

# HSPG Position Paper Public Health Principles

Draft for Discussion

May 2019

This paper has been drafted in response to a request from HSPG to develop a position paper on the public health effects of an expanded Heathrow. This first draft represents a starting point for discussion with HAL, HSPG Core Group and Members.

# Scope

## *Introduction*

The airport, together with its supporting uses and infrastructure, has a significant impact across the sub region, spatially, socially, economically and environmentally, that cuts across administrative boundaries. Development at the airport, whether as a two runway or three runway option, will have an impact on its immediate and wider surroundings.

The Heathrow Strategic Planning Group has been formed to enable collaborative working on Heathrow expansion. Working together will enable better spatial planning, the minimisation of impacts and the maximisation of benefits resulting from the development of the airport. Each member of the Group will have their own individual policy positions on a third runway, and membership of the Group does not require any particular position of support or opposition.

As part of this collaborative process, the Group has formulated this Public Health Principles Position Statement setting out the HSPG position in relation to the public health effects of Heathrow expansion. It 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. We aim to work constructively with HAL to secure these outcomes and monitor their effectiveness.

HSPG's overall Vision is to achieve integrated sustainable development capitalising on the airport development as a springboard. The Group have agreed Development Principles, and Public Health issues cut across all the main themes of these principles.<sup>1</sup>

A HSPG Public Health sub-group has been set up to develop HSPG's response to the public health implications of the emerging Heathrow Airport expansion. The sub-group has identified that nine of HSPG's key objectives are particularly relevant to public health, detailed below. These nine objectives informed a number of proposed outcomes within four main public health themes which emerged as key HSPG concerns during Public Health sub-group discussions - Employment and Economy; Health Management Plan and Monitoring; Construction; and Environment and Communities.

- 1. Heathrow to be a responsive neighbour that seamlessly integrates with its surroundings** - We seek an airport that is committed to be a better neighbour by responding to its local context. This will enable increased positive interaction and an improved quality of the built environment through securing effective environmental, social and economic mitigations and benefits.
- 2. Heathrow to be leaders in environmental management and Best Practice** - with a commitment to lead the way in strategies and measures to minimise environmental harm and maximise environmental benefits for the long term
- 3. Well-designed sub-regional green infrastructure strategy** - We want to support HAL in developing a wider strategy for green corridors, planting and surface water management, to ensure an integrated approach to landscape and habitat management. This will also help to improve public access to open and natural spaces in the subregion.
- 4. Achieve the biggest step change improvements in key measurable targets** - We aim to take on a holistic view on issues such as air quality emissions. We want to support HAL in developing appropriate measures to target the right source and thus achieve measurable improvements in air quality.

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<sup>1</sup> HSPG's Vision and Development Principles are grouped into four themes: Placemaking, Environment, Transport/Infrastructure and Socio/Economic. These are aligned to the National Planning Policy Framework and Airports National Policy Planning Statement requirements to achieve sustainable development and secure net gains in relation to economic, social and environmental objectives.

5. **Setting high expectations for airport operations** - As a group, we intend to develop an integrated strategy to influence decisions on issues such as night flights and noise. Through this, we hope to achieve a principle of respite and runway alternation to improve the wider environment and the amenity for neighbouring residents and businesses and other more sensitive occupiers such as schools.
6. **Integrated network of transport hubs** - Our aim is to maximise benefits of new transport links and hubs. We want to support HAL to develop an integrated network of surface transport hubs to widen sequential connectivity. This would improve local connectivity to existing rail and coach networks as well as proposed rail improvements at the airport to ensure that regional connectivity is available to a much wider area within the sub-region. We also want to support HAL to improve connectivity and ease of movement for pedestrians and cyclists to encourage a reduction in car use for commuter and passenger trips.
7. **Create sustainable communities sustained by a diverse range of jobs and supporting infrastructure** - We are committed to working with HAL to create sustainable development through the provision of high-quality housing located at town centres or key hubs connected by reliable transport infrastructure. We also want to ensure that our places are able to sustain vibrant mixed communities that live and work locally, through the provision of a range of jobs for all bands of skills.
8. **Tailor education / skills training to jobs** - We intend to support HAL in delivering a closer synergy between education and the industry located within the sub-region, helping to ease the transition between training and jobs. This will help to attract and retain a diverse range of skilled workers in the area.
9. **Balance the impact of airport development on neighbouring communities** - As a Group, we intend for the Airport to lead on balancing the negative impacts and the positive benefits of its development on affected residents. This would include appropriate compensation and relocation options for the loss of homes and an improved environment and amenity for continuing residents

*‘Without prejudice’*

These comments are all made within the terms of the HSPG / HAL collaborative working and Service Level Agreement, respecting commercial confidentiality and limiting opportunity for detailed analysis and discussion within the HSPG organisations or more widely. The comments are made on a strictly ‘without prejudice basis’ to any position the HSPG and individual member organisations may take in future, and the organisations reserve the right to withdraw or change any comment made here without prejudice to their position.

