

# Our Proposals By Zone



6

# 6.0 Our Proposals by Zone

## 6.1 Introduction

- 6.1.1 For the purpose of describing the different components that make up our Preferred Masterplan, we have divided it into 18 zones, labelled alphabetically from A to U (see Figure 6.1.1). In this chapter, we will provide an overview of the key components within each zone. For more detailed information relating to the components described here, including why they were selected for the Preferred Masterplan, please refer to the *Updated Scheme Development Report*.
- 6.1.2 For each zone, we provide an aerial photograph to illustrate its existing features, extracts from parameter drawings that have informed our assessments of the Preferred Masterplan, and illustrative materials to help explain the potential development that could result from the implementation of these parameters within each zone. For a number of zones, further illustration can be found in the relevant *Heathrow Expansion and your area* documents.
- 6.1.3 The following pages provide description of our proposals with each Zone identified on Figure 6.1.1 and in the list below:

Zone A – New Runway Area  
 Zone B – Terminal 5 Area  
 Zone C – Central Terminal Area  
 Zone D – Existing Runways Area  
 Zone E – Terminal 4 and Cargo Area  
 Zone F – Maintenance Base and Crane Valley Area  
 Zone G – Hatton Area  
 Zone H – Mayfield Farm Area  
 Zone J – Stanwell and Stanwell Moor Area  
 Zone K – M25 Area  
 Zone L – Poyle and Colnbrook Area  
 Zone M – Railhead and Brands Hill Area  
 Zone N – Richings Park and Thorney Area  
 Zone P – Harmondsworth and Sipson Area  
 Zone Q – Sipson and Harlington Area  
 Zone R – Bath Road and Cranford Park Area  
 Zone T – Hythe End Area  
 Zone U – Ashford Area

Note: Zone S is no longer required for the Project.

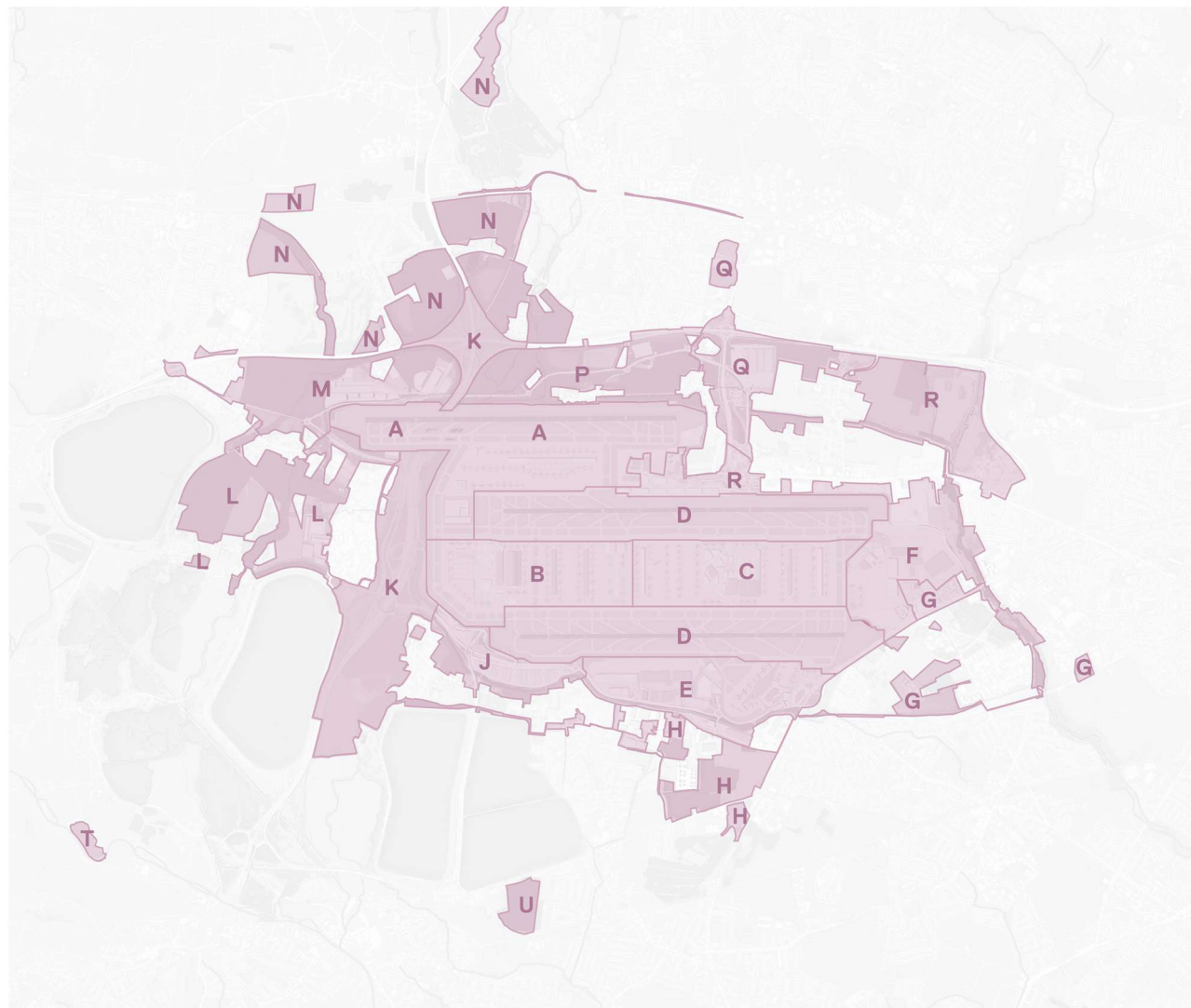


Figure 6.1.1: Masterplan zones

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# Zone A

## 6.2 one A - New Runway Area



Figure 6.2.1: Location map - Zone A

- 6.2.1 Zone A includes the proposed third runway as well as new associated taxiway infrastructure, satellite and apron facilities, and Airport Supporting Development (ASD).
- 6.2.2 Existing homes, community facilities, businesses, highways and other features, identified on Figure 6.2.2, will be demolished in order to allow the construction of this infrastructure. This includes the displacement of the residents of, and demolition of, the whole of the village of Longford, the residential streets of Zealand Avenue and Pinglestone Close and the southern part of the village of Harmondsworth, including Harmondsworth Primary School.

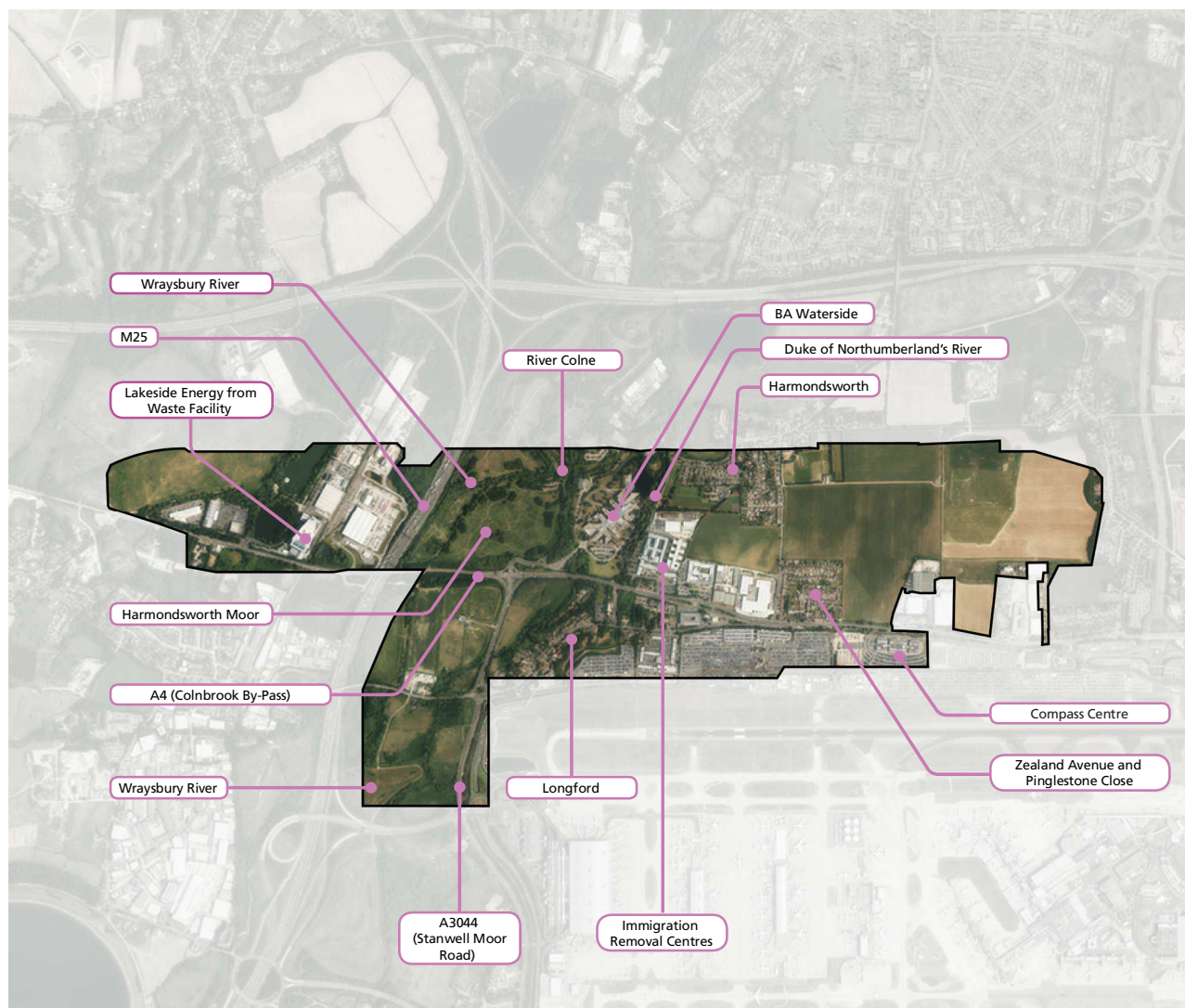


Figure 6.2.2: Aerial photograph - Zone A

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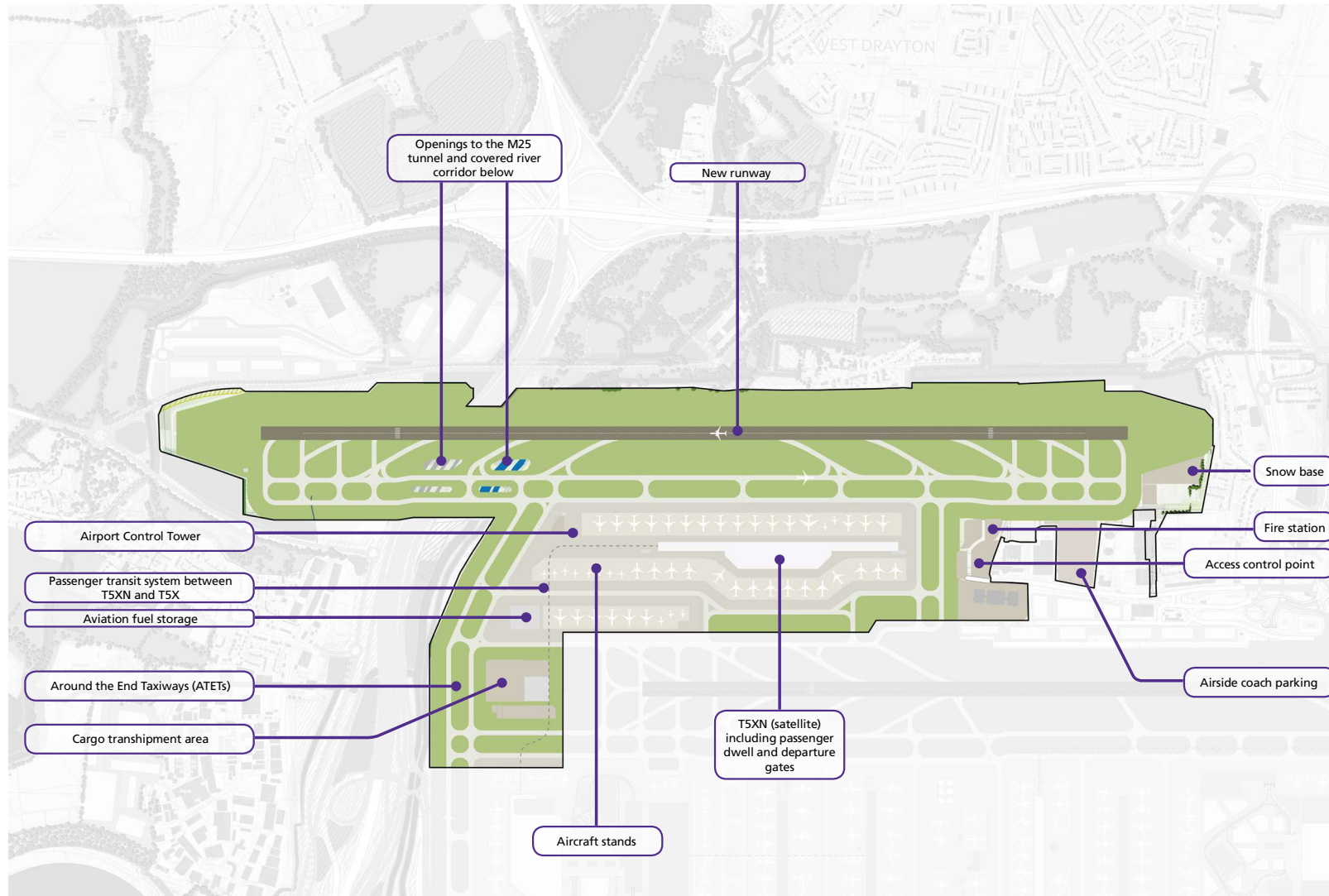


Figure 6.2.3: Illustrative Plan - Zone A

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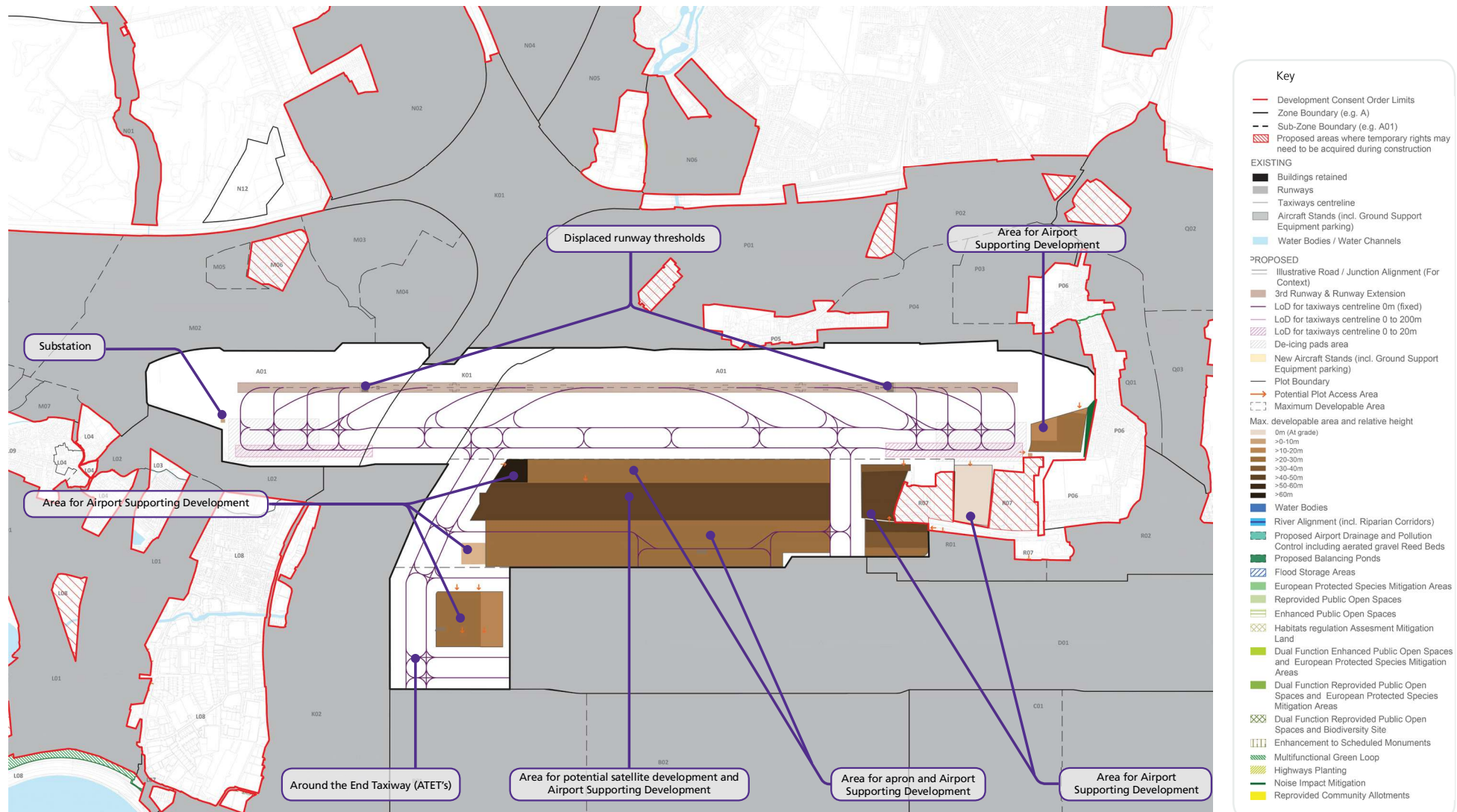


Figure 6.2.4: Parameter Plan - Zone A

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- 6.2.3 The proposed runway is 3,500m in length and is located northwest of the existing airport. It is consistent with the length and position of the runway illustrated in Annex B of the ANPS. The benefit of this location compared to more easterly locations is that aircraft will be flying higher over London as they approach Heathrow to land on the new runway, thereby reducing noise impacts for the wider region.
- 6.2.4 Around The End Taxiways (ATETs) are included to the west of the existing airport to connect the new runway to the existing airfield, avoiding disruptive runway crossings of the centre runway. These taxiways are positioned so as to minimise impacts to existing Green Belt areas, whilst maintaining the safe operation of the centre runway.
- 6.2.5 A new T5XN satellite with aircraft stands is provided between the proposed runway and the centre runway, minimising aircraft taxiing journeys to the new runway. This satellite would be connected to the new T5X terminal (refer to Zone B) via a new passenger transit system and will house a large passenger dwell area as well as departure gates and associated apron level infrastructure.
- 6.2.6 Areas of Airport Supporting Development required to serve the new runway, apron and terminal facilities, such as baggage handling, ground support equipment parking and vehicle control posts, are also included within Zone A, adjacent to the areas they serve.
- 6.2.7 A second control tower is allowed for in the parameters.

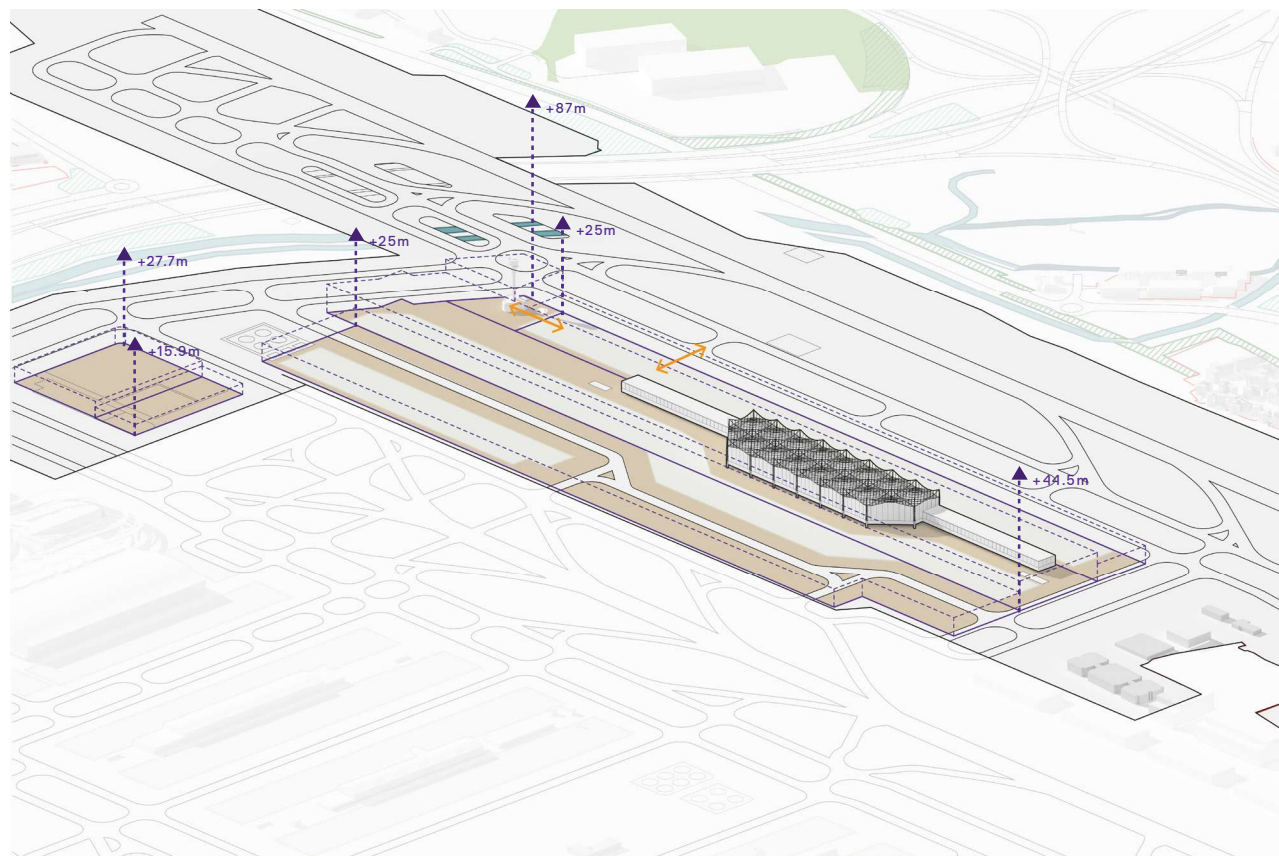


Figure 6.2.5: Illustrative 3D massing - Zone A T5X Satellite Area

\* All buildings shown as indicative massing within height parameters which are relative to the assumed ground level



# Zone B

## 6.3 Zone B - Terminal 5 Area



Figure 6.3.1: Location map - Zone B

- 6.3.1 Zone B is located at the west end of the existing airport and includes the existing Terminal 5 building, satellites and aprons as well as new passenger terminal capacity and associated apron space west of T5, and new Airport Supporting Development.
- 6.3.2 A new terminal, T5X, would be located to the west of the existing T5. It would contain the key passenger facilities of check-In, security, immigration, baggage reclaim and transfers, with walking links back to T5. T5X will serve new aircraft stands around the building and the new T5XN satellite to the north (refer to Zone A) via a passenger transit system.

