

Slough Local Plan 2016-2036

Emerging Spatial Strategy
Accommodating Growth at Heathrow:
proposals for development in Colnbrook and Poyle

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1 Introduction

1.1 Purpose of this document

The Council's policy is to continue to support the expansion of Heathrow; working with Heathrow Airport Limited and local business to maximise the training, employment and travel opportunities available to local people. The need for the expansion of the airport is recognised in the Review of the Local Plan for Slough and a key element of the Emerging Preferred Spatial Strategy is to "accommodate the proposed third runway at Heathrow and mitigate the Impact".

This report was endorsed for publication by the Council's planning committee in December 2018. Its purpose is to set out our principles as to how the Colnbrook and Poyle area should be developed if the third runway goes ahead. It also contains a spatial masterplan to show how this could happen.

It should be noted that it is primarily a "land use" planning document and should be read in conjunction with all of the other statements and suggestions that the Council has made about the future of Heathrow.

1.1 Context

The proposed third runway will enable Heathrow to increase its air transport movements (ATMs) by up to 260,000 a year (from 480,000 to at least 740,000); and from around 76 million passengers per year (mppa) in 2016 to around 130mppa in the future. The development will involve a new runway to the north-west of the existing airport; infrastructure to support that on site (on the airfield, a new terminal and transport infrastructure); and in the surrounding areas (works to the M25, local roads and rivers; temporary construction works, mitigation works) and other associated development.

It will also bring economic benefits and jobs to the local area and across the UK, and gives the potential to deliver a modern sustainable airport that is an asset for the local communities.

Whilst expansion will provide opportunities for Slough, the construction of the third runway and its associated infrastructure will impact the east of the Borough. Part of the new runway, the realigned M25, other roads and rivers will have to be routed through the Colnbrook and Poyle area which is the Green Belt and Colne Valley Park. In order to construct the runway there some business buildings will have to be demolished, including the Lakeside energy from waste plant. The realignment of the roads could potentially result in the loss of some residential property. The construction and operation of the expanded airport could have an impact upon traffic congestion, noise pollution, air quality and local biodiversity.

As a result it is important that it is managed properly so that if the third runway goes ahead it is planned in the most comprehensive and sustainable way possible.

If the Development Consent Order (DCO) to do this is approved the proposed opening date for the new runway is 2026, with construction starting soon after the DCO is approved. The increase in capacity and operation will be phased to ensure growth does not impact on the existing commercial operations or other critical services such as the M25, and Lakeside Energy from Waste.

2 The planning process for considering expansion

2.1 Nationally Significant Infrastructure Projects (NSIPS)

The NSIP process was introduced in the Planning Act 2008 and designed to streamline the decision making process for large and nationally important infrastructure projects.

The NSIP process requires the planning consent to be dealt with via a Development Consent Order (DCO) submitted to the Planning Inspectorate for independent examination, and for both parties to take into account the Government's approved National Policy Statement (NPS).

The Examining Authority has up to six months to examine an application once submitted, and three months to make their recommendation to the relevant Secretary of State (SoS). The SoS should then provide their decision whether to grant or refuse the DCO within a further three months.

The scale of the expansion project means it is defined as a Nationally Significant Infrastructure Project. At present Heathrow Airport Limited have suggested they will submit the DCO to PINS in 2020.

More about the process can be found online (e.g. the Planning Inspectorate website).

2.2 The Airport National Policy Statement (ANPS)

National Policy Statements are used to set out planning policy in relation to applications for nationally significant infrastructure projects (NSIPs).

The Government has been considering how to increase airport capacity in the South East for a long time. The final decision to choose the option for a north-west runway at Heathrow Airport to provide this was approved by Government in June 2018 and justified in the dedicated *Airport National Policy Statement: new runway capacity and infrastructure at airports in the South East of England*.

The Airports National Policy Statement includes an illustrative Masterplan showing where the runway should go and sets out the policy requirements that will have to be met in order to get approval through the Development Consent Order (DCO) process.

The NPS requires the applicant (HAL) to develop a Surface Access Strategy, in conjunction with its Airport Transport Forum, to minimise the effects of expansion. The following are elements of that that will affect Slough:

- the needs of the expansion scheme, reflecting the changing numbers of passengers, freight operators and airport workers, and the role of surface transport in relation to air quality and carbon
- specific targets to maximise journeys to the airport by public transport, cycling or walking, along with actions, policies and performance indicators to ensure delivery
- a mechanism for the Airport Transport Forum to oversee implementation of the strategy and monitor progress against the targets
- details of how the applicant will increase the number of passenger journeys to the airport by public transport, cycling and walking to at least 50% by 2030 and 55% by 2040
- how it will reduce, from a 2013 baseline, all staff car trips by 25% by 2030 and 50% by 2040
- an assessment of the feasibility, benefits and dis-benefits of the proposed measures
- annual public reporting against these targets

2.3 The Development Consent Order (DCO)

Once approved the DCO will contain most of the consents and powers that are needed to build and operate the third runway. The DCO process has several phases and emphasises early and ongoing engagement with stakeholders to anticipate and address as many of the issues as possible.

The DCO will have to include the construction process which will take a significant amount of time and have considerable impacts on the area, including in combination with other major infrastructure projects in the area such as the Western Rail Access.

The planning and implementation of construction is being guided by the latest processes, technology and methods so it is done in the most sustainable way, and phased to reduce the impacts on the local area and airport operations. At present the details of this are not known. As more information becomes available the Council will work to address this.

If approval for the third runway is granted the mitigation and support packages set out in the DCO will become planning requirements and/or planning obligations. As a "Host Authority" Slough will have a role in enforcing these.

It is anticipated that the DCO will contain proposals for:

- New north-west runway and supporting taxiway network;
- New terminal and apron capacity to enable processing of the additional
- passengers;
- Provision and relocation of critical airport related infrastructure such as fuel
- depots and pipelines;
- Re-alignment of the M25 and alterations to the local junctions;
- Diversion of local roads including the A4 and A3044;

- Diversion of local rivers, re-provision of flood storage and ecological mitigation
- around the airport;
- New hotels, offices, cargo sheds, car parking, flight catering facilities, and other
- ancillary facilities (e.g. aircraft maintenance) to enable the expanded airport to operate;
- Temporary works to enable the construction of an expanded Heathrow; and
- Measures for avoiding, minimising and/or mitigating adverse environmental effects likely to arise in connection with the construction and operation of the Project.

It is clear from the Illustrative masterplan in the ANPS and the proposals being produced by Heathrow that the footprint of the northwest (third) runway and associated infrastructure will extend over parts of Colnbrook and Poyle.

It is not yet clear what exactly what will be included within the DCO and what will have to be brought forward through the normal planning process. The process is managed by the Planning Inspectorate, project updates and other information is available on their website.

