



AIRPORT
EXPANSION
CONSULTATION

PREFERRED MASTERPLAN

JUNE 2019

Heathrow

Introduction

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- 3.3.5 However, these Local Plans, together with the London Plan, do not set policy for nationally significant infrastructure such as a new runway. While local policy designations will continue to be important, the principal policies relating to any new runway at Heathrow will be those set out in the Government's ANPS, and Local Plans may need to be updated to reflect national policy and respond to the Project.
- 3.3.6 Local Plans show extensive areas of Green Belt around Heathrow and the presence of the Colne Valley Regional Park west of Heathrow. The Green Belt is fragmented by development and by road and rail infrastructure and often does not accord with a received notion of 'countryside'. Nevertheless, it remains largely open land free from development, and is not untypical for the inner edge of the Metropolitan Green Belt. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open. Development in the Green Belt is normally considered inappropriate and policy requires 'very special circumstances' to be demonstrated to justify development.
- 3.3.7 In view of the potential implications for the Green Belt we are undertaking a study to look at the form and function of the Green Belt around Heathrow and consider the extent to which the land which may be affected by the Project currently fulfils the purposes of Green Belt as set out in national policy. This study has fed into the development of the Preferred Masterplan.
- 3.3.8 We will seek to identify opportunities to use new landscaping and environmental mitigation measures to help manage and mitigate impacts on the Green Belt. We will also refine our analysis of impacts on the Green Belt as we develop the Project in greater detail and in response to consultation feedback.

