

Community facilities

Topic paper

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1. Community facilities

1.1 Introduction

- 1.1.1 This paper is one of a set of public documents published as part of the 2026 Heathrow expansion consultation (the 2026 Public Consultation). The 2026 Public Consultation is part of the pre-application stage of the Development Consent Order (DCO) process required for Nationally Significant Infrastructure Projects (NSIPs).
- 1.1.2 Heathrow expansion (the Project) is being promoted by Heathrow. Following the 2019 Airport Expansion Consultation, Heathrow has reviewed and refined the proposals for the Project and is now consulting on the updated design. Heathrow will continue to develop the proposals and the environmental assessment, taking account of design changes and the feedback received.
- 1.1.3 The Government recently concluded its consultation on proposed amendments to the 2018 Airports National Policy Statement (ANPS) [1] (to be known once amended as the Heathrow Expansion National Policy Statement (HENPS)) [2]. The Government is now considering consultation feedback – alongside the outcome of parliamentary scrutiny once concluded – and, subject to parliamentary approval of the Government's final form of the proposed amendments, is expected to publish the HENPS by the end of 2026.
- 1.1.4 In preparing its consultation materials, Heathrow has reviewed the proposed amendments to the ANPS and is continuing to consider the potential implications for its preferred scheme and accompanying assessments. Where relevant, the requirements of the ANPS are referenced in this document together with any potential changes arising from the proposed ANPS amendments, recognising that current policy in the ANPS remains the starting point for the consideration of Heathrow expansion until the amended version is published as the HENPS. Once the HENPS has been published, Heathrow will engage with relevant stakeholders on the policy amendments as part of our ongoing programme of pre-application engagement and consider if targeted consultation is necessary.

1.2 Purpose of this Environmental Measures paper

- 1.2.1 Heathrow recognises the importance of identifying when design, mitigation, replacement or relocation interventions are needed to address likely effects on displaced community facilities. This paper therefore focuses on the criteria and principles that inform those interventions, rather than treating the current design of the Project as the sole means of avoiding or minimising likely effects. It links the preferred scheme document with the environmental measures built into the assessment presented in the **Environmental Information Consultation Document (EICD)** with a specific focus on how likely effects on community facilities are identified, tested and addressed. By explaining the rationale behind these measures, this paper provides an opportunity for communities to share feedback that can help

inform the ongoing development of the Project and the environmental measures presented as part of the 2026 Public Consultation.

- 1.2.2 This paper has been prepared in respect of displaced community facilities. It explains what is meant by community facilities, why they are important and the policy context that applies. It describes the existing community facilities to be displaced as a consequence of the delivery of the Project and outlines the environmental measures proposed to mitigate this effect.

1.3 What are community facilities?

- 1.3.1 The term 'community facilities' refers to the types of amenities primarily used by members of the community. Examples include:
- **Schools** – including primary schools, secondary schools and independent and/or specialist schools or education facilities (including facilities providing support for special educational needs). These are statutory land uses, and their displacement must be mitigated.
 - **Early years/childcare** – including day nurseries and other part- and full-time childcare facilities. These are generally private businesses but perform a public function in making available sufficient childcare provision for local authorities.
 - **Social care** – including public, private and third sector facilities that provide services for protected groups, including special needs centres and care homes.
 - **Places of worship** – faith and religious institutions.
 - **Community halls/centres** – spaces for local people, groups and organisations to meet, participate in activities, access services and support community life.
- 1.3.2 There are also outdoor community facilities, set within open spaces, including:
- **Sports facilities** – formal sports facilities that require management and maintenance, including playing pitches and sports amenities where there is a statutory duty to re-provide.
 - **Allotments** – a plot of land, usually rented from a local council, community group or private landlord, for the purpose of growing food, flowers or other plants and for which there is a statutory duty to re-provide.
- 1.3.3 Sports facilities and allotments are not covered by this paper. The approach to facilities of this nature is set out within the **Blue and Green Infrastructure Environmental Measures Topic paper** which addresses the re-provision and enhancement of open space. It also sets out the types of spaces that will be displaced, as well as the policy/guidance around their re-provision. Likely significant effects on recreation and amenity facilities are assessed in **Chapter 7: Recreation and amenity** of the Environmental Information Consultation Document (EICD).
- 1.3.4 For clarity, the term 'community facilities' does not include facilities that are solely in place to support the operation of the airport (for example, emergency services facilities that do not have a community function). Community-facing businesses such

as pubs are also not included as they are wholly commercial enterprises, whereas others – such as private nurseries – are included as they serve a function for the local authority’s childcare sufficiency assessments.

1.4 How the approach to displaced community facilities is applied to the Project

- 1.4.1 The Project will result in the displacement of several existing community facilities. Where possible, Heathrow has designed the Project to avoid the total loss of such facilities or their disturbance from increased noise levels, and where this is unavoidable, proposes strategies to lessen the likely effects.
- 1.4.2 In some cases, this is also a policy requirement of the Airports National Policy Statement (ANPS) and the consultation draft Heathrow Expansion National Policy Statement (HENPS) – which proposes additional policy wording on the approach to ‘place making’ in the context of community facilities, noting from paragraph 4.110 and 4.111 that:
 - ‘Delivering the scheme will give rise to ... loss of community facilities and assets across the wider area, including schools, nurseries, places of worship, recreational spaces and local businesses. Alongside this there are likely to be indirect effects on access to services, social networks community cohesion and overall quality of life. It is therefore important that any scheme put forward by an applicant has been developed with any local authorities affected by the land-take required by the development to minimise likely effects where possible. This should include engagement with local authorities on the local needs of the area.’
 - ‘An applicant should demonstrate how it has worked with local authorities to develop the scheme. This includes demonstrating how, where relevant, the scheme can contribute and be integrated with wider place making and how land has been used efficiently to limit likely effects of displacement of existing communities, including ... loss of community facilities and assets across the wider area including schools, nurseries, places of worship, recreational spaces and local businesses and enables local authorities to deliver local needs for the area.’
- 1.4.3 Heathrow will replace or mitigate the loss of displaced community facilities where:
 - a. We have made a commitment to do so.
 - b. There is statutory duty on the local authority or other public body to provide the facility (and therefore the Project may affect the ability to discharge that statutory duty).
 - c. The Project would not directly displace the facility but would result in a likely significant effect that causes it to be unviable if it were to remain in-situ (meaning it isn’t capable of being mitigated by other environmental measures).
- 1.4.4 In these cases, we are committed to the provision of an equal or better alternative facilities or other compensation as appropriate. Each type of facility has a specific set of criteria or principles which are used to define appropriate environmental measures

and mitigation (for example, relating to catchment, location, site size, and access). In some cases, these are informed by standards/guidance, and in others through review of public data or engagement with the operators of the facilities.

