

# **HEATHROW STRATEGIC PLANNING GROUP**

## **ACCORD**

**October 2017**

**(updated October 2018)**

## 1.0 Introduction and Background

1.1 Although the area of the operational airport is currently located almost entirely within the London Borough of Hillingdon, the airport 'campus' of directly and indirectly related uses extends into surrounding authorities, and the airport has a huge impact on a wider surrounding area. These impacts manifest themselves in different ways (eg economic and environmental), and the signatories to the Accord recognise that Heathrow is a key part of the nation's and the south-east's transport infrastructure, offering international connectivity. Looking ahead there is significant opportunity to enhance and mitigate the airport's growth. In the first half of 2018 Parliament will make the final decision on the airport expansion by confirming or not the Airports National Policy Statement (ANPS); any future Development Consent Order (DCO) application currently being drawn up by Heathrow Airport Ltd will be determined in line with that Policy Statement. Current projections made for Heathrow Airport Limited (HAL) show that the airport will see significant expansion in the number of passengers and particularly air cargo carried whether the existing 'cap' on air traffic movements remains in place.

1.2 It is recognised that regardless of the Government's decision, the impact of the airport cuts across administrative boundaries. Collaborative working of local authorities and other bodies surrounding Heathrow Airport will result in more effective spatial planning and the management of impacts, together with maximising the benefits of and compensation from an expanded airport to the local economy, communities and the environment.

1.3 The Heathrow Strategic Planning Group (HSPG) has been formed in response to the nature of the location straddling a number of different administrative boundaries which lack a formal mechanism for strategic or 'sub regional' planning and governance other than the Duty to Cooperate. Recognising that HSPG members may have differing views on support or opposition for a further runway at the airport, HSPG seeks to ensure that if the HAL proposal is approved by the Secretary of State and is then constructed that:

- the runway and operational facilities
- related development within the DCO application
- and the wider area

are effectively planned sustainable development so that benefits are realised and negative impacts are reduced, mitigated against and managed during construction and operation.

1.4 HSPG has been in existence since late 2015 and to date has been working jointly through an approved Terms of Reference (ToR), which has been up-dated in the light of changing circumstances. (This Accord will replace the ToR). For clarification, HSPG is not a legal entity and is not a decision-making body. It cannot bind the signatories to this Accord that form HSPG. However, HSPG has developed its role over time, particularly as more certainty of a new north-west runway (third runway (3R)) has emerged through the

Government's support through the consultation version of the ANPS, and Heathrow Airport Ltd (HAL) has started initial work on its DCO application. There is currently a Memorandum of Understanding (MOU) between the members making up HSPG and HAL in relation to resourcing for HSPG input into the initial stages of DCO preparation and HSPG members' preliminary consideration of a 'planning strategy' (to be defined) for the wider area which could support Local Plans and potential master planning of the DCO and Heathrow's future operation.

1.5 Given this evolving role, and commitment by Lead Members/senior management of HSPG members (confirmed at a second Summit of members that took place in July 2017), this Accord is an update to the existing ToR and presents a more formal approach. This more formal approach is particularly necessary given the MOU between HSPG and HAL, and going forward if a more formal agreement is made between the members of HSPG and HAL on a Planning Performance Agreement or Service Level Agreement (or another form of formal agreement) in relation to forward funding to resource input on the development of the DCO. This document sets out the purpose and outputs of HSPG, the structure of HSPG, and in particular how the Leaders of the Full Member bodies feed into the work of HSPG and the role of the 'accountable body' and Secretariat of the HSPG. Terms are defined in section 4 below.

## 2.0 Purpose and Scope

2.1 The purpose of HSPG is essentially to work collaboratively to:

- ensure a co-ordinated planning approach across the HSPG membership area (as defined by the geographic extent of the local authorities which are signatories to the Accord) in relation to expansion of Heathrow airport. This will enable authorities to efficiently progress Duty to Co-operate obligations in relation to Heathrow and related matters through their Local Plans
- develop and promote a 'Vision' for an expanded Heathrow and the wider 'Heathrow hinterland' or 'area of influence', which could be reflected in respective Local Plans (as defined by the geographic extent of the local authorities which are signatories to the Accord);
- shape HAL's third runway proposals and DCO scheme to ensure a well planned and sustainable airport and surrounding wider area
- seek to ensure that the benefits from airport expansion are realised, and negative impacts are reduced, mitigated against and successfully managed
- share information and expertise; and
- build partnerships, to lobby and be a collective voice on collective matters in relation to the impacts of expansion of the airport on the 'area of influence' (the area covered by HSPG members and other areas particularly impacted by expansion in

relation to particular matters). If permission for an expanded airport is not given, to work for the betterment of the area.