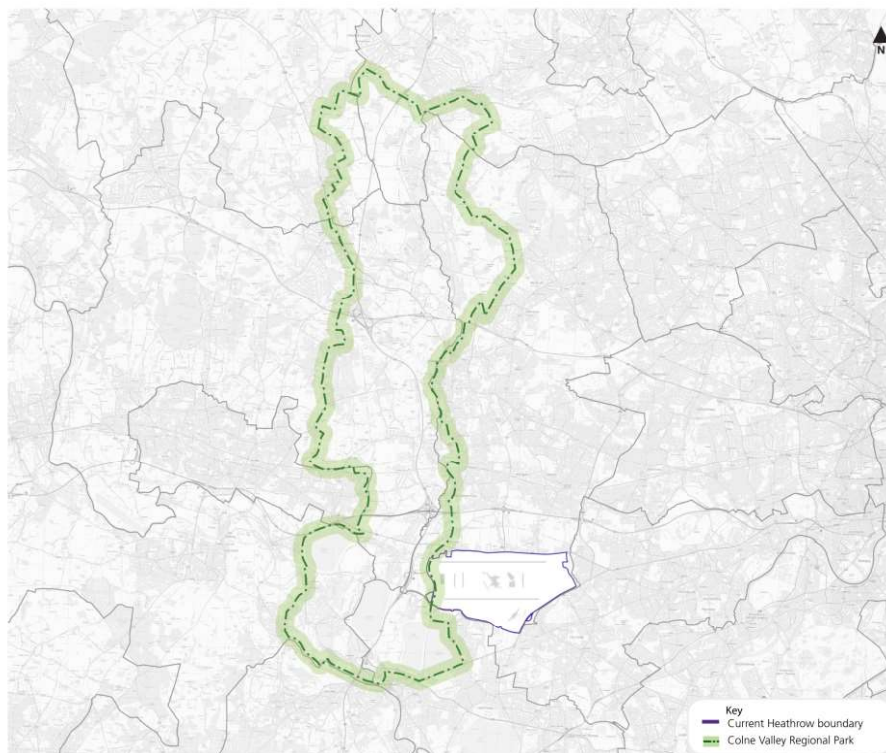


Figure 3.3.2: Colne Valley Regional Park

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- 3.3.9 Our DCO application will set out our reasoning and justification of the 'very special circumstances' required to justify development in the Green Belt.
- 3.3.10 Local authorities in close proximity to the airport may need to review their Local Plan policies, including Metropolitan Green Belt policies (recognising that any changes will need to demonstrate that exceptional circumstances have been considered), to meet their own population and housing growth requirements.
- 3.3.11 Sections of Metropolitan Green Belt land surrounding Heathrow have also been designated as Nature Conservation Sites of Metropolitan or Borough Importance, Linear Parks, Sites of Special Scientific Interest (SSSIs), Special Protection Areas and Ramsar Sites. Additionally, there are areas of flood plain associated with the Rivers Colne and Crane, and certain villages and settlements close to the airport are designated as Conservation Areas and accommodate a number of listed buildings and other heritage assets.
- 3.3.12 To enable more collaborative and consistent planning for the benefits and impacts Heathrow brings to the sub-region, a number of local authorities, county councils and Local Enterprise Partnerships have formed the Heathrow Strategic Planning Group (HSPG). The group has agreed a number of shared goals, aimed at helping to secure high quality and sustainable development. We are engaging constructively with HSPG on our emerging plans for expansion, notwithstanding the different positions some members may have on a third runway.



Figure 3.3.3: Existing Green Belt

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5.0 Masterplan Overview

5.1 Introduction

- 5.1.1 This section describes the physical aspects of the Preferred Masterplan, which has emerged from the design process that was described in Chapter 4 and has reflected earlier non-statutory stages of consultation.
- 5.1.2 The Preferred Masterplan is made up of a series of drawn and written parameters. These parameters set out the general layout, building height envelope, points of access and landscaping/open space features across the site. These are described in more detail in Chapter 6.
- 5.1.3 The Preferred Masterplan as illustrated in Figure 5.1.1, is an interpretation of how it could look in its end state when constructed within those parameters.
- 5.1.4 To help describe the Project, it has been divided into Zones (A to U), each of which have a different character. These zones are referred to throughout this document and are illustrated in Figure 6.1.1. Chapter 6 of this document describes the Preferred Masterplan by Zone in more detail.
- 5.1.5 The Preferred Masterplan will be refined as we move closer towards submitting our DCO application, taking into account further feedback from our Airport Expansion Consultation and more detailed design work.
- 5.1.6 As we describe the Preferred Masterplan, we make reference to options which were set out in Airport Expansion Consultation One.
- 5.1.7 For further information regarding options that have been considered as part of the scheme development process, including a synopsis of feedback received during Airport Expansion Consultation One and the process and reasoning for selecting the preferred option, please refer to the *Updated Scheme Development Report*.
- 5.1.8 The report describes how the evaluation process took into account a range of considerations to ensure that properly informed and balanced judgements were reached in selecting the Preferred Masterplan. Evaluation criteria comprised Operations and Service, Delivery, Business Case, Community, Planning, Property and Sustainability.
- 5.1.9 The Preferred Masterplan has been developed taking into account the effect of expansion on the wider environment, issues of sustainability, and the crucial topic of climate change. As a result, the Preferred Masterplan minimises the requirement for land as far as is practicable while facilitating the requirements of the ANPS and provides for the implementation of strategies for surface access, energy and water that will help Heathrow meet its strategy for carbon neutral growth.
- 5.1.10 Careful consideration has been given to minimising likely significant adverse environmental effects. The Preferred Masterplan incorporates mitigation proposals, including the re-provision of Public Open Space, biodiversity and habitat areas lost as a direct result of expansion, as well as other landscape improvement works. A *Preliminary Environmental Information Report* has been prepared to inform the understanding of the Preferred Masterplan. This information will also help to inform the refinement of the scheme towards submitting our DCO application.
- 5.1.11 The diagrams on the following section explain the rationale for and key aspects of the Preferred Masterplan.