- 1.4.5 We have committed to applying a mitigation hierarchy to avoid, minimise and mitigate adverse effects and, where appropriate, provide enhancements to community infrastructure throughout the design and development of the Project. We will seek to avoid or reduce adverse effects on communities and community infrastructure through embedded design, mitigation and re-provision measures, while identifying opportunities to maintain community cohesion and deliver wider public benefits.
- 1.4.6 Any residual effects will be assessed against relevant statutory and policy thresholds, with adverse effects clearly identified, justified where necessary and weighed against the benefits of the Project. Where likely effects cannot be avoided, appropriate mitigation, compensation and re-provision measures will be secured to reduce the level of significance of the likely effects on communities.
- 1.4.7 Where Heathrow is developing plans to re-provide or relocate displaced community facilities or the services they provide, consenting strategies will be developed that are specific to each community facility, reflect their statutory or community status and ensure collaboration with stakeholders (including the relevant local authority). This may result in direct re-provision through the exercise of powers conferred by the Development Consent Order (DCO), via another consenting regime or through the mechanism of a planning agreement (as required and appropriate). Heathrow is presently considering the options available, informed by engagement with the relevant stakeholders and the specific requirements of the displaced community facilities and the people who use them.
- 1.4.8 While not covered by this paper, some community facilities will avoid displacement but are likely to experience adverse effects from the Project. These likely effects may affect their operation, accessibility, amenity or users. Where likely significant effects are identified, we will consider appropriate design, mitigation, management or compensation measures, informed by the nature and scale of the likely effects and the needs of the facility and users. This is clear in our commitments, set out in Taking Britain further (Heathrow's original submission to the Airports Commission), including to 'ensure all community facilities, including schools that are lost by the development are re-provided or alternatives provided to meet needs of local stakeholders'. (Vol. 1, Part 5, p.245) [3].

Relationship with the Environmental Information Consultation Document (EICD) and other consultation materials

- 1.4.9 The **Environmental Information Consultation Document (EICD)** presents a summary of the assessment and (where possible at this stage) the likely significant effects of the Project on identified community infrastructure and facilities taking account of the environmental measures set out in this paper and others. These measures are described as embedded because they are to form part of the Project design to avoid, reduce or off-set adverse effects.

1.4.10 This paper is most relevant to the following EICD chapters:

- **Chapter 6: Community** – likely significant effects on displaced community facilities and facilities where viability may be affected by environmental change are considered.
- **Chapter 7: Recreation and amenity** – where likely significant effects on external open space such as play spaces are considered.
- **Chapter 8: Noise and vibration** – where likely significant noise effects on sensitive community facilities such as schools are considered.
- **Chapter 11: Health** – where the displacement or change to community infrastructure is considered as a determinant of public health.

1.4.11 This paper does not replicate the summary of the assessments presented within the EICD but focuses on the embedded measures that are being proposed in respect of displaced community facilities to reduce the level of significance of the assessed likely effects.

1.4.12 A number of other documents within the suite of consultation documents are also relevant to this topic paper, including:

- **Community compensation fund document** – which sets out the difference between statutory compensation, mitigation and measures that can enhance quality of life for those affected by the Project (which may include measures relating to community facilities).
- **Noise insulation policy** – which identifies the approach to considering and implementing noise mitigation at community facilities.
- **Land and property acquisition and compensation policies** – which outline the approach to compensation for some affected facilities referred to within this topic paper.

1.5 Responding to feedback from the 2019 Consultation

1.5.1 What people told us in the 2019 Airport Expansion Consultation has shaped our proposals for displaced community facilities. Below is what we heard and what we changed. The proposals will keep evolving as we take account of assessment and feedback from the 2026 public consultation.

1.5.2 What you said:

- Heathrow should provide further information on, and engage with, the displaced community facilities. You requested clearer information on which facilities would be affected, where they would be relocated and how replacement provision would be secured and delivered.

- Sought assurance that replacement facilities would remain accessible to existing users, provide equal or better provision, comply with relevant standards and be delivered before existing facilities closed.
- The loss of Harmondsworth Primary School must be mitigated, but the preferred re-provision site (in 2019) at Stockley Road may not be appropriate.
- Requested clarity on the future of other environmentally-affected schools.

1.5.3 What we did:

- Continued to engage with community facilities and their operating bodies to set out how our proposals have been developed and understand more about the sensitivities of these facilities and their users. This information is summarised in this topic paper.
- A range of community facilities (including schools) have been identified as requiring relocation as a result of the Project. Engagement with the relevant community facilities and local authorities, as well as assessment of the relocation requirements of each facility, is ongoing and will continue during the pre-application stage of the Development Consent Order (DCO) and beyond. The aim of this engagement will be, where possible, to agree a mitigation strategy and package of measures with the objective of minimising disruption and maintaining continuity of service.
- Re-assessed and re-validated the proposal for the re-provision site for Harmondsworth Primary School at Stockley Road, engaged with the local education authority (the London Borough of Hillingdon), and committed to exploring this proposal as only one option for the re-provision of school places. We will be mindful of the school and council's role and will continue to consider alternatives, no longer referring to the proposed site as 'preferred'.

