

VISION AND DEVELOPMENT PRINCIPLES for the Heathrow sub-region

Heathrow Strategic Planning Group

June 2016

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Prepared for:

The Heathrow Strategic Planning Group

This report has taken into account the particular instructions of the Heathrow Strategic Planning Group.

It is not intended for and should not be relied upon by any third party and no responsibility is taken to any third party.

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Introduction

The Aim

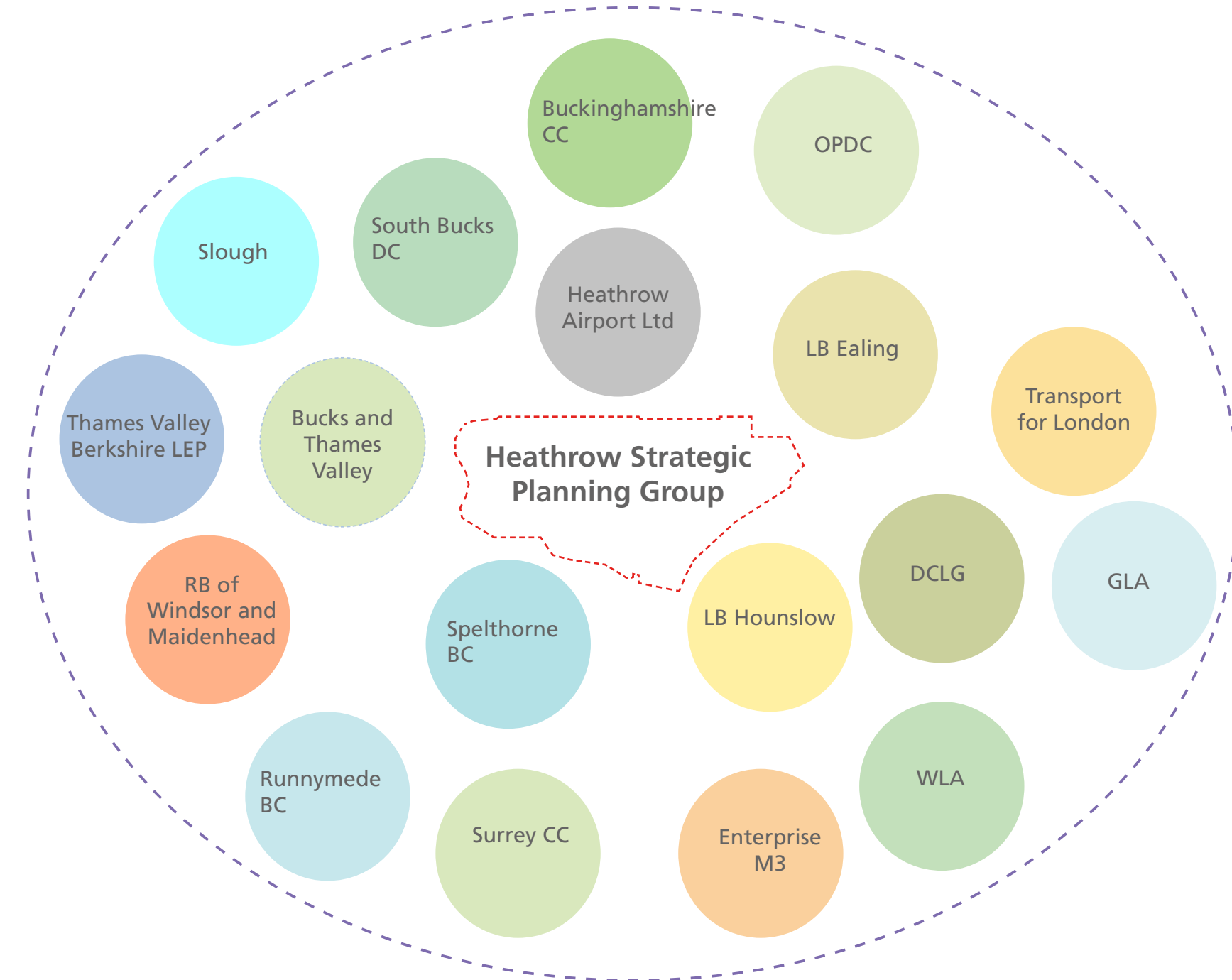
- Heathrow airport is a key economic driver for West London and the M3/M4 corridor. The airport together with its supporting uses and infrastructure has a significant impact across the sub region, spatially, socially, economically and environmentally, that cuts across administrative boundaries.
- It is widely acknowledged that development at the airport, whether as a two runway or three runway options, will have an impact on its immediate and wider surroundings.
- The Heathrow Strategic Planning Group has thus been formed 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. 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 its Shared Vision for the sub region around Heathrow Airport, which is supported by a series of Development Principles.

