

***PROJECT DEVELOPMENT  
(MASTERPLAN) REPORT (PD(M)R)***

**DOCUMENT 4  
HEP15-XX-RP-XXX-400187**



**Heathrow**



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***CHAPTER 12: AIRPORT RELATED DEVELOPMENT***

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# 12. AIRPORT RELATED DEVELOPMENT

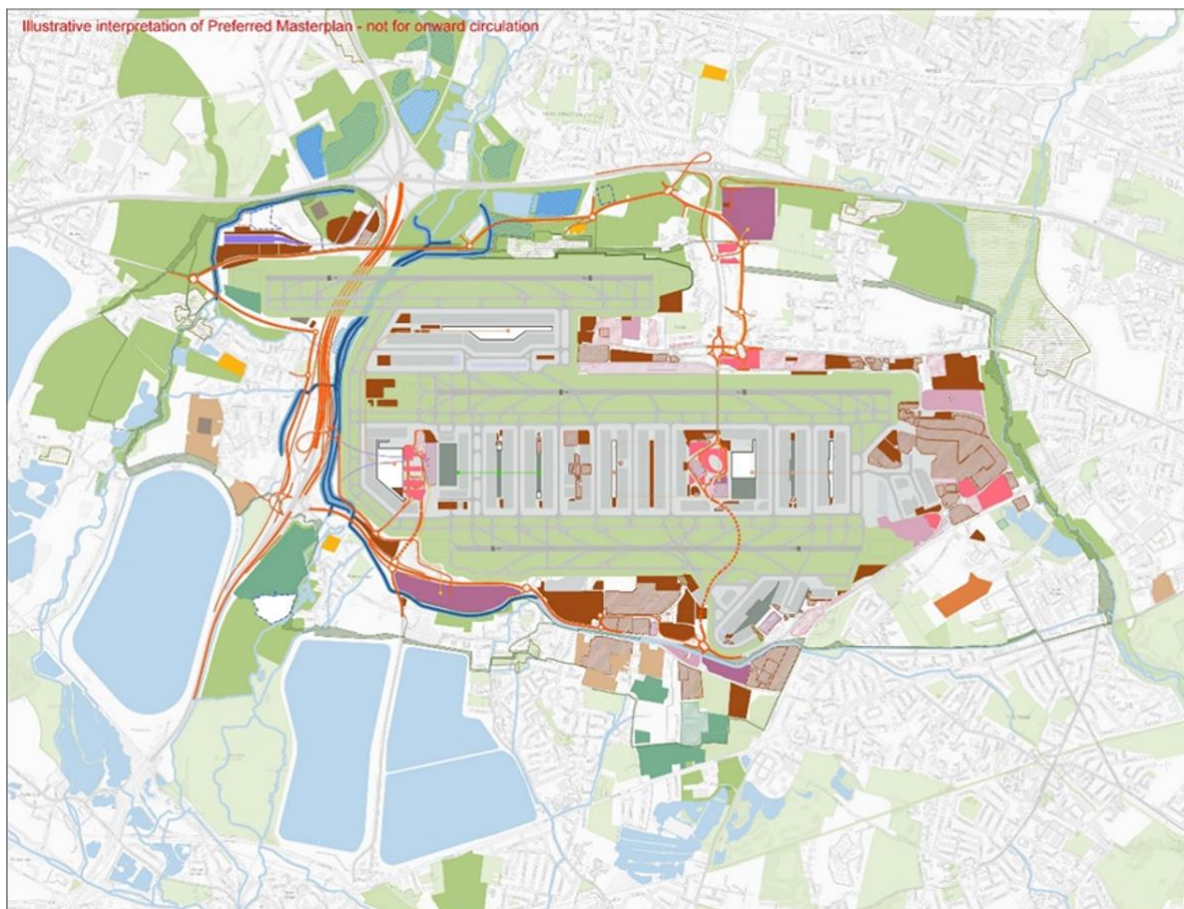
## 12.1 Introduction

- 12.1.1 Airport Related Development (ARD) covers development that has direct economic and operational links to the airport such as hotels, general cargo and supply chain offices. In some instances, these facilities are provided within the operational boundary of Heathrow, but often they are located outside but in close proximity to the airport.
- 12.1.2 Demand for ARD is generated by the forecast demand for additional floorspace to serve the expanded airport and from the relocation of uses displaced by expansion proposals.

## 12.2 Proposals at the Airport Expansion Consultation (June 2019)

- 12.2.1 The Masterplan submitted at the Airport Expansion Consultation (June 2019) is illustrated in Figure 12-1.