5.3 Overview of the Preferred Masterplan



Figure 5.3.1: Overview of the illustrative Preferred Masterplan

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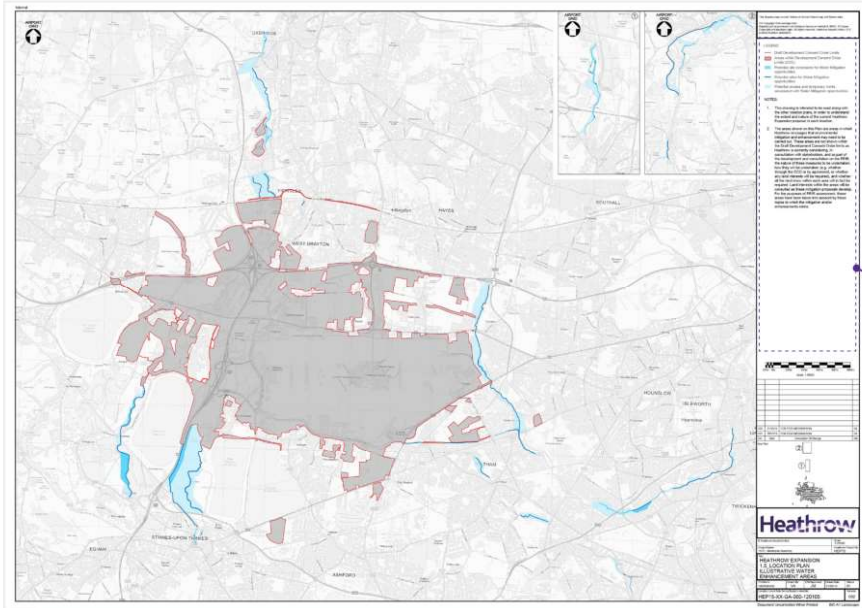


Figure 5.4.4: PEIR 1.5 Location Plan: Illustrative Water Enhancement Areas

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5.4.4 Figure 5.4.4 shows more distant areas which may be required for the purposes of mitigation and enhancement to water features, such as rivers. These areas have been put forward by external stakeholders through consultation in 2018 and are shown illustratively and may evolve as the scheme is developed in more detail.

5.4.5 The plans that make up the Draft DCO Limits boundary do not include all early preparation works that may be required off-site prior to construction, or other minor off-site works where separate powers may be sought as part of the DCO. These could, for instance, include works to utilities corridors along highways, minor off-site highway works for activities such as cycle improvements, or minor improvements to local transport interchanges required during the construction period.

LEGEND

- Draft Development Consent Order Limits (DCO)
- Areas within Development Consent Order Limits (DCO)
- Potential site extensions for Water Mitigation opportunities
- Potential sites for Water Mitigation opportunities
- Potential access and temporary works associated with Water Mitigation opportunities

NOTES:

1. This drawing is intended to be read along with the other location plans, in order to understand the extent and nature of the current Heathrow Expansion proposal in each location.
2. The areas shown on this Plan are areas in which Heathrow envisages that environmental mitigation and enhancement may need to be carried out. These areas are not shown within the Draft Development Consent Order limits as Heathrow is currently considering, in consultation with stakeholders, and as part of the development and consultation on the PEIR, the nature of these measures to be undertaken. How they will be undertaken (e.g. whether through the DCO or by agreement, or whether any land interests will be required), and whether all the land shown within each area will in fact be required. Land interests within the areas will be considered as these mitigation proposals develop. For the purposes of PEIR assessment, these areas have been taken into account by those topics to which the mitigation and/or enhancements relate.