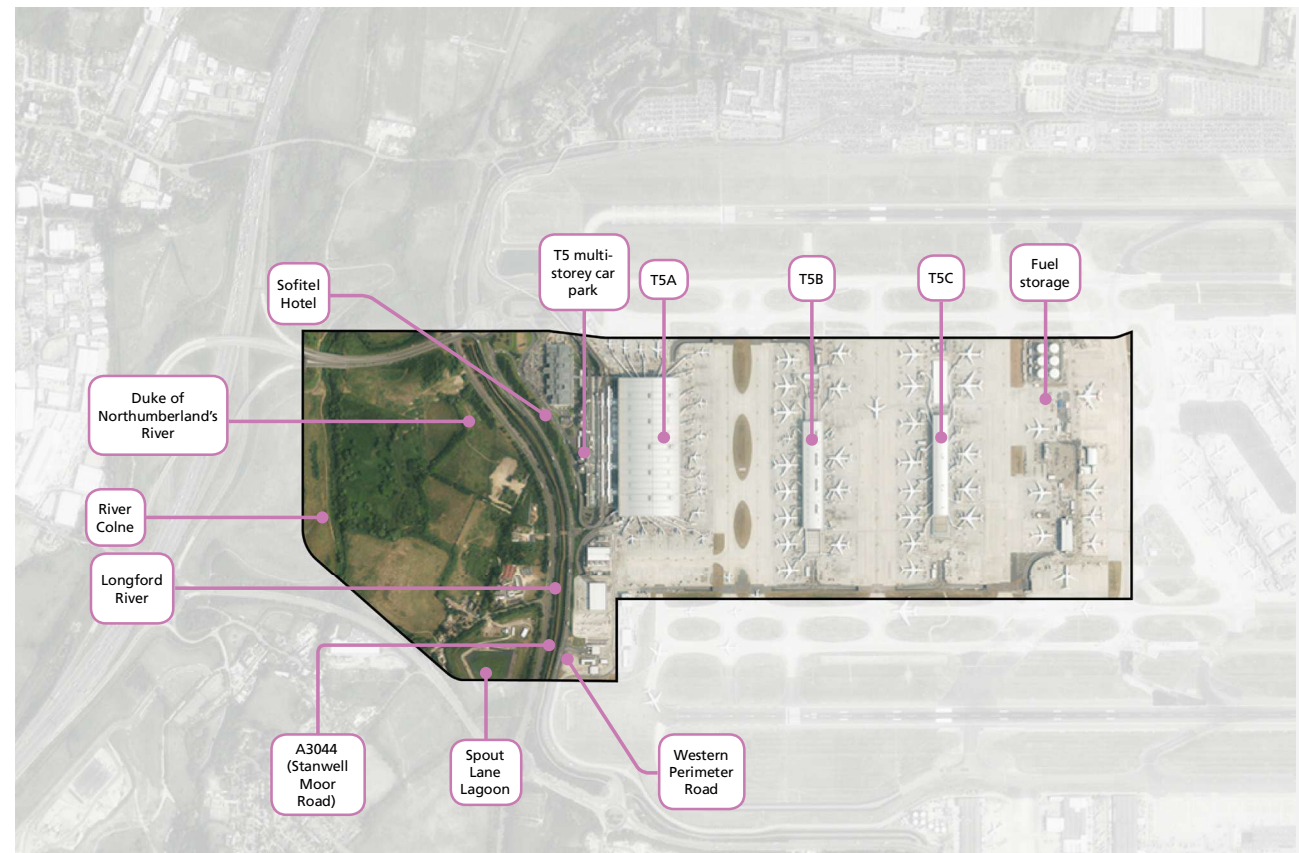


Figure 6.3.2: Aerial photograph - Zone B

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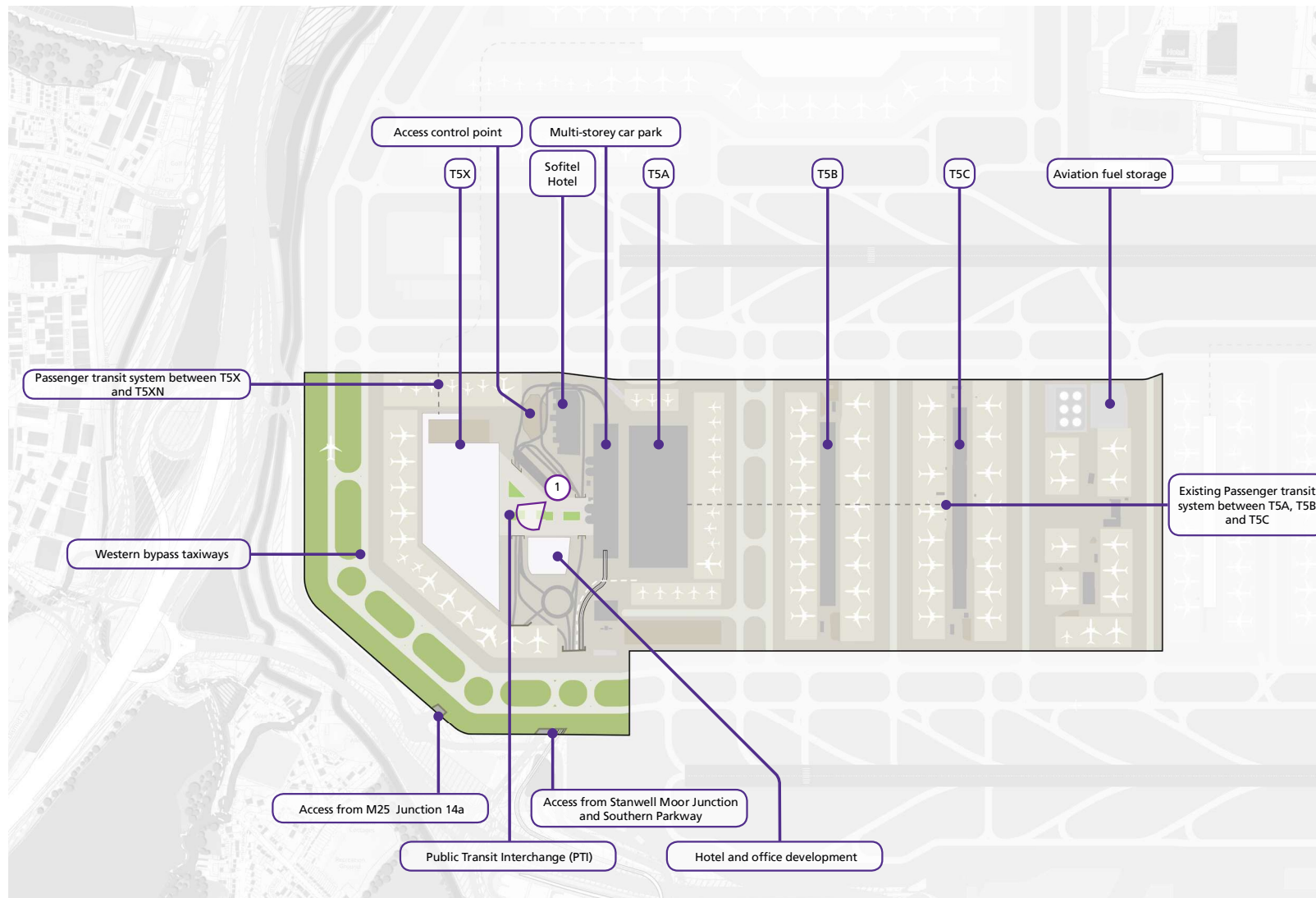


Figure 6.3.3: Illustrative Plan - Zone B

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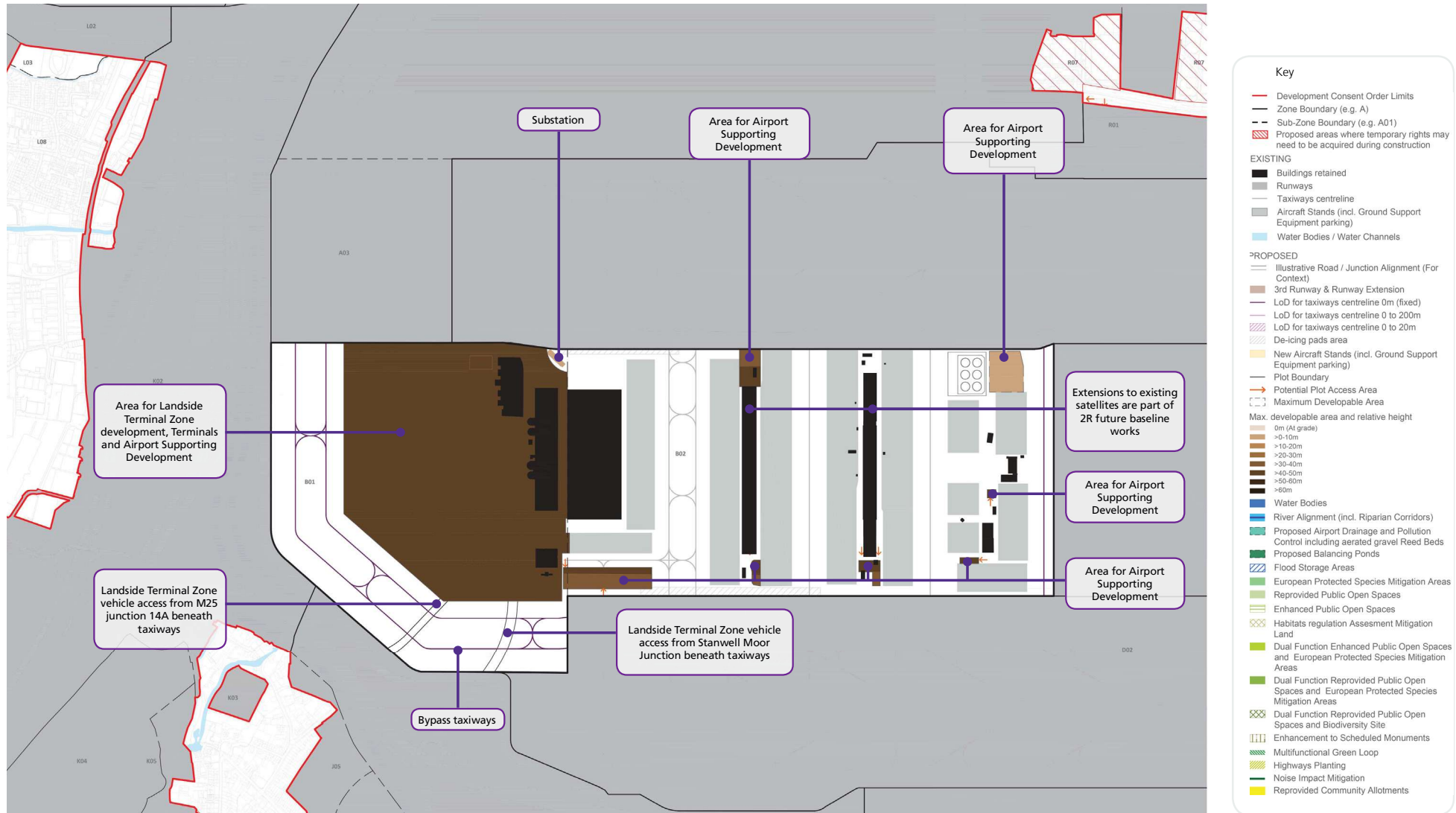


Figure 6.3.4: Parameter Plan - Zone B

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- 6.3.3 The proposed west campus Landside Terminal Zone (LTZ) containing a new consolidated Public Transport Interchange (PTI), that can accommodate new rail connections such as the Elizabeth Line and a Western Rail link, and a large associated commercial zone.
- 6.3.4 New taxiways are proposed to the west of the T5X western extension to provide access to the T5X apron and provide an essential bypass route from the south of the airport to the new runway, minimising congestion on the existing taxiway network.
- 6.3.5 Two points of direct road access into the West Campus LTZ will be provided, one from a reconfigured Junction 14a (refer to Zone K) and another via an improved Stanwell Moor Junction from the A3113 and A3044.
- 6.3.6 New Airport Supporting Development, including additional fuel facilities, will be provided within the existing T5 apron area and immediately east, through consolidation of existing facilities and intensification of the land uses.

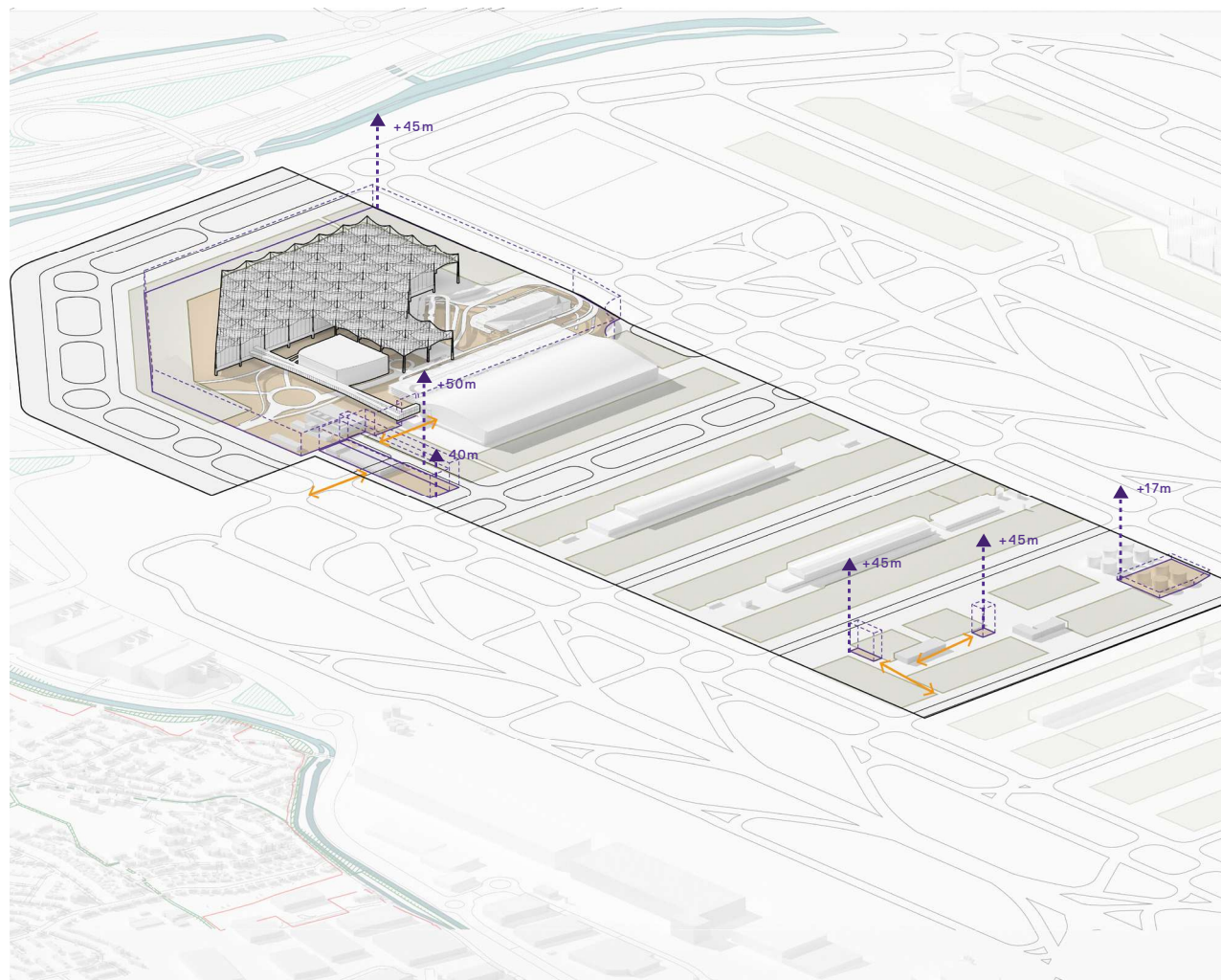


Figure 6.3.5: Illustrative 3D massing - Zone B - Terminal 5 Area

\* All buildings shown as indicative massing within height parameters which are relative to the assumed ground level





Figure 6.3.6: View 1 - Illustrative visualisation of T5X and PTI (refer to Figure 6.3.3)

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# Zone C

## 6.4 Zone C – Central Terminal Area



Figure 6.4.1: Location map - Zone C

- 6.4.1 Zone C is located within the existing airport and includes the existing Terminals 2 and 3 and their aprons, the existing T2B satellite, new satellite buildings and aprons, and the Central Terminal Area (CTA).
- 6.4.2 In Zone C, growth in terminal capacity will be focused around Terminal 2 (T2A), including the eventual full occupation of the Terminal 1 site. Planning Permission already exists for the expansion of T2A phase 2. It is anticipated that the Project will either be implemented alongside these works or will supersede them.
- 6.4.3 A new T2C satellite will be provided east of T2B to provide additional capacity in the East Campus. The existing taxiways in this area will be shifted eastwards to enable this growth. This will require some reconfiguration to the maintenance area at the east end of the airport. For information about these works, please refer to Zone F.

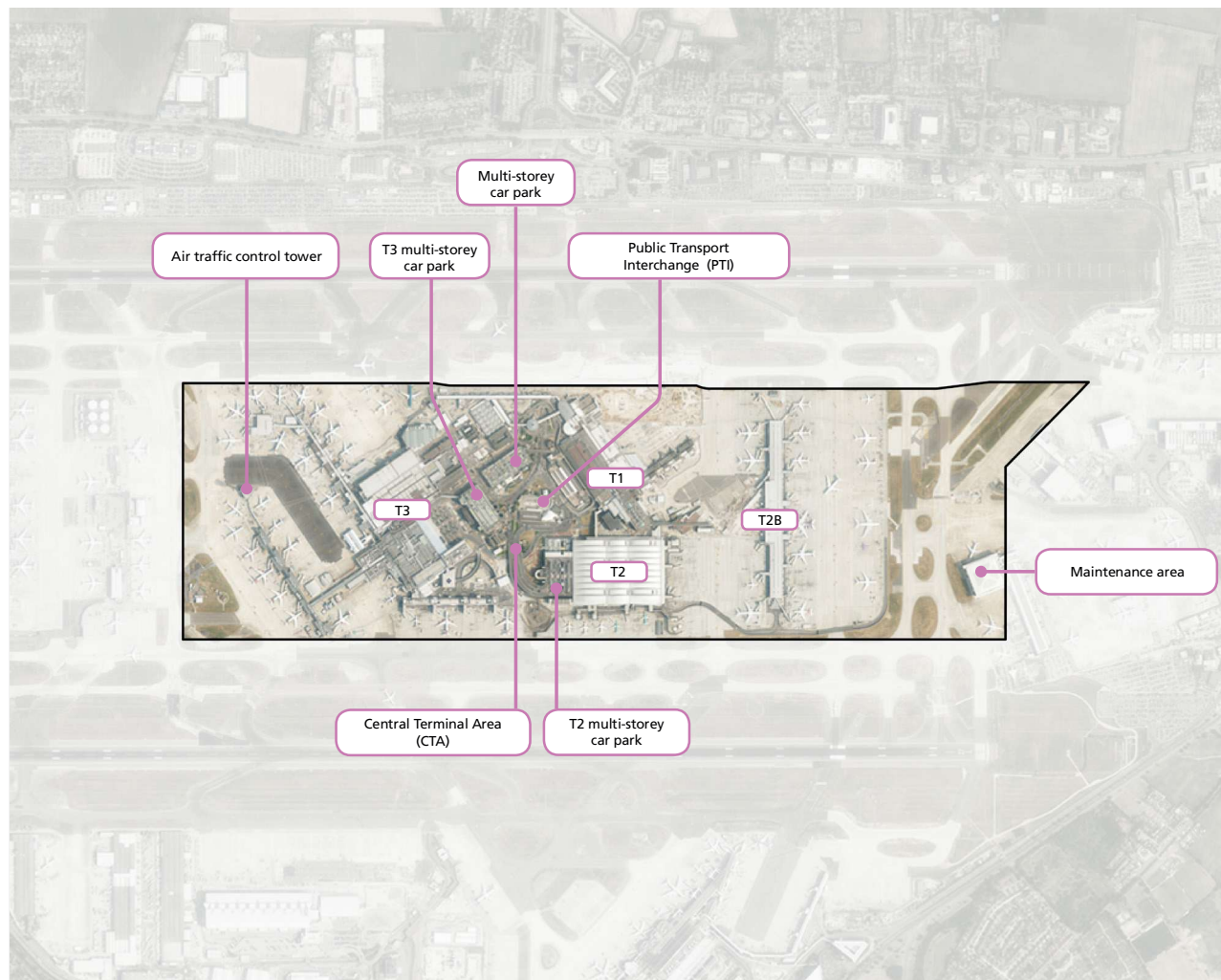


Figure 6.4.2: Aerial photograph - Zone C

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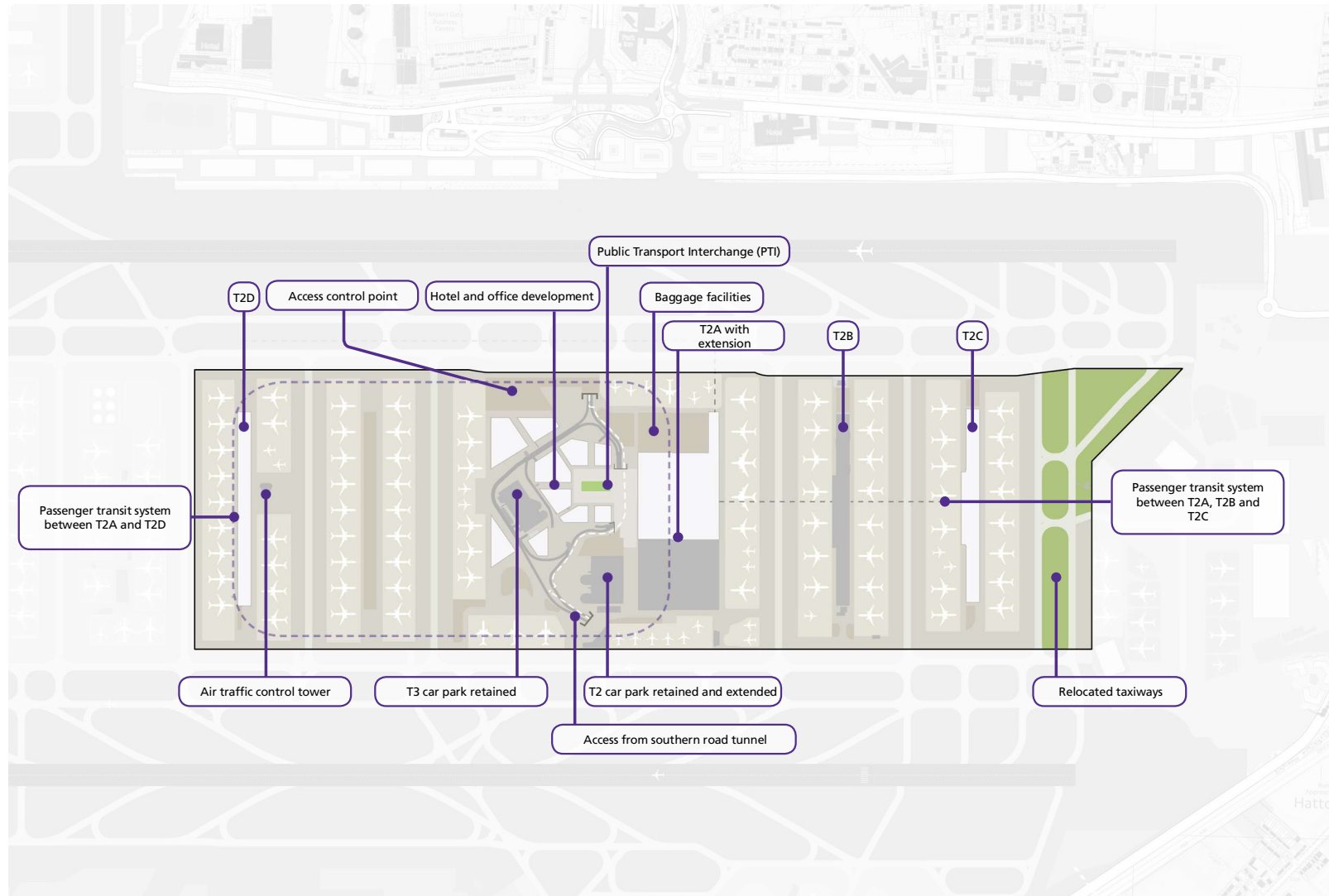