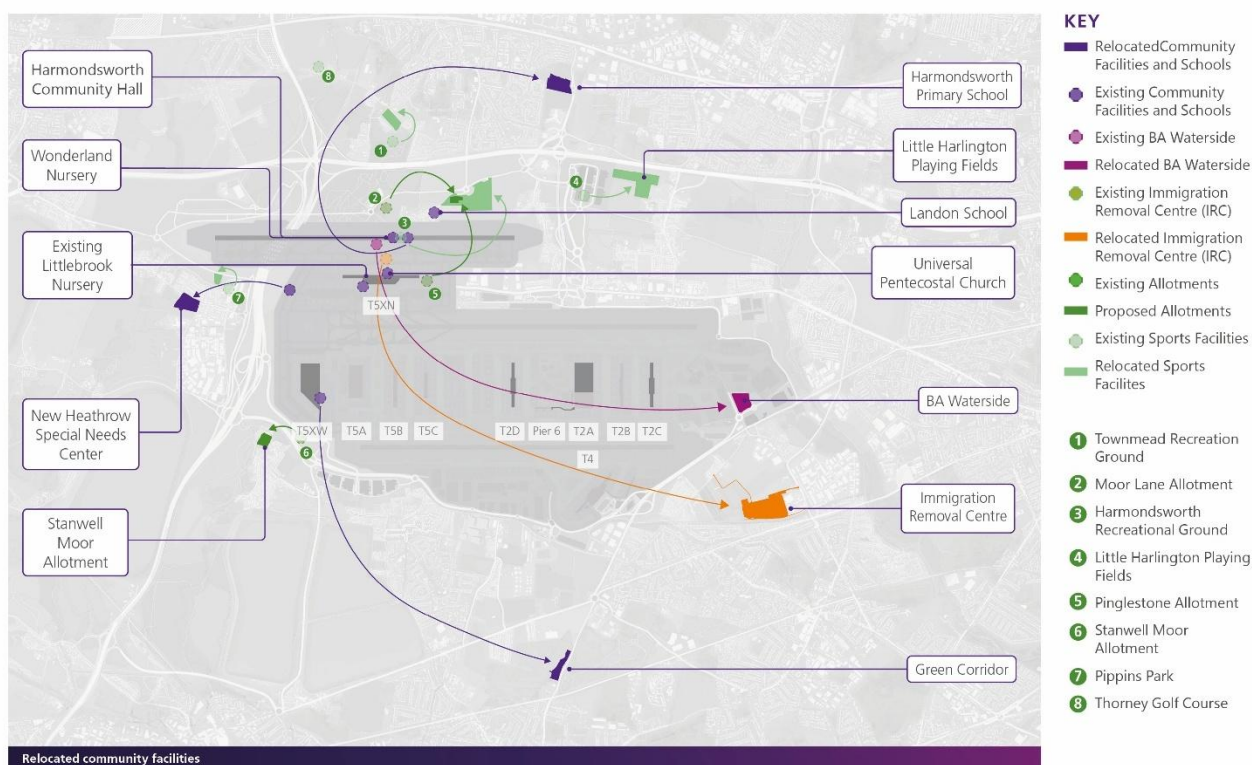
1.6 Approach to community facilities

- 1.6.1 The communities around the existing airport include a mix of villages, suburban neighbourhoods and semi-rural areas, each with its own identity and character. They are home to established communities, heritage assets, schools, nurseries, places of worship, sports facilities, allotments and other local services that play an important role in everyday life. Many residents have strong connections to their local area, and community facilities help support social networks, wellbeing and a sense of belonging.
- 1.6.2 These existing conditions provide the basis for understanding how the Project could affect local people and places.
- 1.6.3 As set out in **Chapter 6: Community**, there are a number of community facilities that will be displaced because of the Project. The loss of or disturbance to these facilities as a result of the Project could affect the communities and user groups that rely upon them and result in likely significant effects in environmental impact assessment (EIA) terms.

- 1.6.4 The Project commits to the reprovision of community facilities where these are permanently lost or significantly affected or to secure appropriate alternatives where required. The purpose of this approach is to maintain accessibility and preserve the statutory, social and community function of these facilities within affected communities. This is supported by a clear commitment from Heathrow to deliver equal or better replacement facilities, informed by facility-specific relocation criteria. Reprovision will include sports and recreational facilities, green space and other key community assets, in accordance with relevant guidance and policy principles, as set out in **Chapter 6: Community**.
- 1.6.5 Communities will also be supported by the provision of a community compensation fund to address residual likely significant effects, unforeseen effects and changes in the quality of life for local communities, in line with national policy – details of this are set out in the Community compensation fund consultation document.
- 1.6.6 The development of mitigation and compensation measures will be supported by ongoing engagement and evidence-gathering (including consultation with local planning authorities, community stakeholders and facility operators) and the collection of further resident data to refine mitigation measures and ensure they respond appropriately to local needs. Further environmental assessment will be undertaken, where required, to maximise the effectiveness of proposed mitigation for community facilities.
- 1.6.7 We are committed to mitigating likely effects where:
 - There is statutory duty on the local planning authority or other public body to provide the facility (and therefore the Project may affect the ability to discharge that statutory duty, in the absence of environmental measures and mitigation).
 - The Project would result in a likely significant adverse effect on the viability of that facility or its users.
- 1.6.8 The Project will include sites or strategies for the reprovision of displaced facilities, which will have been determined based on standards and guidance, data related to users and catchments and through engagement with operators, providers, users and guardians where possible.
- 1.6.9 These sites and arrangements represent the current preferred options for reprovision based on identified relocation criteria. These options are preliminary, and are yet to be finalised, but reflect Heathrow's intention to mitigate likely effects in the most appropriate and proportionate way. The following text sets out, for each displaced community facility, the principles behind the emerging preferred approach.
- 1.6.10 In each of these cases, we are committed to provision of an equal or better alternative facility or other compensation as appropriate.
- 1.6.11 Each type of facility has a specific set of criteria or principles which are used to define appropriate environmental measures and mitigation (for example, relating to catchment, location, site size, and access). In some cases, these are informed by standards/guidance, and in others through review of public data or engagement with the operators of the facilities.

1.6.12 **Figure 1.1** sets out the emerging potential approach to community facility relocation, in the context of other preliminary strategies for major relocations provided by the Project. It shows only options where there is an identified relocation strategy, which may be one of several different approaches for each facility (for example, for Harmondsworth Primary School, which is subject to further assessment and engagement).

Figure 1.1: Preliminary approach to community facility and other major relocations



Schools, Special Educational Needs (SEN) and early years facilities

1.6.13 The Project will have a direct effect on a number of schools and early years facilities. The need for land for the Northwest Runway would directly displace:

- Harmondsworth Primary School – a one form of entry school in Harmondsworth.
- Nursery places at stand-alone early years providers Littlebrook Nursery in Longford and Wonderland Day Nursery in Harmondsworth.
- Green Corridor – an independent charity providing space for learners to develop skills and qualifications and providing for education, health and care plans (EHC plans) for learners aged 16-25, south of Longford and north of Stanwell Moor.
- Part of Landon School – an independent specialist school in Harmondsworth.

1.6.14 When looking at the likely effects on individual schools, early years and Special Educational Needs (SEN) facilities, it is important to consider the baseline position

