

**Oyston, Laura**

**From:** Brooks, John  
**Sent:** 16 July 2008 15:24  
**To:** 'ian\_frost@baa.com'  
**Cc:** Oyston, Laura  
**Subject:** RE: Core Strategy Para 7.7 amendment

Ian  
My apologies for the delay in responding to you.  
I am happy to agree to the revised wording which factually describes the latest position.  
Regards  
John Brooks

(copy to L Oyston for file)

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**From:** ian\_frost@baa.com [mailto:ian\_frost@baa.com]  
**Sent:** 04 July 2008 10:05  
**To:** Brooks, John  
**Cc:** andy\_wadham@baa.com  
**Subject:** Core Strategy Para 7.7 amendment

John,

You will recall that Alan had agreed a revised wording of para 7.7 in October last year, and we had briefly discussed this last time we met as representing an area of common ground between BAA and the Council. Bearing in mind the Panel Report's recommendation that the London Plan should make specific reference to the Project for the Sustainable Development of Heathrow (PSDH) ongoing work that was assessing the environmental impacts of further growth at Heathrow, it's occurred to me that para 7.7 may also benefit from updating, particularly since the revised wording pre-dates the Nov07 DfT consultation on how that growth should be provided.

I have therefore suggesting an revised rewording (highlighted in yellow on the attached document) to make specific reference to PSDH, the Nov 07 consultation and the anticipated date for the Government confirming its policy on Heathrow. Text to be deleted highlighted in red.

This should help to give stakeholders a clear and up to date picture of progress.

Please let me know if you are happy to agree this, so I can incorporate this into our statement to the Inspector.

Kind regards,

Ian Frost  
Town Planning Manager  
Heathrow Airport  
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## Draft Revised Paragraph 7.7

The Council has considered whether specific provision needs to be made for additional airport related development due to the expansion of Heathrow. The airport is currently being expanded with the construction of Terminal 5, which increases its passenger handling capacity by 30 - 35 million passengers per annum (mppa) from 60 mppa to 90 - 95 mppa. Land required for airport related development was assessed during the T5 Inquiry, under the supervision of a working group made up of BAA and local authority representatives, and specific provision was made within the airport boundary. It was concluded that airport related development requirements arising from T5 could be met without releasing additional land.

The Government's Future of Air Transport White Paper, 2003, expresses support for further growth at Heathrow in the form of another runway north of the existing airport provided specific requirements relating to air quality, noise and surface access are met. It suggests the runway might be available in the period 2015-2020. It also suggests changes to allow more intensive use of the existing runways should be examined, including mixed mode operation. The Government led 'Project for the Sustainable Development' was established to assess whether additional capacity could be provided at Heathrow whilst complying with the stringent environmental conditions set out in the 2003 White Paper. The outcome of this work was published for consultation in November 2007 and reaffirmed the Government's proposals to provide additional runway and terminal capacity at Heathrow. It is anticipated that the Government will confirm a policy decision in respect of further growth at Heathrow before the end of 2008. The Government has initiated studies to examine the scope for further development and consultation on the findings of the studies is anticipated before the end of 2007. The Council would expect the approach to airport related development established through the T5 inquiry to be continued with any further expansion.

In the absence of a final decision by the Government on further expansion there is no basis for releasing any additional employment land in Spelthorne in connection with the expansion of Heathrow beyond T5. The Council recognises that employment land requirements within and around the airport would need to be re-examined should further expansion be agreed and that this may in turn require a future review of the employment land strategy if additional land is shown to be needed. Other aspects of the spatial strategy may also require review.

**Key:**

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|------------------------|---|---|
| <u>Dotted Text</u>     | - | Revised wording (Highlighted in yellow on original) |
| <u>Underlined Text</u> | - | Text to be deleted (Highlighted in red on original) |