Figure 6.4.3: Illustrative Plan - Zone C

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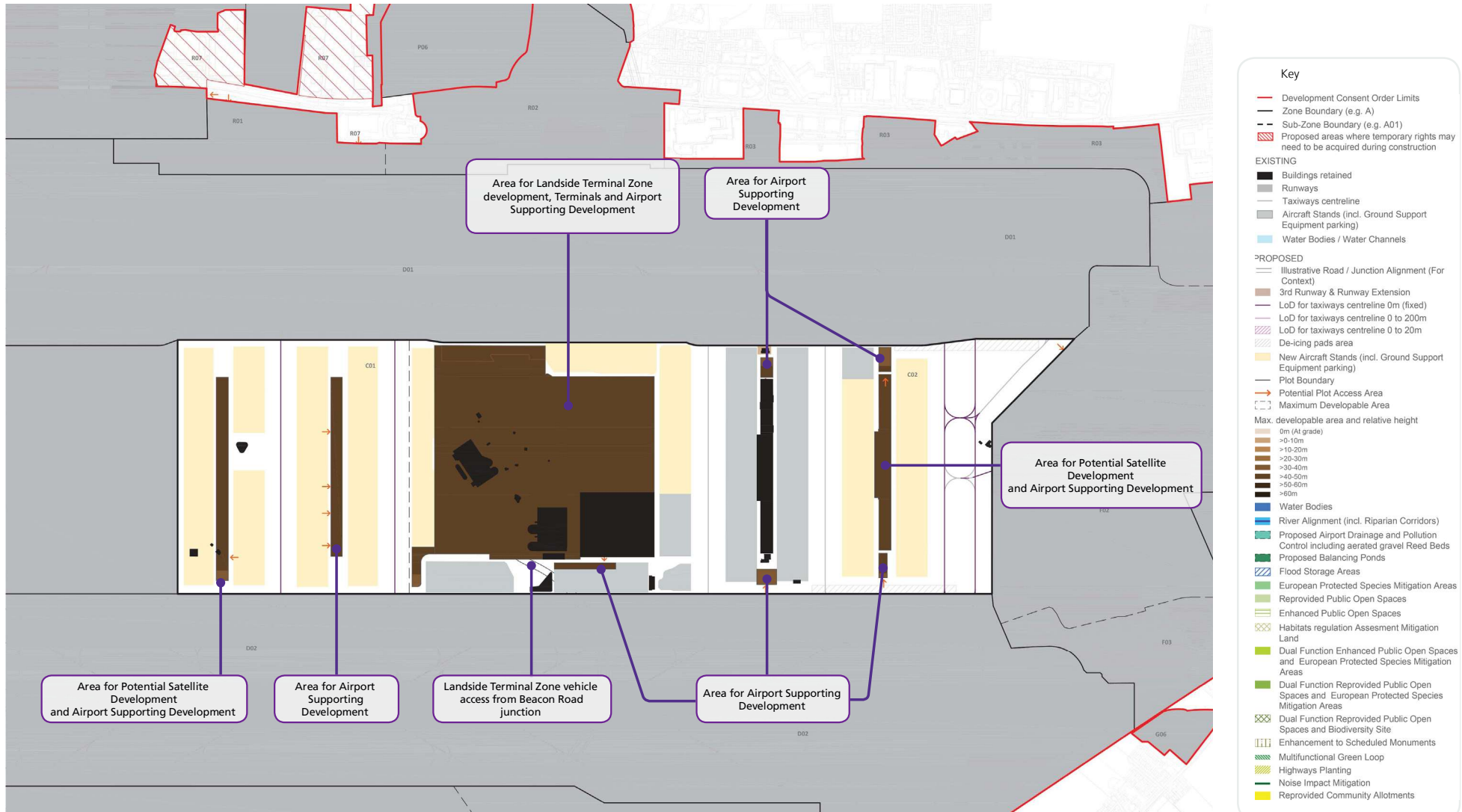


Figure 6.4.4: Parameter Plan - Zone C

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6.4.4 The CTA will be reconfigured to deliver an improved Public Transport Interchange (PTI) and an associated commercial zone. A new Southern Road Tunnel will connect the CTA to the Southern Perimeter Road. For information about these works, please refer to Zone E.

6.4.5 Terminal 3 will be redeveloped in the later stages of the Project to make way for a new linear apron arrangement west of T2A, including a new T2D satellite, aircraft parking stands and ASD, such as baggage handling and waste facilities.

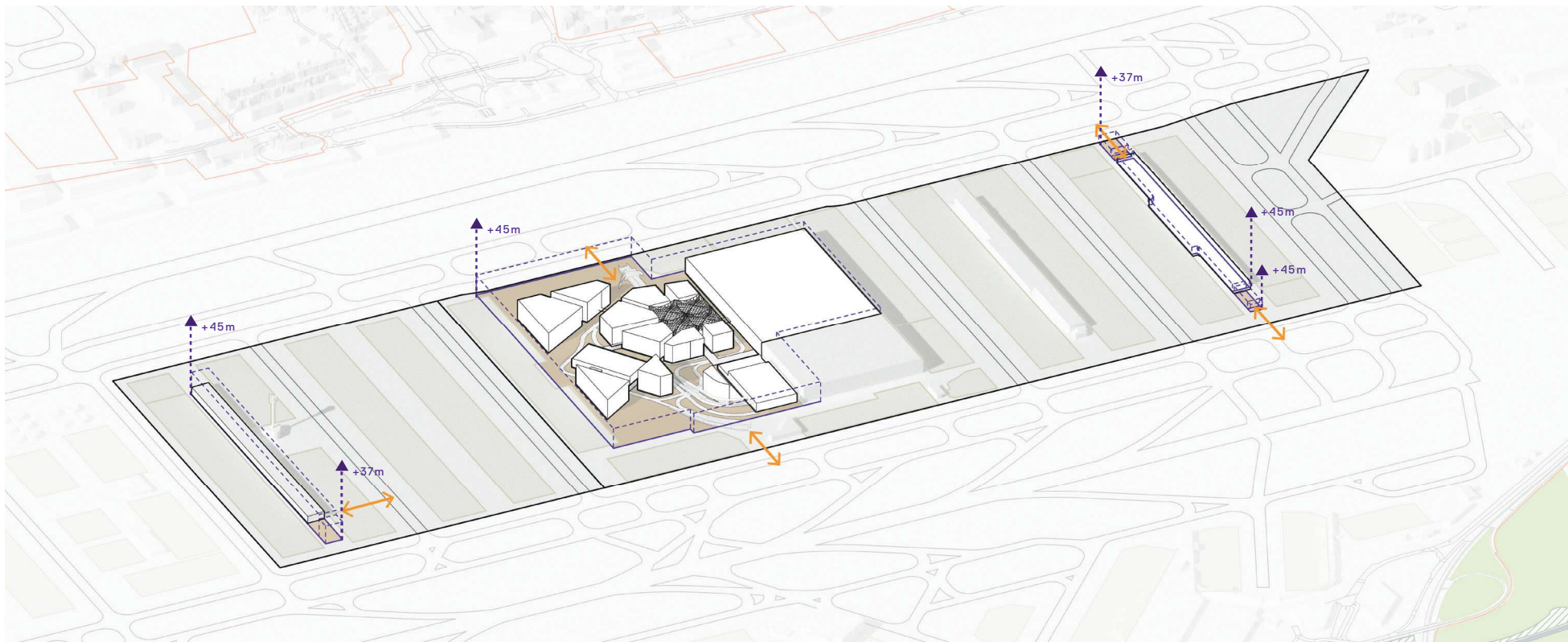


Figure 6.4.5: Illustrative 3D massing - Zone C - Central Terminal Area

\* All Buildings shown as indicative massing within height parameters which are relative to the assumed ground level



# Zone D

## 6.5 Zone D - Existing Runways Area



Figure 6.5.1: Location map - Zone D

- 6.5.1 Zone D is located within the existing airport and consists of the two existing runways and their associated taxiways as well as some new areas of Airport Supporting Development (ASD). The zone is split into two separate areas, with Zones B and C in between them.
- 6.5.2 Some adjustments are proposed for the two existing runways in order to allow independent alternation of flight paths across all three runways, which is an important pre-requisite to deliver noise respite for communities. This will include the introduction of a 550m 'displaced threshold' at the eastern (27L) end of the existing southern runway, and 1101m displaced thresholds at both ends of the centre runway (09C and 27C). Displacing the thresholds has the effect of reducing noise impacts of approaching planes on nearby residents, as aircraft will be at a higher altitude as they pass over local communities.



Figure 6.5.2: Aerial photograph - Zone D

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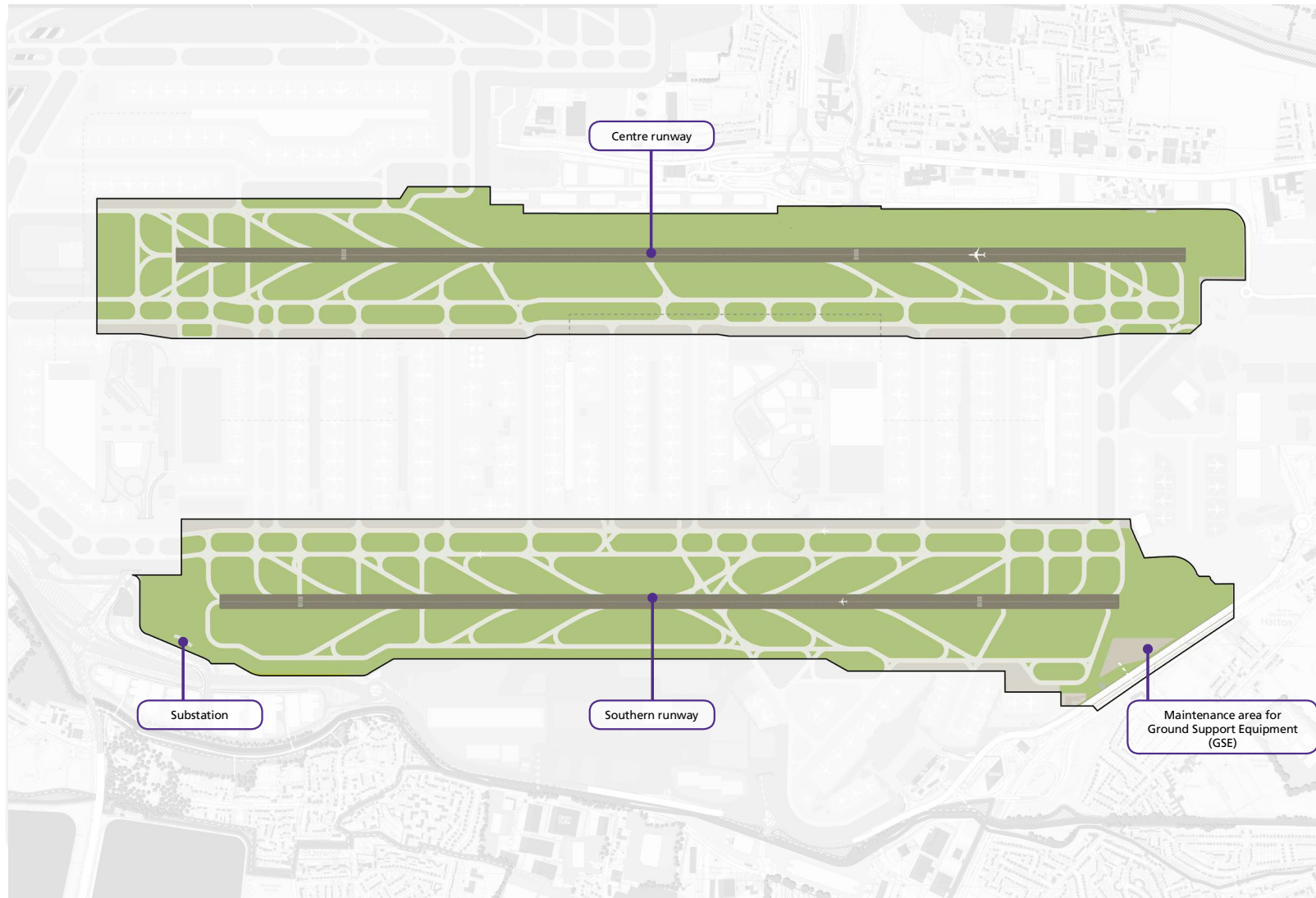


Figure 6.5.3: Illustrative Plan - Zone D

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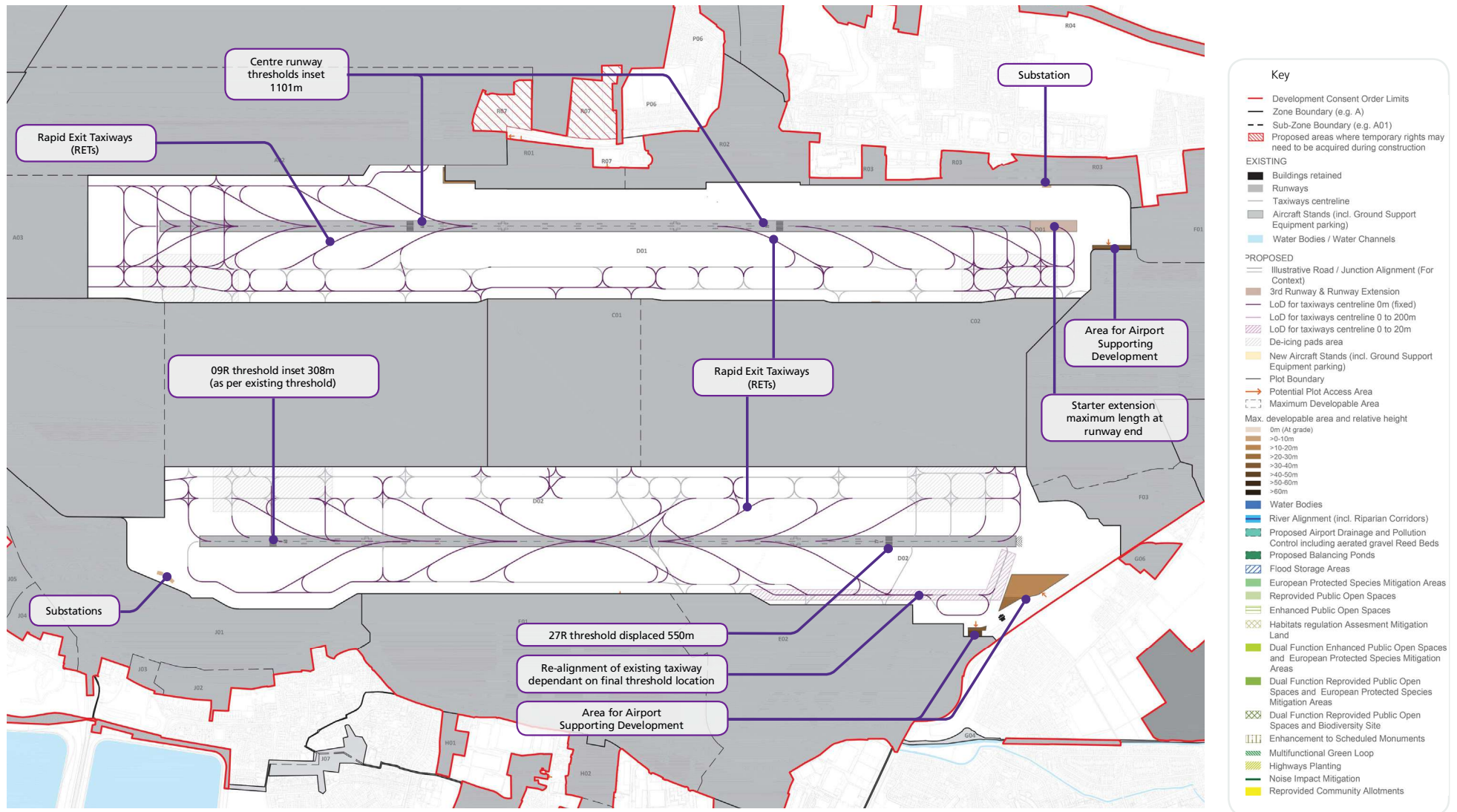


Figure 6.5.4: Parameter Plan - Zone D

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- 6.5.3 A new starter extension strip of 211m in length will be provided at the east end of the centre runway to maintain a 3,500m Take Off Run Available (TORA) within the distance available due to the presence of the ATETs at the west end of the runway. For more information regarding displaced thresholds and starter extensions, please refer to the *Updated Scheme Development Report*.
- 6.5.4 Some of the access and exit taxiways (RATs and RETs) on the existing runways will need to be reconfigured due to the threshold displacements and the starter extensions.
- 6.5.5 The Preferred Masterplan does not include a northeast taxiway, which was identified as potentially being required during Airport Expansion Consultation One. Further airfield modelling has indicated that the additional taxiway is not essential and the benefits it would bring do not outweigh property, environmental and heritage impacts. Accordingly, the airport boundary to the east of the M4 Spur will remain unaltered and commercial uses along Bath Road will not be displaced, including the Grade II listed memorial to General Roy which Historic England flagged as a concern during public consultation.
- 6.5.6 Works to the eastern end of the centre runway will be undertaken early in the construction schedule to enable departures on early operations. This was previously restricted by the Cranford Agreement.
- 6.5.7 Additional areas of ASD are provided at the east ends of both existing runways to meet growth requirements. This includes parking areas for ground services equipment and aircraft de-icing areas.



Figure 6.5.5: Illustrative visualisation of the Preferred Masterplan



# Zone E

## 6.6 Zone E - Terminal 4 and Cargo Area

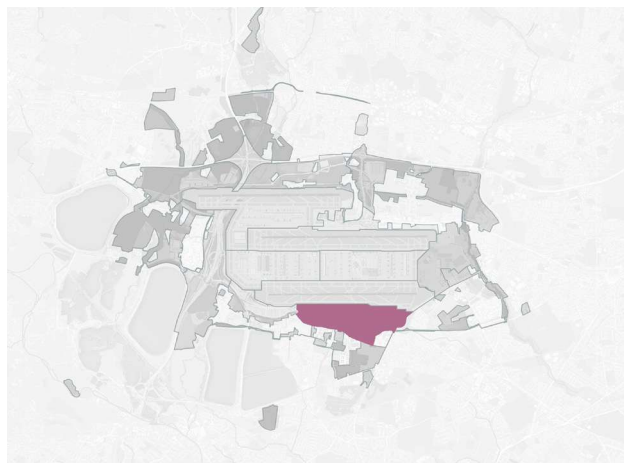


Figure 6.6.1: Location map - Zone E

- 6.6.1 Zone E is located to the south of the existing southern runway and includes existing cargo areas and T4.
- 6.6.2 T4 will remain in operation with a similar capacity as today. Minor reconfiguration of the northernmost pier of T4 and its associated apron and taxilanes will be required due to the displacement of the 27L runway threshold (refer to Zone D). Some additional areas of Airport Supporting Development (ASD) will be provided adjacent to T4 to provide new baggage and waste handling facilities.
- 6.6.3 To the south of T4, it is proposed to build a multi-storey car park on the existing T4 long stay car parking site and a new at-grade parking area west of it, with a combined capacity of up to 6,500 spaces. This car park, to serve the whole airport, is proposed to accommodate consolidated car hire, authorised vehicles (AV) and taxi feeder parking.

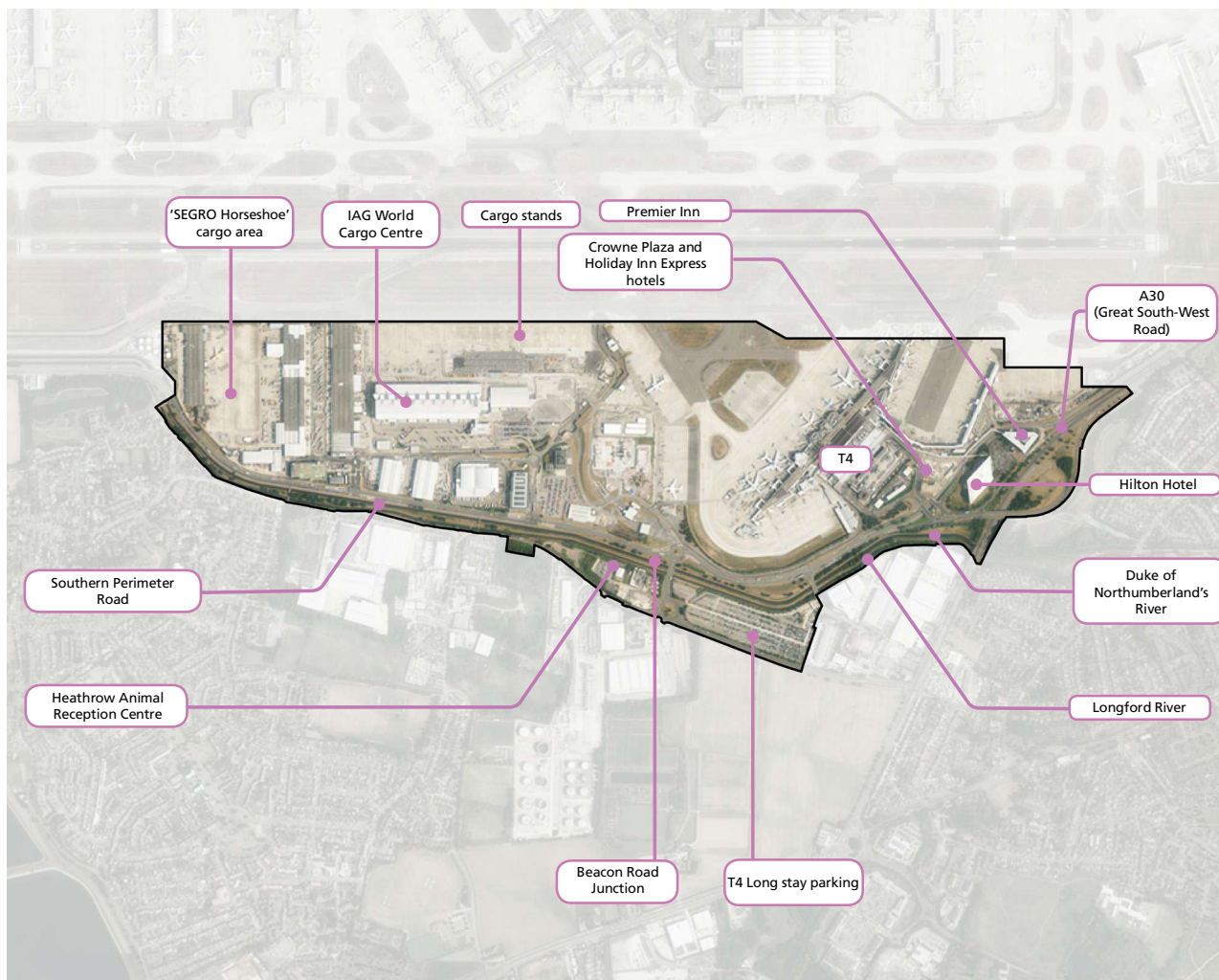


Figure 6.6.2: Aerial photograph - Zone E

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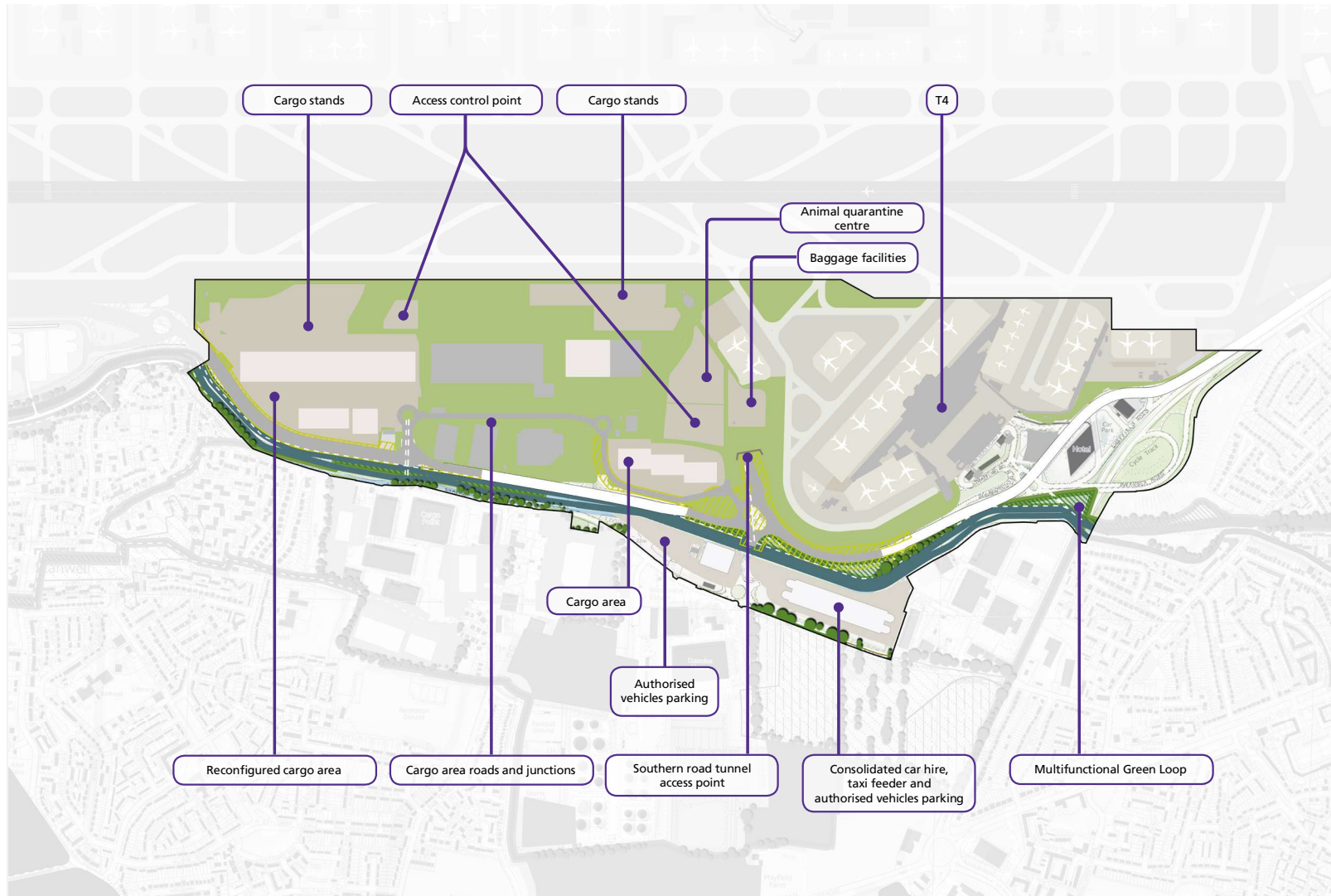