2.3.1 Engagement with the Heathrow Strategic Planning Group (HSPG)

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 with the Authorities most directly affected by the expansion, Local Economic Partnerships and The Colne Valley Park to enable collaborative working towards better spatial planning. The group is committed to leading a joined-up multi agency approach on the functional economic area or 'area of impact' surrounding Heathrow Airport. Individual members hold a range of views towards expansion and the Group does not adopt a position on whether or not a third runway should be constructed. The LB of Hillingdon has an open invitation to join the Group but have so far not taken up that offer. HSPG's work is guided by a Vision and a set of Development Principles grouped in four themes: Placemaking, Environment, Transport/Infrastructure and Socio/Economic (see table below).

Vision and Development Principles for the Heathrow sub-region (HSPG June 2016)

Placemaking: An identity for Heathrow as a catalyst for sub-regional regeneration

Environment: Leaders in environmental management and Best Practice

Transport/Infrastructure: Integrated network of transport hubs

Socio/Economic: Create sustainable communities sustained by a diverse range of jobs and supporting infrastructure

These are aligned to the NPPF and Airport National Policy Statement requirements to achieve sustainable development and secure net gains in relation to economic, social and environmental objectives.

The HSPG will continue to work together to deliver the best outcomes for residents and businesses affected and that fall outside of what will be delivered by the DCO. This may be set out in a non-statutory advisory sub-regional planning framework to support individual Local Plans.

2.3.2 Heathrow Airport Limited's Consultation 1 Summary and response from Slough

Heathrow Airport Limited published its Airport Expansion Consultation Document in January 2018 which was known as 'Consultation 1'. This was carried out at a time when the draft version of the Airports National Policy Statement had been published for publication.

The consultation presented Heathrow's options for expanding the airport and building a new north-west runway and covered topics such as:

- the length of the runway
- location of terminals and taxiways
- alignment of the M25 and junction arrangements
- diversion of local roads including A4 and A3044
- river diversions
- airport supporting facilities
- airport related development
- construction
- surface access
- air quality
- natural and historic environment

The publication of all of the information in the consultation document highlighted that there were some potentially serious implications of elements of the proposed design which were not clear before:

The proposed realignment of the M25 was much further to the west than had been assumed, potentially affecting residential property at Elbow Meadow as well as the Galleymead Trading Estate.

All of the four main options in Consultation 1 replace the A3044 Stanwell Moor Road and the Western Perimeter Road with a new road through Colnbrook and Poyle.

The Council opposed all of the options for the A3044 on the grounds that the increase in traffic will have serious impacts upon the environment and amenities of residents. All options would increase congestion in the area without improving accessibility for local people or improving public transport access to the airport.

In addition to taking all of the diverted traffic it would provide an alternative local route between the M4 and M25. All of this traffic would pass through the Brands Hill Air Quality Management Area. Some property would also be lost resulting in a loss of employment premises and homes.

Consultation 1 showed that there was a need to raise the runway and taxiways up to 5 metres above ground level as they cross the M25. This will make the impact upon nearby residential property and upon Pippins School even more serious in terms of visual impact, increased noise and worsening air pollution.

There were no proposed public transport or cycling routes from Colnbrook and Poyle to the airport to compensate for the closure of the Old Bath Road. This means that residents will have much worse access to jobs and flights.

New infrastructure and airport related construction or operational development was proposed within the "Green Envelope" around Colnbrook that will impact on the visual and environmental quality of an already urban area.

At the same time none of the proposed new road networks would provide as direct access for buses from Langley and Slough as there is at present. There were no dedicated public transport links proposed and all routes will take much longer to get to the terminals. As a result it is not clear how Heathrow will be able to meet the modal shift targets that it has been set.

The location of the 3rd runway creates a new Public Safety Zone that extends over residential properties in Brands Hill.

If unresolved, all of these issues will have to be considered through the planning process.

2.3.3 Environmental Impact Assessment - Summary and response from Slough

The proposed Project is classified as 'environmental impact assessment (EIA) development' as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the '2017 EIA Regs'). A request for an EIA scoping opinion was submitted to the Planning Inspectorate on 21 May 2018 and a scoping opinion was received on 29 June 2018. An EIA is being undertaken to ensure the likely significant effects of the Project are understood and that appropriate mitigation of those effects is put in place where necessary. The results of the EIA will be set out in an Environmental Statement that will accompany the DCO application.

The Scoping report recognises the need to replace the Energy from Waste facility but this will have to be brought forward in a planning application in advance of the DCO. Slough raised several issues for consideration as part the HSPG response. The full HSPG response is available from the PINS website (Slough's extract is in the Appendix).

In accordance with the requirements in Regulation 12 of the 2017 EIA Regs, the preliminary results of the EIA will be presented in a 'Preliminary Environmental Information Report' (PEIR).

2.3.4 Neighbourhood consultation - Colnbrook, Poyle and Brands Hill, November 2018

In November Heathrow Airport Limited held three bespoke "Heathrow Expansion and your Neighbourhood" consultation events for adjacent communities most affected by the expansion. These are ahead of and to inform local aspects of the development and design process for formal consultation on the Preferred Master Plan in summer 2019.

One event was held for Colnbrook, Poyle and Brands Hill. The information presented is given in the appendix. The event showed in more detail Heathrow's emerging proposals grouped into 5 elements:

1. Diverted roads and junctions - M25 tunnel and realignment, A3044 diversion, A4 diversion
2. Diverted Rivers - Longford, Duke of Northumberland, Wraysbury, and Colne Brook
3. The new runway - the new boundary of the airport and the third runway
4. Proposed uses of Land - areas for industrial use, the rail head and extension of Poyle trading estate
5. Green Routes and Spaces - building on and connecting those that already exist

2.3.5 Current delivery program for the 3rd Runway - DCO submission to opening

Consultation 1 was held in 2018, Consultation on the response to that and other work on elements of the masterplan, known as 'Consultation 2' is planned for June 2019.

Heathrow are currently then planning to submit the DCO mid 2020 because of the amount of front loaded work that has to go into the process.

The DCO application will be considered by the Planning Inspectorate on behalf of the Secretary of State and there will be a public examination period of 6 months. It will be judged against the specific requirements set out in the Airports National Policy Statement (NPS).

Following the Examination, the Planning Inspectorate will make a recommendation to the Secretary of State for Transport who will then decide whether or not to make the Development Consent Order which will allow the third runway to go ahead.

The proposed opening date for the new runway is 2026, with construction starting soon after the DCO is approved. The increase in capacity and operation will be phased to ensure growth does not impact on the existing commercial operations or other critical services such as the M25, Lakeside Energy from Waste.

3 Slough Local Plan

The Council is in the process of reviewing the Local Plan for Slough which will guide the future development of the Borough over the next twenty years. One of the big issues the new plan will have to deal with is how to accommodate the proposed third runway at Heathrow.

3.1 Review of the Local Plan

The starting point for the review of the Local Plan for Slough was the Issues and Options consultation that was carried out in 2017.

This has produced an agreed Vision for Slough in 2036 and a set of Objectives for the Local Plan. The overall strategy is to deliver balanced cohesive growth which meets local needs as far as possible given all of the constraints to development. Our ambition is for Slough to become a place where people want to “live, work, rest, play and stay”.