2.2 The scope of the issues to be addressed by HSPG will principally relate to land-use planning and through which it will address transportation, infrastructure, regeneration, economic development, public health, environmental and cumulative development matters.

2.3 The intention of HSPG is that it is strategic in nature but practical and its precise role and ways of working will evolve and change to best respond to the decisions of Government, Heathrow Airport Limited, events etc. This evolution will be agreed by each of the parties through the governance agreements set out in the Accord.

### 3.0 Outputs

3.1 Currently the expected Outputs of HSPG are as follows. These Outputs will change from time to time and be subject to agreement under the terms of the Accord:

- a. An agreed set of 'Outcome Statements' setting out the outcomes HSPG would want to see from an expanded airport and the effects on the wider area. The Outcome Statements are contained within Appendix 1.
- b. Responding to Work Requests from HAL to input into the development of the DCO. Work Requests will vary from simple data and information requests, to analysis of complex evidence base studies, and critical review of proposals as they develop.
- c. Identification of the essential strategic infrastructure needed to sustainably support a successful DCO application for and construction of the 3R. This may extend beyond Heathrow expansion and related early enabling works to take into account other major schemes and developments in the area of influence. Lobbying for the successful delivery of such infrastructure (see footnote 2 in Appendix 1)
- d. Identifying the type of development and employment that will be generated by the proposals and when and where, across the sub region, these could be located.
- e. Developing a non-statutory joint planning 'strategy' supported by a joint evidence base across the HSPG area to shape and frame the HAL DCO application and ensure that the application, including associated development and growth proposals which may be brought forward by the market and planned for in Local Plans and supported by LEP Plans, are planned in a timely, effective and sustainable way across the Heathrow area of influence

### 4.0 Members and Participation

4.1 Full Members of HSPG essentially are those bodies that are signatories to this Accord and that may be most impacted by an expanded airport, and also other bodies with a stake, such as Local Enterprise Partnerships. Current Full Members of HSPG through this Accord are as follows:

- London Borough of Hounslow
- London Borough of Ealing
- Spelthorne Borough Council
- Runnymede Borough Council
- South Bucks District Council
- Slough Borough Council
- Thames Valley Berkshire Local Enterprise Partnership
- Buckinghamshire Thames Valley Local Enterprise Partnership
- Enterprise M3 Local Enterprise Partnership
- Surrey County Council (in respect of strategic transport and other relevant functions)
- Buckinghamshire County Council (in respect of strategic transport and other relevant functions)
- Colne Valley CIC
- Royal Borough of Windsor and Maidenhead
- Elmbridge Borough Council

In addition, the London Borough of Richmond upon Thames have been invited to join HSPG. The LB of Hillingdon have an open invitation to join the Group but have so far not taken up that offer.

4.2 HSPG also has 'observers' present – bodies with a stake or have an interest in Heathrow through their geography and area of responsibility and who want to be kept informed on the work of HSPG but which do not want to contribute as Full Members. 'Observer Members' are as follows;

- Government (DfT)
- Highways England

4.3 New Full Members or Observer Members can be invited on to HSPG at any time if agreed by existing the Leaders Board members of each Full Member. To benefit from any HSPG arrangement with HAL in relation to resourcing for input on the DCO scheme, agreement will need to be sought with HAL in this regard (see section 5). Observers will not be able to be part of any resourcing agreement.

4.4 Existing Full Members or Observer Members can leave HSPG at any time. Existing Full Members who leave would no longer benefit from any arrangement if in place between HSPG and HAL in relation to resourcing for DCO input.

4.5 Other parties, e.g. other transport bodies or organisations, will be invited to participate and inform the work of the 'parent' group and 'sub-groups' (see section below on structure of HSPG) as appropriate taking into account the scope of the issues being considered.

4.6 In relation to managing resourcing arrangements with HAL, Slough Borough Council will act for HSPG as the 'accountable body', given HSPG is in itself a stakeholder partnership not a legal entity or a decision-making body. See Section 5 for further details on this.

