

THE HEATHROW CONTEST

An open ideas competition
to fortify the Airplot

GREENPEACE



In January 2009, Greenpeace, Alistair McGowan, Emma Thompson and Zac Goldsmith bought a plot of land in the middle of the proposed Heathrow third runway site to stop BAA plans. Since then, tens of thousands of people all over the world have become beneficial owners of the Airplot.



FOREWORD



© Will Rose / Greenpeace

JOHN SAUVEN
EXECUTIVE DIRECTOR
GREENPEACE

“Expanding Heathrow would be environmental, economic and political madness”

ANATOLE KALETSKY, THE TIMES

‘In January 2009 the UK government announced that a third runway should be built at Heathrow. Two days before this announcement Greenpeace revealed that it had purchased a piece of land – Airplot – on the proposed new runway site. This marked the start of an epic battle.

The government has committed the UK to an 80% cut in climate changing emissions by 2050. Yet airport expansion will make this target impossible to reach.

The new Heathrow runway also threatens to subject Londoners to increased noise and air pollution, and destroy the local communities of Sipson, Harmondsworth and Harlington.

In rising to the challenge of climate change, many architects, designers, urban planners and engineers are already streets ahead of the politicians that represent us.

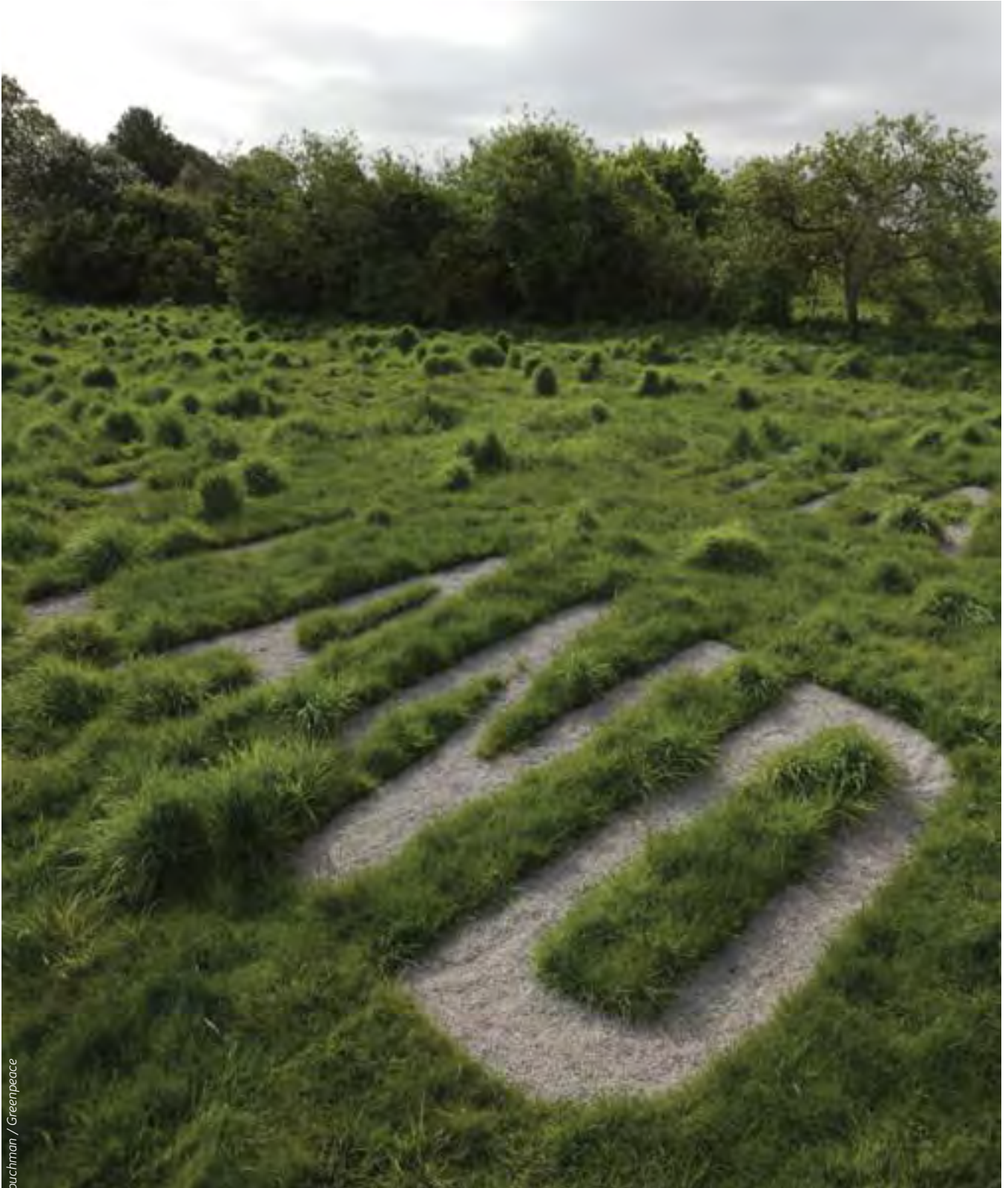
The ideas, ability and ingenuity is out there, yet backward government decisions, like the one to support a third runway at Heathrow, threaten to undermine the quiet revolution that is already underway. In a low carbon world, carbon intensive infrastructure, such as a third runway at Heathrow, have no place.