One of the Objectives of the Local Plan is to ensure that growth at Heathrow delivers benefits for residents and businesses across the Borough and any negative impacts are avoided or mitigated.

The expansion of Heathrow will help deliver the following Local Plan objectives:

- **Objective D:** To ensure Slough’s economy creates wealth and retains its role as a competitive economic powerhouse by retaining its multinational HQs, having a diverse resilient economic base, and including opportunities for business start-ups and Smart technology
- **Objective E:** To create 15,000 jobs supported by a competitive local workforce who have the skills to meet businesses’ changing needs
- **Objective F:** To ensure Crossrail, the Western Rail Link to Heathrow and growth at Heathrow deliver benefits for residents and businesses across the Borough.

Economy and employment (Objectives D and E)

The NPPF (Chapter 6, February 2019) states “significant weight should be placed on the need to support economic growth...taking into account local business needs and wider opportunities for development”. It goes on to say the approach taken should support sustainable economic growth that responds to local strengths, weaknesses and opportunities; identify sites; addresses barriers to investment; and make provision for storage and distribution operations at a variety of scales and in suitably accessible locations.

The Eastern Economic Development Needs Assessment (EDNA) considered the objectively assessed economic development needs for Slough for 2013-2026. That shows Slough’s functional economic area is closely aligned with the Heathrow travel to work area. It recognises Slough represents a significant commercial sector in the Western Corridor, and already accommodates the largest stock of industrial space in the Thames Valley.

The EDNA projects gross demand for employment land requirements for industrial land (B1c, B2 and B8) for the plan period in the range from 83 to 180 ha (this figure includes an allowance for loss of employment land to residential for example, and delays in development coming forward). The report notes some of this need can locate outside of Slough, including in response to economic drivers over the lifetime of the plan that cannot be predicted or modelled at present.

Heathrow is currently Britain’s number one port by value; plans to upgrade it’s on airport cargo hub and its ambition to be one of Europe’s best airports for cargo will reasonably increase the existing influence Heathrow has on Slough’s labour supply and commercial property market.

Pressure from elsewhere, and other sectors such as datacentres, may impact on the availability and use of employment land in the Borough.

Pressure for housing and prior approvals allowing offices to convert to residential uses are also impacting on employment land in the Borough.

The obvious benefit to Slough from the expansion of the airport would be the creation of new jobs at the airport. Also providing for new airport related development in the Poyle area would help to address the potential shortfall in jobs in the Borough and make up for the loss of employment land elsewhere.

The expansion of Heathrow can also spread benefits elsewhere. Slough town centre, which will be directly connected to the airport by the new passenger rail link (WRLTH), could also attract ancillary uses such as hotels or conference facilities which would create jobs for the local community.

Expanding Poyle Trading estate for airport related development and providing offices in Town Centre will help achieve this. As a result the Emerging Spatial Strategy proposes that the Poyle Trading Estate should be expanded and transformed into an area for more airport related development.

Berkshire Local Industrial Strategy

Thames Valley Berkshire LEP is drafting the Berkshire Local Industrial Strategy in response to the Government's Industrial White Paper. That recognises Slough's direct and indirect relationships with Heathrow are an important element of attracting inward investment across Berkshire.

Transport (Objective F)

Heathrow are committed to using more public transport to get colleagues and passengers to the airport, and to providing jobs both for local people but also across England.

These can then support a combination of surface access improvements (bus, train, bicycle and pedestrian) and investment initiatives to ensure our young and existing professional population has good access to apprenticeships, skills, training, job opportunities and career progression that existing and emerging technologies and airport operation will bring. Retraining for older people will also be important to address job losses that may result from technological advances and operational efficiencies.

The new routes and additional capacity delivered by expansion will also help retain the Borough's excellent reputation as a place to do business and its important role as an employment generator and wealth creating town in the Thames Valley and the South East because businesses will choose to locate or grow here because of the connectivity it provides to Europe and Internationally.

Slough will also direct jobs that capitalise on the proximity of Heathrow, airport related development such as hotels, or services supporting workers to the Town Centre for a number of reasons: the Western Rail link is expected to be delivered in 2024 which will deliver rapid connectivity to Heathrow from the west, there is pressure on land for housing, limited availability of undeveloped land adjoining the airport and constraints from land designated as Green Belt, and poor environmental quality locally. The Town Centre is also undergoing a rare phase of regeneration so can provide for the additional services needed by passengers and businesses.

3.2 Emerging Preferred Spatial Strategy

An important part of the Local Plan is the emerging Preferred Spatial Strategy which was agreed in November 2017. This brought forward most of the options that had been the subject of public consultation in the Issues and Options document.

It was developed using some basic guiding principles which include locating development in the most accessible location, regenerating previously developed land, minimising the impact on the environment and ensuring that development is both sustainable and deliverable.

As a result the emerging Preferred Spatial Strategy has the following five key elements:

- **Delivering** major comprehensive redevelopment within the “Centre of Slough”;
- **Selecting** other key locations for appropriate development;
- **Protecting** the built and natural environment of Slough including the suburbs;
- **Accommodating** the proposed third runway at Heathrow and mitigating the impact;
- **Promoting** the northern expansion of Slough in the form of a “Garden Suburb”;

Accommodating the proposed third runway at Heathrow is therefore an important part of the emerging Preferred Spatial Strategy. In order to achieve this and secure the necessary mitigation, the Local Plan work has developed the following set of planning principles:

1. Protect Colnbrook and Poyle villages in a “Green Envelope” and enhance the Conservation Area and built realm.
2. Prevent all through traffic but provide good public transport and cycle routes to the airport

3. Provide for the replacement of Lakeside energy from waste plant and the rail deport north of the new runway
4. Ensure that there are good public transport links into Heathrow from Slough.
5. Enlarge the Poyle Trading Estate for airport related development but with access only from the M25.
6. Provide mitigation for the Colne Valley Park and ensure that existing connectivity is maintained through Crown Meadow.
7. Develop tangible measures to improve air quality in the Heathrow area
8. Ensure that all homes in the Borough that are eligible for noise insulation are provided for under the Quieter Homes Scheme.
9. Ensure measures to address flood risk from the proposals include mitigation to reduce the risk of existing flooding for residents and businesses in Colnbrook and Poyle.

The purpose of this document is to set out what the detailed requirements are for each of these principles so that they can form part of the emerging Preferred Spatial Strategy.

4 The Emerging Spatial Strategy for accommodating growth at Heathrow (Colnbrook and Poyle)

It is important that the Council sets out at this stage what its detailed requirements are for the proposed development of Heathrow based upon the principles in the emerging Preferred Spatial Strategy. This in order to inform the development of Heathrow Airport Limited's Masterplanning work and ensure that mitigation for the impacts of the third runway in Colnbrook and Poyle are included in the Development Consent Order. The strategy has also been used to.

The following section therefore sets out the detail of the Spatial Strategy response the Local Plan expects for Colnbrook and Poyle from the Expansion at Heathrow.