## 5.0 Structure and Organisation

5.1 HSPG essentially has a regular main meeting or 'parent group' and a series of specialist technical 'sub-groups'. Strategic direction is given through a Leader Members' Board, and communication as required with key organisations such as Government ministers. The Board is composed of the signatories to the Accord or their approved Member/ Councillor deputies. HSPG is managed through a 'Secretariat', a core group of officer/staff. Details and terms are set out below.

### HSPG Secretariat

5.2 HSPG has a core administrative and technical core team termed the Secretariat. This is funded currently through the existing MOU with HAL in relation to input on the development of the DCO, and may be funded on a longer-term footing by HAL if such an agreement is made in relation to the DCO and a wider planning strategy.

The current Secretariat is comprised of the following positions<sup>1</sup> (footnote 1 lists current Secretariat members from HSPG members)

- Chair of Officer HSPG
- Secretariat Manager
- Secretariat Spatial Planning Advisor/HSPG co-ordination
- Resources/strategic officer direction/transport lead
- Principal Planner
- Project Controls

---

<sup>1</sup> Chair of Officer HSPG (Brendon Walsh), Secretariat Manager (Alan Hesketh), Secretariat Spatial Planning Advisor/HSPG co-ordination (Michael Thornton), Resources/strategic officer direction/transport lead (Joe Carter), Principal Planner (Shaun Fisher), Project Controls (Julie Christakis)

5.3 The Secretariat or 'core team' may increase with work needs and structure may change over time dependant on decisions of the members of HSPG and if a further formal arrangement is made between HSPG and HAL.

#### Meetings

5.4 The main Officer HSPG (i.e. officers from participating members) meets monthly.

5.5 Five sub-groups have been formed. These Groups meet as work demands require and are chaired by officers from the Full Members of HSPG. The Sub Groups and remit are as follows –

- Spatial planning – housing and employment floor space need and demand, heritage matters Transport – strategic transport infrastructure and DCO application transport modelling
- Public Health - impacts on public health, mitigation and improvement
- Green and Blue Infrastructure – impact on the natural environment and mitigation and compensation strategies
- Economic development – the impact the airport has on the local economy, employment, training and supply chain
- Transport – detailed discussion of topics related to HAL's surface access strategy, including the traffic forecasting.

5.6 From time to time, specific project groups or 'task and finish groups' may be set up to deal with particular workstreams. Sub-groups or specific project groups may develop their own governance structures, particularly if work is jointly commissioned or conducted together with HAL, to ensure that HSPG members have appropriate oversight of such work.

#### Lead Members' Board

5.7 Strategic direction will be provided by the Lead Members Board (or appropriate respective persons for non-local authority organisations) from each Full Member of the

Group (or those deputising). The Board will be chaired by an independent person appointed by the Board who will liaise with the HSPG Officer Chair / Secretariat

5.8 The Board will meet monthly or on a schedule to be agreed by members of the Board, and will be informed on agenda items and guidance required through papers submitted in advance by the Secretariat. These papers will have been reviewed and approved by senior managers (Director level or as appropriate for each Full Member) in advance. Meetings may be arranged in advance or post Lead Members Board if key matters are discussed and to be agreed. The HSPG Officer Group Chair appointed by the Lead

Members Board Chair will feed back discussion, decisions made and actions from the Board to the Secretariat.

#### Accountable or co-ordinating body

5.9 HSPG does not have the mechanisms in place to manage finances, or employ staff if necessary. As such, through the MOU with HAL, or if a more formal agreement is made between HSPG and HAL in relation to forward funding (e.g. a PPA or SLA), then suitable structures need to be in place in one of the Full Member organisations. The body considered best placed in this regard going forward to be the accountable body is Slough BC, especially given its geographical position as a host authority in relation to the north-west runway. As such, Slough BC manages invoicing to HAL on behalf of HSPG as part of the MOU or will do with any other future arrangements, and has the ability to employ additional staff or procure consultants to perform duties for HSPG agreed by the Officers Group. Accountable body 'status' will be subject to periodic review.

5.10 If any future arrangement is made between HSPG and HAL in relation to resourcing DCO input, a binding agreement will be made through Slough as the accountable body (or any other future organisation as the 'accountable body') and HAL subject to prior approval of each HSPG full member.

#### Alterations to this Accord

5.11 Any necessary alterations to this Accord need to be agreed by the Lead Members Board. For clarity, this provision does not apply to the Outcomes Statement (Appendix 1) which will be amended and agreed by the Lead Members Board separately to the Accord.