Figure 6.6.3: Illustrative Plan - Zone E

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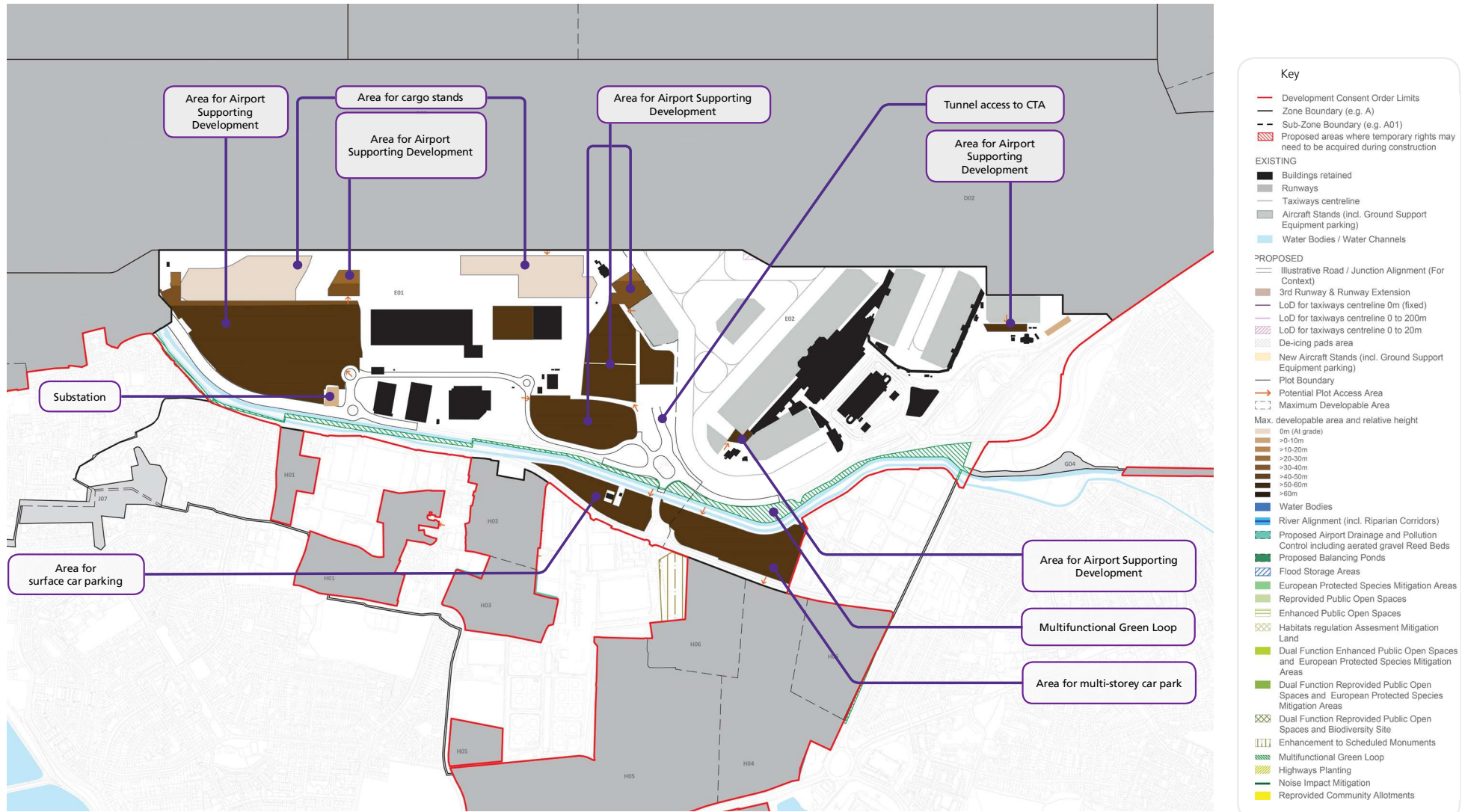


Figure 6.6.4: Parameter Plan - Zone E

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- 6.6.4 The Preferred Masterplan includes up to 206,000sqm of additional cargo facilities in order to double the cargo-handling capacity at Heathrow. This growth will be achieved by the provision of additional facilities within the existing IAG World Cargo Centre, and by the reconfiguration of the existing 'SEGRO Horseshoe'. The owners of this area, SEGRO, have provisional plans for its development, to ensure that these can be delivered alongside airport expansion, this development has been included within the development parameters for this site.
- 6.6.5 South of the cargo area, the Southern Perimeter Road will be upgraded from two to three lanes in each direction from the Stanwell Moor Junction in the west (refer to Zone J) to a new at-grade roundabout at Stirling Road.
- 6.6.6 A new 1.1km long southern road tunnel is proposed to connect the Southern Perimeter Road to the Central Terminal Area from an improved roundabout at the junction with Beacon Road to the west of T4. This connection has been highlighted as important by consultees and will provide a new link for public transport (buses and coaches) and public vehicles from the south. We have yet to determine the best means of enabling a cycle route through the tunnel.
- 6.6.7 The Green Loop, following the alignment of the Duke of Northumberland's and Longford Rivers, runs through Zone E, offering a recreational route with landscape and biodiversity enhancements to the river corridor. The Green Loop is complemented by new cycle routes.

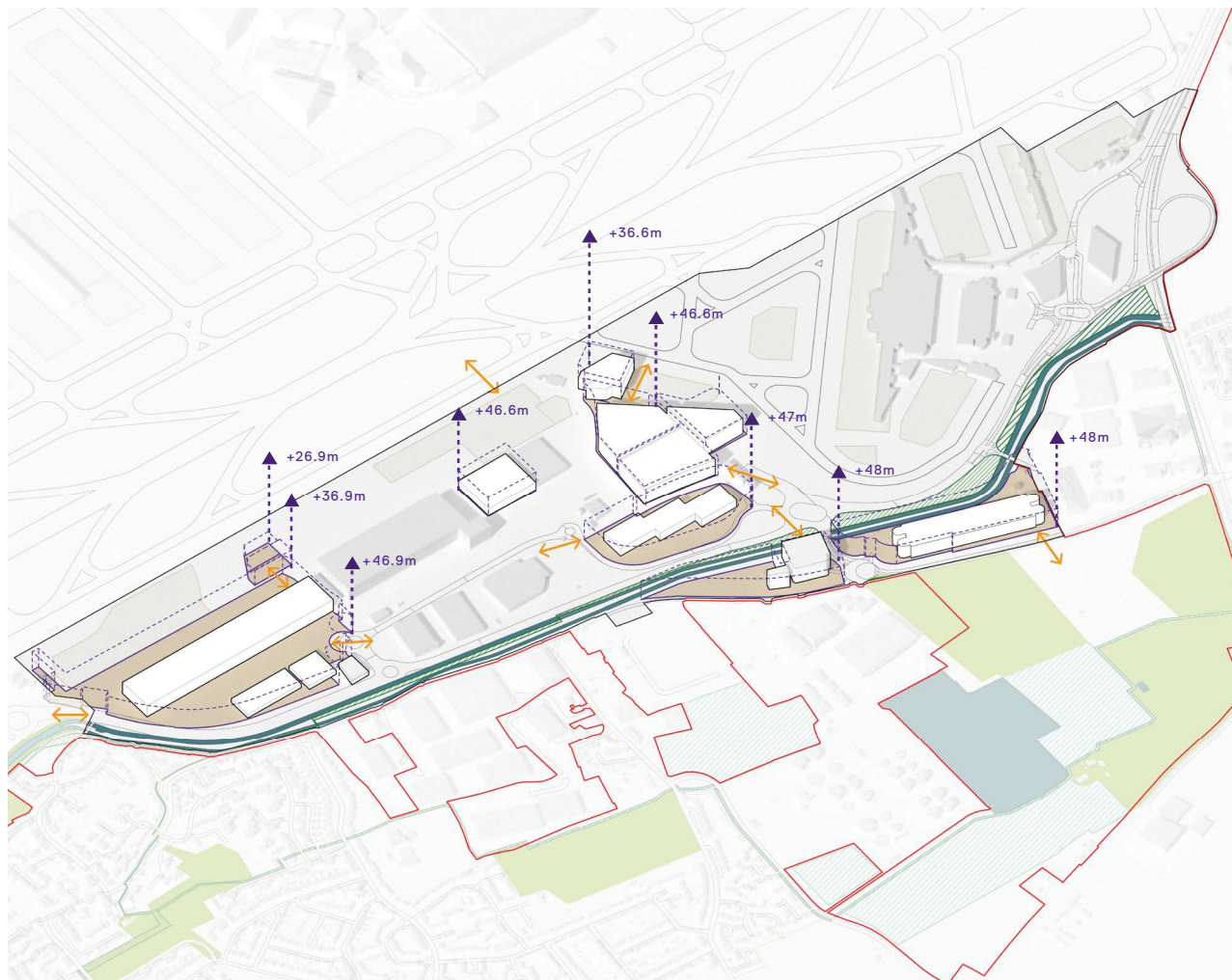


Figure 6.6.5: Illustrative 3D massing - Zone E - Terminal 4 and Cargo Area

\* All Buildings shown as indicative massing within height parameters which are relative to the assumed ground level

# Zone F

## 6.7 Zone F – Maintenance Base and Crane Valley Area



Figure 6.7.1: Location map - Zone F

- 6.7.1 Zone F is located at the east end of the existing airport and includes existing aircraft maintenance areas, parking areas and other Airport Supporting Development.
- 6.7.2 Heathrow has significant Maintenance, Repair and Overhaul (MRO) facilities for aircraft operating from the airport, and the number of facilities required for this function will need to increase as a result of expansion.
- 6.7.3 The existing maintenance base on the eastern side of the airport will be reconfigured with additional hangars and other maintenance accommodation, such as aircraft parking stands and ground run pens. The existing Cathedral Hangar and Technical Block E (TBE) within this zone are required to be demolished to enable the development of the new T2C satellite building, apron and taxiways (refer to Zone C). This presents an opportunity to optimise the efficiency of land use in this zone and rationalise its layout.

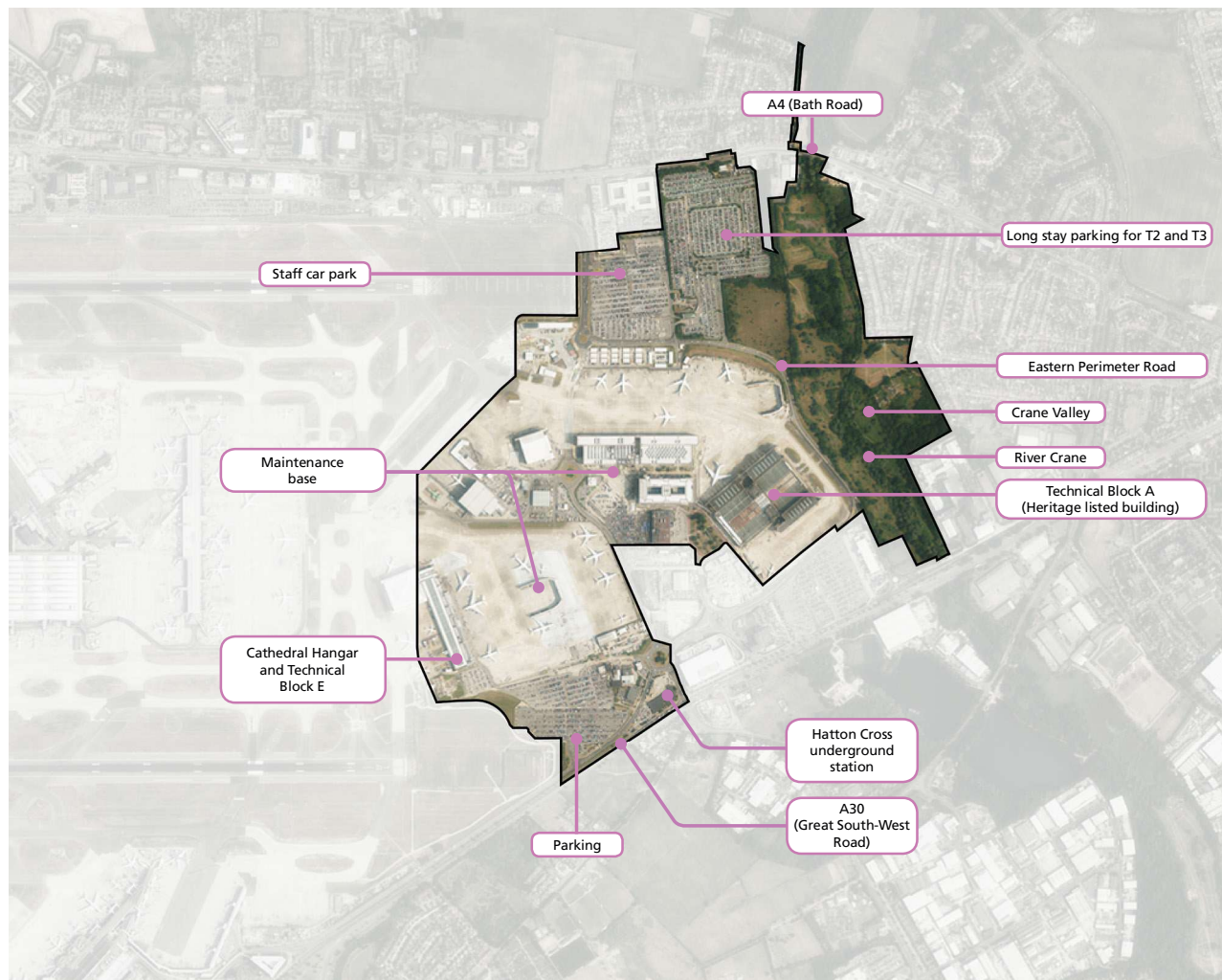


Figure 6.7.2: Aerial photograph - Zone F

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Figure 6.7.3: Illustrative Plan - Zone F

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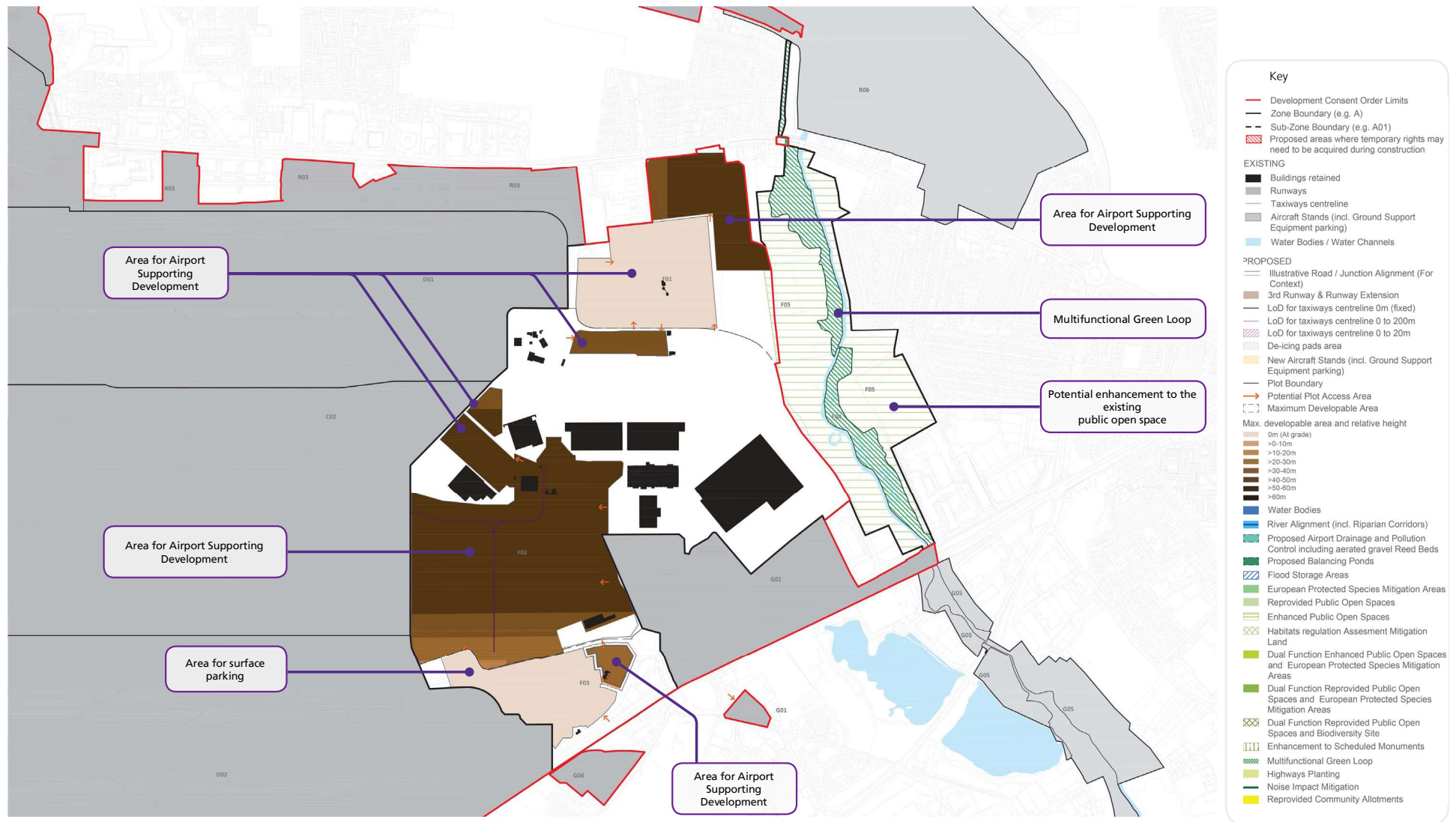


Figure 6.7.4: Parameter Plan - Zone F

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- 6.7.4 Existing areas of at-grade parking at the east ends of both the central and southern runways will be enlarged and re-purposed to accommodate landside bus and coach parking and long stay car parking for T4 respectively. These areas are subject to height and public safety zone restrictions due to their proximity to the runway ends and are not suitable for other types of development.
- 6.7.5 Areas of Airport Supporting Development will be provided at the southern and northern ends of Zone F. Directly east of Hatton Cross Roundabout, a new commercial development is proposed, consisting of relocated hotels that have been displaced by the new runway. The location of this development is driven by the site's proximity to Hatton Cross underground station. In the northeast corner of the airport, on the existing T2 and T3 long stay parking site, a new industrial development is proposed. This site has been identified as a potential location for the re-provision of flight catering facilities displaced by the new runway.
- 6.7.6 To the east of the maintenance base, improvements to the Crane Valley are proposed, including new planting, enhancements to the river corridor, improvements to existing recreational routes and new routes. This section of the River Crane will form part of the Green Loop which has been included as a part of our expansion proposals to connect existing and new landscaped areas and communities around the perimeter of the airport.

# Zone G

## 6.8 Zone G – Hatton Area



Figure 6.8.1: Location map - Zone G

- 6.8.1 Zone G is located to the southeast of the airport and includes new Airport Supporting Development, green infrastructure features and the relocated Immigration Removal Centre.
- 6.8.2 To the south of the airport, we are proposing ASD on four sites within Zone G. A large area north of Envoy Avenue is proposed to accommodate relocated offices that have been displaced by the new runway. This site is currently being used for maintenance accommodation and will be re-purposed as part of the rationalisation of this area (refer to Zone F). An existing staff parking area in the southeast corner of the airport is proposed for a new hotel development to meet the increased demand due to the increase in passenger numbers. This site is located near to Hatton Cross Underground Station.