Heathrow Strategic Planning Group

- Membership of the Group is open to all authorities and bodies with a key stake in the sub-regional planning of the area and willing to engage with suitably authoritative officer representation. Currently LB Hillingdon have declined to participate and some parties have chosen to participate in an 'observer' capacity only (as indicated).
- Wider and further participation is welcomed by the Group. Currently the following are members:
 - LB Hounslow
 - LB Ealing
 - Spelthorne Borough Council
 - Runnymede Borough Council
 - South Bucks District Council
 - Royal Borough of Windsor and Maidenhead
 - Slough Borough Council
 - Heathrow Airport Limited
 - Thames Valley Berkshire LEP
 - Buckinghamshire Thames Valley LEP
 - Enterprise M3 LEP
 - Surrey County Council and Bucks County Council in respect of strategic transport and other relevant functions

The following organisations participate under 'observer' status -

- GLA
- TfL
- Old Oak and Park Royal Development Commission (OPDC)
- DCLG/BIS (Cities and Local Growth Unit)
- West London Alliance



Process

- A key outcome of this joint working process has been the formulation of a Vision for Heathrow and the wider sub region. This vision has come together across a series of main HSPG meetings held on the 11th of December 2015, 22nd of March 2016 and the 10th of May 2016.
- The Group has established four sub-groups to focus on specific work areas, and their work is coordinated by the working group. These include -
 - Economic** – jobs and floor space demand
 - Spatial Planning** – Housing and Employment Need, demand and location
 - Transport and infrastructure** – Strategic change
 - Environment** – Addressing impacts, mitigation and improvements
- Initial ideas for the Vision were put forth in the workshop held on the 11th of December 2015. This also gave rise to a set of four themes, under which the ideas were organised. This is reflected in the presentation of the Vision -
 - Placemaking**
 - Environment**
 - Transport/Infrastructure**
 - Socio/Economic**

As ideas evolved it became clear that a central cross cutting theme was one of sustainability.

Vision and Development Principles

- The following pages, present the Vision and supporting Development Principles as put forth by the Heathrow Strategic Planning Group, together with the first over-riding principle of creating integrated sustainable development.
- This Vision document considers the context of the airport across two broad scales -
 - Local context - Area that falls within the immediate surroundings of the airport
 - Sub-region - Captures the wider area around the airport.

Further work is needed to delineate a more accurate definition of the spatial scope of this study, and provide a physical extent to the area under consideration across the two scales.

Sustainability

“Achieve integrated sustainable development”

We want to capitalise on the airport development as a springboard to achieve new levels of sustainable development across the sub-region. From big ideas to clear strategies, upheld by a commitment to embed sustainability across all levels of decision making.

We aim for an integrated approach to sustainable development as the ‘golden thread’ to connect across all themes. This will help to develop comprehensive solutions such as the reduction of car use through high quality urban densification around key hubs connected by an improved transport infrastructure.





Henley upon Thames

Marlow

Gerrards Cross

Colne Valley

Harrow

Startford

Farnham Common

Uxbridge

Northolt

Wembley

Iver Heath

Iver

Hayes

City of London

Slough

Southall

Canary Wharf

Twyford

West Drayton

Windsor

Heathrow

Brentford

Old Windsor

Stanwell

Hounslow

Richmond

Cranbourne

Feltham

Twickenham

Richmond Park

Bracknell

Egham

Teddington

Wokingham

Virginia Water

Kingston on Thames

River Thames

Walton on Thames

Surbiton

Weybridge

Croydon

Sutton

Camberley

Epsom

Placemaking

1 "An identity for Heathrow as a catalyst for sub-regional regeneration"

1.1. Our aim for the sub-region is to capitalise on the airport as a catalyst for regeneration and as a positive attribute of the unique identity of the sub-region.

1.2. We seek a new identity for Heathrow and the sub-region as a structure of complementary urban and economic centres that together form a powerful network and sub-regional whole.