#### Termination of participation in this Accord

5.12 Any Member may terminate their part in this agreement at any time by informing the Secretariat and Lead Members Board. Once informed of the decision to terminate their part of this Accord a period of two months (60 days) will need to be allowed for the decision to come into effect to allow for any alternative arrangements to be made if required, and to allow for changes to invoicing and any staffing arrangements and/or changes to any agreement with HAL regarding resourcing for DCO input.

#### Termination of this Accord

5.13 Termination of this Accord needs to be agreed by the authority members making up HSPG at the Lead Members Board. If agreed by the Board, a period of two months (60 days) will need to be allowed for the termination to come into effect to allow for any alternative arrangements to be made if required, and to allow for changes to invoicing and any staffing arrangements and/or changes to any agreement with HAL regarding resourcing for DCO input.



### Dissolution of HSPG

5.14 Dissolution of HSPG will need to be agreed by the Lead Members Board. Once a decision has been made a period of two months (60 days) will be allowed for the decision to come into effect to allow for any alternative arrangements to be made if required, and to allow for changes to invoicing and any staffing arrangements and/or changes to any agreement with HAL regarding resourcing for DCO input.

**Signed by authorised signatories for  
the Full Member organisations**

London Borough of Hounslow - Cllr Steve Curran



London Borough of Ealing – Cllr Julian Bell



Spelthorne Borough Council - Cllr Harvey's



Runnymede Borough Council – Cllr Nick Prescott



South Bucks District Council – Nick Naylor



Slough Borough Council – Sohail Munawar



Thames Valley Berkshire Local Enterprise Partnership – Tim Smith



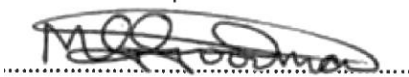
Buckinghamshire Thames Valley Local Enterprise Partnership – Andrew Smith



Enterprise M3 Local Enterprise Partnership – Kevin Travers



Surrey County Council – Mike Goodman

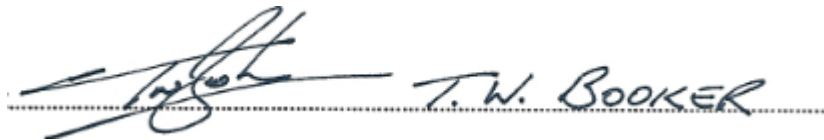


Bucks County Council – Cllr Bill Chapple

Bucks County Council



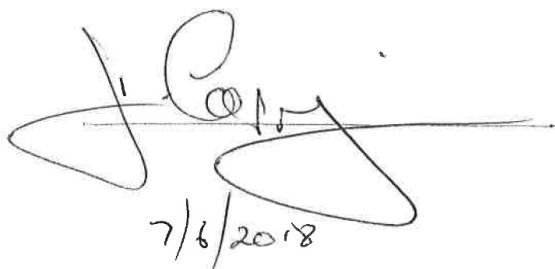
Colne Valley CIC - Tony Booker



T. W. BOOKER

Royal Borough of Windsor and Maidenhead - David Coppinger

Royal Borough of Windsor and Maidenhead - Cllr David Coppinger



7/6/2018

Elmbridge Borough Council - Tim Oliver



Councillor Tim Oliver  
Leader, Elmbridge Borough Council

## Appendix 1

*Version 26/10/17 as amended by Lead Members Board for adoption as part of the HSPG Accord.*

### Heathrow Strategic Planning Group

### Outcomes Statement / Key Messages for Heathrow Expansion

#### Introduction and Purpose

- a) The Full Members of the Heathrow Strategic Planning Group<sup>2</sup> have agreed a set of short, high level outcome statements or key messages that are the focus the work of HSPG. **These describe what the Group want to see being achieved for an expanded airport and associated infrastructure delivery, whether based on two or three runways.** The draft document was considered in detail at the HSPG Summit meeting (27th July 2017), further refined and then agreed by the Lead Members Board of **Full Members of the Heathrow Strategic Planning Group (HSPG)** on 26/10/17.
- b) The outcomes statement addresses the different perspectives on the work and role of HSPG and those of its sub-groups namely:
- What Heathrow Airport Limited (HAL) require from HSPG to **progress its application for a Development Consent Order (DCO)** – for example engagement in pre-application work, the evolution of consultation proposals, design options, scoping of evidence requirements etc. Much of this is set out in the Masterplan Development Scheme Manual.
  - What HSPG members need to **determine the acceptability and focus of HAL's DCO proposals** - an understanding of the impact of and mitigation needed to support the full operational expansion of Heathrow, the risks if appropriate mitigation is not provided, and an understanding of the impacts of construction and the identification of appropriate planning conditions (DCO requirements). The key focus is on the successful operation of the Airport in 2030 with airport campus related road traffic no greater than it was in 2013, together with meeting the wider needs in the area.