4.1 Emerging Preferred Spatial Strategy Guiding Principles

1. Protect Colnbrook and Poyle villages in a "Green Envelope" and enhance the Conservation Area and built realm.

Heathrow is committed to addressing the impacts of the airport for communities most affected. This is important Community development projects should be implemented to maintain and build community and 'village life' both during and post construction to ensure that the development has a positive legacy and that the villages retain their sense of 'home' and 'community' rather than just simply places where people live on a temporary basis.

Colnbrook and Poyle have a strong community identity and the changes to the area from development and intensification from expansion may have a negative impact on local residents and their sense of home and community. Measures must be taken to ensure these are reduced or mitigated, and the area is a focus for compensation.

Consultation 1 included indicative boundaries for two land acquisition and property compensation zones: a Compulsory Purchase Zone (CPZ) for land needed to expand the airport and a Wider Property Offer Zone (WPOZ) for some homeowners who live close to the boundary of the expanded airport but outside of the CPZ. Parts of Colnbrook and Poyle including land designated as Green Belt and Strategic Gap between the A4 and M4 fall within the CPZ. The majority of Colnbrook and Brands Hill fall within the WPOZ. Poyle trading estate falls out of both.

The CPZ and WPOZ may result in a section of the community relocating in a relatively short period. The proximity and affordability of local residential areas in Colnbrook means they are at risk from being dominated by accommodation operating as HMOs for construction or other workers seeking short term accommodation near Heathrow.

It is important to recognise this through for example developing a housing strategy to address impacts on the local community from the WPOZ or use as HMOS; investing in improving the Conservation area; enforce restrictions on reducing through traffic from the A4 accessing Poyle Trading Estate; and providing a multi-purpose 'green' buffer around Colnbrook village.

The Colnbrook and Poyle areas of the Slough borough are deficient in open space, both its quality and quantity. The Parks and Open Spaces Framework(SBC 2012) identifies opportunities for existing sites to benefit from and contribute to better connectivity, specifically Crown Meadow with recreational reservoirs to the west, and Pippins Park through green belt to the east/north-east.

Pippins Park and Albany Park have potential to form part of new strategic multi-functional GI provision protecting the Colnbrook and Poyle from adverse airport impacts in a 'Green Envelope'; and responding to the local heritage with planting of a Cox/ heritage apple Orchard. The green envelope will form part of the CVP but will primarily be for local people - as informal recreation and a buffer from the A4 and Poyle, and will need to be actively managed as such in perpetuity.

Measures should robustly protect and enhance heritage setting where large scale new development is immediately adjacent to village cores. For example, the setting of surviving areas of Colnbrook village core could be significantly affected by airport and associated development, diverted roads and displaced facilities.

A review of Colnbrook Conservation area should therefore be carried out along with an assessment of its Listed Buildings and other structures of historical interest. That should investigate the historic significance of existing Listed Buildings across the area affected by the DCO or associated development.

The report should investigate and list structures of historic interest such as the 1830s Holding Cell at the back of The Lawns; the Beau Nash Water-pump on the Old Bath Road; The Punchbowl Pub; An aircraft generator shelter near Old Wood used by the Hurricane factory during WWII; a WWII PoW hut at Speedwell Farm; and the Old Nick police station on Sutton Lane; as well as items just over the M25 in danger of disappearing with Airport Expansion, such as Mad Bridge and a coaching milestone.

A report should be produced to provide evidence to update the Heritage England list of Listed Buildings. That should also include options for mitigation and compensation such as extending, improving, and connecting the Conservation Area and other assets; or other projects.

The DCO should then include measures to engage with the local community about funding its implementation and compensation including Conservation Projects with suggestions about what can be done and possible funding for the Community to choose and deliver them.

All through traffic should continue to be prevented through Colnbrook Village with additional enforcement applied.

2. Prevent all through traffic but provide good public transport and cycle routes to the airport

Transport infrastructure investment is a critical area to influence and integrate with Heathrow's plans. The scale of the proposals offer the possibility to alter the way the area currently operates. If captured and directed successfully can tackle congestion and be an enabler for growth in the area.

The Council supports the Surface Access Strategy commitments to no overall increase in the amount of airport related traffic on the road; reduce, from a 2013 baseline, all staff car trips by 25% by 2030 and 50% by 2040; at least 50% Surface Access Passengers arriving or departing by public transport by 2030 (increasing to 55% by 2040). The Strategy will prioritise initiatives including promoting public transport access for passengers; a commuter program for staff and ensuring local communities benefit from improvements to local and regional connections and phasing the works to minimise the effects on road users.

Road Access

The quality, reliability and journey times of access routes will strongly influence how the Town Centre, Langley, Colnbrook and Poyle can connect and benefit from expansion and their proximity to the airport. Conversely the impacts could mean the area suffers negative impacts of congestion and pollution without the access to jobs.

The NPS requires the applicant (HAL) to develop a Surface Access Strategy, in conjunction with its Airport Transport Forum, to minimise the effects of expansion. Slough requires the following measures to deliver significant modal shift; support public transport; and reduce congestion and pollution:

- M25 - Maintain Junctions 14 and 14a

Moved the re-aligned route further to the east; and provide direct access to Poyle trading estate.

- A4 - Support the diversion of the A4 north of the airport boundary to maintain connectivity.

We remain concerned about the A4 being used as an alternative to the M4

The A4 currently provides a number of functions. It provides access to local properties, an important bus route, a secondary route from the M4 into the central terminals, and forms part of the outer "ring road" for the Airport.

It should be noted that all traffic on the A4 to the west of the airport has to pass through the Brands Hill Air Quality Management Area and so this needs to be considered as a factor in terms of the amount of traffic that will be attracted to the diverted route.

The stated main purpose of the proposed options appears to be to provide easy access for those making local journeys. It is considered that this is the basis upon which the proposed options should be judged with particular emphasis upon the need to provide improved bus routes.

- A3044 re- alignment:

Prevent through routing of a diverted A3044 from the A4 at Brands Hill to the M25; relocate the diverted A3044 closer to the M25.

- Park and ride to serve the existing business communities outside of the town centre

Provide for provision of a park and ride site with up to 600 car parking spaces to support Phase 2 of the SMaRT investment programme to extend the mass transit service from Langley towards Heathrow. The scheme includes highway works to improve bus journey reliability on the M4 Junction 5 roundabout, along London Road and at the Sutton Lane gyratory.

- Parking Enforcement Permits

Enforce on all illegal parking in Poyle, Colnbrook, Brands Hill and Langley in residential streets and pre-pay passenger car parks.

Public Transport, Walking and Cycling

One of HALs requirements is to, compared to 2013, reduce staff car trips by 25% by 2030 and 50% by 2040. More detail is required to set out how the Surface Access will address this, and create capacity for local buses and active transport for those commuting to the airport for work.

There will be a need to provide dedicated public transport links to ensure local routes from Langley and Slough provide direct airport access and take less time to get to the terminals than private cars.

A safe sustainable cycle network between Poyle/Colnbrook and Heathrow (Old Bath Road) is also required to ensure those residents that choose to can have safe and more direct routes to the terminals for work or travel. Provision of airport routes could be combined with commitments to deliver multi-functional green corridors/space.