Figure 6.8.2: Aerial photograph - Zone G

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Figure 6.8.3: Illustrative Plan - Zone G

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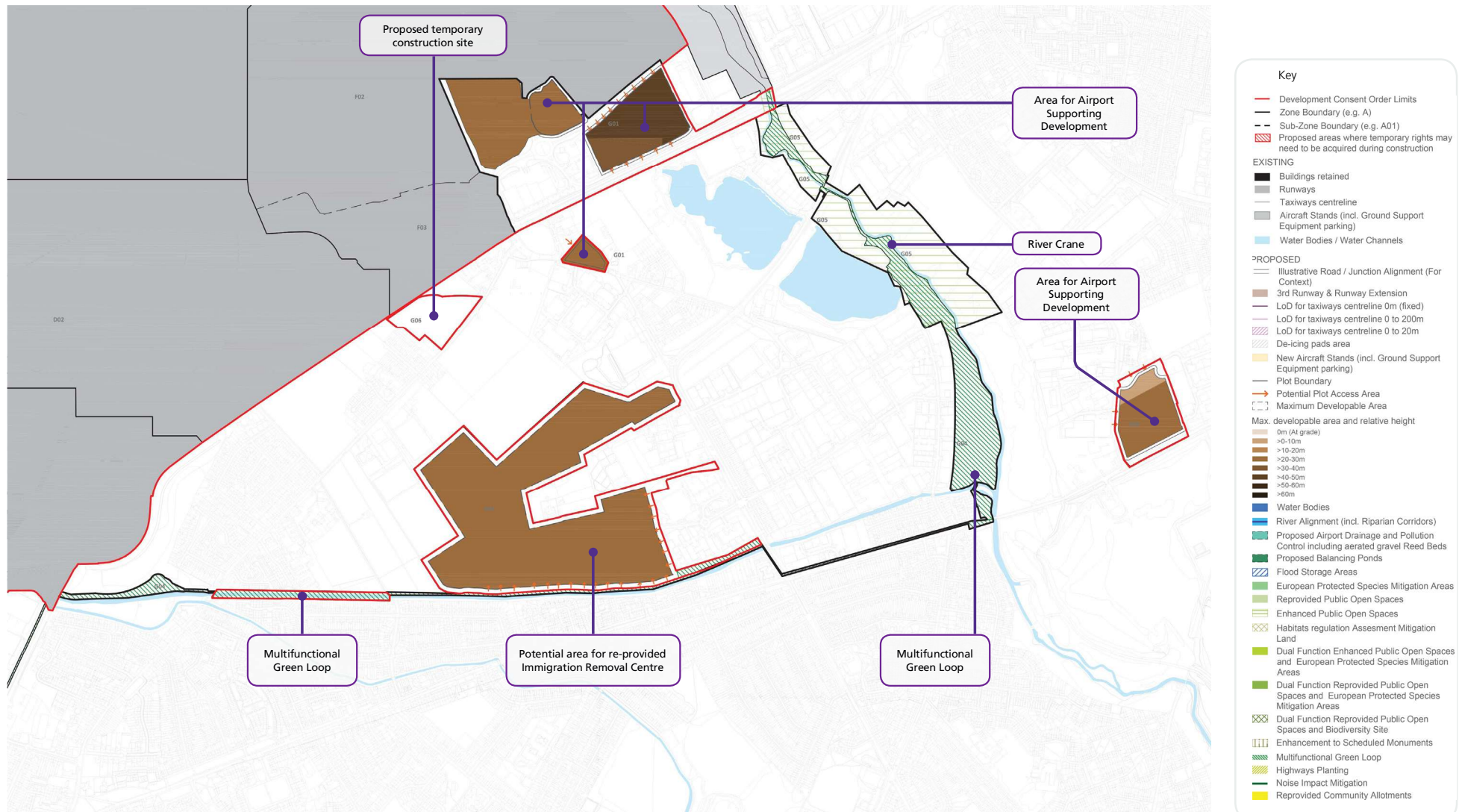


Figure 6.8.4: Parameter Plan - Zone G

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6.8.3 This ASD is also proposed on Dick Turpin Way, which was identified as having potential for associated development at Airport Expansion Consultation One because it consists of poor quality agricultural land. It has been put forward as a potential site for the relocation and expansion of Polar Park Police Station. ASD is also shown at the Central Park Trading Estate on Staines Road, which has been promoted by London Borough of Hounslow as a site suitable for employment related uses and is proposed to accommodate new freight forwarding facilities.

6.8.4 We identified four sites for the replacement of the Immigration Removal Centres (IRC) at Airport Expansion Consultation One. Following more recent engagement with the Home Office and London Borough of Hounslow, we have now identified a preference for land at Faggs Road, which was identified during Airport Expansion Consultation One as a site that may be suitable for IRC and associated facilities. As well as having sufficient space for all IRC HMCTS facilities, this site has good public transport links, is located in close proximity to airport access gates and does not conflict with the delivery of the Project. The illustrative Masterplan indicates one possible location of the IRC within the parameters which cover the site. The precise location is still being developed. An alternative site on Mayfield Farm, which was one of the initial four sites presented for this use, is still in consideration, although is not preferred (refer to Zone H).

6.8.5 Enhancements to the Crane Valley are also proposed in Zone G south of the A30. As in Zone F, the proposed works include new planting, enhancements to the river corridor, improvements to existing recreational routes and new routes. This section of the River Crane will form part of the Green Loop which has been included as a part of our expansion proposals to connect existing and new landscaped areas and communities around the perimeter of the airport.

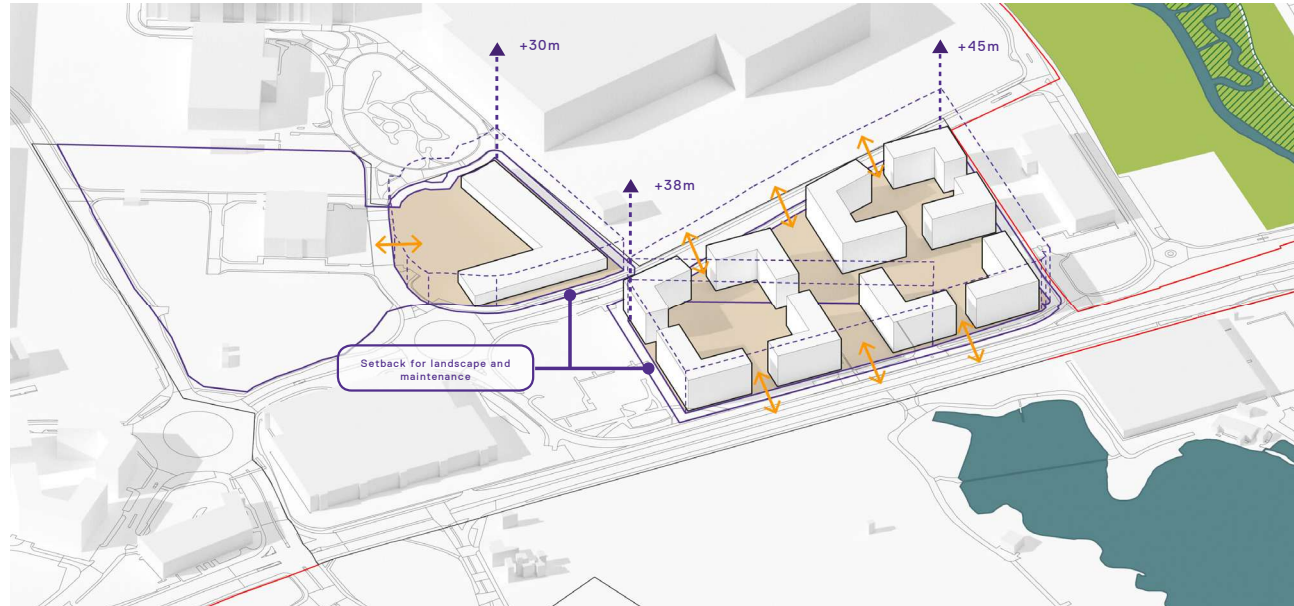


Figure 6.8.5: Illustrative 3D massing - Zone G - Hotel and office development

\* All Buildings shown as indicative massing within height parameters which are relative to the assumed ground level

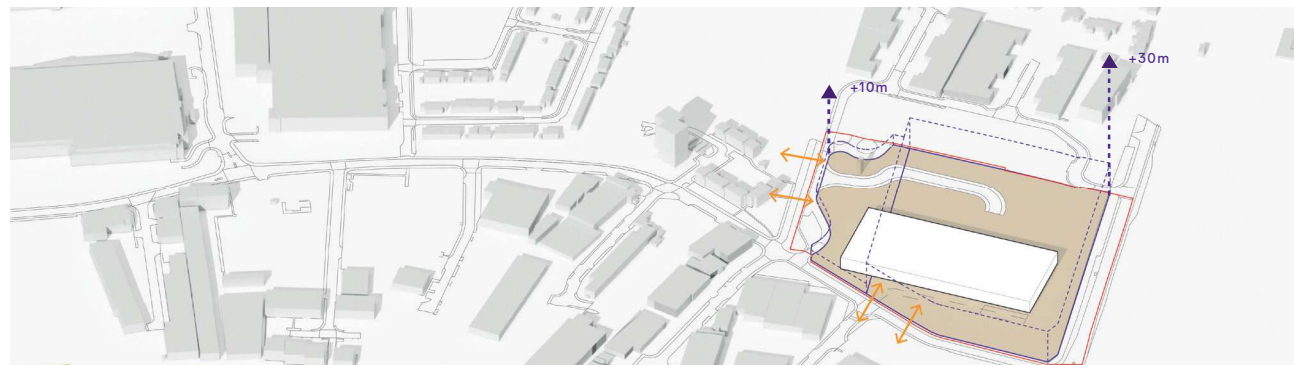


Figure 6.8.6: Illustrative 3D massing - Zone G - Industrial and cargo warehouses



# Zone H

## 6.9 Zone H – Mayfield Farm Area



Figure 6.9.1: Location map - Zone H

- 6.9.1 Zone H is located south of the airport and includes existing and new areas for airport drainage and pollution control, green infrastructure features and ASD.
- 6.9.2 Four sites have been identified to accommodate growth in demand for freight forwarding facilities in this zone. Three of these sites were identified at Airport Expansion Consultation One as being potentially suitable because of their proximity to the cargo area south of the airport. An additional site west of Long Lane was included following Airport Expansion Consultation One feedback and engagement with the Heathrow Strategic Planning Group (HSPG). It has similar locational advantages to the other sites considered during the Airport Expansion Consultation One and is currently under-utilised as storage and a small area of woodland.



Figure 6.9.2: Aerial photograph - Zone H

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Figure 6.9.3: Illustrative Plan - Zone H

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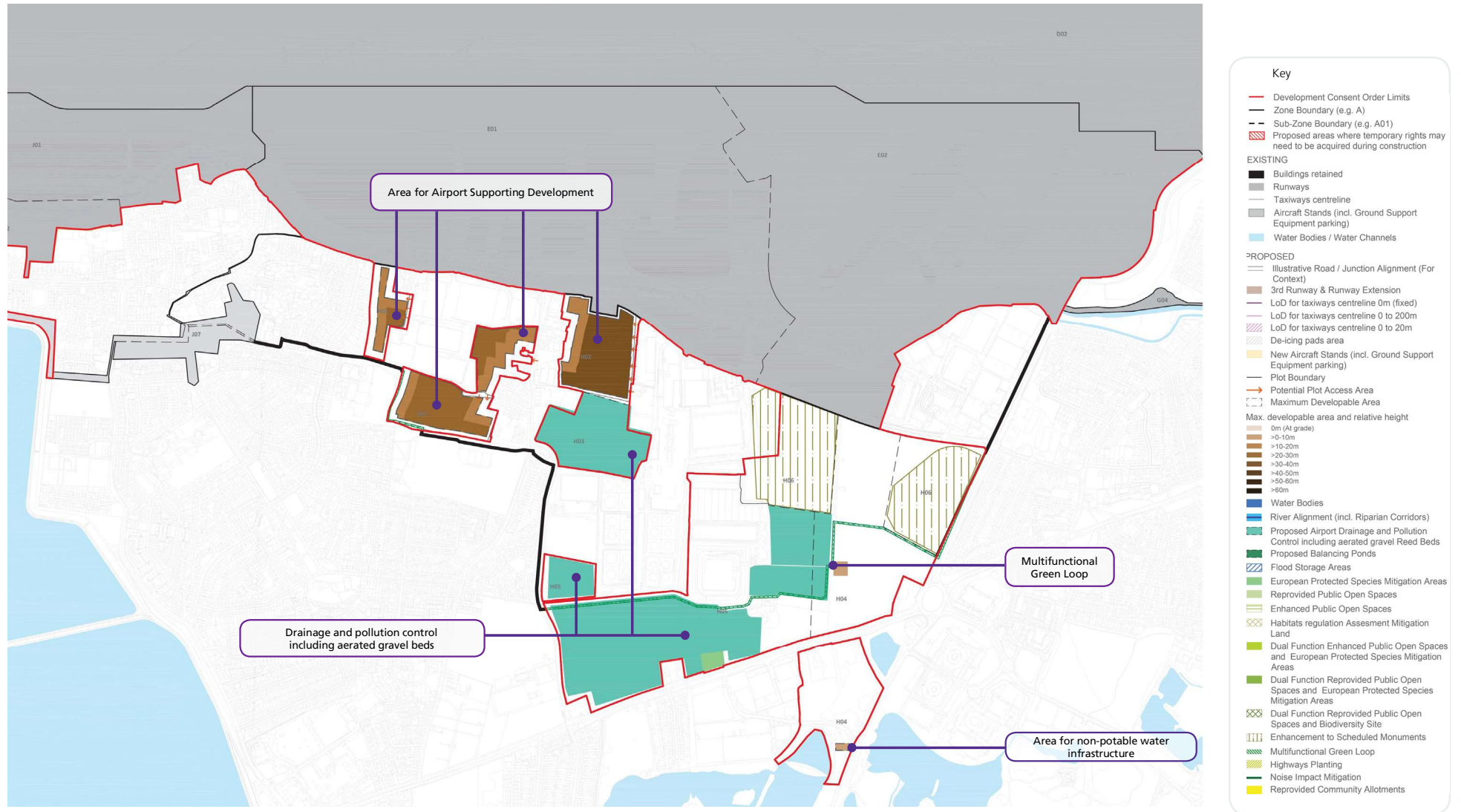


Figure 6.9.4: Parameter Plan - Zone H

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- 6.9.3 Following Airport Expansion Consultation One feedback and engagement with the HSPG, we have scaled back development in the Mayfield Farm area in order to respect the setting of the Scheduled Monuments and avoid conflict with the London Borough of Hounslow's aspirations for mixed use development, as set out in their emerging West of the Borough Plan.
- 6.9.4 Proposed development on this site consists of drainage and surface water treatment areas to serve the existing airport, including the replacement of facilities which will be lost at Spout Lane (Zone B). It will also provide for growth, plus enhancement to existing landscape features as part of the proposed Green Loop recreational route connecting existing and new landscaped areas around the perimeter of the airport.
- 6.9.5 Further surface water treatment areas are provided west of Mayfield Farm on sites (E3 and E4 from Airport Expansion Consultation One). These sites have been selected for this use as they sit within the Control of Major Accident Hazards (COMAH) exclusion area of the existing Esso West London facility and are of limited suitability for other forms of development due to safety restrictions.
- 6.9.6 The southern section of Mayfield Farm remains an option for the relocation of the Immigration Removal Centres, although land at Faggs Road in Zone G is preferred as it does not conflict with the draft West of Borough Plan aspirations for mixed use development around Mayfield Farm.

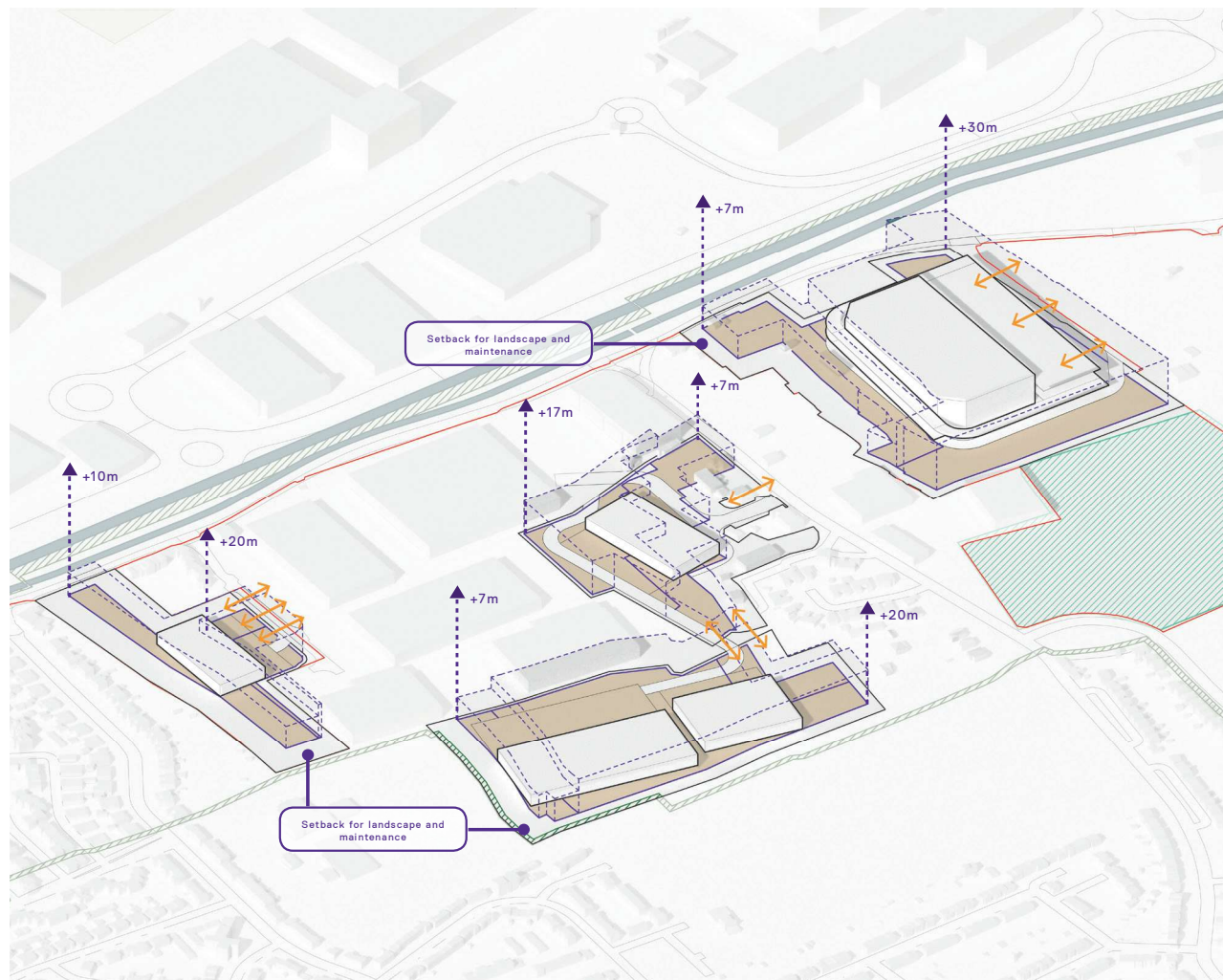


Figure 6.9.5: Illustrative 3D massing - Zone H - Industrial Building area

\* All buildings shown as indicative massing within height parameters which are relative to the assumed ground level

# Zone J

## 6.10 Zone J – Stanwell and Stanwell Moor Area



Figure 6.10.1: Location map - Zone J

- 6.10.1 Zone J is located southwest of the airport, it includes Stanwell Moor Junction, the new Southern Parkway, a cargo truck park and the Duke of Northumberland's and Longford Rivers.
- 6.10.2 Stanwell Moor Junction is currently an at-grade partially signalised roundabout which connects Junction 14 of the M25 with the Southern Perimeter Road and the A3044 via the A3113. It is proposed to upgrade Stanwell Moor Junction to a new grade-separated (multi-level) roundabout junction on the A3113 at Stanwell Moor. The Southern Perimeter Road would dive down to a maximum of 8m to pass under the new roundabout via a simple box structure. The works are similar to Option SMJ3 shown at Airport Expansion Consultation One and has the smallest footprint, thereby minimising property impacts, which were raised as a concern.

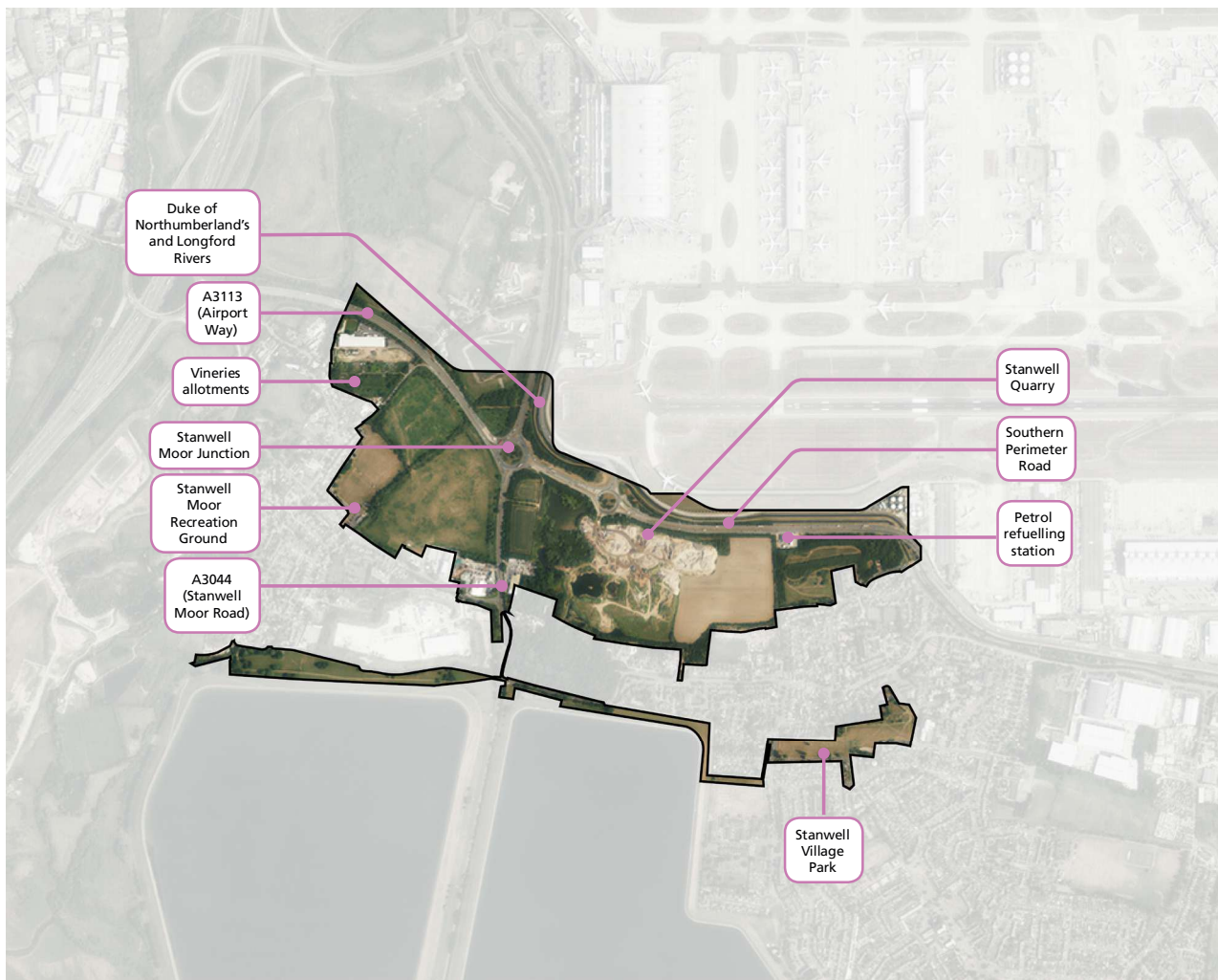


Figure 6.10.2: Aerial Photograph - Zone J

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Figure 6.10.3: Illustrative Plan - Zone J