*Figure 12-1 – Masterplan submitted at Airport Expansion Consultation (June 2019)*





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### PD(M)R Document 4, Chapter 12: Airport Related Development

12.2.2 ARD sites are shown on the plan as follows:

Passenger driven uses

Cargo driven uses

12.2.3 Figure 12-2 is a summary of the Masterplan ARD land use quantum at Airport Expansion Consultation (June 2019). It includes floorspace for both new and displaced uses.

*Figure 12-2 – The Masterplan ARD land use summary (new and displaced) at Airport Expansion Consultation (June 2019)*

Land Use	Supply to the Masterplan (GEA - Gross External Area)
<b>Freight Forwarding &amp; Freight Forwarding Displacement</b>	148,106 square metres
<b>Hotels</b>	5,950 rooms
<b>Hotels Displacement</b>	1,446 rooms
<b>Offices Displacement</b>	20,513 square metres

### 12.3 Feedback from the Airport Expansion Consultation (June 2019)

- 12.3.1 Feedback received following the Airport Expansion Consultation (June 2019) included concerns over the impact which the potential ARD proposals may have on local communities.
- 12.3.2 The feedback was taken into account during the subsequent refinement process and changes were made accordingly which are detailed in the following sections.

### 12.4 Overview of changes since the Airport Expansion Consultation (June 2019)

- 12.4.1 The main ARD changes since the Airport Expansion Consultation (June 2019), up to the Spring 2020 Targeted Consultation are summarised as follows:
- There has been an overall decrease in the Freight Forwarding quantum
  - The overall ARD hotels quantum has decreased slightly and there have been changes to the distribution of rooms across different sites
  - There has been some re-classification of ARD office space
- 12.4.2 These developments have taken place due as a result of the following:
- The Airport National Policy Statement (ANPS)

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### PD(M)R Document 4, Chapter 12: Airport Related Development

- Legislative requirements (including environmental)
- Operational and planning requirements
- Heathrow's Requirements
- Feedback from the Airport Expansion Consultation (June 2019)
- The Preliminary Environmental Information Report (PEIR)
- Changes to passenger and cargo forecasting

- 12.4.3 The Masterplan has been adapted to cater for a capacity of 142MPPA (million passengers per annum) by 2050 to align with the Department for Transport forecasts. The Employment Land Forecasting Study (ELFS) undertaken by Lichfields provides the basis to determine the demand for proposed ARD land uses. This document was based upon a capacity of 130MPPA by 2040 and is now being updated to reflect the increased capacity and timing in the M5 Entry Masterplan.
- 12.4.4 All decisions on changes made following the Airport Expansion Consultation (June 2019) have followed the due process set by the Land Use Decision Tree (LUDT). The LUDT was introduced into the ARD refinement process to ensure rigorous, evidence-based decision making to the evaluation of land use quantum and sites which would help inform the Masterplan development.

## 12.5 Changes since the Airport Expansion Consultation (June 2019)

### *Decrease in freight forwarding quantum*

- 12.5.1 The minor overall decrease in the Freight Forwarding quantum is due to the following reasons:
- The multi-storey warehouse has been reduced from three storeys to two in Sites L01-07 and H02, resulting in a reduced floorspace. This is to reduce the visual impact on surrounding communities in response to feedback from the Airport Expansion Consultation (June 2019)
  - Site K02 (west of the M25) was identified as an essential construction support site (in use up to 2035) for the airport expansion. In-line with the LUDT process, the site was discontinued for Freight Forwarding due to the late timing of its availability
  - The built parameters defined following the Airport Expansion Consultation (June 2019) support a number of building layouts for each site. Capacity testing has been conducted on each site to test the maximum achievable floorspace, informing the quantum adopted in the M5 Entry Masterplan.

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### PD(M)R Document 4, Chapter 12: Airport Related Development

This was based on intensifying the sites where possible and considering contextual sensitivities and appropriate location specific landscape buffers. This capacity was reduced from the Preferred Masterplan proposals where the quantum was based on density assumption supplied by CBRE. The landscape buffer and drainage requirements were previously based on high-level desktop study, but now have been refined per site

- 12.5.2 While not resulting in an overall change in quantum, there have also been minor changes to the allocation of floorspace between Site H01(W) to the east of Stanwell and Site L01 immediately to the west of Poyle. This is due to the retention of an access shaft for the maintenance of the Thames Water Raw Water Tunnel identified through engagement with asset owner at Site H01(W), and the potential to further intensify the southern parcel of site L01.