3. Provide for the replacement of Lakeside energy from waste plant and the rail deport north of the new runway

Options presented in Consultation 1 and the DCO Environmental Impact Assessment Scoping Report show the Lakeside Energy from Waste Facility and the railhead will need to be relocated.

Energy from Waste plant (“Lakeside EfW”)

The EfW is a sub-regional facility serving the Berkshire Authorities as well as Slough. The need for the facility to operate continuously means it will need to be replaced before the existing facility is decommissioned. While it can be brought forward under the usual planning process the lead in times for planning permission and construction mean this will be required ahead of the DCO; and the DCO Masterplanning integrates the relocated site and access to it, including throughout construction.

It is considered that the plant should be replaced upon a “like for like” basis close to where the current facility is, with the option of it being rail linked.

As a result the site west of the Iver South sewage works south of the M4 is preferred. This will have to take account of the need to accommodate the proposed shaft and compound for the Western Rail link to Heathrow.

It will also have to ensure that it does not impact upon Old Wood and makes provision for the Colne Valley Trail to the north.

It is understood that because of its proximity to the runway a lower stack of 55 metres will have to be provided compared to the current one which is 75 metres tall.

The lower stack height means atmospheric dispersion ground borne particulate levels will be higher, and the highest concentrations will occur a shorter distance from the stack than the current design, unless the abatement systems are radically altered and enhanced.

It is assumed that vehicular access will be from the rerouted A4. Traffic modelling and ADMS modelling will be required to assess the air quality impact from vehicle movements.

Rail Terminal

Part of the existing rail way line which serves the oil depot, the Colnbrook Logistics Centre, London Concrete and Aggregates Industries will be lost as a result of the construction of the new runway. It is important that a rail depot is retained in this location for these sorts of uses as well as for the construction of the proposed runway and associated facilities. This can ensure that bulk construction materials and pre-fabricated elements from the remote Logistics Hubs can be delivered to the construction site without having to use the roads. This will require the reconfiguration of the Rail terminal in order to ensure that it can accommodate full length goods trains.

Once the construction of the third runway is completed consideration will have to be given as to how it should be used for the continued importation of minerals and as a logistics depot for Heathrow. It could also provide a rail link to the relocated Energy from Waste plant.

To avoid congestion and environmental impacts the railhead will not be allowed to be used as a distribution centre for other goods.

4. Ensure that there are good public transport links into Heathrow from Slough.

The main direct benefit of the expansion should be jobs, both for residents working at the airport and for those with businesses in Slough that serve the airport. Given the targets to reduce congestion and private car use, the Council considers that measures are needed to reduce and improve journey time and reliability from Slough Town centre, Langley, Colnbrook and Poyle.

There is a need to ensure access to that and residential areas in Colnbrook and Poyle and the possible urban expansion are taken into account in the surface access strategy for Heathrow to support viable public transport links between them, Heathrow and Slough Town Centre; and ensure homes for Slough residents working directly or indirectly with the airport.

Given advances in technology, that the airport operates 24 hours a day, and changes in the way people are likely to work and travel, the proposals should consider passive provision for Demand Responsive Transport for Colnbrook and Langley areas; or support the Councils Mass Rapid Transport scheme being implemented as part of the Slough's SMaRT transport scheme.

The Western Rail Link to Heathrow (WRLtH)

The Western Rail Link to Heathrow (previously known as the Western Rail link to Heathrow or WRLtH) allows direct services to Heathrow from Slough, Reading and the West. The service from between Slough and Heathrow will take seven minutes and operate four times per hour in each direction.

The link is supported by the NPS and HAL WRLtH but is being delivered under a separate DCO process. The Council supports Heathrow Airport Limited's commitment to contribute to the cost, but considers the project is required by the current airport; and so must be delivered prior to expansion being completed to help with modal shift and to contribute to the economy. It is therefore vital that Heathrow Airport Ltd agree as a matter of urgency the contribution to provide a level of certainty on the delivery timescales.

The Heathrow DCO team will need to liaise with Network Rail on the construction and location of the new line and for example at present the tunnel to the existing rail line at Heathrow Terminal requires two shafts - these are shown on the key diagram for the area.

5. Enlarge the Poyle Trading Estate for airport related development but with access only from the M25.

Poyle Trading Estate

Poyle is perfectly located and already has strong links with the airport. It is important, given pressures on land, that Poyle is protected for airport supporting industries. Consultation 1 showed there will be a loss of existing business premises in Poyle in order to accommodate new roads and new junctions. This, along with the potential land take for other infrastructure and non employment generating uses, means that the Council will have to consider the most sustainable option to enable the expansion of Poyle Trading Estate for airport related employment uses. This is necessary to enable the estate to remain viable, and also as it is the best location to meet the need for additional airport related industry uses that do not need to be on-site but close to it such as food preparation or maintenance.

Slough will also work to understand the requirements of occupiers and operators to deliver airport related or support services such as in logistics. It will be important to consider wider market and technological trends, working with local providers and operators to manage the quantum and quality of such development, and in particular promote innovation around addressing the impacts of freight transport and to deliver commercially competitive supporting physical, social and utility infrastructure including superfast broadband or its successor.

Proposals for regeneration of Poyle in the emerging spatial strategy will need to

- Demonstrate a commitment to provide local jobs, as part of the Emerging Spatial Strategy is to provide 15,000 new jobs for our expanding population
- Ensure new routing does not deliver an alternative to M25 for direct through route for the A4/A3044

- Consider reconfiguration of the internal road layout to deliver better operational accessibility and safety
- Enlarge and improve design, quality, amenity, green space and sustainability credentials of the Poyle Trading Estate to attract high value commercial users and possibly airport related co-located offices
- Ensure large scale modern services infrastructure to support competitive employment space: superfast Broadband and electricity, SMART buildings; EV capability
- Deliver commercially attractive (fast, direct) access to the airport: possibly via a low emission freight lane
- Consider range of industrial space to support diversity of supply chain services and passive provision for shared servicing such as two way load consolidation
- Deliver a positive connection with Colnbrook Village centre and the communities that excludes heavy traffic and HGVs

It should be noted that in the short term the Council will continue to rigorously apply Green Belt and Strategic Gap policies to any proposals that come forward in advance of the future of the airport being resolved. This will prevent development happening in an unplanned way.

6. Provide mitigation for the Colne Valley Park and ensure that existing connectivity is maintained through Crown Meadow.

Slough Borough Council is supportive of the expansion but is aware of the adverse impacts on the strategic role of the Colne Valley Regional Park from land loss in an area of the park that in spatial terms is already at one of its narrowest points. The park in this location is protected by its designation as Green Belt and Strategic Gap.

This part of the Regional Park is the most accessible to Slough residents and a gateway to the wider opportunities the Park offers for informal recreation. The Regional Park is also important for the varied roles GI can contribute in addition to informal recreation such as visual landscape amenity, historic landscape, biodiversity, agriculture, and flood alleviation.