This open ideas competition invites architects, landscape architects, architectural students, engineers, artists and other design professionals to help us. Greenpeace is seeking a winning design to fortify the Airplot that will help us to finally defeat the third runway plans for good. The winning entry will be an exemplary piece of sustainable design: a practical solution with cultural and aesthetic power to match the depth and importance of what’s at stake.

Join the good guys in a battle of the architects. The opposition – BAA – is planning to spend millions on its development. Our budget may be smaller, but we have the future on our side. Only one building will be left standing at the end. And if your design wins, thousands of people are ready to put their bodies in front of BAA’s bulldozers to make sure it is yours.’



The Airplot: huge three metre gravel letters have been dug into the ground spelling out OUR CLIMATE, OUR LAND.





SUMMARY

Airplot is the piece of land in the middle of the proposed third runway site at Heathrow airport, owned by Greenpeace, Emma Thompson, Alistair McGowan, Zac Goldsmith and tens of thousands of people from around the world. The Airplot is a fundamental part of the campaign by Greenpeace and other groups to block construction of a new runway. A new runway would destroy communities, increase noise and air pollution, and contribute significantly to climate-changing greenhouse gas emissions.

So far, Airplot has provided a platform from which to fight the moral and political campaign against the runway. Greenpeace is now inviting professional designers and design teams to consider how to fortify and enhance the Airplot so that if necessary, we can physically block construction of a third runway.

The winning design will gain international attention. Its aesthetic and cultural power will help us win the moral and political campaign before construction is even attempted. But above all it will be a practical solution, facilitating resistance to the development of the runway if full scale non-violent direct action is necessary.

Of course, we hope that the winning design will never actually need to be built. No new government will be able to justify continued support for the third runway. However, as we know, governments can break promises. If BAA's third runway plans are pushed towards construction, whenever that may be, then preparations for non-violent resistance will escalate and steps towards building our winning design will start.

*“Investment in
new runways will
turn out to be
white elephants”*

**PROFESSOR SIR DAVID KING
FORMER CHIEF SCIENTIFIC
ADVISER TO THE
GOVERNMENT**



CONTEXT

AVIATION AND CLIMATE CHANGE

In January 2009, the government announced its support for BAA's plans to build a third runway and sixth terminal at Heathrow airport. A third runway at Heathrow is the jewel in the crown of an out-of-date government aviation policy which would see nearly 30 airports expand across the UK. It is also on the frontline of climate changing infrastructure.

The government's aviation policy is completely inconsistent with its wider climate change commitments. A third runway would make Heathrow airport the UK's largest single source of greenhouse gas emissions and undermine all other efforts to reduce our emissions.

In a carbon constrained world, where greenhouse gas emissions must be massively reduced if we are to protect the planet and people around the world, carbon-intensive infrastructure like new runways have no place.

"It is important to understand that many individuals in the business community do not believe that the rationale put forward for the third runway at Heathrow is sufficient to justify the government's recent decision"

13 LEADING BUSINESS FIGURES, INCLUDING JAMES MURDOCH, JUSTIN KING OF SAINSBURY'S AND RUSSELL CHAMBERS, SENIOR ADVISOR TO CREDIT SUISSE

AIRPLOT

Greenpeace is committed to stopping a third runway at Heathrow and other airport expansion plans across the UK. In January 2009, Greenpeace joined with Emma Thompson, Alistair McGowan and Zac Goldsmith to buy a plot of land slap bang in the middle of the site where BAA wants to build its third runway. We called it Airplot. Since then, tens of thousands of people from around the world have signed up to become beneficial owners of the Airplot to help stop the runway being built.

Airplot was conceived to help block construction of a third runway in three ways:

- to bring people together to help fight the moral and political battle against the runway and strengthen the community block to expansion;
- to allow Greenpeace to participate in any planning or Compulsory Purchase Order (CPO) process and block expansion through legal means; and ultimately
- to enable us to stand in the way of construction and take non-violent direct action to physically block expansion.

Over the last 12 months, Airplot has become a symbol of positive and widespread resistance to the runway. It is a vibrant, living space from which Greenpeace, together with local residents, politicians and other groups, has been fighting the moral and political campaign. A campaign we are beginning to win.

There is now unprecedented and widespread opposition to the plans – ranging from local residents and local councils, to business leaders, NGOs and MPs from all parties. Nearly every single national newspaper has run editorials against the expansion plans and the third runway at Heathrow is now seen as one of the biggest tests of the government's climate change commitments.

2010 could see plans for a third runway finally being stopped. A new government must overturn the decision to allow Heathrow to expand. However, if they don't, then BAA is expected to submit a planning application for a third runway and sixth terminal in 2011. Greenpeace will fight this every step of the way. If the planning application is approved, we are committed to taking non-violent direct action to block construction. Residents, activists and members of the public from around the country will join us.



Top: Richard Briers, star of *The Good Life*, helped create the existing allotment on the Airplot. He said: "This new runway is just such a daft idea. It's obvious to everyone who digs a garden that the climate is already changing, and things are set to get even worse, so why make Heathrow the biggest single emitter of CO₂ in the country?"
 Bottom: Thousands of activists at the Heathrow 2007 Camp for Climate Action vow to stop the third runway being built; and pledge solidarity with local residents and victims of climate change around the world.