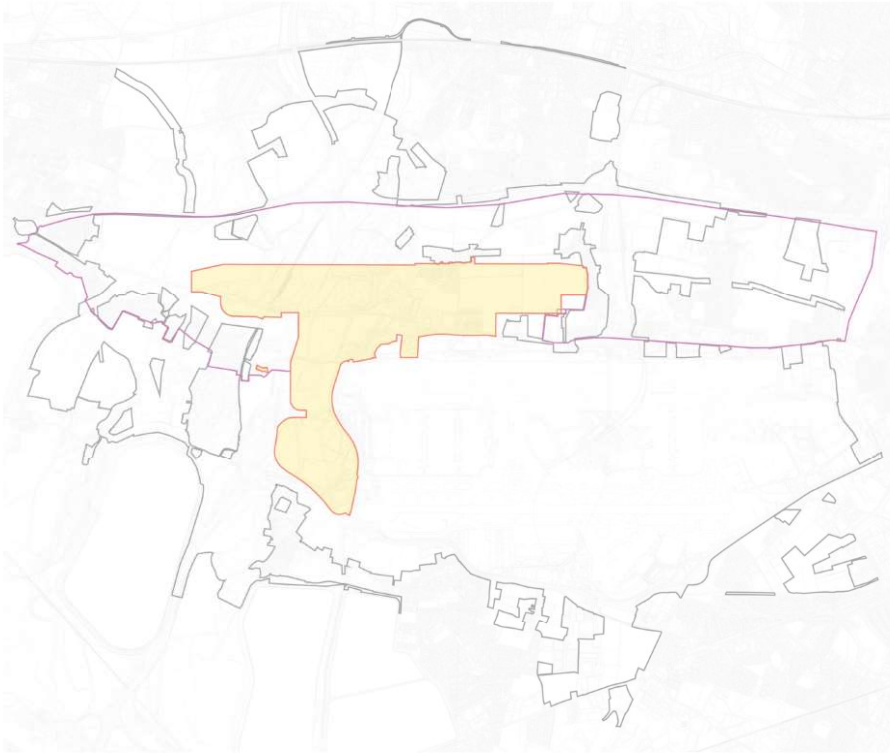


Figure 5.5.2: CPZ and WPOZ Boundaries

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5.5.4 The Preferred Masterplan will result in the loss of an estimated 761 homes. *Our Property Policies Information Paper* explains how we propose to assist those affected within both the Compulsory Purchase Zone (CPZ) and the Wider Property Offer Zone (WPOZ). As shown in Figure 5.5.2.

Key

- Indicative Wider Property Offer Zone (WPOZ)
- Indicative Compulsory Purchase Zone (CPZ)
- Draft Development Consent Order (DCO) limits



Figure 5.5.3: Additional area outside of ANPS Annex A Boundary

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5.5.5

Since consulting at Airport Expansion Consultation One, we have carefully considered the footprint of the proposals relative to the indicative boundary in the ANPS. Figure 5.5.3 illustrates the additional land required for expansion beyond the ANPS Annex A Boundary.