---

<sup>2</sup> The Full Members of the HSPG are: Buckinghamshire County Council, Colne Valley Park Community Interest Company, Enterprise M3 Local Enterprise Partnership, London Borough of Ealing, London Borough of Hounslow, Runnymede Borough Council, Slough Borough Council, South Bucks District Council, Spelthorne Borough Council, Surrey County Council, Thames Valley Berkshire Local Enterprise Partnership, Thames Valley Buckinghamshire Local Enterprise Partnership.

Other organisations have 'Observer' status and participate in some of the activities of the HSPG.

- What local planning authorities and other bodies require **to fulfil the duty to cooperate and help deliver HSPG’s vision to “achieve integrated sustainable development” in their Local Plans** in the context of accommodating the wider identified growth requirements plus those that will be generated by Heathrow’s expansion across the ‘area of influence’ and the timing of Local Plans.
  - Identify the **broad parameters for a joint spatial planning framework** including a focus on the successful operation of the Airport in 2040 (or such earlier date when at full planned capacity with up to an additional 260,000 air traffic movements per year (ATM) and airport campus related road traffic no greater than it is today), and beyond **together with meeting of wider needs arising in the wider ‘area of influence’**.
- c) Encapsulating the expectations that are being sought by HSPG members in a set of short high-level outcome statements will provide a focus for engaging with the four perspectives set out above and focus the work programme.
- d) The more there is agreement on the appropriate outcomes being sought by HSPG and by HAL the more streamlined the work programme can be (because all of the work is focusing on assessing and testing the same outcome). In these circumstances, it would be reasonable to expect that HAL will meet the cost of all of the work being undertaken. Where there are differences of view work will need to be undertaken reflecting those differences, with the aim of an agreed evidence base between HSPG and HAL, with Statements of Common Ground and submissions drawing out the different conclusions reached on that common data and evidence.
- e) HAL has already commenced technical assessment work in a number of areas and so it is important that HSPG sets out its expectations so that HAL can take account of them as it progresses work on the DCO. Otherwise, there is a risk that HSPG will find its role reduced to just reacting to HAL’s evidence and proposals.

#### **A Draft Outcomes Statement**

- f) The draft outcomes statement has been derived from HSPG’s response to: HAL’s Masterplan Development Scheme Manual; the Government’s Draft Airports National Policy Statement (ANPS); the ‘Vision and Development Principles’ document prepared by Grimshaw’s for HAL and HSPG; and the Department for Transport’s (DfT) Appraisal of Sustainability of options. **The outcomes statement is not exhaustive but covers the critical shared areas of concern to HSPG members. Drawing on this the HSPG will jointly make detailed and specific representations as appropriate, and individual members organisation may make further and more specific individual representations where appropriate.**

## HEATHROW STRATEGIC PLANNING GROUP

### OUTCOMES STATEMENT

#### Scope of the Outcomes Statement

- g) This statement sets out the outcomes that the members of the HSPG agree should be secured in respect of the planned expansion of Heathrow and which will steer the work that is undertaken through HSPG.
- h) Most of the outcomes set out below will need to be considered spatially, on two geographical levels:
  - i. The Heathrow 'campus' – the area of the DCO and other land, buildings and associated development related to the airport or which will be required for airport campus development by 2030
  - ii. The wider 'area of influence' subject to growth directly and indirectly impacted by Heathrow expansion and over which Member organisations have a Local Plan making role

and for several phases / time periods:

- iii. Submissions on the ANPS, and pre-application and Development Consent processes – from now onward
- iv. Enabling works and main construction phase for the DCO works, potentially from the early 2020s onward
- v. Position at 2030
- vi. Position at 2040.