#### *Scope of the Public Health Position Paper*

The Paper sets out HSPG’s position in relation to Public Health principles for the scheme, broken down into the four key Public Health themes. The Paper is intended to inform HAL’s shaping of the design, EIA and mitigation process in the DCO and will inform HSPG’s position during the DCO process. This draws together the information gathered from an array of written communications and meetings which have taken place over 2018, including members responses to Consultation 1, meetings with individual Members, masterplanning and EIA workshops, public health sub-group meetings and member’s responses to the EIA Scoping Report. A programme for delivery of each element would be agreed with HAL at later stages of scheme development.

The Paper focuses on the public health principles of airport design, in its widest sense, and operational issues. The Paper does not cover detailed comments on the Health Impact Assessment (HIA) process (which have previously been dealt with in the HSPG response to the EIA Scoping Report). In addition, transport, environmental and Low Emissions Zone issues are set out in their own separate HSPG Position Papers and not covered in detail in this position paper. Airspace issues are being resolved separately to the ongoing EIA process through Heathrow’s three stage consultation process and are therefore not covered in detail in this position paper.

Definition of 'local' throughout includes all HSPG member local authority areas.

The following sections set out the public health principles that HSPG would want to see HAL address, and which are derived from the HSPG nine core objectives.

# Employment and Economy

## *Introduction*

The following section sets out HSPG's position and expectations for HAL's delivery of Heathrow expansion in relation to employment and economy as these aspects relate to public health.

**EE1:** A health and wellbeing charter to be implemented for Heathrow employees during construction and operation, targeting workplace health at all levels and across all tiers of contractors.

**EE2:** Provision for recruitment activities to link into local communities, including all schools and colleges within the HSPG local authority area, to encourage local employment and apprenticeships particularly in deprived communities. Monitoring and reporting of diversity under protected characteristics and deprivation indexes, and take-up of jobs from local communities. Consideration to be given to setting up a skills and jobs brokerage to link local communities to job opportunities.

**EE3:** Employment provision to prioritise creation of high skilled and high paid employment and apprenticeships for the local communities. Preferential recruitment for permanent operational jobs along development corridors to be implemented and aligned to public transport links. Targeted investment in training programmes for women to be adopted to encourage female participation in the Heathrow expansion workforce.

**EE4:** The London Living Wage should be the minimum salary paid for all roles.

**EE5:** Provision of efficient, innovative, affordable and diversified public and active travel modal links into the airport directly from local communities, including those which are presently underserved; to include bus routes, cycle paths and walking access routes into the airport. Public transport services should be frequent and operate consistently and reliably to ensure usability of the services for surrounding communities. Free travel zone to be expanded to encourage use of public transport and rail links not to be premium services for residents. Local communities should not have to drive to access the airport.

**EE6:** A commitment to zero emission rapid transit during construction and operation from local hubs and town centres to be adopted. Electric vehicle charging infrastructure and measures to reward use of electric vehicles and reduce diesel vehicles to be implemented through a mitigation package covering activities inside the airport boundary and for local businesses and residents. The Heathrow Low Emission Zone to adopt a common approach with the Mayor of London's LEZ and surrounding local authorities LEZs in Berkshire, Buckinghamshire and Surrey. A strategy to adopt new transport technologies as they emerge to be adopted.

**EE7:** Severance due to existing and new transport links, particularly in the south-west quadrant of the airport, to be minimised, with journey times no longer than existing journey times. Future transport demand to be factored into the scheme design. To secure health benefits by reducing use of travel by car, HSPG supports the need for new rail access from the west and south of the airport.

**EE8:** Parking areas to also serve as interconnected hubs for buses, cyclists and pedestrians, while also providing interchange between modes, to sustain a high frequency service provision and rapid transit between terminals, particularly to the Terminal 4 area. Facilities to encourage uptake of cycling should be provided at these hubs including signage, traffic free routes, bike hire, secure bike lockers and changing facilities. To encourage the uptake of cycling, cycle training sessions could be offered to people new or less confident in their ability of using this method of transport. The design of new road links to prioritise sustainability and public transport elements, for example through priority turning at junctions and dedicated lanes.