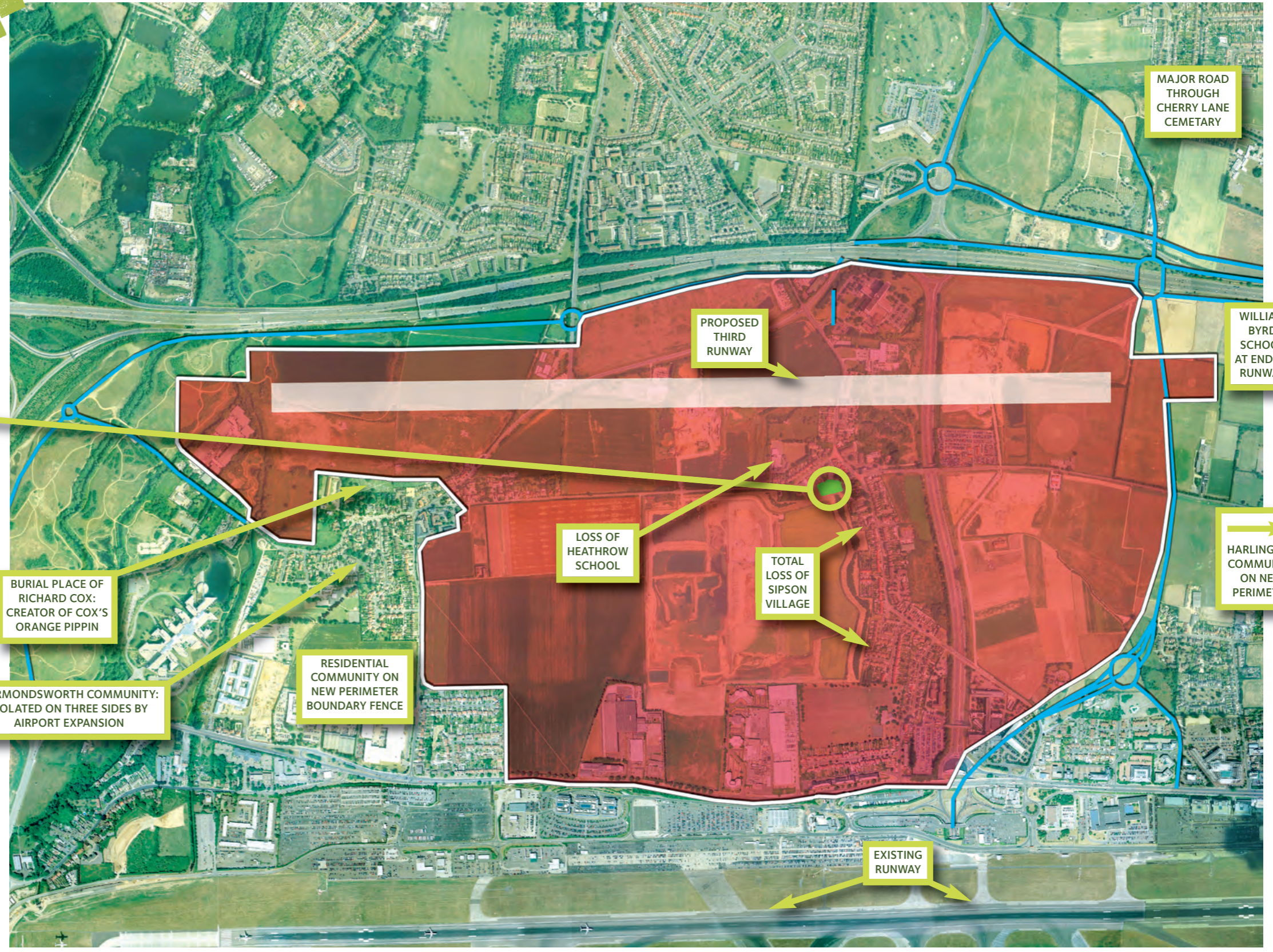
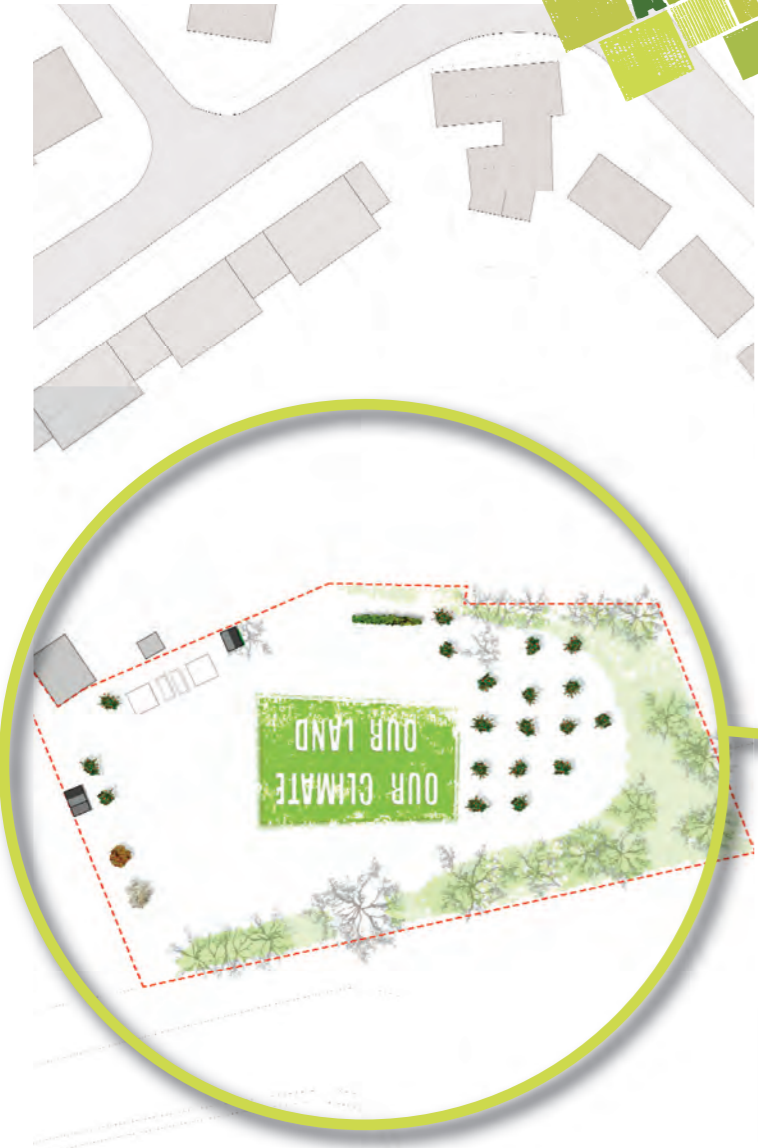
© Vicki Caughman / Greenpeace