(See Maps 1 and 2 produced for reference at **Appendix A** the end of this document)

#### **1. Economy**

- 1.1 Direct employment opportunities, training opportunities and apprenticeships for local residents maximised, including for the over 50's and 10,000 new apprenticeships delivered by 2030 (HAL's pledge).
- 1.2 Capitalise on the careers and skills opportunities to be created through Heathrow expansion to increase diversity of economy / employment and promote opportunity. This will include an airport skills academy to be funded as a condition of commencing construction for airport expansion.

1.3 Employment land necessary for the expanded airport to function successfully and to replace existing employment floorspace that is displaced, to be clearly identified along with related development and infrastructure including surface transport investment to support the expanded airport within the 'campus' and in the context of the area of influence (see above).

1.4 From construction phase onward, maximising the opportunities within the supply chain, with a particular focus on supporting SMEs.

## **2. Placemaking – Heathrow as part of a powerful network of urban and economic centres**

2.1 To capitalise on the airport as a catalyst for regeneration and inward investment, and as a positive attribute of the unique identity of the wider area characterised by the relationship with Heathrow.

2.2 A sustainably planned future network of complementary urban and economic centres that together perform a powerful role as Britain's Gateway.

## **3. Environmental impacts**

### **- Air quality**

3.1 Development and implementation of an air quality strategy to enable National Air Quality Objectives<sup>3</sup> to be achieved as quickly as possible and then continuous reduction in concentration levels of polluting nitrogen oxides and particulates and carbon monoxide to improve air quality in target areas.

3.2 An enforcement and binding intervention regime e.g. Clean Air Zone and /or Ultra Low Emission Zones. Planning and sustainable design should aim to deliver reduction in public exposure to harmful roadside pollutants.

### **- Noise**

3.3 The Group seek the early publication of the projections of noise impact for future airport and airspace so that the range of options and impacts can be fully understood and considered.

3.4 Compulsory scheduled night flight ban for a minimum period 11.30pm – 6.00am.

---

<sup>3</sup> Compliance with the EU air quality objectives will mean strategy should seek alignment with London wide/London Plan policy objectives aimed at 'zero emissions transport infrastructure' by 2050 or earlier.

- 3.5 Design of airspace to lead to a reduction in numbers of people experiencing significant adverse effects (using 54dB<sub>L</sub>A<sub>eq</sub> threshold as onset of significant annoyance and 51dB<sub>L</sub>A<sub>eq</sub> threshold for assessment in accordance with Government recommendations for airspace change and frequency of overflight measures to compare options).<sup>4</sup>
- 3.6 Provision of reliable, predictable periods of respite and relief including full runway ‘alternation’.
- 3.7 Independent Commission on Civil Aviation Noise (ICCAN) to oversee and advise on mechanisms and penalties to ensure noise targets are met; to operate with full independence from the CAA and HAL.
- 3.8 Community compensation package including a noise insulation / compensation schemes for residential and other sensitive uses (buildings and open areas), with associated regular reporting requirements on progress. The mitigation and compensation package provided by the Airport should be World class and proportionate to the impact of the expanded airport; eligibility should apply equally to existing and new premises.

#### **4. Surface Access**

- 4.1 No increase in airport related road traffic to / from the *airport campus* (as promised by HAL & DfT) above the 2013 baseline<sup>5</sup> and clear action if monitoring shows this is not being achieved. This should relate to the wider local and strategic road network and cover traffic generated by passengers, airport employees and those employed in associated services and supporting businesses, freight and deliveries.
- 4.2 Binding mode share requirements (applying to the area defined above) for passengers and staff based on the targets set out in the draft Airports National Policy Statement (public transport mode share of at least 50% by 2030 and 55% by 2040 for passengers and a 25% reduction in all staff trips by 2030 and 50% by 2040 from 2013 levels) applying to the airport campus area.

---

<sup>4</sup> To address inequalities in public health outcomes, overarching policies and/or strategy need to reduce public exposure to excessive noise and frequency of noise events, to levels specified in the WHO.

<sup>5</sup> ANPS2 refers



- 4.3 Western Rail Link to Heathrow and Southern Rail Access<sup>6</sup> and associated service pattern and station strategy. These rail schemes would fill recognised gaps in the rail network serving a

two runway Heathrow and they should be an ‘essential requirement’ to be in place at the outset of the operational phase of the expanded airport and at full service operating capacity as a condition for the airport being able to operate at full capacity or by 2040 whichever the sooner. These two together with (a) new bold strategy for the local bus network to serve the area (including ‘green buses’, incentives and ticketing arrangements), and (b) pedestrian / cycle transport connections to be included as essential components of the Surface Access Strategy that supports the DCO. Such requirements and obligations to also be part of HAL’s Operators Licence granted by the CAA or successor body.