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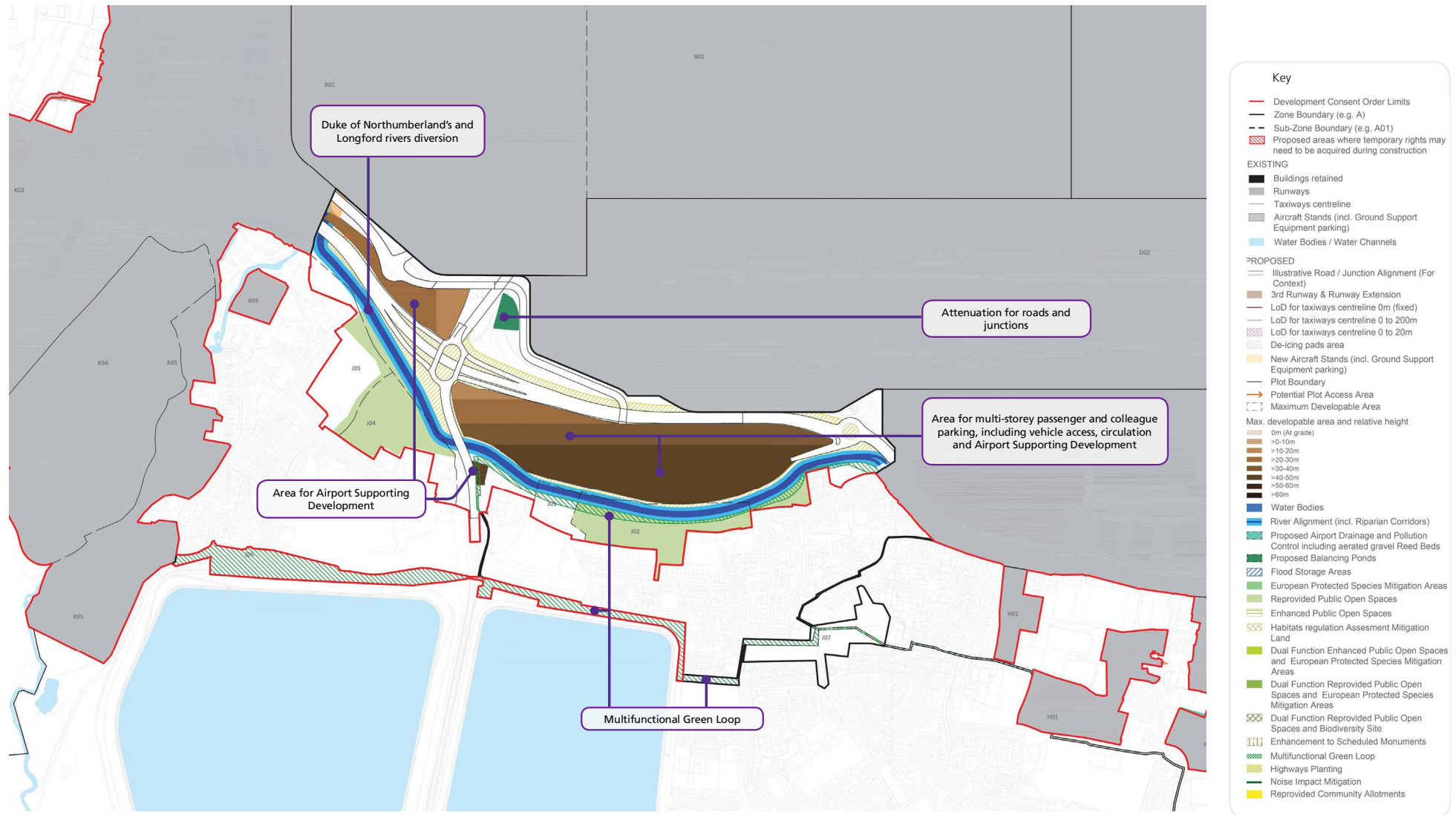


Figure 6.10.4: Parameter Plan - Zone J

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- 6.10.3 A truck park is proposed to the west of the existing Southern Runway and north of the Stanwell Moor Junction. The truck park would be a secure parking facility for truck drivers awaiting access to the cargo centre, potentially with additional services such as toilets, showers, food facilities and a minor repair workshop.
- 6.10.4 The Southern Parkway is located in the southern part of this zone and would comprise a series of buildings capable of accommodating up to 22,000 parked cars. Access to the Southern Parkway would be via a direct spur from Junction 14A. The Parkway will be connected to the T5 campus by shuttle.
- 6.10.5 To the south of the Parkway it is proposed to provide landscape enhancement to complement the diverted river corridor which runs along the southern boundary of the Parkway. Improved connections to the airport will be provided to the existing communities in Stanwell and Stanwell Moor through access to the Parkway shuttle to the western campus at the airport.

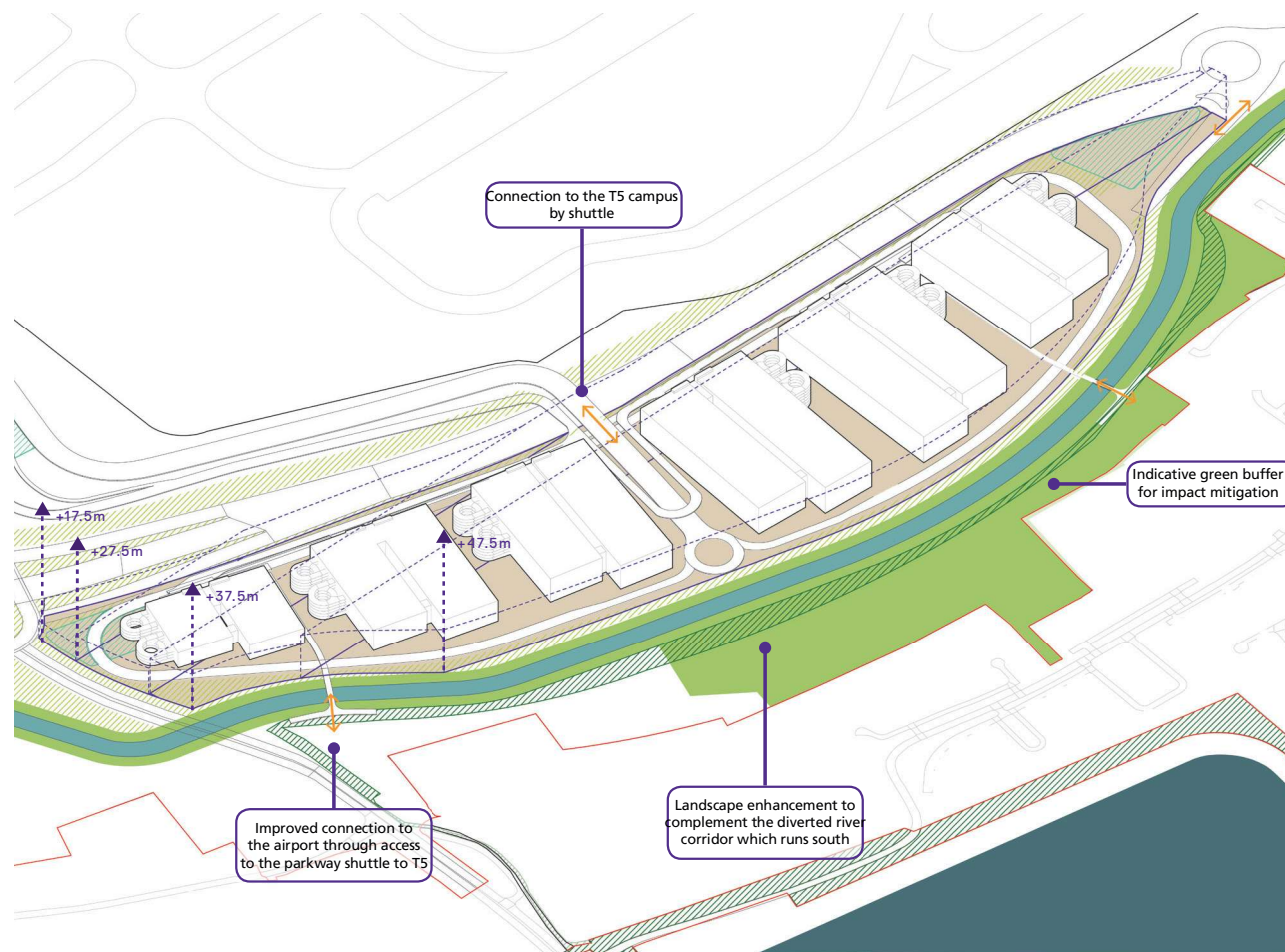


Figure 6.10.5: Illustrative 3D axonometric - Zone J - Southern Parkway

\* All buildings shown as indicative massing within height parameters which are relative to the assumed ground level



Figure 6.10.6: Section A - Stanwell (refer to Figure 6.10.3)



Figure 6.10.7: View 2 - Southern Parkway Linear Park sketch (refer to Figure 6.10.3)





Figure 6.10.8: View 3 - Illustrative visualisation of Southern Parkway (refer to Figure 6.10.3)



# Zone K

## 6.11 one K – M25 Area



Figure 6.11.1: Location map - Zone K

- 6.11.1 Zone K located to the west of the airport includes the M25 and Junctions 14, 14a and 15 as well as the rerouted A3044. The proposed diversions for the Colne, Duke of Northumberland's, Longford and Wraysbury rivers are also included.
- 6.11.2 The Preferred Masterplan shows the M25 realigned to the west of the existing motorway between Junctions 14 and 15 to allow the M25 to pass under the proposed runway. This would include constructing 'Collector Distributor' roads in each direction. These address the issue of two junctions being in close proximity and avoid the need for merging traffic by effectively linking two junctions into one extended junction.
- 6.11.3 The alignment of the proposed M25 route would run up to a maximum of 150m to the west of its existing alignment over a length of 2km. The vertical profile is lowered by 4 – 4.5m below the existing M25 and passes under the proposed runway in a tunnel.

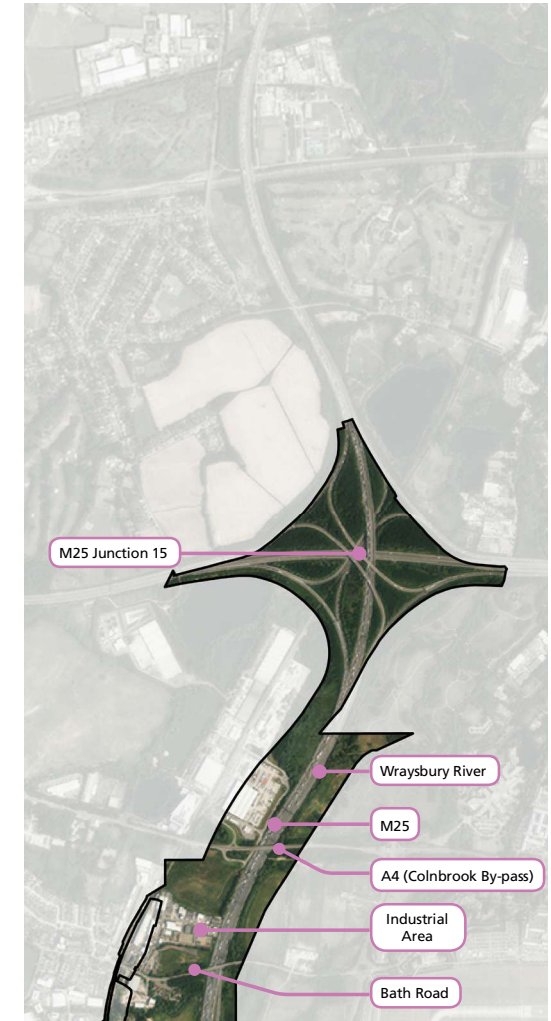


Figure 6.11.2: Aerial photograph - Zone K

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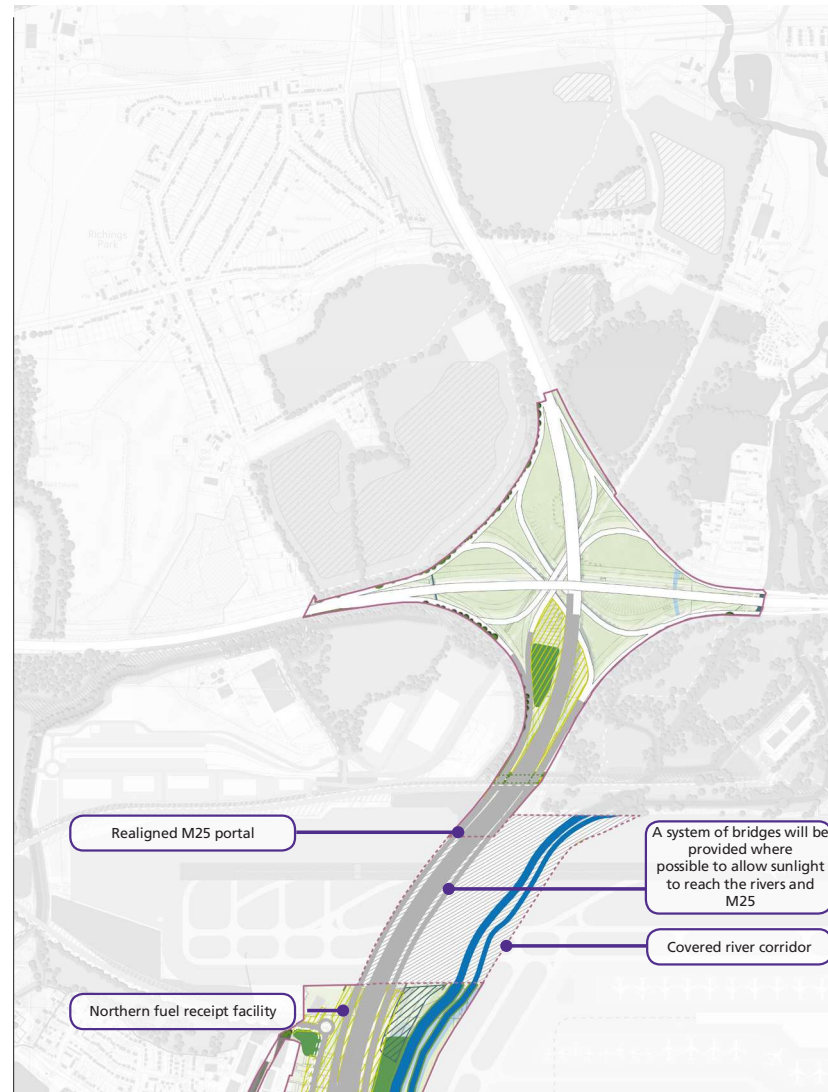
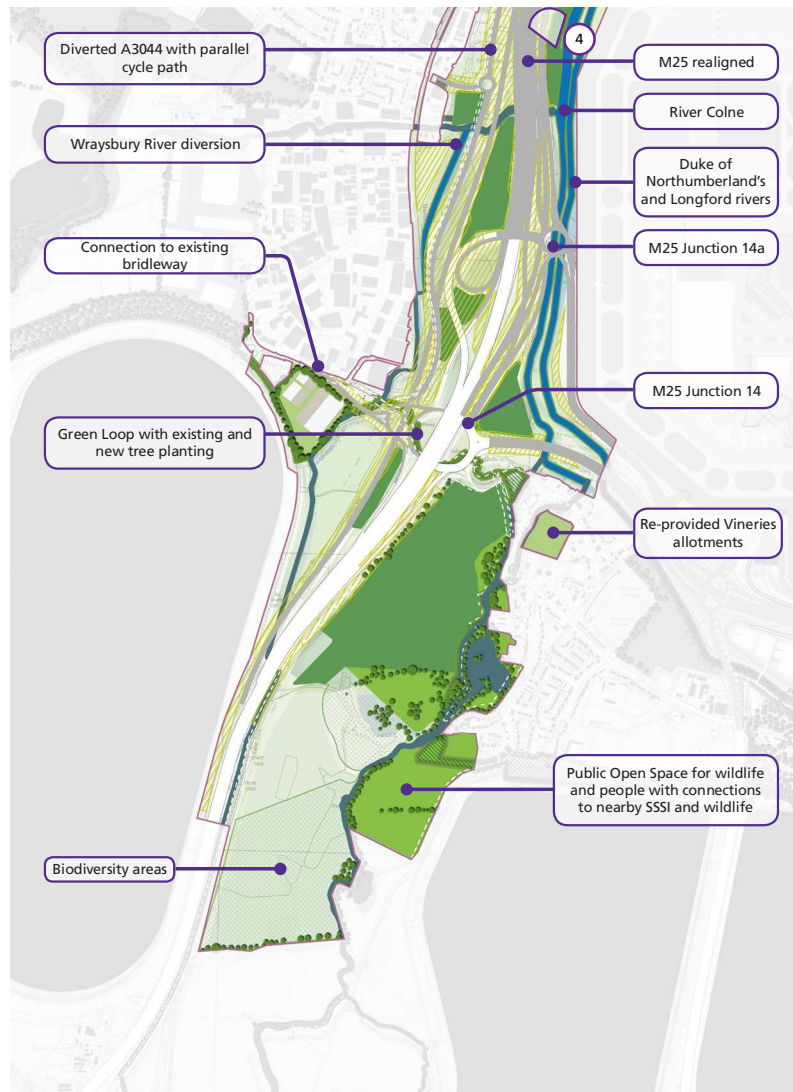


Figure 6.11.3: Illustrative Plan - Zone K

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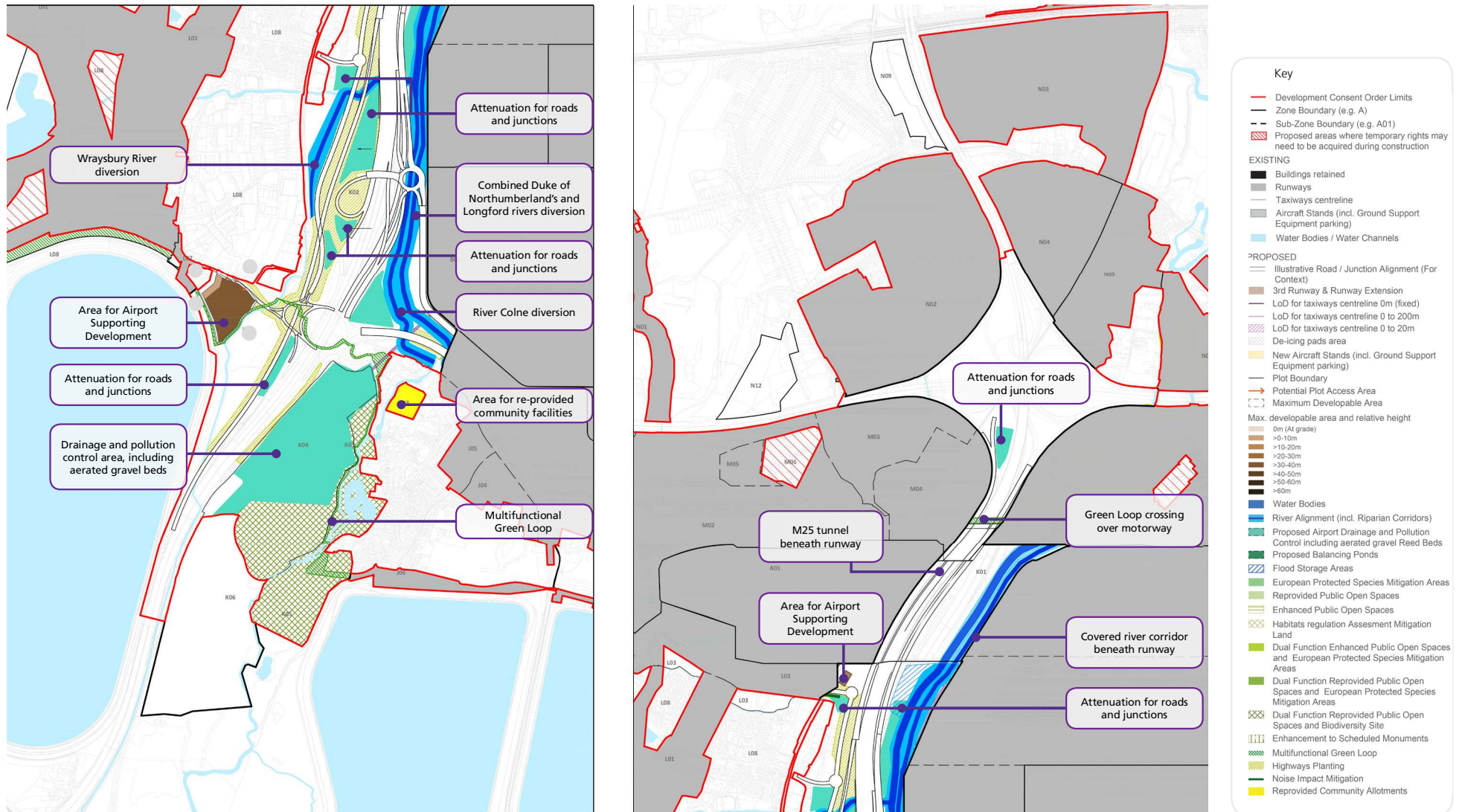


Figure 6.11.4: Parameter Plan - Zone K

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- 6.11.4 In order to re-align the M25 carriageway, changes need to be made to surrounding junctions – maintaining access to the M25 and connecting routes. In re-providing the highways, the approach has been to minimise property loss and associated environmental impacts and, in doing so, respond to comments received at Airport Expansion Consultation One.
- 6.11.5 The Preferred Masterplan shows the A3044 realigned to run parallel to the west of the M25. Consisting of a wide single carriageway road, the diverted A3044 will run northwards from Junction 14 along the east side of the industrial area in Poyle, past Junction 14a and turning westwards at a new roundabout south of the new runway. The Preferred Masterplan shows a cycleway and we are investigating the option of incorporating local widening for bus priority measures.
- 6.11.6 The Duke of Northumberland's River will be combined to flow with the Longford River and the two will pass together in a common channel under the airfield to the east of the existing M25. The Colne and Wraysbury flows will also be combined to form another channel which will pass beneath the airfield in between the diverted M25 and the combined Duke of Northumberland's and Longford channel.
- 6.11.7 The two new river channels will run parallel, along the western perimeter of the expanded airport, with the Duke of Northumberland's and Longford channel continuing along the southern perimeter to the south of the Southern Parkway, before splitting apart and reconnecting into their existing two channels.
- 6.11.8 The Colne and Wraysbury channel will diverge, with Wraysbury flows connecting back into the existing channel to the west of the M25 by passing beneath the motorway and the Colne flows reconnecting with the existing Colne channel to the south of the southern perimeter road.

- 6.11.9 Other uses in this zone include a Surface Water drainage pollution control area southeast of Junction 14, comprising aerated gravel beds, separated from Stanwell Moor to the west by a dual function Public Open Space and Biodiversity site.

- 6.11.10 The Green Loop will provide recreational connectivity through this part of the Colne Valley Regional Park from Staines Moor in the south over Junction 14 to Poyle, Colnbrook and beyond.



Figure 6.11.5: View 4 - Illustrative visualisation of M25 portals (refer to Figure 6.11.3)



# Zone L

## 6.12 Zone L – Poyle and Colnbrook Area



Figure 6.12.1: Location map - Zone L

- 6.12.1 Zone L is located on the west side of the airport, running parallel to the M25 and the diverted A3044. This zone includes the communities of Colnbrook and Poyle as well as parts of the Metropolitan Green Belt, including the Colne Valley Regional Park.
- 6.12.2 New ASD is proposed to the west of the existing industrial area in Poyle. Feedback from Airport Expansion Consultation One is reflected in the Preferred Masterplan which now only uses approximately half of the site identified for industrial uses at that stage. The boundary of proposed development has also been drawn away from existing properties, including the listed Poyle Farmhouse.
- 6.12.3 The remainder of the zone will be dedicated to mitigation and enhancement of the green infrastructure. This will improve the quality of the Metropolitan Green Belt and preserve continuity of the Colne Valley Regional Park.