Green infrastructure, and particularly improving current spaces, connectivity and urban quality can have a strong positive impact on both health and wellbeing and also perceptions of the area, supporting 'active transport' (walking and cycling) accessibility.

Expansion will affect the existing natural environment but the Council supports Heathrow's intention to create a positive legacy for high quality well connected "green and blue" infrastructure. This means measures that prioritise landscape, wildlife, plants, rivers, ponds, and streams in a connected way for the social, environmental and economic benefits.

Although in Slough the quality and quantity of open land in the Colne Valley Park will reduce the identity should be retained. Retention of Crown Meadow is thus vital to maintain habitat and recreational connectivity as one of the 'green corridors' in land designated as the Strategic Gap to the west of the airport where the Green Belt and Colne Valley Regional Park is at its narrowest.

Green Belt

Follow the NPPF and NPS in relation to releasing land from the GB and ensure Slough retains the benefits of and mitigation for this within the Borough.

Any proposals need to protect Colnbrook with a green envelope and enhanced conservation area and deliver benefits for local communities; however most of the compensation for CVP will be outside of Slough. The current Colne Valley Trail route in Slough will need to be diverted from its existing route. Given the intrusion of the third runway itself it seems the best route is that running parallel to

the south of the M4 and then south to cross through Crown Meadow. While not ideal there is the opportunity for best and innovative practice to make the route as attractive as possible to allow for walking, cycling and informal recreation; and to connect new and existing habitats for protected and other species.

Mitigation must be able to be sustained in perpetuity. Where mitigation is dependent upon land assets, it must be supported by land acquisition/long term land agreements. All mitigation must be able to resist future development pressures arising directly from or consequential to the expansion of the airport/associated other new infrastructure/land use demands.

7. Develop tangible measures to improve air quality in the Heathrow area

A critical part of the NPS is to address air quality impacts, including on particularly sensitive receptors such as Pippins School, Brands Hill, and Colnbrook Village. While aircraft contribute with take off and landing; in Slough the major source of these is the road network, and as such the issue is dealt with in the surface access strategy.

Proposals will need to deliver sustainable solutions and improvements to air quality, and address noise (road and aircraft). Measures will also be needed to ensure routes for 'active transport' (walking and cycling) are attractive and where possible suitably segregated for safety, more direct access to the airport, or to other National Cycle Routes.

The DCO will need to integrate a comprehensive Air Quality Monitoring and Mitigation package of measures to reduce air pollution impacts. These could include EV charging infrastructure; sustainable transport contributions; a network compatible low emission zone and dedicated zero emission lanes for buses and possibly freight along the A4, A3055.

Heavy Duty Construction Traffic will need to meet EURO VI standards, and avoid Brands Hill AQMA and Colnbrook Village.

8. Ensure that all homes in the Borough that are eligible for noise insulation are provided for under the Quieter Homes Scheme.

The Government's Airport National Policy Statement sets down requirements airport operators must meet in order to reduce noise impacts. There are:

- a) Avoid significant adverse impacts on health and quality of life from noise;
- b) Mitigate and minimise adverse impacts on health and quality of life from noise; and
- c) Where possible, contribute to improvements to health and quality of life

The prioritisation of one of these principles will compromise the ability to use another. For example, designing routes that reduce the total number of people overflown by aircraft might mean more concentrated flight paths over less populated areas, increasing the frequency of overflight for those affected but impacting fewer people.

The Council requires:

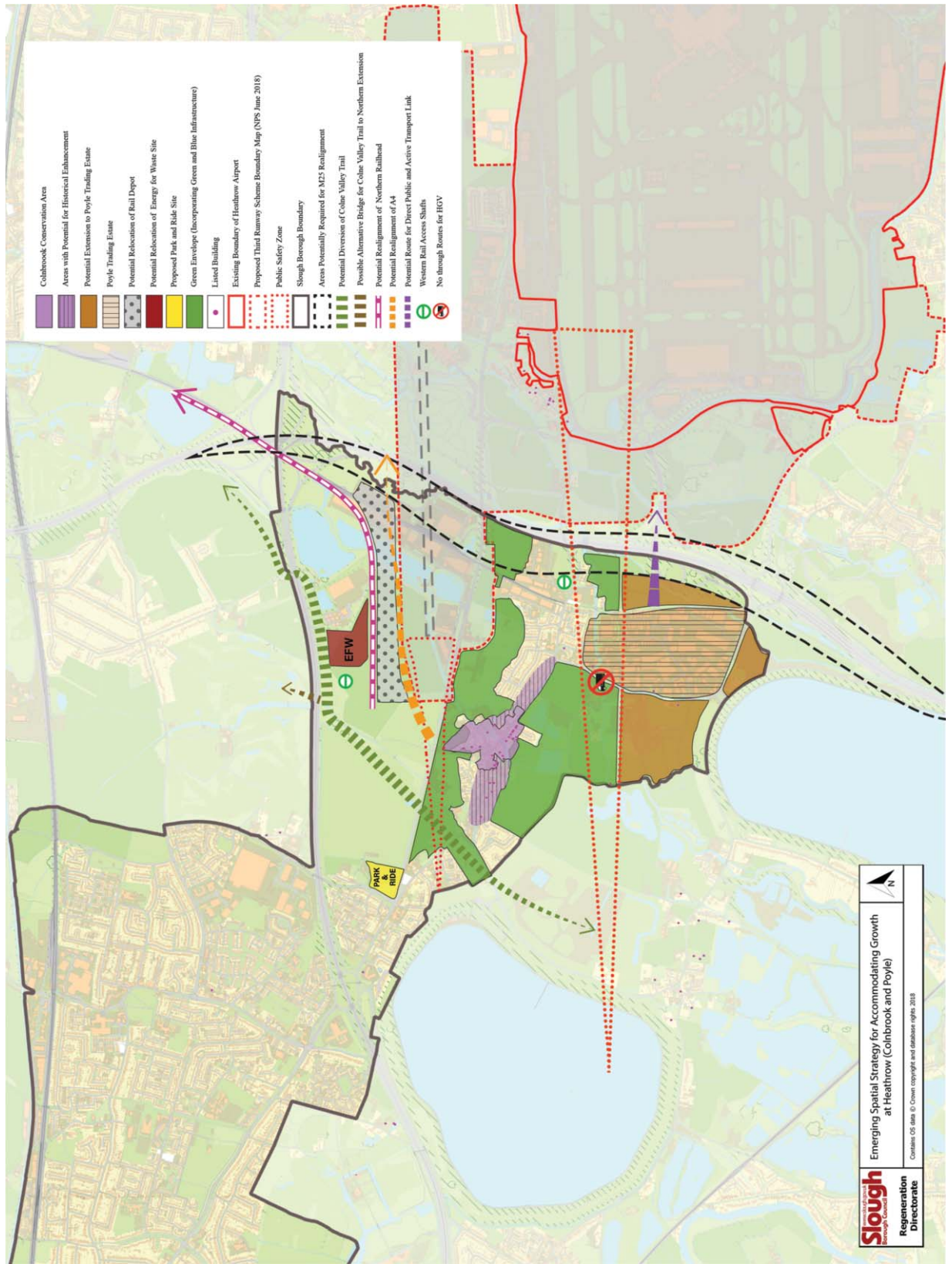
- Noise insulation for all Slough residents, community buildings and school (s) affected by new aircraft noise and new noise take-off and landing routes (3rd runway) contours.
- That all the homes in the Borough eligible for noise insulation are provided for under the Quieter Homes Scheme.
- Construction traffic is limited to key routes and times to reduce noise/vibration impacts (and congestion)
- Night flight bans provide reliable respite. Note this element is connected to a secondary issue around the Government reorganising how airspace is organised.