© Gary Austin

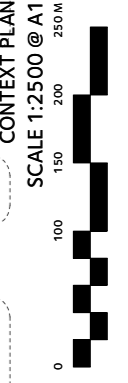
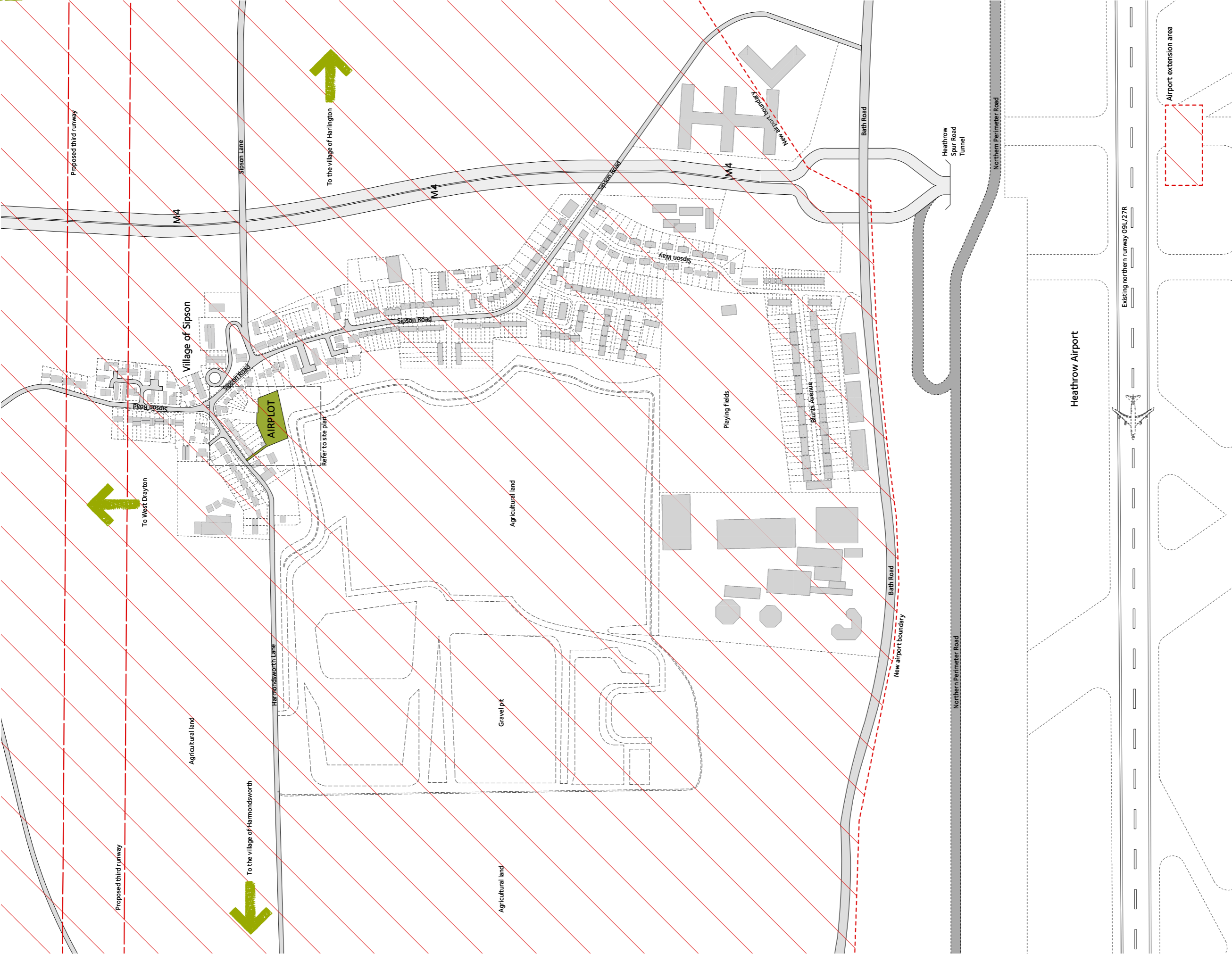
THE PROPOSED THIRD RUNWAY SITE

Airport!