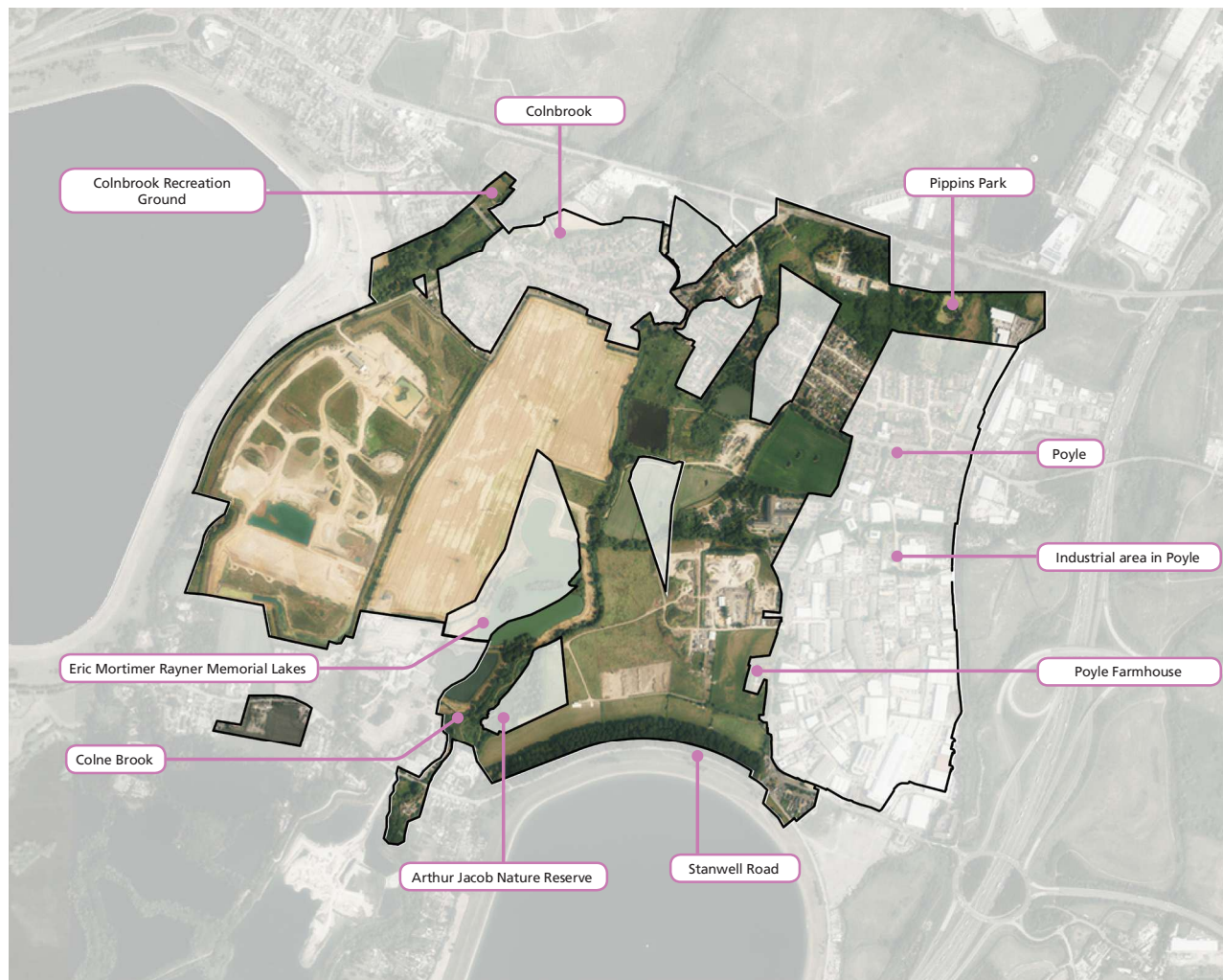


Figure 6.12.2: Aerial photograph - Zone L

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Figure 6.12.3: Illustrative Plan - Zone L

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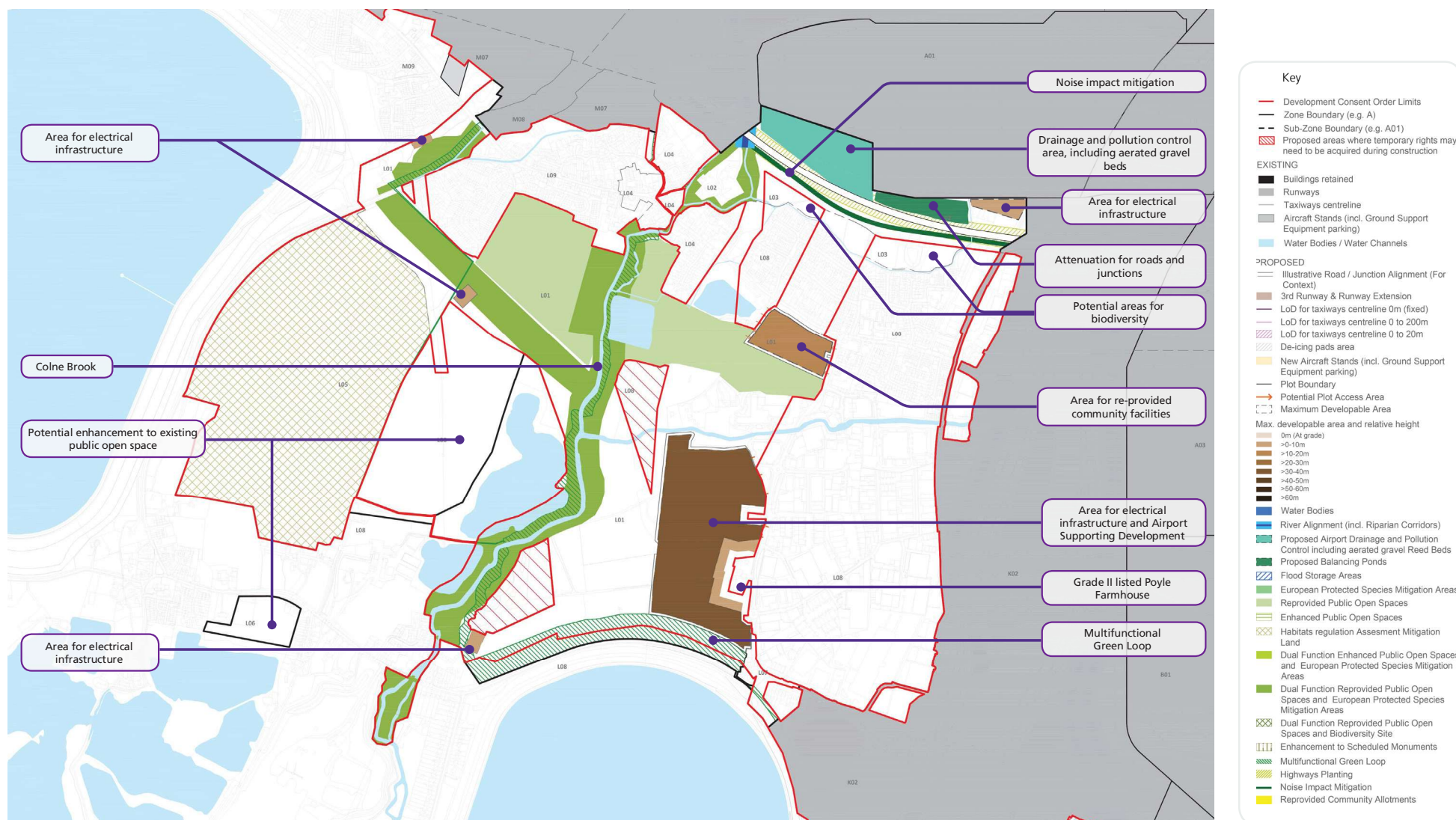


Figure 6.12.4: Parameter Plan - Zone L

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- 6.12.4 Landscaping works proposed include enhanced mitigation biodiversity sites, re-provided Public Open Spaces and Protected Species Mitigation areas. Part of the proposed Green Loop is accommodated within this zone, alongside the Colne Brook watercourse and includes enhancement to existing and proposed recreational routes, recreational spaces and planting, as well as habitat provision for European Protected Species and wildlife connectivity. An ecological buffer is proposed along the edge of the Wraysbury Reservoir to the south.
- 6.12.5 Heathrow Special Needs Centre is proposed to be relocated in Zone L, close to Poyle.
- 6.12.6 Part of the diverted A3044 runs within the northern part of this zone. Noise impact mitigation and highway planting is proposed south of the road to buffer Colnbrook and Poyle.
- 6.12.7 A surface water treatment area, comprising aerated gravel beds, is proposed north of the new A3044 alignment at the western end of the new runway.

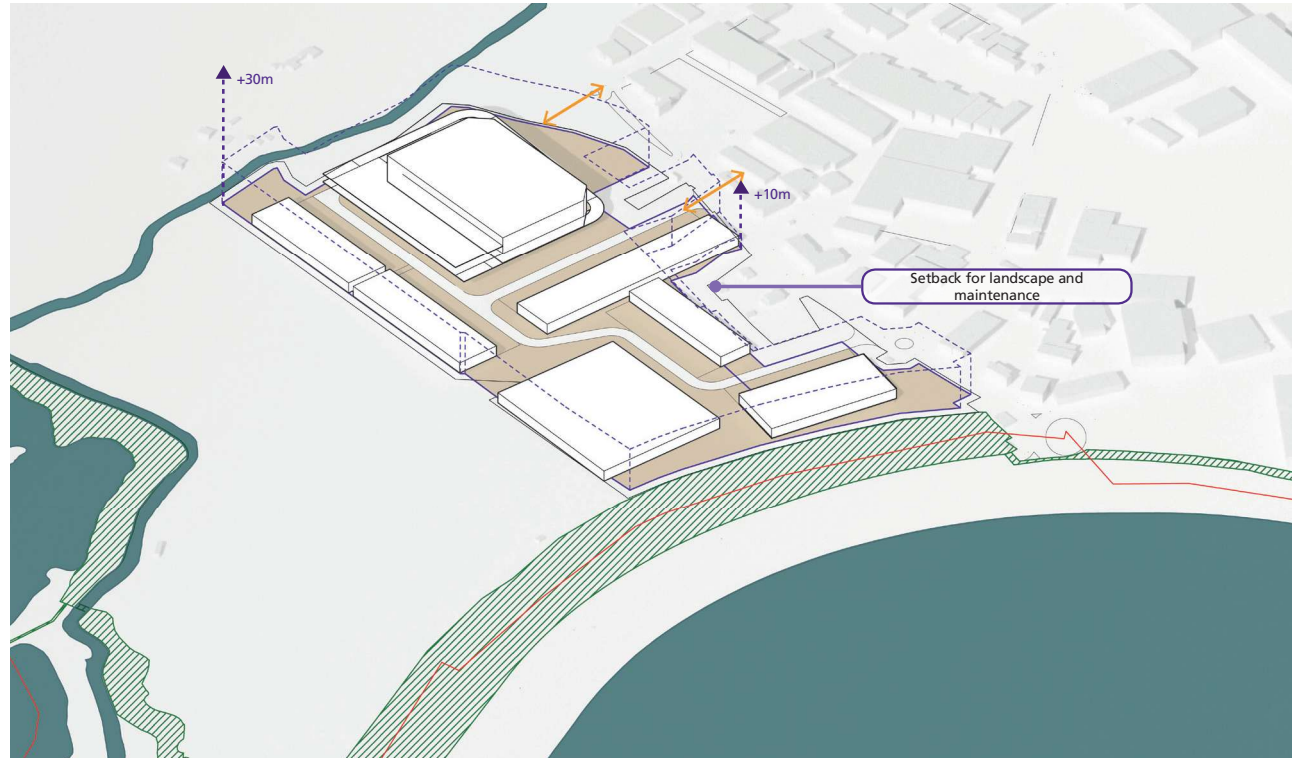


Figure 6.12.5: Illustrative 3D massing - Zone L - Industrial Development Area

\* All buildings shown as indicative massing within height parameters which are relative to the assumed ground level



Figure 6.12.6: Section B - Poyle (refer to Figure 6.12.3)





Figure 6.12.7: View 5 - Industrial area in Poyle sketch (refer to Figure 6.12.3)

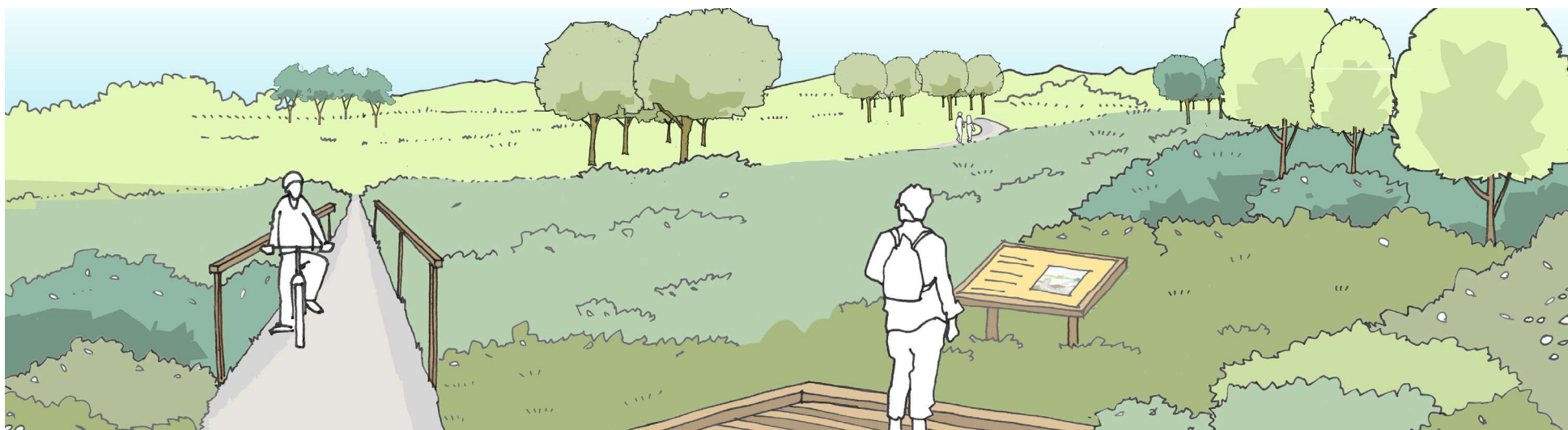


Figure 6.12.8: View 6 - Colnbrook and Poyle sketch (refer to Figure 6.12.3)

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# Zone M

## 6.1 one M – Railhead and Brands Hill Area



Figure 6.13.1: Location map - Zone M

- 6.13.1 Zone M is located to the northwest of the new runway. The Preferred Masterplan proposes development immediately adjacent to the western end of the new runway. The majority of the rest of Zone M will be for re-provided green space.
- 6.13.2 An integral element of the Project is a replacement Colnbrook Rail Facility ('railhead'). The rail line that serves the Total Fuel Depot will be severed by the new runway, therefore a replacement will be provided. The railhead relocation is planned on the Colnbrook branch of the Great Western Main Line (GWML).
- 6.13.3 The Preferred Masterplan allows for 30 wagon sidings together with associated infrastructure and buildings, including fuel storage areas. In order to meet existing and future demand at Heathrow.

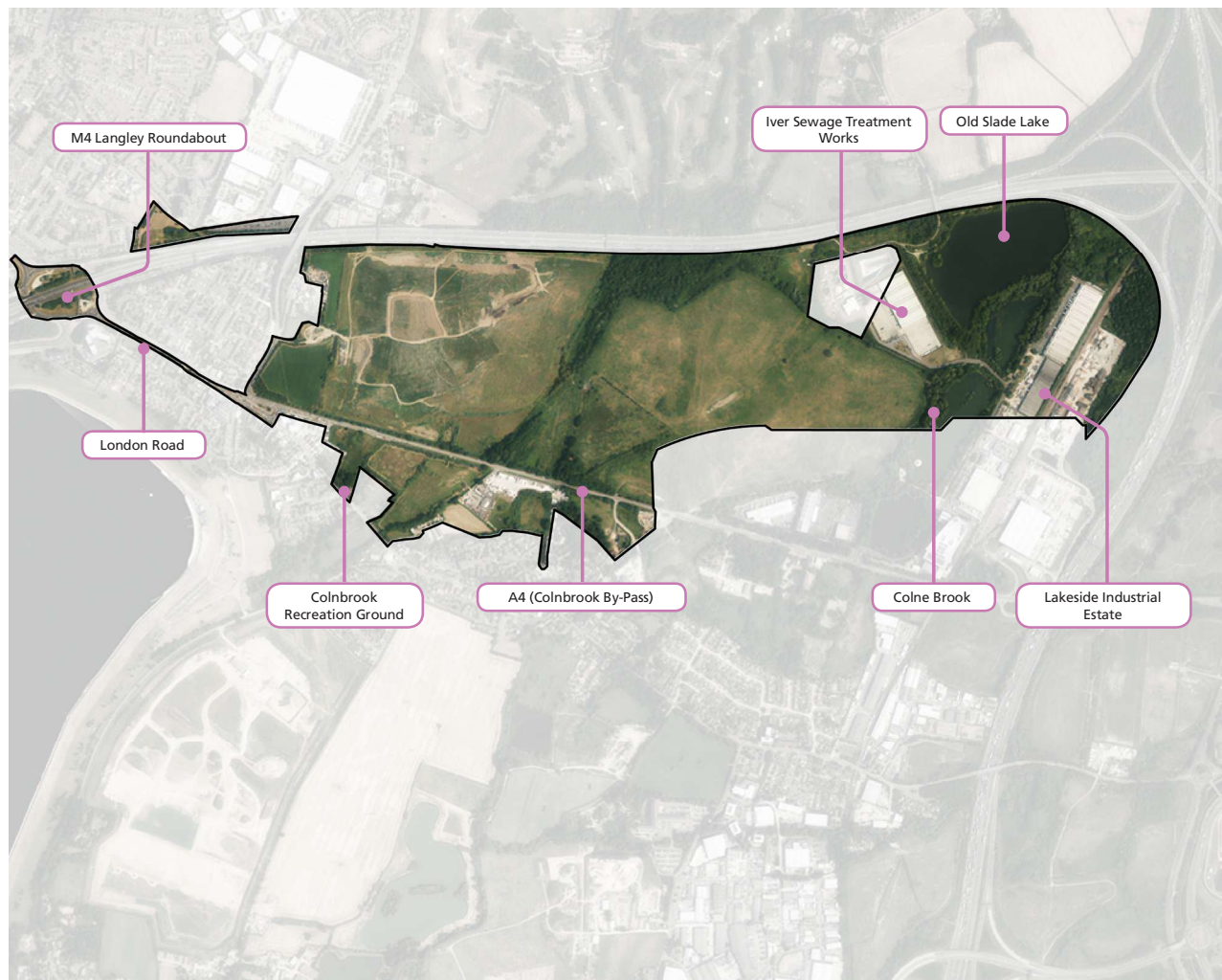


Figure 6.13.2: Aerial photograph - Zone M

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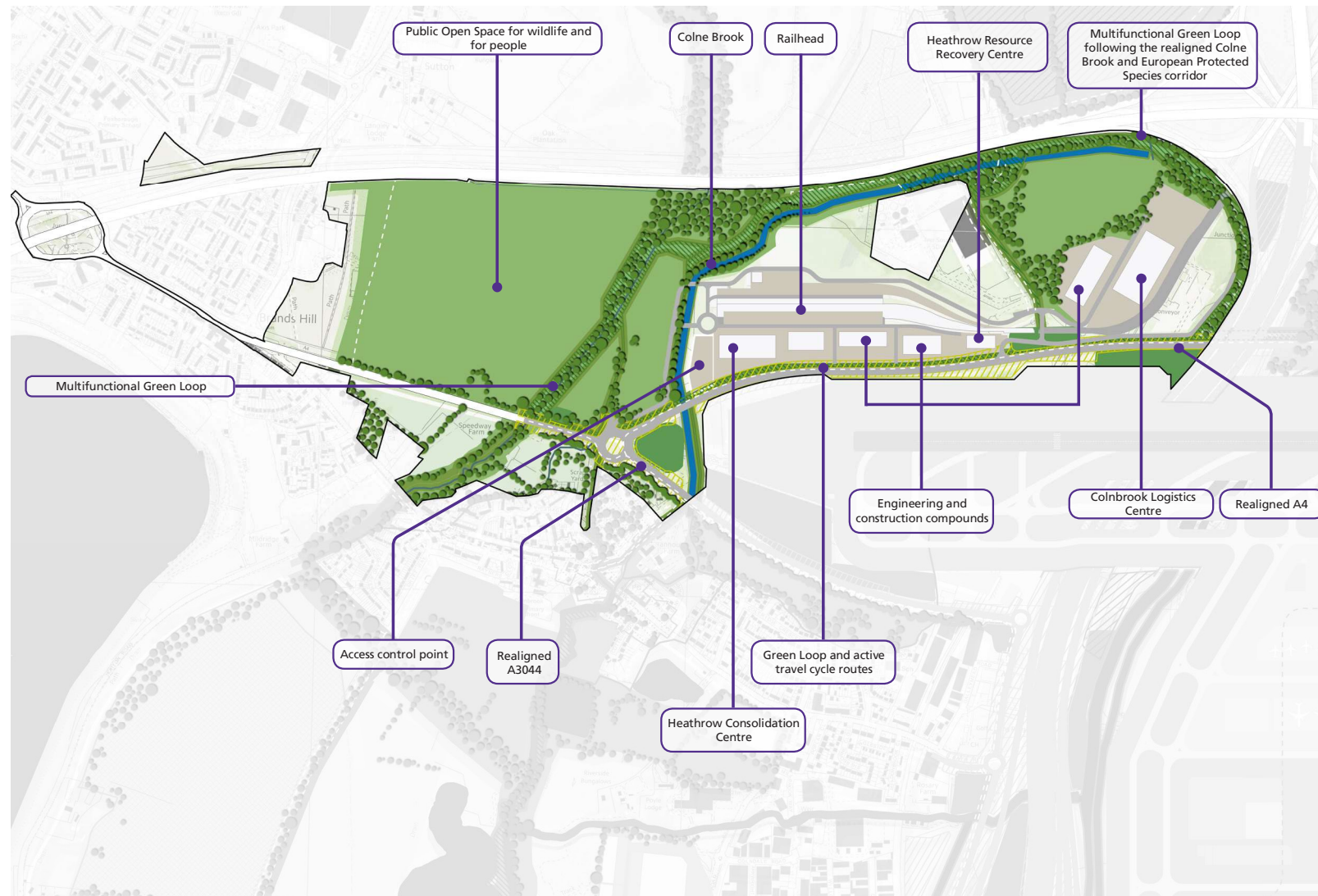


Figure 6.13.3: Illustrative Plan - Zone M

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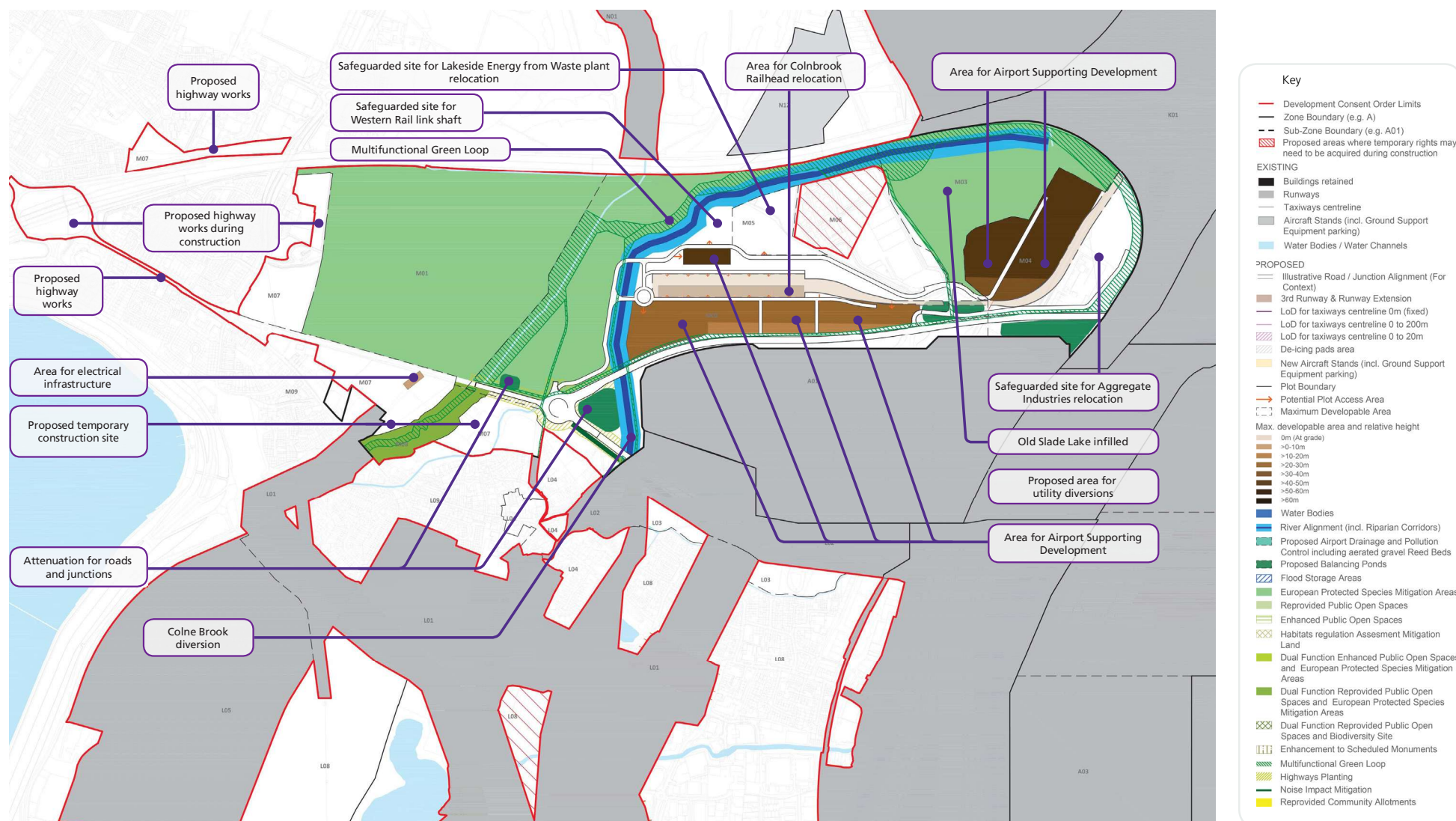


Figure 6.13.4: Parameter Plan - Zone M

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- 6.13.4 ASD is proposed to sit to the south and east of the rail sidings to take advantage of the strategic location close to the railway line. Part of the eastern area is safeguarded for the re-provision of Aggregate Industries' asphalt and ready-mix concrete plant which may come forward independently of Heathrow's DCO application. In the event that it does not, ASD would be developed in this location.
- 6.13.5 During the construction process, the railhead will provide the principal means for managing the arrival of bulk material for construction. Much of this material will be transported from the Project logistics hubs located across the UK. The use of rail is better for the environment and reduces the number of vehicles on national and local roads.
- 6.13.6 The Colne Brook water course will be diverted from the existing channel immediately south of the M4, before passing in a widened river corridor south of the M4 and to the north and west of the railhead. The diverted channel then connects back into the existing Colne Brook channel to the south of the new A4 and A3044.
- 6.13.7 Zone M also accommodates a section of the proposed Green Loop, located to the north of the railhead. The Green Loop follows the alignment of the river corridor for part of its length and will provide access to the Colne Valley Regional Park.
- 6.13.8 As indicated in figure 6.13.4 we have safeguarded for the Lakeside Energy from Waste facilities in this zone. It does not feature as part of this Statutory Consultation and will be taken forward separately by others.