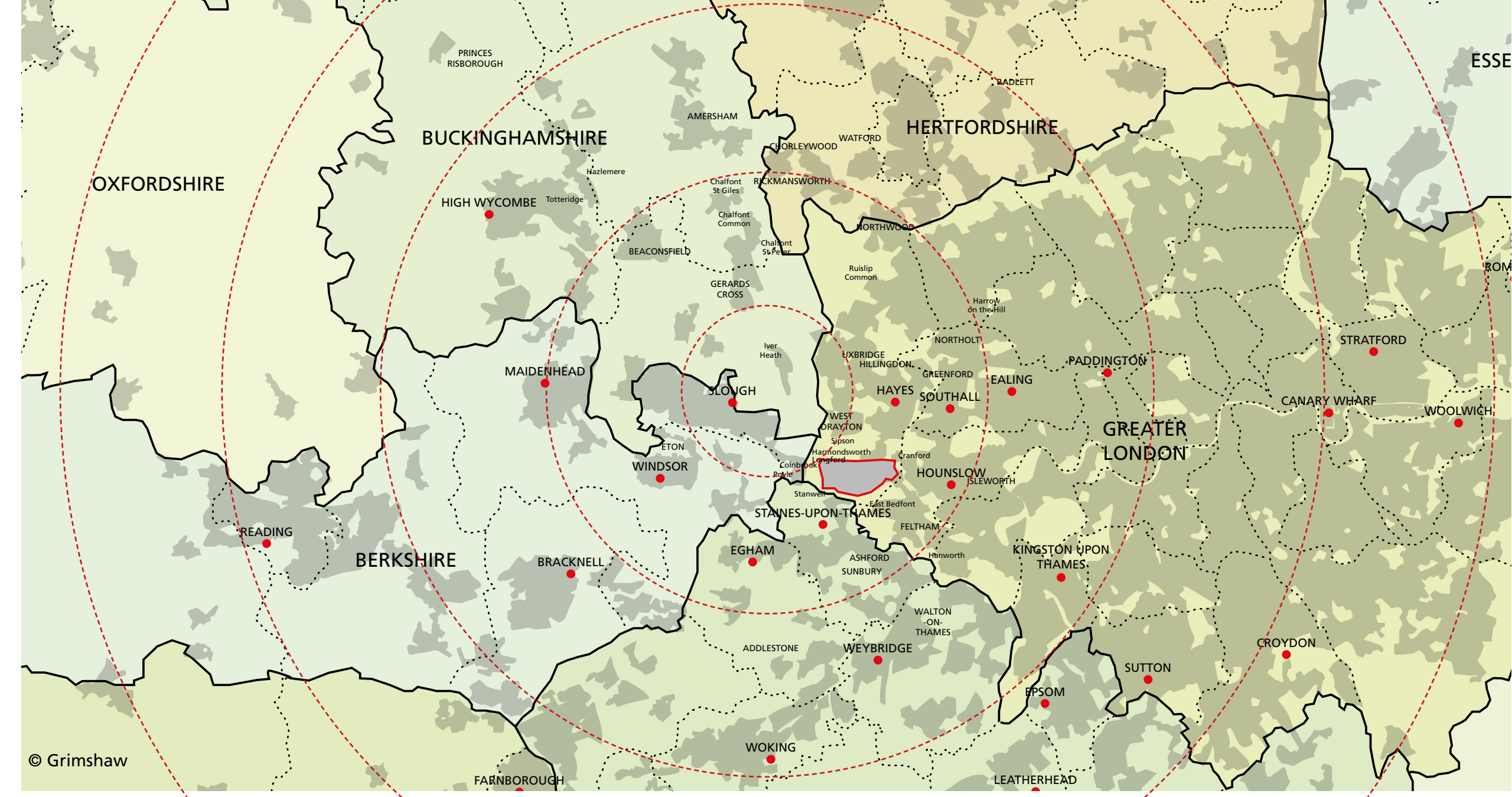


Placemaking

2 Establish rings of influence with appropriate degrees of control, provision and benefit

2.1. We intend to capture the benefit and address the negative impacts brought about by the airport development across the sub-region as ripples of effect and influence. This would help locate appropriate development in appropriate locations.

2.2. Given the varying nature of the different types of effect, travel to work distances and enhanced connectivity, these different ripples may extend well beyond the immediate locality.



3 Responsive neighbour that seamlessly integrates with its surroundings

3.1. We seek an airport that is committed to being a better neighbour by responding to its local context.

3.2. As a Group we share a common aim to create a smooth transition and integration across the airport boundary and its neighbours. This will enable increased positive interaction and an improved quality of the built environment through securing effective environmental, social and economic mitigations and benefits. It will also allow for integrated land use and transportation planning.



Placemaking

4 Better network of designed landscape that builds on existing assets

4.1. We intend to improve the surrounding natural and heritage assets by celebrating and working these into a unique identity for the sub-region.

4.2. We are committed to enhancing the existing network of green and blue corridors such as the Colne Valley Park. This would be possible through a green infrastructure strategy that seeks increased public access and greater clarity in function and definition of the green areas.