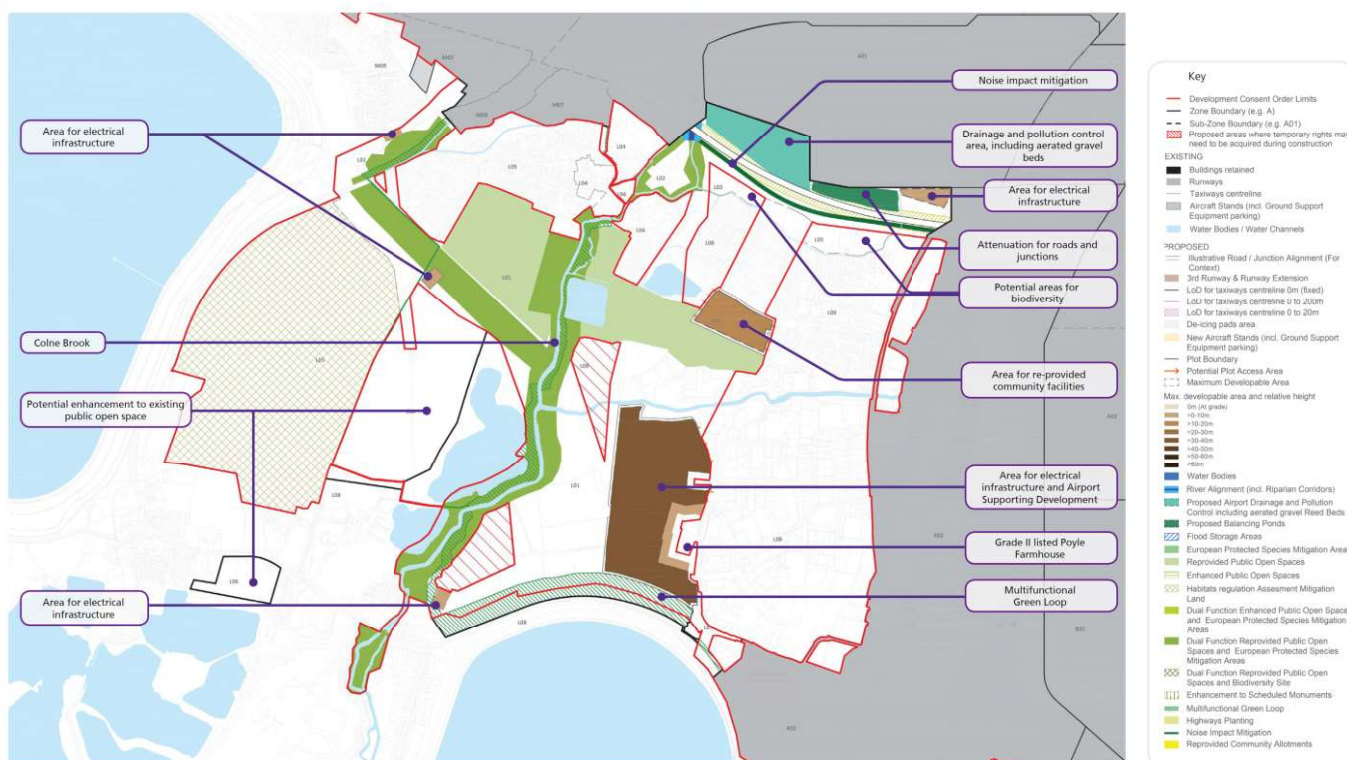


Figure 6.12.4: Parameter Plan - Zone L

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- 6.12.4 Landscaping works proposed include enhanced mitigation biodiversity sites, re-provided Public Open Spaces and Protected Species Mitigation areas. Part of the proposed Green Loop is accommodated within this zone, alongside the Colne Brook watercourse and includes enhancement to existing and proposed recreational routes, recreational spaces and planting, as well as habitat provision for European Protected Species and wildlife connectivity. An ecological buffer is proposed along the edge of the Wraysbury Reservoir to the south.
- 6.12.5 Heathrow Special Needs Centre is proposed to be relocated in Zone L, close to Poyle.
- 6.12.6 Part of the diverted A3044 runs within the northern part of this zone. Noise impact mitigation and highway planting is proposed south of the road to buffer Colnbrook and Poyle.
- 6.12.7 A surface water treatment area, comprising aerated gravel beds, is proposed north of the new A3044 alignment at the western end of the new runway.



Figure 6.12.5: Illustrative 3D massing - Zone L - Industrial Development Area

* All buildings shown as indicative massing within height parameters which are relative to the assumed ground level



Figure 6.12.6: Section B - Poyle (refer to Figure 6.12.3)



Figure 6.12.7: View 5 - Industrial area in Poyle sketch (refer to Figure 6.12.3)

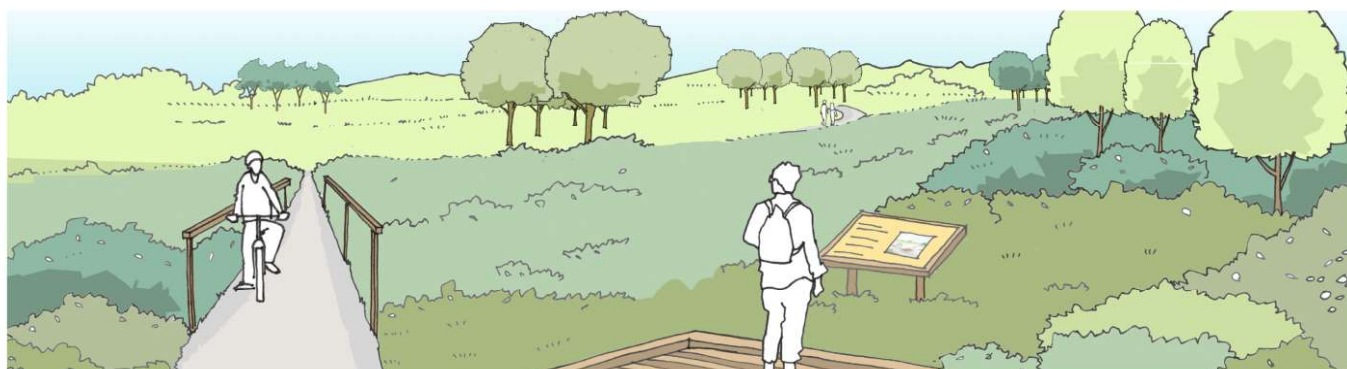


Figure 6.12.8: View 6 - Colnbrook and Poyle sketch (refer to Figure 6.12.3)

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