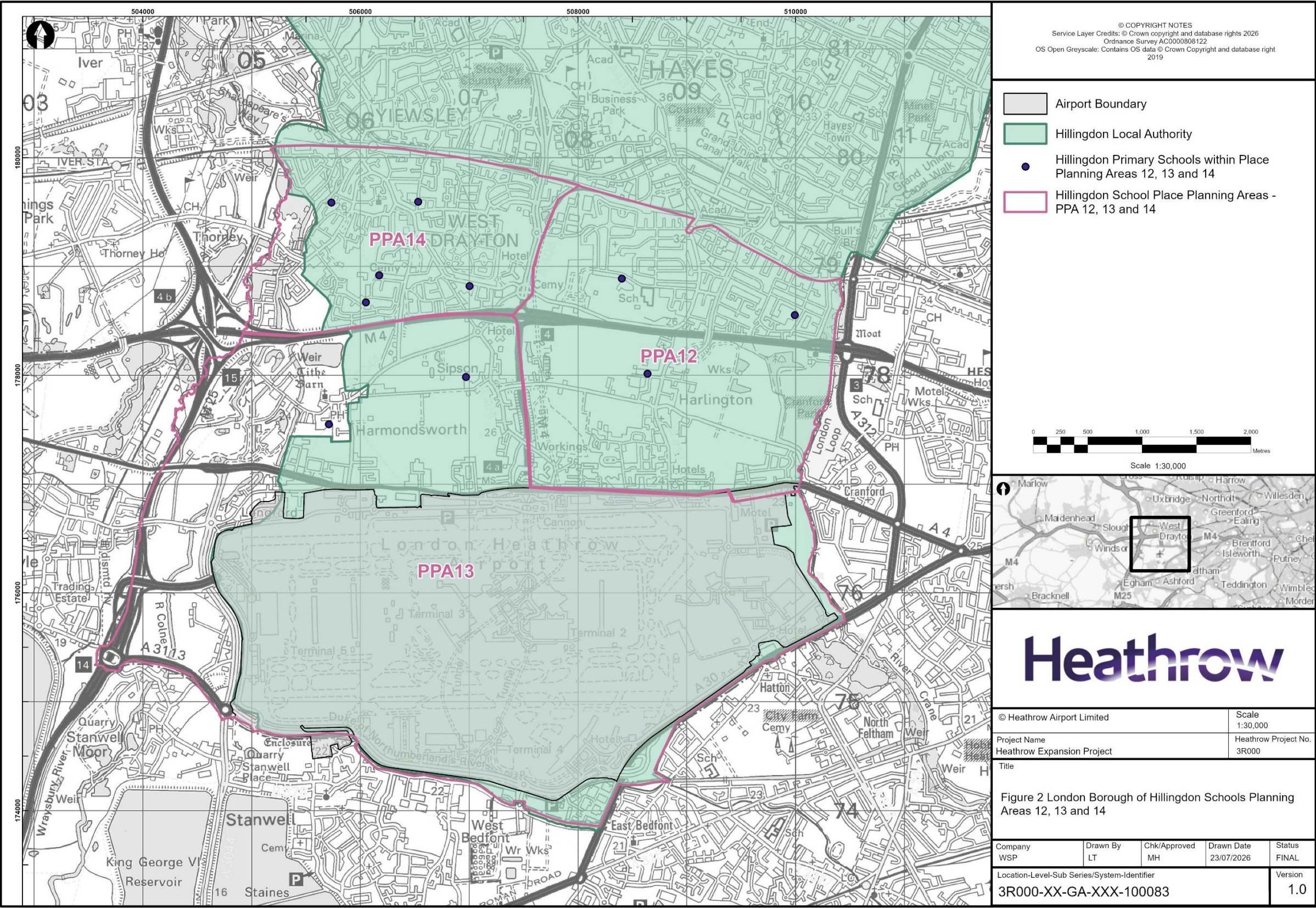
within the context of wider provision of capacity to fully consider the approach to addressing its displacement.

- 1.6.15 A detailed review of the baseline position relating to school roll, capacity, catchments, change, future planning, SEN provision and free school meals provision (as an indicator of deprivation) has been undertaken at a wider scale and discussed with the London Borough (LB) of Hillingdon, to understand the prevailing context for demand for school places. This has helped us to identify that:

For schools:

- Primary schools in LB Hillingdon's planning areas 12, 13 and 14 (see Figure 1.2) have a combined surplus capacity of 14% but this is concentrated in a few schools – three schools account for most of this surplus (Laurel Lane, St Martins and Pinkwell).
- Harmondsworth Primary School and Heathrow Primary School (the two schools that serve planning area 12) are consistently close to capacity and have been since 2020.
- Catchments are much wider for the schools in Harmondsworth and Sipson than other areas – suggesting that they serve a wider area reaching north of the M4 in planning areas 12 and 14.
- LB Hillingdon's school organisation plan [4] identifies that planning areas 12 and 13 are likely to see a slight reduction in reception roll over the next six years; but planning area 12 is likely to see a large increase in demand (circa 108 places).

Figure 1.2: London Borough of Hillingdon schools planning areas 12, 13 and 14



For early years:

- 1.6.16 To understand the criteria that will inform the approach to mitigation for this displaced capacity, Heathrow has engaged with the operators and LB Hillingdon and reviewed public datasets and publications, such as the statutory Annual Childcare Sufficiency Statement (ACSS) [5].
- 1.6.17 A detailed review of public datasets and publications relating to the sufficiency of childcare in the local area (such as the statutory ACSS provided by the LB Hillingdon) has helped us understand the prevailing context for demand for early years places. For example:
- There are 16 early years facilities that fall within South Hillingdon (primary planning areas 12,13 and 14), including 11 full daycare facilities, four out-of-school daycare facilities and one sessional daycare facility
 - They provide for 983 places for children aged between three months and four years. The Project would therefore remove 156 places (circa 16% of provision) and most provision south of the M4.
 - Heathrow Villages (ward) is projected to have a surplus of 112 spaces for funded childcare places for two-year-olds and a deficit of -170 funded childcare places for three- to four-year-olds.
- 1.6.18 Children and families using these types of community facilities in the south of the borough are noted as being highly sensitive and vulnerable – LB Hillingdon’s joint strategic needs assessment notes that there are ‘high proportions of children in low-income families, particularly in Heathrow Villages and south of the borough’. [6].

Harmondsworth Primary School

- 1.6.19 Harmondsworth Primary School is a one form of entry primary school in the centre of Harmondsworth, that will be directly displaced by the land needed for the Northwest Runway scheme.
- 1.6.20 The school serves a wide catchment, and although its application criteria identifies a primary catchment for communities within the Heathrow Villages ward, a high proportion of its pupils live in West Drayton (north of the M4).
- 1.6.21 The school has regularly been close to capacity and is a popular, small village school that generally performs well in terms of academic scores and Ofsted ratings.
- 1.6.22 There are several options available to address the loss of Harmondsworth Primary School. Heathrow is working with LB Hillingdon and the school to make sure the best approach is taken to minimise disruption to children’s education and social life, families and staff, as well as the council’s statutory duty to plan for and deliver sufficient, safe school places and resources for all children.
- 1.6.23 Heathrow has known for some time that Harmondsworth Primary School would be displaced and work was undertaken during our previous Heathrow expansion project in 2019 to consider mitigation strategies, develop relocation criteria, evaluate potential relocation sites and select, investigate and validate relocation options.