- 4.4 Development and implementation of a sustainable freight strategy as part of the no net increase requirements and obligations.

## **5. Biodiversity**

- 5.1 Designated sites for nature conservation protected and enhanced and local wildlife sites and undesignated habitats conserved and enhanced with ongoing monitoring, maintenance and management. Where loss or harm is unavoidable, biodiversity off-setting to be delivered.

## **6. Green and Blue infrastructure**

- 6.1 Green and blue infrastructure strategy to maximise the opportunity to enhance green and blue assets, including (a) enhancement of areas such as the Colne Valley Park and Crane Valley Corridor, taking opportunities for a strategic network of multi-functional use (including but not restricted to river corridors); (b) improve access to the countryside and to local opportunities for sport and recreation, and (c) compensate and mitigate any losses or harm.

## **7. Design and character**

- 7.1 Highest quality design for all development, including infrastructure, throughout the campus, with external appearance that is respectful of setting of the surrounding local context and

---

<sup>6</sup> The Colne Valley Park CIC does not support western rail access or some of the southern rail access options

character. To include landscape screening, breaks and buffers to protect and enhance the character and visual amenity of surrounding areas, including where impacting the setting of surrounding public open spaces and green belt.

- 7.2 A coherent strategy to minimise severance and enhance access between the airport campus and surrounding areas include walking and cycling links.

## **8. Heritage**

- 8.1 Designated and non-designated heritage assets and wider historic environment to be conserved and opportunities taken to investigate, better understand, enhance and celebrate local assets.

## **9. Flood risk and water quality**

- 9.1 No increase in flood risk.
- 9.2 Quality of surface and ground waters protected.
- 9.3 Connectivity and function of the rivers and waterbodies of the lower Colne Valley maintained and where possible enhanced, including consideration of re-opening culverted rivers where appropriate.

## **10. Resources and waste**

- 10.1 The proposal should be a 'flagship' of sustainable design and construction to:
- minimise consumption of non-renewable resources and maximise use of sustainably sourced aggregates, and
  - minimise construction and demolition waste sent to landfill.
- 10.2 There should be a presumption that all construction material and waste is introduced to / exported from the site by rail unless specifically justified and impact on the road network of transporting materials during construction minimised.

## **11. Compensation**

- 11.1 Fair compensation to residents whose homes will be compulsorily acquired.

- 11.2 Compensatory works to all sensitive uses impacted by noise to defined standard (existing and new flight paths to same standard).
- 11.3 Communities compensation scheme at an expanded airport proportionate to the harm caused by expansion<sup>7</sup>. HSPG consider this should commence with the construction phase.

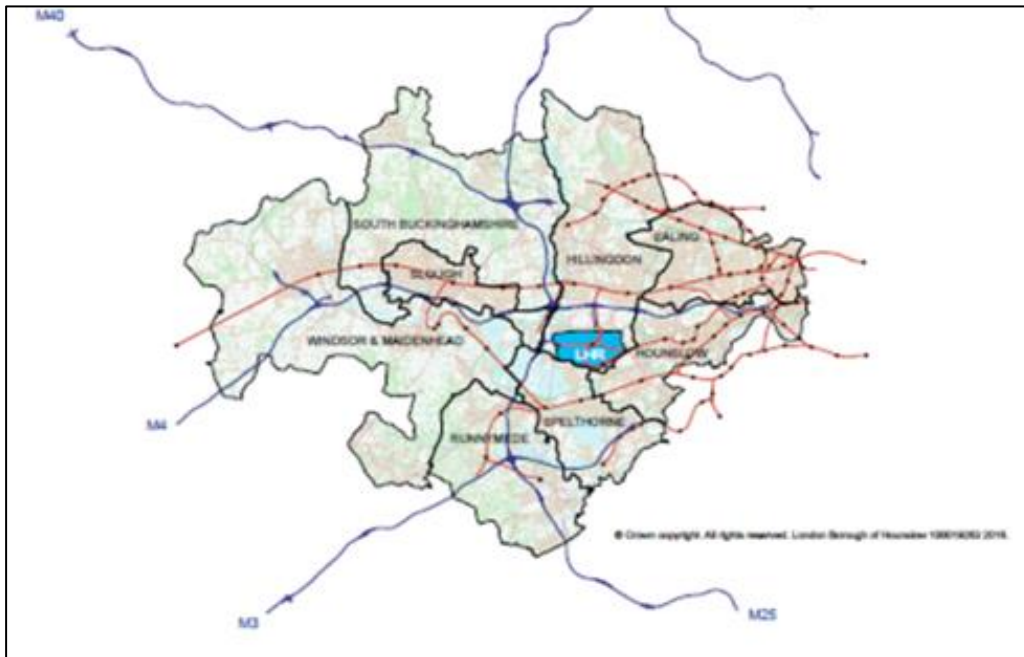
## **12. Housing and social infrastructure**