**EE9:** The new airport retail and commercial provision to address the needs of local communities rather than purely serving airport passengers.

**EE10:** Services which promote healthy lifestyles, including healthy eating and drinking options, to be prioritised within the airport retail and commercial provision. Pharmacies located within the airport perimeter to be accessible to local communities.

**EE11:** In accordance with the Social Value Act new retail and commercial space to incorporate local businesses (shops, cafes etc), particularly those small business displaced by new development.

## Health Management Plan and Monitoring

### *Introduction*

The following section sets out HSPG's position and expectations for HAL's delivery of Heathrow expansion in relation to the development and monitoring of the Health Management Plan for the proposals.

**HM1:** Public Health England's Public Health Outcomes Framework to be adopted. The evidence base in relation to health effects of airport operations on local communities to be increased in consultation with community health experts. Direct health measures to be adopted to monitor health outcomes. The evidence baseline to be wide in scope and area, long term and measured against the pre-operation baselines for the Wider Determinants of Health indicators identified on the Public Health Outcomes Framework.

**HM2:** The Health Management Plan to set out measures which will deliver an improvement in health outcomes identified in the current Wider Determinants of Health indicators, particularly where they are worse than the benchmark.

**HM3:** A commitment to be adopted for long-term and research-led monitoring, in consultation with community health experts, including tracking wider health trends and statistical analysis.

**HM4:** A mechanism to be implemented to allow GPs and others with community health responsibilities including, but not limited to, Clinical Commissioning Groups, Health and Wellbeing Boards and Public Health England to flag to Heathrow any long-term community health changes.

**HM5:** NHS England, Clinical Commissioning Groups, Public Health England and Health and Wellbeing Boards to be consulted in regards health provision funding or capacity shortfalls associated with an influx of new residents and passengers into the local area during construction and operation. Effects in relation to health provision to be identified based on a broader analysis of the health needs of people moving into the area.

**HM6:** The Health Management Plan should set out the linkages with the airport Emergency Plan and emergency services and NHS England consulted in relation to the emergencies, accidents and disasters assessment.

**HM7:** The implications of changes of the location and operation of immigration removal facilities should be included in the Health Management Plan.

## Construction

### *Introduction*

The following section sets out HSPG's position and expectations for HAL's delivery of Heathrow expansion in relation to the management of health effects during the construction period of the proposals. Issues related to health effects as they related to environmental change are covered in the Environment and Communities section in this paper and the HSPG Environmental Position Paper.

**CN1:** A strategic housing plan for construction workers to be produced. A long-term plan to secure a high quality and sustainable community around construction housing to be developed and monitored to include consideration of the effects of changes in the demographics of local communities and the effect on local health and social care services.

**CN2:** Housing for construction staff of good quality and design to be provided by Heathrow and not left to the market to reduce the risk of illegal camps or an expansion in Houses in Multiple Occupation. Workers with families to be prioritised.

**CN3:** Housing for construction workers to be located in appropriate areas close to the airport with transport, including active travel mode provision, to construction areas. Access to purposeful recreational activity to be provided, for example access to green space, gyms, social clubs and leisure groups.

**CN4:** On completion of construction, construction worker accommodation housing stock to be released to Local Planning Authorities, adopting the London 2012 legacy model.

**CN5:** The implications of an influx of construction staff into the local area to be included in the Health Management Plan to address any likely increased demand for a range of health services including, but not limited to, those related to sexual health, alcohol and substance misuse, smoking related illnesses, mental health and risk of communicable diseases. Prevention of ill health to be central to planning of services, for example provision of work-based smoking cessation programme, NHS Health Checks and mental

wellbeing services. The need for additional school places and social and privately rented housing to be included in the Health Management Plan.

## Environment and Communities

### *Introduction*

The following section sets out HSPG's position and expectations for HAL's delivery of Heathrow expansion in relation to environment and communities as these aspects relate to public health.

**EC1:** The commitment to managing Heathrow's growth within environmental limits to be legally binding within the boundaries of the environmental criteria set out in the Airports National Policy Statement (NPS). Local Authorities to be consulted on future growth proposals as they relate to their public health and protection duties.