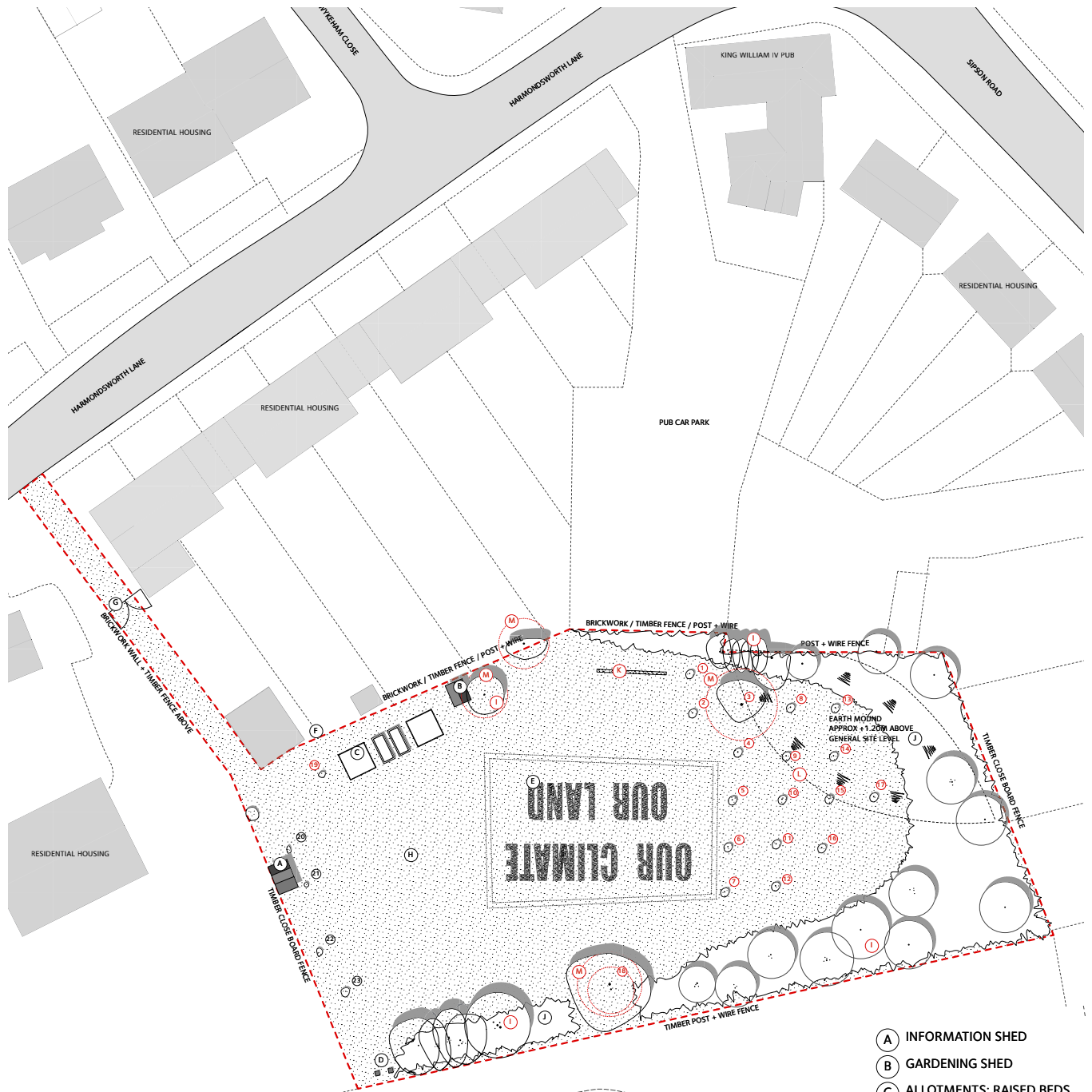


"BAA is threatening to destroy our homes, our communities and our history. But we won't let them, and we know that people from all over the world will stand with us to stop them"

LINDA MCCUTCHEON, LOCAL RESIDENT



CONTEXT PLAN



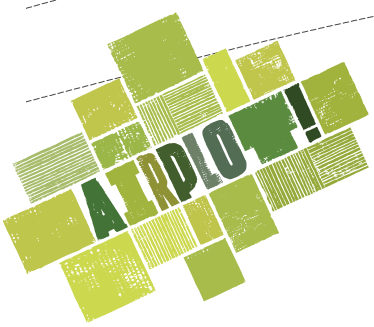
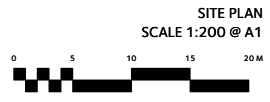
- (A) INFORMATION SHED
- (B) GARDENING SHED
- (C) ALLOTMENTS: RAISED BEDS
- (D) BEE HIVES
- (E) GRAVEL LETTERING
- (F) WATERING POINT
- (G) ENTRANCE GATES
- (H) EXISTING GRASS
- (I) EXISTING TREES
- (J) SCRUB VEGETATION
- (K) HEDGEROW: HEATHROW HEDGE
- (L) ORCHARD TREES [1-23]
- (M) ROOT PROTECTION ZONE

Features in red are fixed and to be retained, all other features may be relocated within the site as part of the proposal.

(1)-(19) The orchard contains a variety of important heritage apple trees, including the Cox's Orange Pippin which was cultivated nearby. The orchard trees have been adopted by individuals, MPs and organisations who oppose airport expansion

(20)-(23) Newly planted trees which may be relocated within the site as part of the proposal.