- 1.6.24 The first step was to identify appropriate relocation criteria and make sure this is fit for purpose based on modern design and school operation standards and within the context of the existing catchment of the school. If a complete relocation to a new site is taken forward, this needs to be based on robust relocation criteria, which are:
- Sites in LB Hillingdon.
 - Sites that respond to the affected catchment/school planning area(s) – that is, those serving Heathrow Villages and West Drayton (subject to wider prevailing demand and future housing/demographic forecasts/targets/site allocations, and the effect of residential property loss as a result of the Project in Harmondsworth, Longford and Sipson).
 - Sites must have (or be able to be provided with) appropriate road access (including bus access) and appropriate topography to deliver flat outdoor areas.
 - Must accommodate land-take required for modern school standards (this means a minimum of 1.39 hectares for a one form of entry school).
 - Must be capable of early delivery (to make sure there is a permanent replacement ready for when the school needs to close).
 - Must provide the right environment (for example, consideration of appropriate neighbouring uses), the effects of airport operations as well as expansion, existing land-use and environmental and planning constraints.
 - Must be outside of land identified as essential for airport expansion and other mitigation (such as environmental mitigation).
- 1.6.25 Relocation would seek to replace the school within or as close to its existing catchment as possible, but away from the operational effects of the expanded airport and mindful of the need to avoid environmental and planning constraints, provide good accessibility, and a direct, permanent replacement to minimise disruption.
- 1.6.26 A site meeting criteria was identified and previously consulted on in 2019 at Stockley Road (see **Figure 1.1**), but we are working with LB Hillingdon to review the potential for other available sites for a direct re-provision that are within the catchment of the existing school.
- 1.6.27 Heathrow is now engaging with LB Hillingdon to consider the options available to us to address the loss of the school – this may include wholesale relocation to a new site based on the above criteria or other options that will ensure the continued provision of sufficient educational capacity for affected families.
- 1.6.28 Heathrow will continue to engage with LB Hillingdon and the school to seek a combined approach to mitigating the loss of the school that meets the preferences of all parties. As the school is a statutory facility under LB Hillingdon's control and on land owned by LB Hillingdon, we are committed to working towards a solution that means children's education is disrupted as little as possible and meets the statutory duty of LB Hillingdon to provide for sufficient school places holistically, which may include alternative strategies.

Potential for effects on other schools

- 1.6.29 Other schools near the Project will experience changes to their teaching environment (indoor and outdoor) as a result of noise and other environmental factors and changes in homes and population.
- 1.6.30 As set out in the Environmental Information Consultation Document (**Chapter 6: Community** and **Chapter 8: Noise and Vibration**), other primary schools are currently subject to further work to assess environmental change – including the likely increase in aircraft noise – and to gauge whether the schools can be protected against changes such as the increase in noise arising from expansion, as well as the environmental effects of operation and construction activity (including changes to air quality, access and in consideration of public health effects).
- 1.6.31 Preliminary assessments suggest that some schools close to the Project may need altering, rebuilding or relocating as a result of environmental change – predominantly linked to aircraft noise and construction activity.
- 1.6.32 In developing mitigation, consideration is being given for the potential relocation of other primary school capacity close to the Project that may be affected by changes in aircraft noise. This is a precautionary measure to allow for the potential for other schools to require relocation as a result of changes to the noise, air quality and public health environment.
- 1.6.33 At this stage, the preliminary assessments have not identified the extent of these potential effects but have identified them as a potential risk.
- 1.6.34 Detailed technical surveys and engagement with each school identified as at risk from likely significant adverse effects – which will be indicated through environmental assessment ahead of the Development Consent Order (DCO) – will continue following the 2026 Public Consultation to fully understand and seek agreement on mitigation of the potential effects.

Early years provision at Wonderland Day Nursery (Harmondsworth) and Littlebrook Nursery (Longford)

- 1.6.35 Two early years facilities would be displaced by the Project:
 - Wonderland Day Nursery (WDN) is based in Harmondsworth's community hall. It provides up to 52 places for children aged three months to five years and employs six members of staff. Engagement with WDN has identified that there are 45 children currently on the nursery roll, 43 of whom are very local, mostly from Harmondsworth village. On average they have around 36-39 children on site each day. WDN is co-located with Harmondsworth Primary School, with many of the primary school pupils having previously attended the nursery. Families value being able to drop off children for both facilities in one place.
 - Littlebrook Nursery (LN) is in premises on the Bath Road, near Longford. It provides up to 104 places for children aged between three months and five years and employs 18 members of staff. Engagement with LN has identified that a lot of

children who attend the nursery do so because their parents/carers work at Heathrow. Staff don't live locally and usually travel in.

- 1.6.36 Nursery providers, as commercial entities, will be compensated through Heathrow's property policies should they qualify and can relocate.
- 1.6.37 However, nursery places lost contribute towards the sufficiency of childcare provision that the local authority is required to ensure and serve local residents, who would otherwise need to travel further to seek nursery places for their children.
- 1.6.38 It is intended that capacity for nursery places that are displaced will be provided for.
- 1.6.39 This engagement and information-gathering have helped to revalidate the need to replace capacity that is lost and to inform the relocation criteria that can be applied to the search for replacement premises for the displaced nursery capacity. In summary, this confirms that:
 - The displaced provision is likely to need replacement facilities based on prevailing demand for funded childcare provision and this replacement should be within primary planning areas 12,13 and 14 (see **Figure 1.2**) and predominantly focused on Heathrow Villages.
 - The replacement facilities should meet the required space standards for indoor and outdoor space provision and include appropriate facilities for welfare, food preparation and access (based on national standard guidance relating to per-child and per-staff ratios).
 - The replacement provision should be in an appropriate environmental setting.
 - If there is an option for co-location with existing (including relocated) primary schools, this should be explored.
 - Existing buildings could be used, given that neither displaced nursery is in purpose-built facilities.
- 1.6.40 Heathrow is working with the providers and LB Hillingdon to ensure the children, families and staff supported by these facilities are not disadvantaged by the Project.
- 1.6.41 Through engagement, Heathrow will seek to support the replacement of the displaced nursery capacity. This could be delivered in one of several ways, including:
 - A new community hub in Harmondsworth, as part of the Project. Subject to determining the location for this – and accounting for space requirements, engagement and assessment of the likely effects of the Project experienced at that location – nursery provision could be accommodated here.
 - Working with providers to find appropriate existing buildings in Harmondsworth that could be converted for nursery use. A property search is being undertaken, based on the relocation-criteria and could seek to acquire or support the nurseries to move into these facilities.
 - Co-locate replacement provision within the site identified for the displaced Harmondsworth Primary School. This would require new build facilities to be provided.

Green Corridor (Longford/Stanwell Moor)

- 1.6.42 Green Corridor in Longford/Stanwell Moor will be displaced by the land needed for the Northwest Runway.
- 1.6.43 Green Corridor is a specialist SEN college, registered charity and approved Section 41 Post-16 specialist institution for young people aged 16 to 25 with SEN and disabilities and education, health and care plans (EHCPs).
- 1.6.44 The facility operates at a site on Main Nursery Road/Stanwell Moor Road, opposite Terminal 5 in Hillingdon, and includes several classroom buildings, garden and growing space, educational kitchen areas and bespoke areas for teaching and learning of skills.
- 1.6.45 Green Corridor supports learners across west London and surrounding areas, with study programmes that are individualised to the needs of each learner, preparing them for positive onward destinations including employment, further education, supported internships or adult social care, with a strong focus on independence and employability skills.
- 1.6.46 Green Corridor runs several programmes including enrichment, work experience and travel training programmes, helping learners develop confidence, life skills, independent living skills and real-world work experience to support successful transitions into adulthood and sustainable employment.
- 1.6.47 We have worked with Green Corridor to understand their existing facility and their future needs so they can continue to support learners and the community and continue to provide support for local authorities to deliver EHCPs. From this, we developed relocation criteria to start looking for replacement sites, including:
 - Be relatively close – the starting point for the search is within three miles of the current location, to reduce disruption to volunteers (noting that users come from a wider area).
 - Require pleasant space that meets the needs of the learners – better suited for young adults with sensitivities to noise.
 - Address safety concerns about accessibility – currently access to Green Corridor leads straight onto a fast-moving dual carriageway.
 - Be connected to public transport – enabling students/staff to access site by cycling/walking (proximity to travel is important for young people’s life-skill training).
 - Within approximately 20 minutes of public transport interchanges at the existing airport (for example, Terminal 5 and Hatton Cross).
 - Be at least the same size as the current total area (approximately two hectares), but with the potential for site expansion, including an opportunity to expand classrooms and indoor facility space.
 - Recognise the need for a smooth, six-month phased transition to a new site.