9. Ensure measures to address flood risk from the proposals include mitigation to reduce the risk of existing flooding for residents and businesses in Colnbrook and Poyle.

At present parts of Colnbrook south of the A4 are subject to flooding. The DCO process does not require existing flooding to be addressed but the Council consider that given the disruption and construction to the Colnbrook and Poyle area compensation measures should ensure that the risk of flooding is reduced.

Flood risk mitigation and compensation should be multifunctional, provide and link strategic habitats and align and integrate with biodiversity and green infrastructure plans.

Key diagram: The Emerging Spatial Strategy



Appendix

1. Diverted Roads & Junctions Steps 2 & 3

- As part of the proposed airport expansion, certain roads and junctions will need to be altered, diverted and upgraded. West of the airport, required road alterations include the realignment of a section of the M25 motorway, the diversion of the Stanwell Moor Road and the Colnbrook By-Pass, and their corresponding junctions.
- At Consultation 1, we presented several options for these diversions. We have since carried out a lot of work and taken account feedback received at Consultation 1, narrowing down the options to reach an emerging option which is presented overleaf and on the boards. This is subject to further testing and traffic modelling.
- As shown on the boards, our current proposals are for the M25 to be realigned, with a section in tunnel beneath the new runway, and for Stanwell Moor Road to be diverted west of the M25.

2. Diverted Rivers Step 2

- As with the roads, the proposed airport expansion will require a number of rivers to be diverted. This includes the Wrymsbury, Colne and Duke of Northumberland Rivers. It is proposed that they would be channelled into a covered river corridor beneath the third runway, with measures taken to maintain water quality and associated natural habitats.
- A new route for the Colne Brook River is proposed west of the runway, providing an opportunity to locate new cycle and footpaths alongside it while also protecting water quality and natural habitats.

3. The New Runway Steps 2 & 3

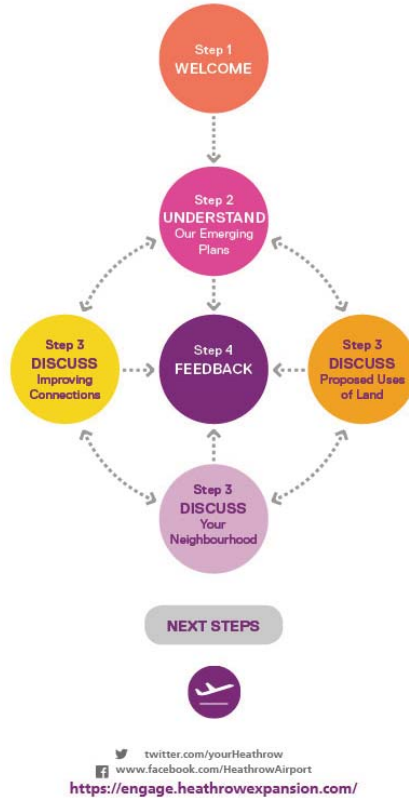
- The proposed new third runway will be located northwest of the existing airport. Its location and length will optimise Heathrow's performance while also seeking to minimise impacts on local and wider communities.
- The design of the new runway will include landscaping that is intended to address and reduce noise and visual impact.

4. Proposed Uses of Land Step 3

- The proposed airport expansion is about more than just providing a third runway. It will also require other development, including new terminal and satellite buildings, warehousing and storage areas, car parks, hotels and offices. Most of these new facilities will be located within the boundary of the expanded airport, but some development will need to take place close to the airport in local areas.
- Poyle Industrial Estate's existing operations and good transport access make it a suitable area to consolidate and expand for further industrial use that will be required.
- To allow for the airport's expansion, the rail freight facility will need to be realigned, along with related industrial uses. While doing so, we aim to create a better balance between operations and environmental concerns.

5. Green Routes and Spaces Step 3

- Heathrow is committed to providing new and improved areas of green spaces and routes around the airport. This may include new open spaces, landscaped areas for play and recreation, and places for natural wildlife and their habitats.
- The proposed routes will be for walkers, cyclists and some parts may also incorporate bridleways.
- Our proposals include enhancement of the Colne Valley Regional Park. We are also looking to create an east-west green route that would connect the Colne Valley Regional Park with the Crane Valley across the M25.
- We are considering a 'Green Envelope' around Colnbrook which would safeguard the open landscape around the village in the long term and align with Slough Borough Council's aspirations.



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The information contained within this document is provided to you to facilitate discussions with Heathrow Airport Limited and represents Heathrow Airport Limited's current thinking based on information available to Heathrow Airport Limited at the time of writing. Some of the maps and drawings are indicative only, and they may not show all proposed land uses. It remains subject to further scheme development, engagement and public consultation and does not necessarily reflect a final view. Heathrow Airport Limited will not accept or assume any responsibility or liability for the accuracy or correctness of the information or of any figures provided, calculations or any assumptions that may be drawn from them.

Heathrow Expansion and your Neighbourhood

Poyle, Colnbrook & Brands Hill

Colnbrook Village Hall

Wednesday 21st November

Steps 2 & 3

Proposed Diverted Roads & Junctions

- 1a Proposed M25 - Tunnel and realignment
- 1b Proposed Stanwell Moor Road (A3044) diversion
- 1c Proposed Bath Road (A4) diversion West M25

Step 2

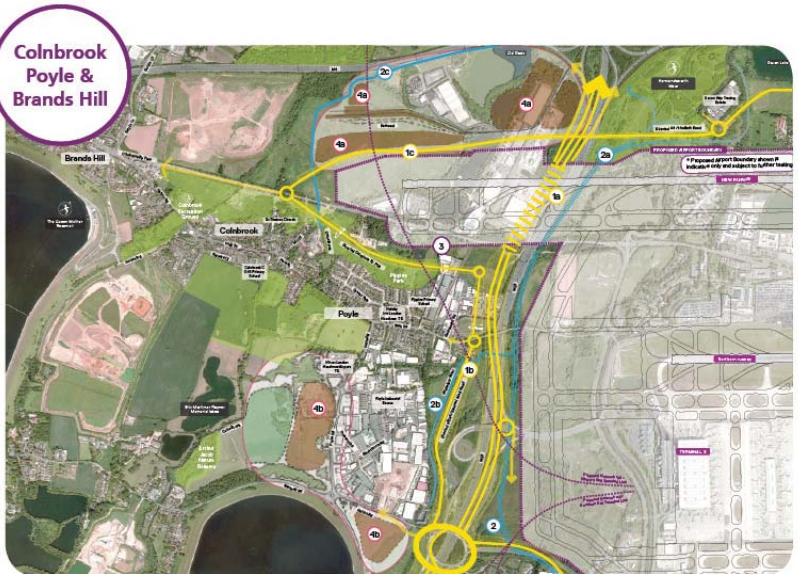
Proposed Diverted Rivers

- 2 Longford River / Duke of Northumberland's River diverted
- 2a Wraysbury River / Colne River / Duke of Northumberland's River tunnelled
- 2b Diverted Wraysbury River
- 2c Diverted Colne Brook

Steps 2 & 3

Proposed Airport Boundary

- 3 Proposed Airport Boundary



Please note that this map has been created to facilitate engagement and is indicative only. It does not show all proposed development and is still subject to change.

