.

- 3.5. In this way, Biggin Hill is presenting a compelling case for sustainable growth and job creation, whilst simultaneously remaining conscientious about our environment and rich heritage.

## 4. A City for all Londoners: Transport

- 4.1. With reference to the Mayor's proposals regarding transport, the Airport shares others' concerns that insufficient investment has resulted in poor infrastructure reliability (excessively narrow roads, congestion, poor surface quality and relative lack of arterial roads and rail links in the South East quadrant). This is impeding the full potential of the SMEs in South East Outer London, and we would welcome the opportunity to feed into the Mayor's Transport Strategy in order to address these concerns more fully.

- 4.2. To this end, we direct his attention to the words of Caroline Pidgeon MBE, Chair of the Transport Committee at the London Assembly, in a letter to the Transport Select Committee:

*"we noted the role played by smaller airports in and around the capital...in 2011, Farnborough and Biggin Hill airports were major operators in business aviation...key to making better use of all airports, including smaller airports, is improving surface public transport access."*

- 4.3. Regarding the London Borough of Bromley's Local Plan, the Airport has drawn up a spatial strategy which carefully earmarks development so as to ensure minimal disruption to our neighbours whilst simultaneously facilitating growth into new capacity on site. At the moment, Bromley's Local Plan is restricting development at these sites, which threatens the full delivery of more business and jobs at Biggin Hill, and we appeal to the Mayor to recognise the potential at Biggin Hill and lend his support to our spatial strategy. We would be glad to welcome the Mayor to the Airport to explain our plans in more detail.

Thank you for the opportunity to respond.

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