- 1.6.48 Together, we evaluated various relocation options and identified a preferred site at Princes Lake, to the south of the existing airport as shown on **Figure 1.1**.
- 1.6.49 Subject to ongoing discussions and review, it is the preferred approach for Heathrow to provide for permanent relocation of facilities to this Heathrow-owned site on the eastern edge of Princes Lake. This would require consent for change of use, refurbishment of existing buildings on the site and any remediation as required.

The Landon School (Harmondsworth)

- 1.6.50 The Landon School is an independent, specialist school for children and young people with EHCPs/SEN and autism located in The Lodge complex in Harmondsworth, including Aviation House, The Lodge and The Annex.
- 1.6.51 The Landon School gained planning consent for change of use of Aviation House from office to non-residential education centre with external alterations and associated landscaping works in April 2024, so is a community facility that has not previously been considered in relation to the Project.
- 1.6.52 From engagement with the Landon School, we understand that:
- The Landon School occupies the Lodge Complex and has plans to further amend internal and external space across these buildings.
 - Outdoor space is important and planning consent has been approved for the provision of space within the current footprint.
 - Nine out of ten students are brought to school via local authority organised transport.
 - The Landon School mainly works with a range of local education authorities, but predominantly with Surrey County Council, the county where most of its children travel from. The travel distance for most children is within 45 minutes.
- 1.6.53 Due to its proximity to the draft DCO limits, Aviation House would be affected by the airport's obstacle limitation surface (OLS). The OLS consists of a series of safeguarded airspace zones designed to protect aircraft operations by restricting the height and location of buildings and other structures, thereby ensuring the safe take-off, landing and movement of aircrafts.
- 1.6.54 Given its height and proximity, and its interaction with the OLS, Aviation House would need to be demolished and would therefore be included within the compulsory purchase zone (CPZ).
- 1.6.55 As Aviation House will be within the CPZ, its interest in the buildings it occupies will be subject to commercial property agreements and compensation.
- 1.6.56 However, as a community facility, Heathrow has a duty to support the continuation of the Landon School's service provision, and to limit disruption to the pupils, staff and performance of the school's public service responsibilities.
- 1.6.57 We are working with the Landon School to understand its existing facilities and needs, its future plans for expansion and its geographical and physical sensitivity, with the aim of developing options for the school to continue to provide its important

facilities, environment and statutory services to its learners, families and local authorities.

- 1.6.58 While Aviation House would need to be demolished, the rest of the buildings used by the Landon School would not interact with the OLS and therefore would not require demolition and would sit outside of the CPZ. Preliminary assessments in **Chapter 8: Noise and vibration**, however, predict that the school would experience significant effects, which may result in unacceptable levels of noise during both the construction and operation of the expanded airport.
- 1.6.59 When further assessments (including on air quality, access, health and wellbeing and community accessibility), engagement and design considerations have been undertaken and refined, it may be concluded that the whole of the Landon School will need to be relocated to a new site.
- 1.6.60 This would require the development of detailed relocation criteria to identify and support a move to suitable replacement premises that will enable the school to continue to provide a safe, supported learning environment for its pupils.
- 1.6.61 There are no standard relocation criteria for independent, specialist schools such as the Landon School, but to limit disruption to both the services provided by the school, the education and support for its pupils, and the statutory duties of local authorities to deliver EHCPs, relocation criteria will be driven by:
 - The physical design parameters needed to provide adequate space and facilities for the school's existing purpose, defined by the information within the planning consent for its existing facility and the space it uses in its current premises.
 - The school's current catchment area – sensitive to both the cost of transport and the existing home location of pupils and staff to maintain the existing level of provision and minimise disruption for sensitive learners.
 - The relationships to statutory bodies that commission the Landon School to provide services for SEN pupils.
- 1.6.62 Maintaining access for the existing pupils and their families is important, as is providing sufficient space for the continuation of the existing offer. Heathrow is therefore considering options that could provide equivalent facilities, maintain good accessibility for existing users, be sensitive to the special educational needs of pupils and satisfy continued EHCP provision requirements.
- 1.6.63 Heathrow will work closely with the school and relevant stakeholders to identify and support the delivery of a suitable mitigation strategy, ensuring the continued provision of high-quality educational facilities and minimising disruption to pupils, staff and the wider school community.

Harmondsworth Community Hall

- 1.6.64 Harmondsworth community hall (also known as Harmondsworth and Longford Community Centre) is located in the centre of Harmondsworth village and co-located with Wonderland Day Nursery (next to Harmondsworth Primary School and the

Harmondsworth recreation ground). The community hall will be displaced as a result of the land-take required for the Project.

- 1.6.65 The Harmondsworth community hall is a for-hire venue with kitchen, toilets and parking available evenings and weekends (evening availability is from 6.30pm to 10.30pm and weekend availability is all day until 11.00pm).
- 1.6.66 The facility can hold around 60 people (37 seated). It is used, or can be used, for parties, training, local community, meetings, societies and clubs, band practise, baby groups, fitness classes/yoga, educational pursuits, church event/choir practice and school events.
- 1.6.67 There are no standard relocation criteria for community halls, but it is important that a replacement facility is provided within Harmondsworth to continue to support the sustainability and viability of the village.
- 1.6.68 We are engaging with the Harmondsworth community hall steering group and the hall's occupants (Wonderland Day Nursery) to understand existing facilities and usage by community organisations and to explore any additional community uses that locals may like to see within a 'community hub' when we re-locate the community hall.
- 1.6.69 The preferred approach for the community hub would be to re-purpose an existing building in Harmondsworth, potentially requiring change of use and minor amendments. There are buildings within the village that could provide the space required for the replacement community hall and offer the opportunity to deliver a wider community hub (which may include co-located new facilities such as a café, library and/or gym).
- 1.6.70 Further work is required to ascertain potential options for a re-purposed building, taking into account size, current use and potential for change of use, existing facilities and access, environmental amenity and potential for insulation and any consideration of the heritage status of proposed options.
- 1.6.71 We recognise the importance of maintaining access for the existing users while ensuring there is enough space to support both current and new activities. These additions will help ensure Harmondsworth's long-term sustainability once the Project alters the footprint and character of the village. We're therefore considering options that could provide equivalent or improved, highly accessible facilities that respect the historic nature of the existing buildings.
- 1.6.72 Heathrow will work with stakeholders as proposals develop and potential replacement options are assessed, to support a smooth transition to a new facility and help minimise disruption to its activities and the wider community.