EARTH BUND APPROX +3.50M ABOVE GENERAL SITE LEVEL



THE SITE

EXISTING FEATURES THAT CAN BE MOVED AROUND THE SITE

The Airplot is a small field in the middle of Sipson village, 3,023.5 sqm. Access to the land is via the driveway of 15 Harmondsworth Lane, Sipson, West Drayton, UB7 0JQ. The land is bordered to the north, west and east by houses and gardens, and the car park of the local 16th century pub, the King William IV. To the south is a former gravel extraction site and farmland.

Over the last 12 months, the Airplot has gained several features of note.

Our Climate, Our Land

Huge three metre gravel letters have been dug into the ground spelling out OUR CLIMATE, OUR LAND. These letters do not need to feature in the final design.

Information shed

A garden shed currently houses information about the campaign and a solar mobile phone charging point. This structure does not need to feature in the final design.

Allotment

Star of The Good Life and national treasure, Richard Briers, and Gardeners' World presenter, Alys Fowler, helped us create four raised beds on the site to grow a range of fruit and vegetables. The allotment also includes compost bins and a water source. The allotment does not need to feature in the final design in its current form.

Beehives

The Airplot is home to a colony of bees. Two beehives, each containing around 50,000 bees, are currently settled in the south-west corner of the plot. The bees can be moved to a different position on the land.

THE ORCHARD AND HEDGEROWS TO BE RETAINED AND PROTECTED

Poet Laureate, Carol Ann Duffy, joined Liberal Democrat leader, Nick Clegg, as well as actress Alison Steadman and local residents to plant 16 of the trees in November 2009. The other trees are already established on the land. In any winning design, the orchard and hedgerows must be protected so that they can continue to provide fruit for the local community decades after the third runway plans have been defeated.

- I **South boundary existing trees include:** apple, damson and elder.
- K **The Heathrow Hedge:** Dogwood, dogrose, holly, hazel, hawthorn.
- 1 **Padley's Pippin** adopted by HASRA – Harmondsworth and Sipson Residents' Association, Heathrow Primary School, NoTRAG – No Third Runway Action Group, CLAD – Save Cherry Cemetery Campaign, and St Mary's Church in Harmondsworth on behalf of local residents.
- 2 **Langley Pippin** adopted by Emma Thompson, Alistair McGowan and Zac Goldsmith on behalf of the tens of thousands of people around the world who are beneficial owners of the Airplot.
- 3 **Existing mature apple tree**
- 4 **Cox's Pomona** adopted by the Liberal Democrat party.
- 5 **Cox's Orange Pippin** adopted by Conservative MPs.
- 6 **Cox's Pomona** adopted by Labour MPs.
- 7 **Cox's Orange Pippin** adopted by The Green Party.
- 8 **Padley's Pippin** adopted by Reverend Tufue Lusama on behalf of the Tuvaluan people whose islands in the South Pacific are already being affected by climate change.
- 9 **Fearn's Pippin** adopted by the 2M group on behalf of 24 local authorities representing five million people in London and the South East.
- 10 **Fearn's Pippin** adopted by scientists and government advisers.
- 11 **Feltham Beauty** adopted by Kingfisher.
- 12 **Padley's Pippin**
- 13 **Langley Pippin**
- 14 **Langley Pippin** adopted by Carol Ann Duffy, Alison Steadman, Richard Briers, George Monbiot and Alain de Botton.
- 15 **Reverend Wilkes** adopted by HACAN – Heathrow Association for the Control of Aircraft Noise – on behalf of Londoners affected by aircraft noise.
- 16 **Feltham Beauty** adopted by organisations including AEF – Aviation Environment Federation, Airport Watch, CPRE, Friends of the Earth, Garden Organic, Greenpeace, RSPB, the Woodland Trust, the World Development Movement and WWF.
- 17 **Padley's Pippin** adopted by Plane Stupid activists.
- 18 **Existing apple**
- 19 **Bright Future**
- 20 **Bright Future**
- 21 **Discovery Apple**
- 22 **Scots Pine**
- 23 **Cherry tree**

THE COMPETITION CHALLENGE

AIMS FOR THE DESIGN

A winning design will:

- help Greenpeace, residents, activists and concerned individuals to protect the Airplot and block construction of a third runway at Heathrow airport. It will aid physical resistance to eviction from the land by both the state and private security firms;
- be an exemplary piece of sustainable design that reflects the principles inherent in the campaign.

Ideally:

- as a significant piece of cutting edge design with aesthetic and cultural power, it will help win the moral, environmental and cultural argument against destroying communities to make way for high carbon infrastructure. Its symbolic power will help us defeat the runway plans before BAA bulldozers are even on the horizon.

BASIC NEEDS THAT THE DESIGN WILL MEET

A winning design will:

- enable dozens of activists to occupy the Airplot for extended periods of time;
- be able to withstand attempts by private security to evict activists;
- have the ability to withstand attempts to seize the land using vehicles or heavy machinery.

GUIDING PRINCIPLES

Stopping the third runway is part of the wider goal of moving the UK to a low carbon future to avert the worst effects of climate change. Any design must inherently reflect these principles:

- it must be as close to zero carbon as possible – both in terms of its embodied energy and the energy it will use when occupied;
- it must respect the natural environment.

REQUIREMENTS / CONSTRAINTS

As detailed on p13, the orchard and hedgerows must be protected. The available site and context plans include root protection zones.