Colne Valley Park
© <http://www.getbucks.co.uk/news/local-news/history-colne-valley-documented-thanks-10620428>

5 Maximise placemaking opportunities within the sub-region

5.1. We are committed to achieving high quality placemaking by locating the right development in the right place.

5.2. We also recognise the need for an integrated strategy for Compulsory Purchase Orders (CPO) and land use swap to maximise opportunities and allow for a positive uplift in land use and value, as well as the protection of key assets.



Feltham Town Centre
© <http://www.rockregm.co.uk/projects-feltham.html>

Feltham Town Centre
© <http://www.rockregm.co.uk/projects-feltham.html>

Environment

1 “Leaders in environmental management and Best Practice”

1.1. As a group we are committed to lead the way in strategies and measures to minimise environmental harm and maximise environmental benefits for the long term.



Environment

2 Well designed sub-regional green infrastructure strategy

2.1. We want to develop a wider strategy for green 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.

3 Achieve the biggest step change improvements in key measurable targets

3.1. We aim to take on a holistic view on issues such as air quality emissions.

3.2. We intend to develop appropriate measures to target the right source and thus achieve measurable improvements in air quality.

3.3. We want to address the right organisations to influence local enforcement. This will help us achieve noticeable results such as reduction in overall car use, provision of electric points and improved cycle infrastructure.

4 Setting high expectations for airport operations

4.1. As a group, we intend to develop an integrated strategy to influence decisions on issues such as night flights and noise.

4.2. Through this, we hope to achieve a principle of respite and runway alternation to improve the environment and amenity for neighbouring residents and businesses and other more sensitive occupiers such as schools.



© All London Green Grid
River Colne and River Crane
Area Framework



Zurich Airport



Noise reduction at Amsterdam's Schiphol Airport © www.smithsonian.com

Transport / Infrastructure

1 “Integrated network of transport hubs”

1.1 Our aim is to maximise benefits of new transport links and hubs.

1.2 We intend to develop an integrated network of surface transport hubs to widen sequential connectivity. This will provide access to the best connected and most integrated public transport network.

1.3 Maximising hub benefits in addition to defining the roles of existing and proposed transport interchanges will be key to better integration.

1.4 Improving local connectivity to existing rail and coach networks as well as proposed rail improvements at the airport will ensure that regional connectivity is available to a much wider area within the sub-region.

1.5 We also want to improve connectivity and ease of movement for pedestrians and cyclists to encourage a reduction in car use for commuter and passenger trips.



Transport / Infrastructure



Proposed Ealing Broadway Crossrail Station © www.crossrail.co.uk

2 The most coordinated public transport connectivity for all modes and users

2.1 We want to create a coordinated network of public transport provision to ensure smooth interchange between modes, aiming to reduce journey times across the sub-region and achieve greater use of public transport.

2.2 This would include improved public transport and travel information and through-ticketing in the sub-region and beyond.



© Heathrow



© Heathrow

3 Improve local connectivity through a network of routes

3.1 We want to achieve the best connectivity possible for the sub-region through the provision of north-south public transport routes connecting key local destinations. This should match the current east-west provision and help reduce local journey times.

3.2 Finding a viable alternative to the private car will help address some of the high traffic flows on strategic routes such as the M25/M4/M3/A30/M40 and related issues of rat running through local centres and residential areas.



4 A reliable and resilient infrastructural network

4.1 We intend to capitalise on the airport development to encourage greater public transport usage by providing reliable and dependable services.

4.2 We intend to build in resilience to ensure continuity in services to cover any possible eventualities.

4.3 As a group, we are committed to supporting the provision of digital infrastructure to help harness and support new business opportunities and ensure high quality digital connectivity for all.



London Orbital routes as proposed in the 1960's.
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Economic/Social

1 “Create sustainable communities sustained by a diverse range of jobs and supporting infrastructure”

1.1. We are committed to creating sustainable development through the provision of high quality housing located at town centres or key hubs connected by reliable transport infrastructure.

1.2 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.



Economic/Social



2 Strengthen relationships with the business community in the sub-region

2.1 We want to capitalise on the airport as a major centre of economic activity to forge closer relationships between the airport and local network of businesses particularly in harnessing supply and demand chains.



3 Tailor education / skills training to jobs

3.1 We intend to build 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.



Economic/Social

4 Step change in housing provision

4.1 We intend to seize the opportunity to be creative in the provision of housing, varied in density, typology and tenure, including affordable.

4.2 We want to take the opportunity, where appropriate to challenge conventional norms such as the aspiration to achieving optimum densities.



5 Balance the impact of airport development on neighbouring communities

5.1 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.

5.2 This would include appropriate compensation and relocation options for the loss of homes and an improved environment and amenity for continuing residents.