Step 3

Proposed Uses of Land

- 4a Proposed Railhead Area and Industrial Uses
- 4b Proposed Extension of Poyle Industrial Estate

Step 3

Proposed Green Routes and Spaces

A proposed network of green routes and spaces that build on existing connections between the airport and other nearby destinations.

Heathrow

Our Emerging Plans

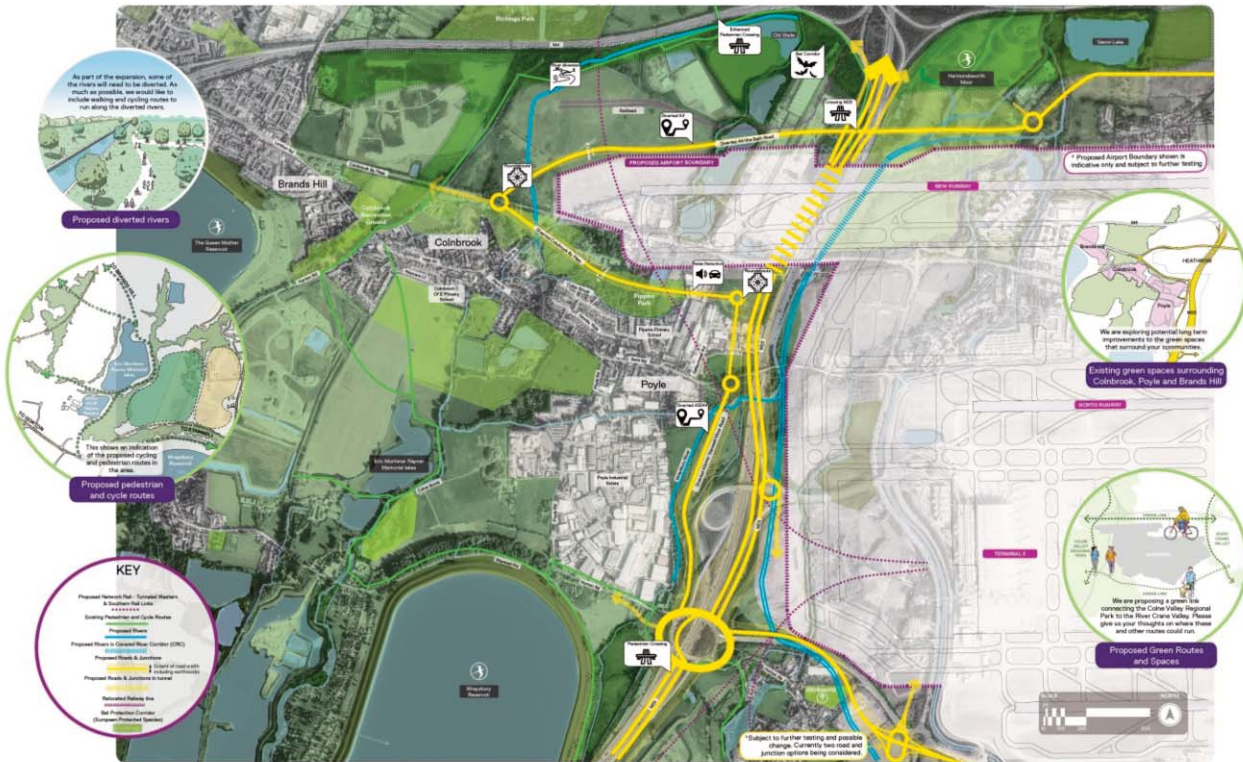
Step 2 Understand

The information contained within this document is provided in good faith for discussion and consultation purposes. It is not intended to constitute a contract or any other legal agreement. It is subject to change without notice and is not intended to be relied upon as a basis for any legal proceedings. It is provided for information only and does not constitute an offer of any financial product or service. It is not intended to be relied upon as a basis for any legal proceedings. It is provided for information only and does not constitute an offer of any financial product or service.

Step 3 Discuss

Heathrow

Improving Connections



Step 3 Discuss

Heathrow

Proposed Use of Land around the Airport



This document can be made available on audio tape, braille or in large print, and is also available on the website where it can easily be viewed in large print.

Emerging Spatial Strategy Accommodating Growth at Heathrow: proposals for development in Colnbrook and Poyle

If you would like assistance with the translation of the information in this document, please ask an English speaking person to request this by calling 01753 875820.

यदि आप इस दस्तावेज़ में दी गई जानकारी के अनुवाद किए जाने की सहायता चाहते हैं तो कृपया किसी अंग्रेजी भाषी व्यक्ति से यह अनुरोध करने के लिए 01753 875820 पर बात करके कहें।

ਜੇ ਤੁਸੀਂ ਇਸ ਦਸਤਾਵੇਜ਼ ਵਿਚਲੀ ਜਾਣਕਾਰੀ ਦਾ ਅਨੁਵਾਦ ਕਰਨ ਲਈ ਸਹਾਇਤਾ ਚਾਹੁੰਦੇ ਹੋ, ਤਾਂ ਕਿਸੇ ਅੰਗਰੇਜ਼ੀ ਬੋਲਣ ਵਾਲੇ ਵਿਅਕਤੀ ਨੂੰ 01753 875820 ਉੱਤੇ ਕਾਲ ਕਰਕੇ ਇਸ ਬਾਰੇ ਬੇਨਤੀ ਕਰਨ ਲਈ ਕਹੋ।

Aby uzyskać pomoc odnośnie tłumaczenia instrukcji zawartych w niniejszym dokumencie, należy zwrócić się do osoby mówiącej po angielsku, aby zadzwoniła w tej sprawie pod numer 01753 875820.

Haddii aad doonayso caawinaad ah in lagu turjibaano warbixinta dukumeentigaan ku qoran, fadlan weydiiso in qof ku hadla Inriis uu ku Waco 01753 875820 si uu kugu codsado.

اگر آپ کو اس دستاویز میں دی گئی معلومات کے ترجمے کے سلسلے میں مدد چاہئے تو، براہ کرم ایک انگریزی بولنے والے شخص سے 01753 875820 پر کال کر کے اس کی درخواست کرنے کے لئے کہیں۔