Self-sufficiency

We anticipate a winning design would be self sufficient in terms of energy production. At the moment the land does not have its own electricity or gas connection. It does have access to water via one of its neighbours.

Budget

We have every intention of building a winning design if necessary and we can raise funds in order to do so. For this reason, budget for construction will be relatively limited and that means we are inviting proposals that are imaginative but low budget and cost effective.

Materials

We expect the majority of materials for the design to be reclaimed or recycled, and allow for reuse at a later date once the campaign is won.

“Last week’s decision is not the end of the story. Boris Johnson, the mayor of London, has promised to challenge it and the Tories, if elected, to reverse it. The fight over Heathrow is not over. It has hardly begun”

EDITORIAL, THE TIMES, 18TH JANUARY 2009



In the 1990s, anti-road activists occupied buildings, dug tunnels and built tree houses in the path of construction to stop major roads from being built. Subsequently, the government made large scale cutbacks in the road building programme. Any government that attempts to go ahead with a third runway will be facing similarly committed, creative occupation and resistance.





KEY CONSIDERATIONS

UNDER THREAT

The Airplot is a small part of a huge area that would be destroyed by a third runway. The entire village of Sipson would be flattened, as well as parts of Harmondsworth and Harlington. Entire communities of people would be displaced and 700 homes, a school, pubs, businesses, playing fields, farmland and wildlife would be destroyed. The proximity of the airport would make life unbearable for the people left behind, who would find themselves on the perimeter fence of the new runway or under new flight paths.

The villages under threat from the runway are ancient. Sipson is over 900 years old and Harmondsworth is mentioned in the Domesday book. The name Heathrow comes from the original village that was destroyed by the airport – in 1944 the row of houses on the heath known as Heath Row was destroyed and its residents displaced.

Historically, the area has been incredibly important for agriculture and has some of the most fertile soil in the country. Up until the 1960s, it was covered in market gardens where all kinds of fruit and vegetables were grown to help feed London. Food would be transported to Covent Garden to be sold to the city's population. It is thought that the Airplot was once used to grow raspberries and other villagers remember the land being used for allotments.

The area is also birthplace of the Cox, Britain's favourite apple. Richard Cox developed the first Coxes in his garden, just a mile away from the airport, in around 1825. He is buried at St Mary's Church in Harmondsworth, one of the villages under threat, and his body might be exhumed if the development goes ahead. The Airplot orchard has now reintroduced Cox's famous breed to the area.

BAA

Numerous documents obtained under the Freedom of Information Act have shown the extraordinary relationships between BAA staff and officials at the Department for Transport who appear to have colluded in fixing the public 'consultation' on the third runway.

In October 2009, BAA announced it was ready to buy up houses within the third runway site, despite the fact that a planning application has not yet been submitted, let alone accepted.

LOCAL RESIDENTS

Already, residents are preparing to defend their homes. In March 2009, the direct activist group Plane Stupid launched Adopt a Resident, a scheme to support residents in their fight against a third runway and to help prepare them to defend their homes in the event of BAA being granted planning permission to build the runway. Dozens of residents from Sipson, Harmondsworth, Harlington and surrounding areas have already been adopted by environmental activists from across the UK and several activists have recently moved to Harlington, beginning a permanent presence in the area. Relationships between local residents and activists are strong, built on mutual respect and were born out of the 2007 Camp for Climate Action at Heathrow. Residents are represented by John McDonnell, who is the Member of Parliament for Hayes and Harlington. John works tirelessly on behalf of residents and is active in the campaign to stop the runway.

ACTIVISTS' AND RESIDENTS' ABILITY TO RESIST

By the time BAA are preparing for construction, activists and residents are expected to have fortified homes and to be prepared to take full scale non-violent direct action across the proposed third runway site. The Airplot is likely to be a focus of activity, but resistance is expected and may need to take place across the entire third runway site.

Further reading:

The Case Against Airport Expansion:
www.greenpeace.org.uk/caseagainst
Heathrow: 2000 years of History, by Philip Sherwood,
 The History Press; 2nd New edition (Dec 1 2009)
www.airplot.org.uk
www.greenpeace.org.uk
www.notrag.org
www.hacan.org.uk
www.planestupid.com
www.climatecamp.org.uk/actions/heathrow-2007



Bottom: Greenpeace activist occupying Kingsnorth coal fired power station in 2007. Top: Sipson and other local residents are teaming up with activists to stop the third runway being built. Together, these people are prepared to do whatever it takes to save their homes, stop BAA and prevent even more emissions from the aviation industry.



© Rick Pushinsky



© Rick Pushinsky



© Will Rose / Greenpeace

RULES AND SUBMISSION GUIDELINES

The promoter, manager and administrator of The Heathrow Contest is Greenpeace UK Ltd.

ELIGIBILITY

The competition is open to architects, landscape architects, architectural students and architect-led mixed disciplinary teams. Given the nature of the brief, we are actively encouraging engineers, artists, landscape designers, sculptors and other professionals aligned with associated bodies to collaborate and submit designs.

REGISTRATION

The competition is free to enter and all documents will be made publicly available. Participants should register at www.greenpeace.org.uk/heathrowcontest. On registration, a Declaration of Authorship form will be provided. This brief, autocad drawings for the site context and site survey plan, pdfs and panoramic photos of the site will also be available for download.

DEADLINE

Design submissions must be received by 5.30pm GMT on Friday 23 April.