Heathrow Special Needs Centre (Longford)

- 1.6.73 Heathrow Special Needs Centre (HSNC) in Longford will be displaced as a result of the land-take required for the Project.

- 1.6.74 HSNC is an established charity that provides a safe, secure and friendly community farm environment with facilities designed for children aged five and above with various disabilities and special needs.
- 1.6.75 The southern part of the HSNC site is owned by Heathrow and leased to the centre. It includes the centre itself, a café for volunteers and users of the HSNC, a building (empty house) used for developing independent living skills, a car park, covered and non-covered stables, barns and grazing areas and garden and growing space. The northern part is leased from LB Hillingdon and includes a fenced paddock for horse riding and grazing.
- 1.6.76 Heathrow has been engaging with the HSNC to understand its existing facilities and the characteristics of its services, its users and staff/volunteers, as well as any requirements to consider the approach to supporting relocation.
- 1.6.77 Through this engagement and information-gathering, relocation criteria has been established and agreed with the HSNC. Using these criteria, sites were identified and evaluated and a preferred site in Poyle (as shown on **Figure 1.1**) has been identified.
- 1.6.78 Heathrow is now undertaking detailed design work with the HSNC, to ensure the site is designed in a collaborative way that meets modern standards for animal welfare and provides the right level of support and activity for the HSNC to continue to support its users.

The Universal Pentecostal Church (Longford)

- 1.6.79 The Universal Pentecostal Church (UPC) in Longford will be displaced by the land needed for the Project.
- 1.6.80 It is a place of worship in Longford, located in the former Global House – a two-storey office building constructed in the late 1980s.
- 1.6.81 The church purchased the site at the beginning of 2022 and obtained planning permission for a change of use and has undertaken renovation works at the site.
- 1.6.82 The UPC provides a wide range of spiritual, pastoral and community-focused services and is led by an appointed minister responsible for overseeing local operations and the spiritual welfare of its congregation.
- 1.6.83 Based on public records and charity disclosures, the UPC network's activities are delivered by a large volunteer base, consisting of 182 volunteers and five trustees. Core services offered by the church's network include:
 - Teaching (revival meetings and conventions, religious camps and Sunday classes).
 - Worship (weekly Sunday services, regular prayer meetings that are both on-site and at the homes of people within the congregation, and bible teaching).
 - Pastoral care (one-to-one pastoral support and spiritual guidance).
 - Community outreach (home visits for elderly people).
- 1.6.84 Information provided to support planning applications for the UPC identify that the present membership is about 160 adults and 70 children, with most members living in and around the West Drayton and Hounslow areas.

1.6.85 Engagement with the UPC has confirmed that:

- The church's membership has grown substantially, with around 400 people currently regularly attending services and a full weekly timetable of activities currently in operation.
- The UPC serves a local community, with some members moving to the area because of the church's move to Longford. However, the church also serves a wider area and benefits from proximity to the motorway, with some people coming from as far away as Bournemouth.

1.6.86 Heathrow is working with the UPC to ensure the communities, congregation and volunteers supported by (and who provide) these facilities are not disadvantaged by the Project, recognising that the church has strong ties to the local community and provides important community networks, social outreach and charity work.

1.6.87 Through engagement, we will seek to support the replacement of the UPC.

1.6.88 Heathrow will work with the church to help find appropriate premises that could be converted for its existing (F2) use class. We are running a property search based on the outlined relocation criteria and could seek to acquire or support the church to move into these facilities.

1.6.89 Information gained through public records, and engagement with the UPC has helped us to develop outline relocation criteria (which are to be refined through our engagement with the church). These are:

- Proximity to the existing congregation – the property should be located close to the existing congregation and the strategic road network (including motorway access) to maintain community cohesion, minimise operational disruption, enable UPC's access to a wider catchment area, maintain accessibility to West Drayton and south-west Hounslow (where much of the congregation is located), and to avoid materially increasing travel times.
- The replacement facilities should match or expand on the existing space occupied by the UPC for indoor and external (for example, parking) provision, and include appropriate ancillary facilities (or the potential for them) currently on-site.
- Existing buildings could be used, given that the UPC is in a converted office building currently.
- The property should offer a safe and inclusive environment for all users, with accessibility to public transport, safe and convenient access for pedestrians and cyclists and the ability to accommodate users with varying mobility needs.
- Suitable for contemporary worship activities – the property must be able to accommodate operational requirements of high-energy and contemporary worship, including large sound systems and amplified music (modern industrial or flexible building typologies are likely to be more suitable than traditional ecclesiastical buildings).

- 1.6.90 UPC provides an important place of worship and community facility for local people. Alongside regular worship services, the church supports a range of activities including teaching, pastoral care and community outreach. It has a growing congregation and serves communities across West Drayton, Hounslow and the surrounding area.
- 1.6.91 Heathrow recognises that maintaining access for the existing congregation is important, as is providing sufficient space for worship, community activities and volunteer-led services. Options are therefore being considered that could provide equivalent or improved facilities, while maintaining good accessibility for existing users.
- 1.6.92 Heathrow will work with the church to support a smooth transition to a replacement facility and help minimise disruption to its activities, congregation and wider community.

1.7 Next steps

- 1.7.1 This paper presents the current approach to address likely significant effects on community facilities as a result of the Project, as it stands at the 2026 Public Consultation. The measures described here are not fixed or based on a final Project design. The approach will continue to develop as the design matures, as the Environmental Impact Assessment (EIA) progresses and as feedback from the 2026 Public Consultation is considered. This section explains how that work will move forward.

Ongoing design development

- 1.7.2 The measures in this paper reflect the early and iterative work of the design and environmental teams. As the design of the Project is refined, the approach will be developed in more detail. Feedback from the 2026 Public Consultation will inform this work, alongside continuing technical study and discussions with stakeholders including local communities, community facilities, and local authorities. Where this paper notes that a measure is still being developed, or that a position will be confirmed as design progresses, that work will continue through the next stages of the Project.

Preparation for the Environmental Statement (ES)

- 1.7.3 The EIA of the Project is ongoing and will be reported on in the Environmental Statement (ES). Embedded mitigation measures (which are factored into the EIA) and the principles for their delivery, phasing and long-term management will be developed further. This includes how measures are sequenced alongside construction, how new facilities are established and maintained over time and the monitoring and management arrangements that support them. These principles will be set out in full at the ES stage and secured through the Development Consent Order application.