- 12.1 Implications for the local and wider housing market and social infrastructure (including schools and health sector) of new jobs associated with the airport and related development, including travel to work implications, to be clearly researched and identified using study specification agreed with HSPG. This to consider the impacts on the objectively assessed need for housing and employment land and across all sectors of housing including market, private rented sector and affordable housing, over all the phases of growth outlined above.
- 12.2 Development of a joint strategy to address distortions to local housing markets. e.g. Programme of Article 4 Directions to manage the conversion of family houses to HMO.
- 12.3 Housing for construction workers sited in the most sustainable locations in respect of direct environmental impacts, accessibility to areas of construction, and opportunities to re-use empty or new homes.

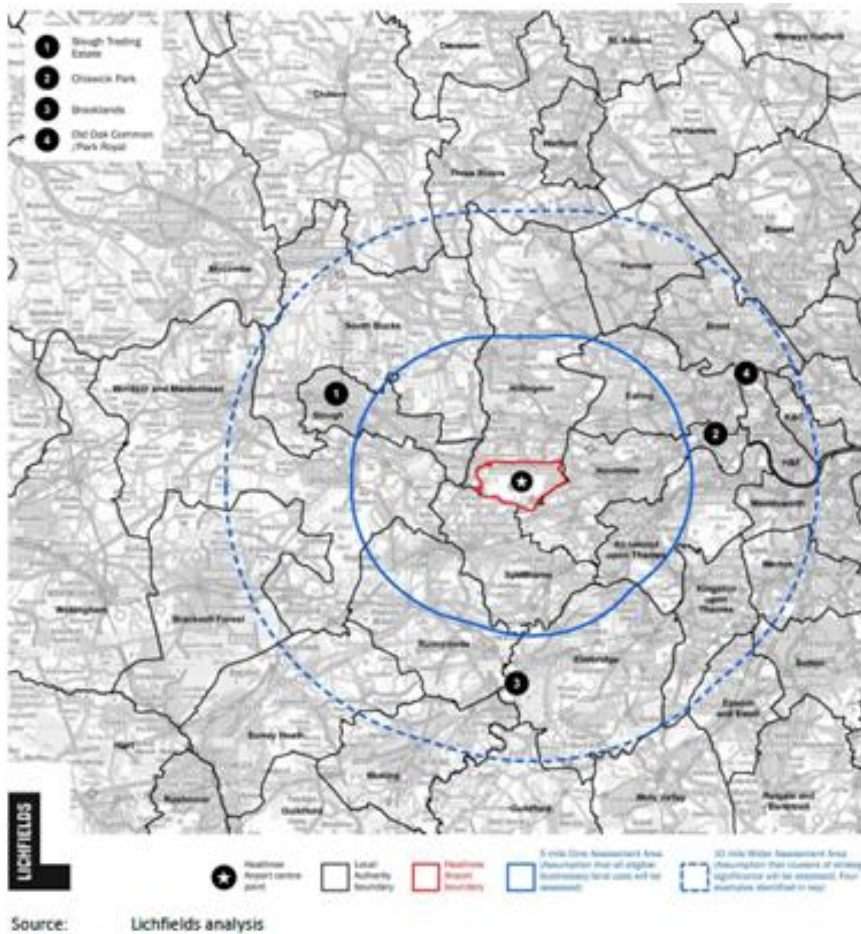
---

<sup>7</sup> ANPS para 5.236 refers. The Airports Commission considered a sum of £50m per annum appropriate (with indexation)

**Appendix A – Maps 1 and 2**



Map 1 - Showing the local authority areas nearest LHR Airport.



Map 2 – The most direct local economic relationships with the Airport impacts are found within a 5-mile radius, together with more focused impacts over a wider area. (5 and 10 miles contours shown).