### *Changes to the distribution of hotel rooms*

- 12.5.3 The changes in hotel room distribution across various sites is due to the following reasons:
- The overall number of hotel rooms has been reduced by 294 as the retention of Travelodge Hotel (west of M25 J14) has been validated through further assessment and the conflicting requirement to accommodate 13,920 square metres GEA of Airport Support Facilities (ASF) Operational Offices at site F03. The following sites have been reduced following the above validation and requirement:
  - Hotel sites adjacent to Emirates Roundabout (site R02)
  - Hotel site north of Hatton Cross Underground Station (site F03)
  - The changing requirement of competing uses within the Masterplan has resulted in additional plots becoming available at the site to the north of Northern Tunnel (R02). The achievable floorspace has increased, unlocking the potential of previously discontinued greenbelt sites (Q03)
  - The terminal-linked hotels quantum (B01 and C02) has increased due to further testing of the landside terminal zone, though there is no change in the overall quantum
  - The plot next to the Three Magpies public house on the A4 Bath Road and the two plots to the west of Emirates roundabout could be intensified in-line with the LUDT process. Site R02 was expanded to incorporate these unused plots to allow more rooms to be incorporated at sites closer to the airport boundary



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### PD(M)R Document 4, Chapter 12: Airport Related Development

- In-line with LUDT process, sites that are further away from the airport boundary, such as Q03, have been discontinued due to the availability of suitable hotel sites that are closer to the boundary such as R02
- Following the DCO Deep Dive planning and legal review process, site G01.02 (east of Hatton Cross Underground station) was discontinued due to competing ASF car parking requirements which currently have Permitted Development Rights (PDR)

### *Re-classification of ARD offices*

4.4 There has been some re-classification of offices due to the following reasons:

- HMRC Custom House was initially identified as an ARD office displacement during Stage 1. However, this has now been excluded from ARD after further consideration by Heathrow to re-define the consenting strategy route from DCO to PDR
- Additional office floorspace of 12,500 square metres GEA was also identified as ARD displacement during Stage 1. As this accommodates functions that are critical to airport operations, it has subsequently been reclassified as ASF for the M5 Entry Masterplan and so has been removed from the ARD quantum

## **12.6 M5 Entry Masterplan**

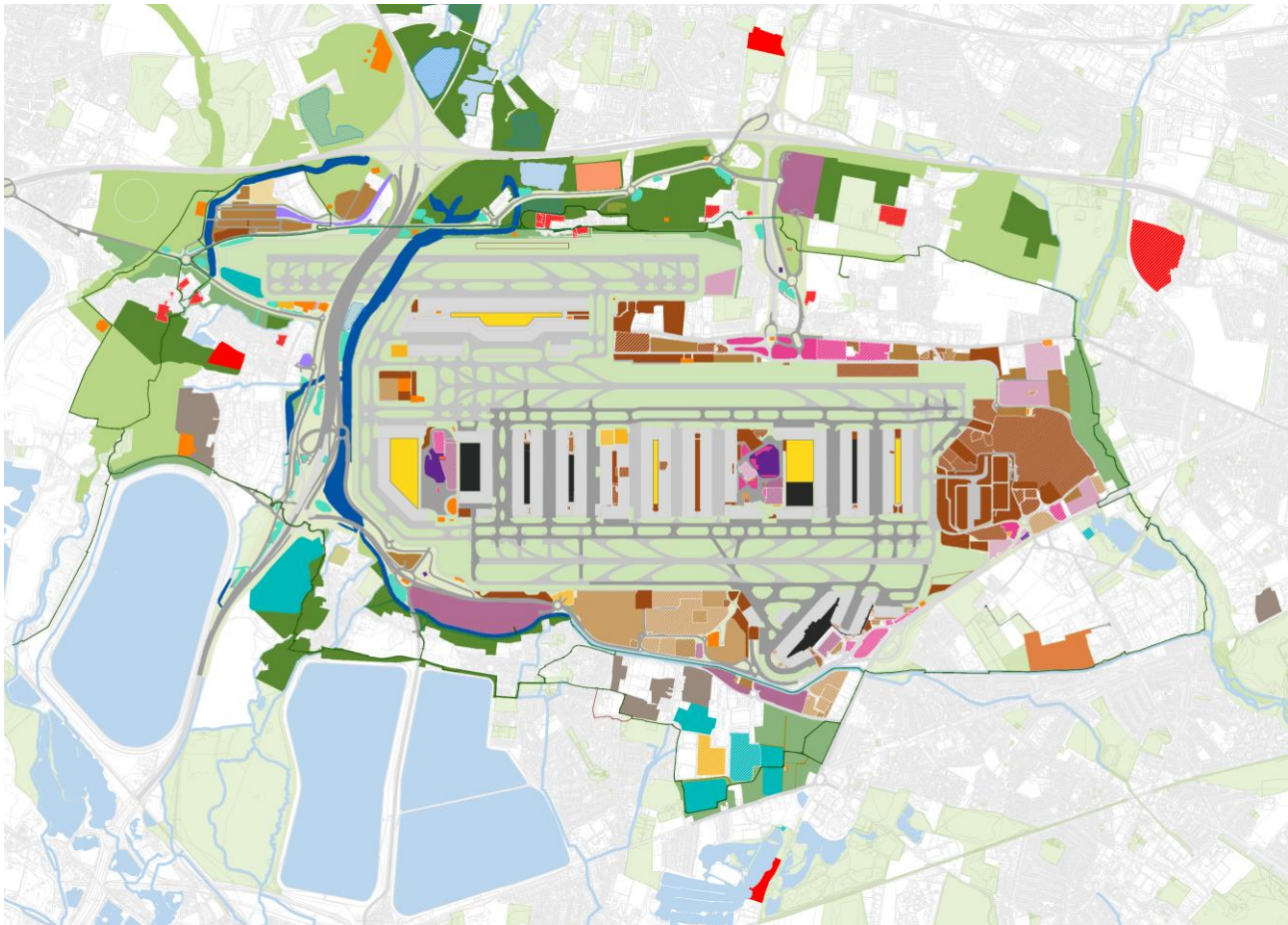
12.6.1 The M5 Entry Masterplan (February 2020) is illustrated in Figure 12-3.