**EC2:** Air quality and noise commitments set out by Heathrow to be met including a commitment to continuous improvement and adoption of new technologies. The Noise Objective and the Noise Envelope design process to use suitably challenging metrics and monitoring to control and drive continuous improvement in aircraft noise. The Health Management Plan to set out the linkages with the Noise Action Plan. Cumulative effects of air quality and noise with other Nationally Significant Infrastructure Projects and other major development to be included in the Health Management Plan.

**EC3:** Air quality monitoring to focus on relative changes of pollutants and not absolute limits, and monitoring data to be pooled between local communities and HAL.

**EC4:** Measures to be adopted which ensure local authorities are capable of meeting Department of Education acoustic standards in relation to internal and external noise during construction and operation, including mitigating the impacts of noise exposure on reading age.

**EC5:** Measures to be adopted to support local environmental health teams to address public concerns and exposure to pollutants during construction and operation and manage road safety risks due to changes in road infrastructure, including education and awareness campaigns.

**EC6:** Vehicles associated with airport operations (site vehicles, buses, delivery vehicles etc.) to meet the latest Euro standard. Implementation of a sustainable and safe freight strategy to reduce potential new traffic movements which exacerbate air pollution and noise.

**EC7:** On-site renewable energy production opportunities to be considered to reduce local and global emissions



**EC8:** Improved access to high value greenspace and water-based recreation, and supporting a healthy diverse ecosystem, to be incorporated into the scheme design and planning. Green spaces to be connected across a wide area to promote walking, cycling and recreational activities.

**EC9:** Improved access to arts and leisure pursuits to be incorporated into the scheme design and planning including temporary and permanent provision at existing and new facilities.

**EC10:** A visitor hub to be provided to service the Colne Valley Park and surrounding areas.

**EC11:** The scope of the Health Management Plan to adopt a suitably broad geography to capture those potentially directly and indirectly affected in relation to health, and a long-term temporal scope over a decades timescale.

**EC12:** The scope of the Health Management Plan to include mental health and wellbeing (including nuisance and annoyance), communicable and non-communicable diseases including effects for air, water, soil and noise pollution, physical injury and nutritional disorders including obesity.

**EC13:** The Health Management Plan to set out the linkages with the Noise Action Plan.

**EC14:** The Health Management Plan to include consideration of the health effects on the different affected groups of human receptor including, but not limited to, residents affected by the scheme (both around the airport and living along transport corridors), children attending schools, older people residents in care homes, airport workers, workers in business around the airport and workers in allied supply businesses, construction workers and visitors to the airport and surrounding areas.

**EC15:** The Health Management Plan to include consideration of the health risks related to water quality, particularly in relation to glycol use. A commitment to improve water quality to be adopted.

**EC16:** The Health Management Plan to include consideration of the health risks of mobilisation of contaminants, for example within affected landfill areas.

**EC17:** The Health Management Plan to include consideration of the health risks associated with transport and disposal of hazardous and non-hazardous waste generated by Heathrow, in the context of a potential temporary or permanent loss of the Lakeside facility. Additional waste management capacity requirements not to be left to the market to address.

**EC18:** The Health Management Plan to include consideration of flood risk, including health and social issues related to fear of flooding. A commitment to improve flood risk in the Colne, Crane and Thames catchments to be adopted, rather than maintaining flood risk at its current level.

**EC19:** The Health Management Plan to include consideration of the effects of lighting during construction and operation. Lighting to be reduced as far as reasonably practicable during construction and operation, but with inclusion of appropriate lighting schemes to encourage active travel uses and ensure personal safety. Effects on biodiversity and provision of buffer zones between receptors and proposed lighting to be included.

**EC20:** The Health Management Plan to include consideration of fuel storage including in respect to odour, nuisance, fear and risk of accidents and health effects.

**EC21:** Areas of open space, viewpoints and path networks to be replaced and improved to create appropriately located and high-quality places for people to enjoy physical exercise, recreation and relaxation thereby benefitting health and well-being, including mental health. The green resource to be extended and maintained ensuring excellent connectivity and quality of design that encourages use by people.

**EC22:** Green infrastructure, including tree and vegetation planting, to be prioritised in the construction planning and scheme design to provide health benefits including trapping particulate matter, absorption of air pollution gases, regulation of microclimates (temperature, heat storage, wind speed, humidity and turbulence) and use of landscaping to reduce noise impacts.

**EC23:** HAL to establish a wellbeing fund with the local community independently deciding how funds are distributed and ringfenced for initiatives related to health and wellbeing.