1.8 Glossary of terms

Term/Acronym	Definition
Air quality	The term used to describe the level of pollution in the air we breathe.
Airports Commission	An independent commission established by the UK Government in 2012 to assess the need for additional airport capacity in the United Kingdom and to recommend to the Government on how this need could be met in the short-, medium- and long-term. In carrying out its role, the commission published an interim report in 2013 and a final report in 2015, thereby completing its work.
Airports National Policy Statement (ANPS)	The ANPS, which is currently being consulted on, sets out: • The Government's policy on the need for new airport capacity in the south east of England. • The Government's preferred location and scheme to deliver new capacity. • Particular considerations relevant to a development consent application to which the ANPS relates.
Applicant	Heathrow being the organisation preparing and submitting the Development Consent Order application.
Blue and Green Infrastructure (B&GI)	A network of multi-functional green and blue spaces and other natural features, urban and rural, which is capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities.
Compensation	Measures provided to offset residual adverse effects that cannot be avoided or mitigated.
Compensation fund	A fund set up to pay for wider local improvements that benefit communities affected by the project.
Compulsory Purchase Zone (CPZ)	The defined area within the Heathrow expansion boundary where land and properties may legally be acquired by Heathrow through Compulsory Purchase Orders (CPOs). Properties located inside the CPZ are identified as essential for delivering the third runway and related infrastructure. Affected residents, businesses and landowners receive tailored engagement, support and compensation, including relocation assistance and payments aligned with statutory CPO requirements.
Consultation	Refers to the presentation of environmental information to members of the public, at a set point in time, to request and facilitate an informed response that can influence Project outcomes.
Development Consent Order (DCO) application	An application for consent to undertake a nationally significant infrastructure project made to the Planning Inspectorate which will consider the application and make a recommendation to the Secretary of State who will then decide whether development consent should be granted for the Project.

Term/Acronym	Definition
Development Consent Order (DCO)	The form of planning permission needed for major national projects like airport expansion. It is granted by the Government.
Displacement	Economic activity or employment that is reduced or relocated from one area as a result of the Project.
Draft Order Limits	The boundary for planning purposes showing the horizontal limits of the works for the Project.
Effect	Term used to describe the consequence of an impact (expressed as the significance of effect), which is determined by correlating the magnitude of the impact to the importance or sensitivity of the receptor or resource in accordance with defined significance criteria. For example, land clearing during construction results in habitat loss (impact), the effect of which is the significance of the habitat loss on the ecological resource.
Embedded mitigation	Measures incorporated into the design or delivery of the Project to avoid or reduce adverse effects.
Engagement	Refers to targeted, continuous interactions with key stakeholders that are focused on specific environmental technical issues and can result in such stakeholders actively participating in directing Project outcomes.
Environmental Impact Assessment (EIA)	An EIA is a tool used to assess the potential impacts of a development on the environment. The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 mandate an EIA for specific nationally significant infrastructure projects that are likely to have significant environmental effects.
Environmental Information Consultation Document (EICD)	A report prepared to present environmental information for consultation at pre-application stage of the Project.
Environmental measures	Environmental measures proposed in an EIA are designed to limit or remove any significant adverse environmental effects of a development.
Environmental Statement (ES)	The written output presenting the full findings of the environmental impact assessment.
Equality Impact Assessment (EqIA)	The process for public authorities to have regard for equality considerations to prevent disproportional impacts on individuals or groups protected under the Equality Act 2010.
Existing airport	Heathrow Airport before implementation of the Project.
Expanded airport	Heathrow Airport following implementation of the Project.
Green space	Land that is predominantly vegetated – such as parks, gardens, playing fields, woodlands and natural areas – and provides recreational, amenity, and environmental benefits.
Heathrow Expansion National Policy Statement (HENPS)	Provides the basis for decision making on any development consent application for a new Northwest Runway at Heathrow Airport.

Term/Acronym	Definition
Heritage asset	The ANPS defines heritage assets as ‘those elements of the historic environment that hold value to this and future generations because of their historic, archaeological, architectural or artistic interest’. They may be ‘buildings, monuments, sites, places, areas or landscapes, or any combination of these.’ Heritage assets are either designated or non-designated.
Land-take	The amount of land permanently or temporarily occupied or removed from its existing use by a development.
Land use	The main way land is used, such as residential, industrial, agricultural or commercial.
Mitigation hierarchy	A structured approach to managing effects in the following hierarchy: • Avoid • Minimise • Mitigate • Compensate
Monitoring	A planned and systematic programme of measurement, observation and reporting used to track environmental conditions or project effects over time. It helps assess compliance with requirements, limits or forecasts.
National Policy Statement (NPS)	Produced by government, a NPS is a planning document that provides the primary basis for making decisions on Development Consent Order applications for nationally significant infrastructure projects.
Nationally Significant Infrastructure Projects	Major infrastructure developments in England and Wales that are consented to via the Planning Act 2008. These include proposals for power plants, large renewable energy projects, new airports and airport extensions. The Project is defined under the terms of Section 22 (for works to the M25) and Section 23 (for the increased capability facilitated by the third runway and terminals) of the Planning Act 2008.
Noise	Noise is generally defined as unwanted, unpleasant or disruptive sound. Noise can interfere with activities, affect health and detract from the character and enjoyment of places.
Obstacle limitation surface	Invisible height limits in the airspace around a runway that nothing, including trees, is allowed to break, so that aircraft can take off and land safely.
Open space	All open space of public value, including land and areas of water (such as rivers, canals, lakes and reservoirs) which offer opportunities for sport and recreation and can act as a visual amenity.
Pre-application stage	The phase of a project before a formal application for development consent is submitted, when design, environmental assessment, consultation and engagement take place.

Term/Acronym	Definition
Preferred scheme	Proposed layout and development plan that sets out how the airport would expand and operate in the future as part of Heathrow expansion. It brings together all major design elements required to deliver the third runway and associated infrastructure, showing how the airport would be configured, built and phased over time.
Preferred scheme document	The document setting out the design of the Project that is being consulted on.
Risk	The likelihood of an event occurring and resulting in a given consequence.
Significant effect	An environmental effect that will be considered by the Government when coming to a decision on whether the Project should be granted consent. It can be positive or negative and is determined by considering the combination of the sensitivity of an environmental receptor and the magnitude of change it would experience because of the Project.
Stakeholder	Any person or organisation with an interest in the project and can either affect, or be affected by, the policies, objectives and outcome.
Strategic road network (SRN)	The network of motorways and major A-roads in England managed by National Highways.
The Project	The overarching Heathrow expansion. A structured, timebound programme of work designed to deliver specific planned improvements to Heathrow's capacity, infrastructure, and operational capability.
Use class	A way of grouping buildings and land according to their main purpose. It helps determine what a property can be used for under planning rules.

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