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### PD(M)R Document 4, Chapter 12: Airport Related Development

Figure 12-3 – Current Masterplan (February 2020)



ARD sites are shown on the plan as follows:

- Passenger driven uses
- Cargo driven uses

12.6.2 Figure 12-4 is a summary of the M5 Entry Masterplan Scheme ARD Land Use Supply at 143.5MPPA.

Figure 12-4 – The current Masterplan scheme ARD Land Use Supply area schedule summary (new and displaced)

Land Use	Supply to the Masterplan (GEA)
<b>Freight Forwarding &amp; Freight Forwarding Displacement</b>	146,000 square metres
<b>Hotels</b>	5,954 rooms
<b>Hotels Displacement</b>	1,152 rooms
<b>Offices Displacement</b>	N/A



## Heathrow Expansion



### PD(M)R Document 4, Chapter 12: Airport Related Development

- 12.6.3 Whilst the current Masterplan caters for the increase in passenger numbers to 142MPPA, no additional ARD land uses are incorporated in the M5 Entry Masterplan over and above the previously provided provision for 130MPPA.
- 12.6.4 The additional demand in the ELFS forecast over and above that incorporated in the M5 Entry Masterplan will need to be considered to ensure control over delivery in the early years of expansion. The scale of uses in the DCO application will need to be balanced with Heathrow Strategy Planning Group to avoid over-reach and potential conflicts with Local Authorities and their respective plans. It may be possible, for instance, for any additional demand to be provided through Local Plans or the Joint Strategy Planning Framework. This process should have a broader ability to look at all factors that are consistent with the National Planning Policy Framework.

## 12.7 Next steps

- 12.7.1 The TSA design team and the Land Use Strategy Working Group will continue to support on-going engagement with the Heathrow Strategy Planning Group and in bi-lateral meetings with surrounding Local Planning Authorities. They will also continue to help document and consider key land use related feedback. This will be especially relevant to the more detailed design Masterplan refinement and the development of mitigation strategies and design of related options.
- 12.7.2 A review of the feedback from Airport Expansion Consultation (June 2019) is currently being undertaken. Recommendations will be analysed and implemented into the design when applicable.
- 12.7.3 We will continue to refine our Preferred Masterplan and our proposals for how the DCO Project is constructed and operated. This refinement will take into account the feedback we receive as part of the Targeted Consultation as well as ongoing engagement with stakeholders. Our refined scheme will then form the basis for our submission for a DCO.
- 12.7.4 Expansion is an important opportunity to build a long term, sustainable legacy for our local communities. We are confident that this collaborative approach to produce our final plans will deliver a fairer future Heathrow.