SCHEDULE

Thursday 28 January	Competition launch
Wednesday 17 Feb	Site visits
Thursday 18 March	Site visits
Monday 22 March	Deadline for questions
Monday 29 March	Deadline for posting of all answers to questions on website
Friday 23 April	Deadline for submissions
3-14 May	Judging period
Week commencing 17 May	Shortlisted entries notified
Summer 2010 tbc	Exhibition of submissions

SITE VISITS

Access to the Airplot is restricted to the site visit dates on the schedule. Visits without consent from Greenpeace are not permitted. Both site visits will commence at 11am. To book your place visit www.greenpeace.org.uk/sitevisit

QUESTIONS

Any questions must be received in writing before close of business (5.30pm GMT) on Monday 22 March 2010. Submit questions to www.greenpeace.org.uk/questions or write to 'Questions' at the address opposite. Replies to all questions will be posted at www.greenpeace.org.uk/answers on an ongoing basis and as a comprehensive response by Monday 29 March.

Oral questions will not be accepted.

THE JURY

The jury will comprise a range of individuals who together will be able to judge the practical, political and design merits of submissions, including qualified architects, direct-activists and artists. The members will include:

- Sarah North, Campaigns Director, Greenpeace
- Alistair McGowan, Comedian and Airplot co-owner
- Peter Clegg, Senior Partner, Feilden Clegg Bradley Studios
- Oli Rodker, environmental activist
- Rachel Whiteread, artist
- Professor Neil Thomas, Founder of Atelier One

In the event of a judging panel member being unable to continue to act through illness or any other cause, the promoter reserves the right to appoint an alternative panel member.

EVALUATION OF INITIAL DESIGN PROPOSALS

Panel members will assess the designs against the following criteria:

- Response to site constraints, aims, basic needs, guiding design principles, requirements and key considerations.
- Potential to aid resistance to eviction.
- Potential to communicate the cultural and moral significance of stopping the runway.
- Potential to inspire, galvanise support and communicate the importance of stopping climate change.
- Potential to be a practical structure that whilst drawing upon the heritage of the site, would be truly sustainable in environmental, social and financial terms.

PUBLIC EXHIBITION

We will present shortlisted designs in a public exhibition in the summer of 2010.

NOTIFICATION OF RESULT

The competition results will be published after notification has been given to all participating competitors.



Panoramas, site and context plans have been produced by Breeze Landscape www.breeze-landscape.co.uk

PRESENTATION

Your design submission must comprise of these four elements:

1. **1x A1 or 2x A2 portrait, lightweight foam boards** (594mm x 420mm) to be equivalent to an A1 landscape board (594mm x 841mm). The boards can use concept sketches, images, plans and elevations to depict and explain the design proposals in any way applicants feel is appropriate.
2. **An accompanying design summary** (maximum A4 4pp 12pt) outlining the design strategy and key drivers behind the concept scheme. This summary should demonstrate how the proposals have responded to the guiding design principles, requirements and key considerations. The text may also include images.
3. **A CD/DVD or memory stick** containing:
 - PDFs of the A2 design boards (PDF format under 1MB for web; and print quality);
 - the design statement (word format); and
 - up to three publicity jpeg images at both 72dpi RGB (sized for web) and 300dpi CMYK (large sized to print up to A2).
4. **A hard copy of the duly completed 'Declaration of Authorship' form**, in a sealed envelope marked 'Declaration Form'.

ANONYMITY

All submissions will be judged anonymously to ensure a fair contest. Any submission that has identifying marks (including logos, text, insignia or images that could be used to identify the submission's author) will be automatically disqualified. The sealed Declaration Form envelopes will only be opened once the Judging Panel has identified the 10 finalists. Each shortlisted competitor must be able to satisfy the competition organisers that the submitted design is an original piece of work and that he/she is the bona fide author of the design he/she has submitted.

COPYRIGHT

Greenpeace will reproduce shortlisted designs in the public exhibition and on our website, but recognises that Copyright will ultimately rest with the designers.

The ownership of Copyright will be in accordance with the Copyright, Designs and Patents Act 1988 - i.e. Copyright rests with the author of the submitted design.

PUBLICITY

Greenpeace reserves the right to publicise The Heathrow Contest, any design submission, and the result in any way or medium it considers fit.

Illustrations of any design – either separately, or together with other designs, with or without explanatory text – may be used without cost providing drawings and ideas are credited to the authors.

At the conclusion of the competition, it is Greenpeace's intention to showcase the range of ideas submitted to The Heathrow Contest via an online gallery resource and public exhibition. Once anonymity has been lifted, authors will be credited and recognised in all associated media and publicity.

COMMITMENT TO BUILD

It is the intention of Greenpeace to commission the author of the winning design to work collaboratively with Greenpeace to take the scheme forward and through to completion. However, in serving the best interests of the campaign, Greenpeace cannot confirm the timescale of this and Greenpeace reserves the right not to proceed beyond the competition stage.

Where necessary, Greenpeace also reserves the right to supplement the expertise of the winning designer/s team to ensure deliverability of the project.

SUBMISSIONS

All submissions should be contained in a single package and sent, carriage paid, addressed to:

The Heathrow Contest
Greenpeace
Canonbury Villas
London
N1 2PN

www.greenpeace.org.uk/heathrowcontest

“Architecture is the will of an epoch translated into space”

LUDWIG MIES VAN DER ROHE

"If politicians refuse to listen, direct action becomes inevitable"

JOHN MCDONNELL, LABOUR MP
FOR HAYES AND HARLINGTON