Figure 6.13.5: Illustrative 3D massing - Zone M - Railhead Area

\* All buildings shown as indicative massing within height parameters which are relative to the assumed ground level



# Zone N

## 6.14 Zone N – Richings Park and Thorney Area



Figure 6.14.1: Location map - Zone N

- 6.14.1 Zone N is located north of the M4 motorway and includes green infrastructure, flood storage areas, utilities infrastructure and rail improvements.
- 6.14.2 Areas for flood storage are proposed in this zone to accommodate flooding from the nearby Colne Brook and the rivers within the Colne Valley, which are being affected by the airport expansion. These flood storage areas extend as far north as Huntsmoor Park and include existing water bodies such as Thorney Mill Road Lake.
- 6.14.3 These flood storage areas can also be used for green infrastructure uses such as enhanced or re-provided public open space and European Protected Species mitigation areas.



Figure 6.14.2: Aerial photograph - Zone N

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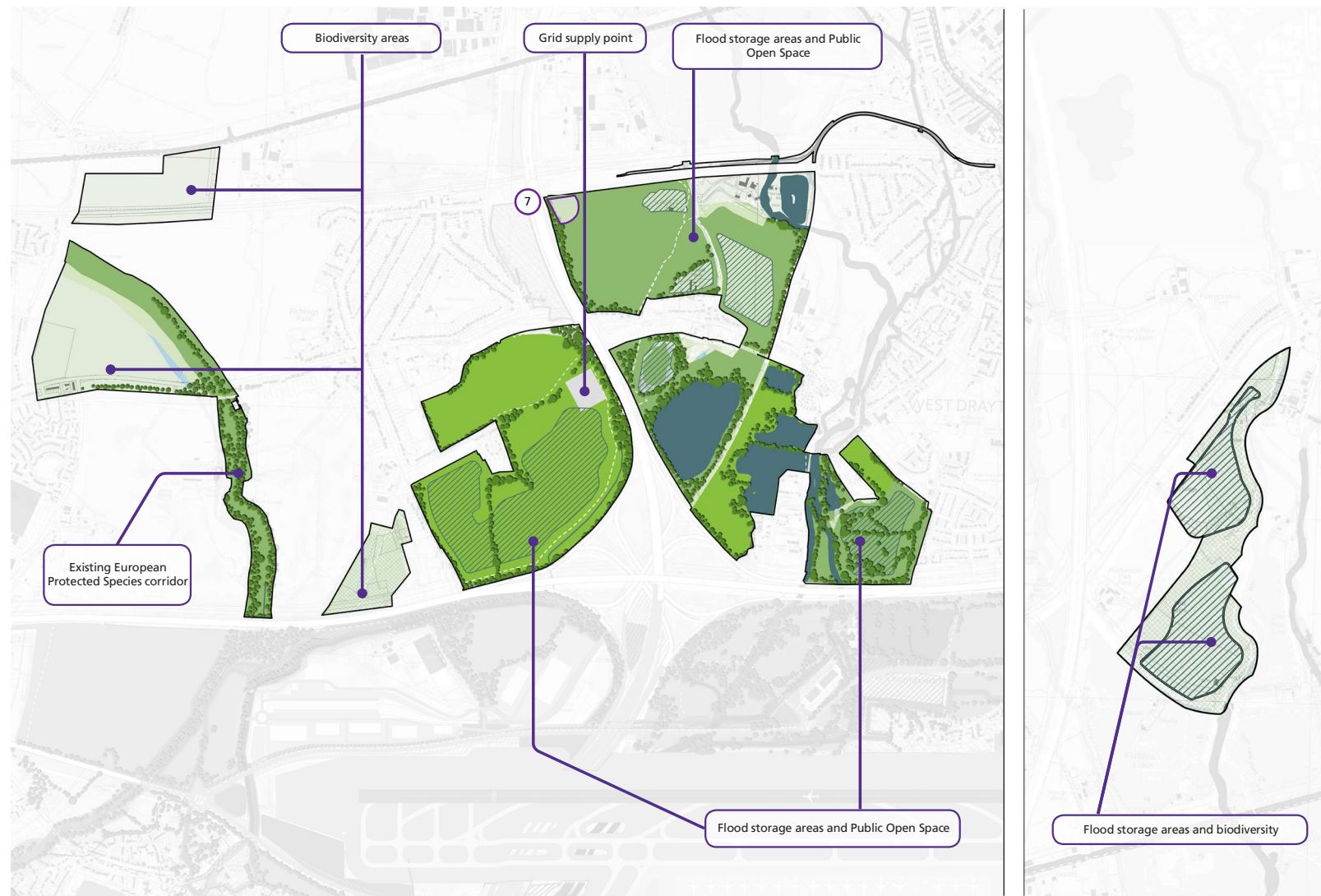


Figure 6.14.3: Illustrative Plan - Zone N

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Figure 6.14.4: Parameter Plan - Zone N

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- 6.14.4 A modification to the railway infrastructure at West Drayton is proposed to the existing Fray's Sidings. This will provide extra holding capacity and provide enhanced access to and from the west to provide improved connectivity to the new railhead from the mainline.
- 6.14.5 Some of the existing 275kV pylons in the Colne Valley are to be removed due to aircraft height restriction associated with the new runway. A new underground route will be provided in its place, with a new grid supply point proposed in Zone N northwest of M4 Junction 15.



Figure 6.14.5: View 7 - Thorney Park sketch (refer to Figure 6.14.3)

# Zone P

## 6.15 Zone P – Harmondsworth and Sipson Area



Figure 6.15.1: Location map - Zone P

- 6.15.1 Zone P is located north of the new runway, and includes the communities of Harmondsworth and Sipson. Our proposals in this zone are principally focused on improving the quality of landscaping for the benefit of these communities, and to accommodate the rerouting of the A4 road.
- 6.15.2 The village of Sipson is located close to the eastern end of the new runway. Landscaping improvement works are proposed to the north and south of the airfield where possible, to help provide a buffer to parts of Sipson.
- 6.15.3 The southern part of the village of Harmondsworth will be lost as a result of the Project; approximately 260 of the 400 existing homes in the village, together with Harmondsworth Primary School, will be demolished. The northern part of the village will be retained, including the village's historic core, much of its Conservation Area, the nationally significant 15th Century Barn (Grade I listed), and the locally significant St Mary's Church (Grade II listed).

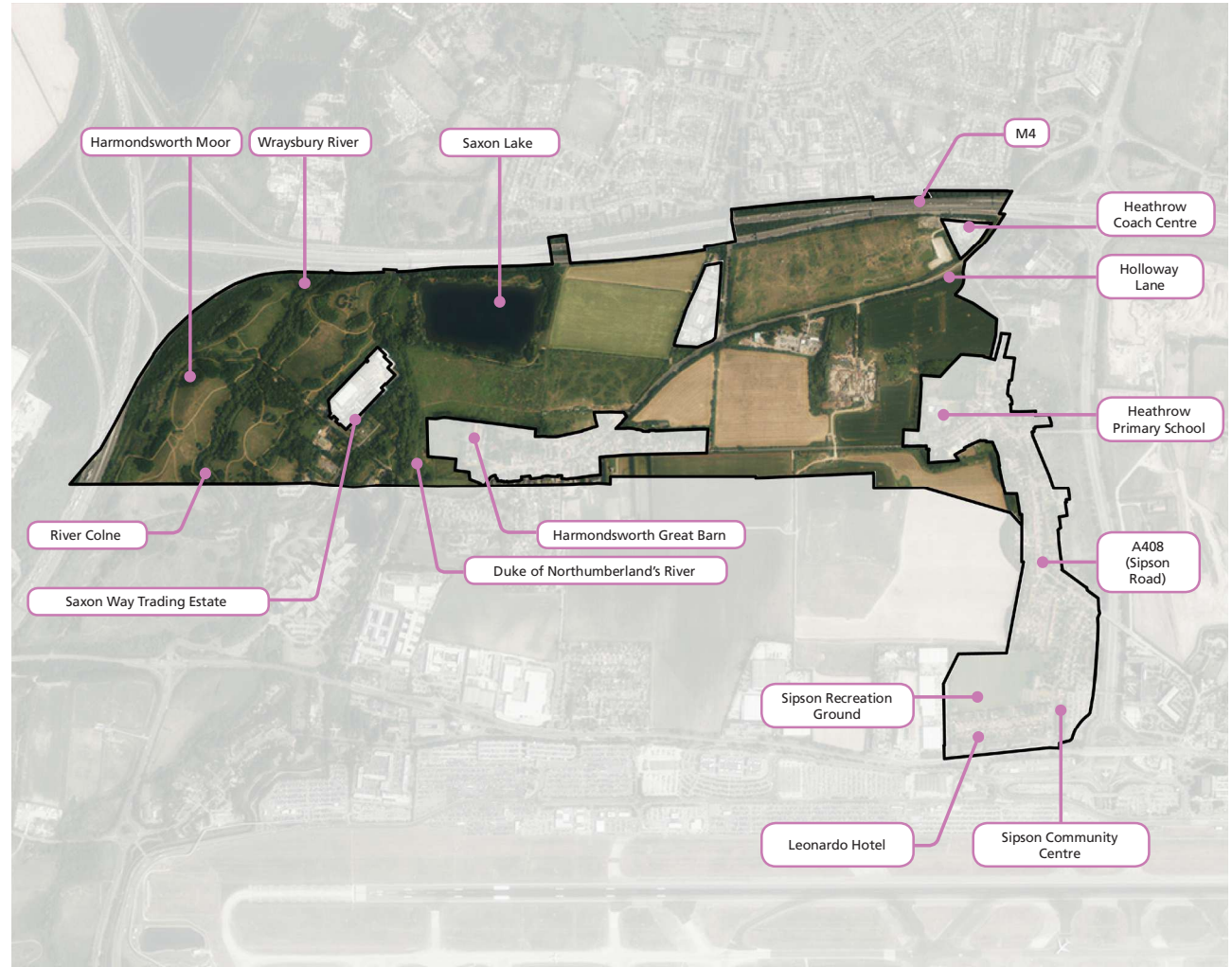


Figure 6.15.2: Aerial photograph - Zone P

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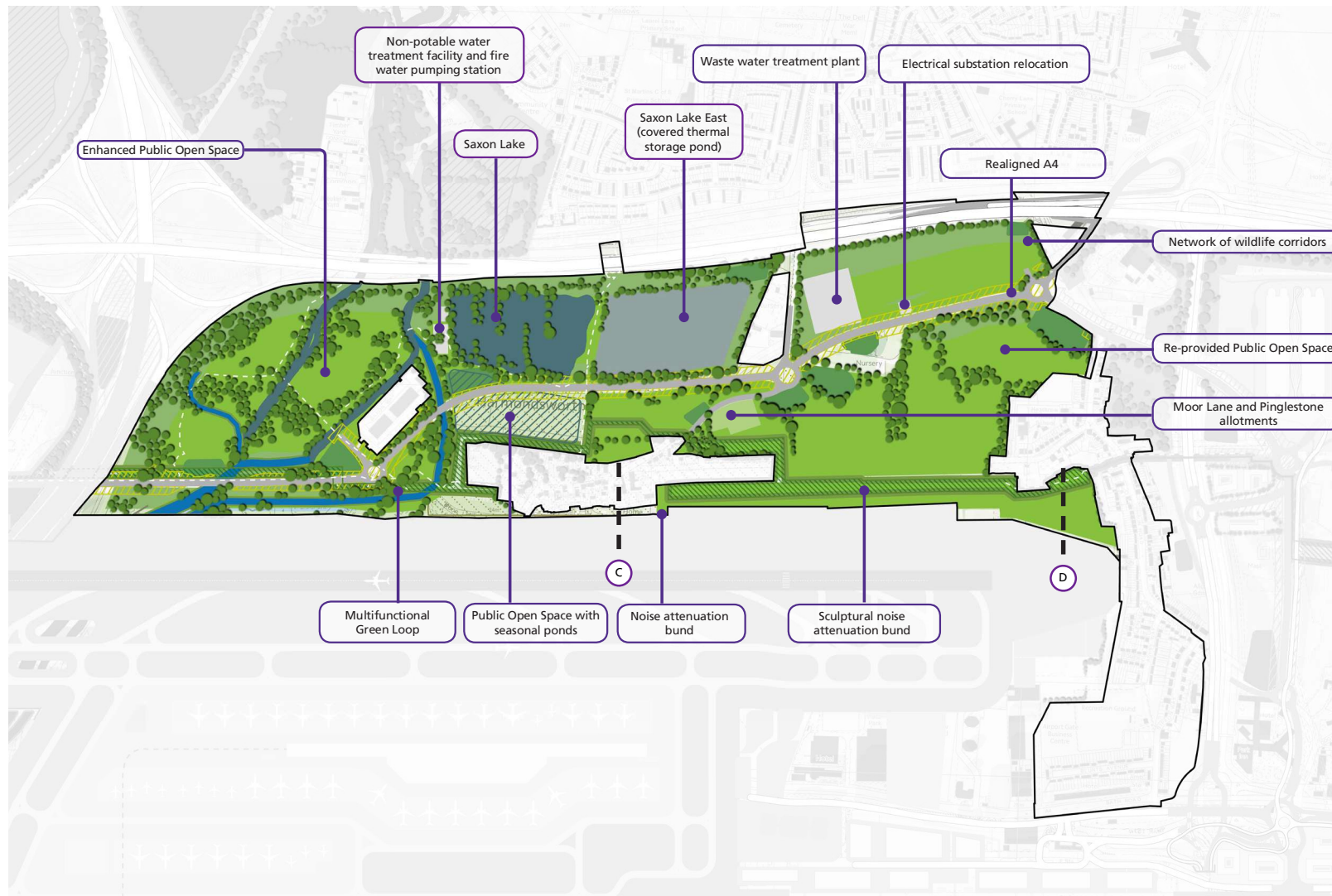


Figure 6.15.3: Illustrative Plan - Zone P

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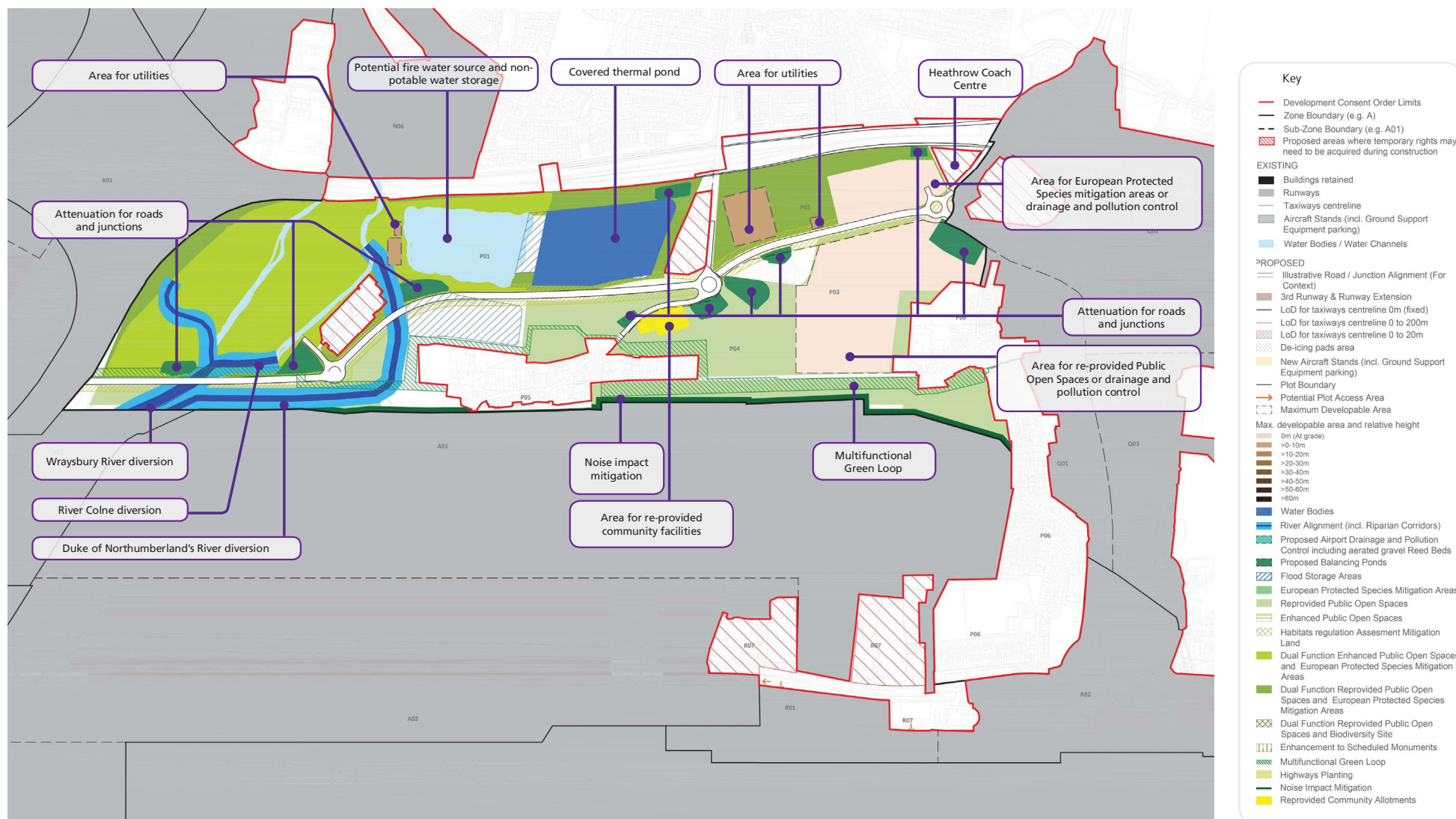


Figure 6.15.4: Parameter Plan - Zone P

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- 6.15.4 Heathrow has discussed potential proposals for the remaining parts of Harmondsworth with the local community and Historic England and have considered feedback from Airport Expansion Consultation One.
- 6.15.5 A range of options for the future of the village were considered, ranging from no intervention to significant new development including a business park. Options with no intervention and those with major changes were discontinued because they either did too little to support the future of the village or they were too intrusive on the Green Belt which surrounds it. Replacement housing was also dismissed because the phasing of the Project means that the housing would not be available in time to accommodate any displaced residents. Offices, hotels and other commercial developments were also dismissed as it would be difficult to ensure that these developments could be well served by public transport.
- 6.15.6 Our resultant proposals are largely confined to the footprint of the remaining parts of the existing village. They include various measures to increase activity in the village through selective redevelopment and initiatives which generate a rationale for visitors to come to the village. The principles proposed include:
- Changes of use and/or redevelopment of existing retained buildings;
  - Helping to secure the long-term future of businesses within Harmondsworth (especially those that occupy listed buildings), creating a new community hub; and,
  - Visitor facilities intended to encourage visits to the village, the historic buildings and the wider landscape.

- 6.15.7 The diverted A4 can accommodate a dual-carriageway road, considering the potential need to include bus and cycle priority measures and meet the traffic capacity requirements which will be determined by transport modelling. We are currently only proposing a wide single lane carriageway. In this area, the new alignment is re-routed north of the new runway between Harmondsworth and the M4 motorway.
- 6.15.8 Bigley ditch flows are diverted into the combined Colne and Wreaysbury river channels. The Duke of Northumberland's and Longford river flows are combined into a single channel running parallel to the northern boundary of the airfield, before passing beneath the airfield through the covered river corridor, alongside the combined Colne and Wreaysbury river channel.

- 6.15.9 A screen comprising embankments, walls and planting is proposed to the south of the retained parts of the village. This will provide visual screening and noise mitigation between the airfield and Harmondsworth.
- 6.15.10 Landscape improvements and water infrastructure are proposed to the north of Harmondsworth and elsewhere in this area. Harmondsworth Moor will be enhanced to provide better quality public open space with opportunities for visitors to use facilities in Harmondsworth, to form a new Harmondsworth Country Park. These improvements will also contribute to maintaining the openness of retained parts of the Green Belt. The parameters allow for drainage and pollution control infrastructure but this is not the preferred location.



Figure 6.15.5: Artist's impression of Harmondsworth boundary treatment



Figure 6.15.6: Section C - Harmondsworth (refer to Figure 6.15.3)



Figure 6.15.7: Section D - Sipson (refer to Figure 6.15.3)



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# Zone Q

## 6.16 Zone Q – Sipson and Harlington Area



Figure 6.16.1: Location map - Zone Q

- 6.16.1 Zone Q is located east of the new runway and includes the M4 Spur road linking to the airport. This zone includes the new Northern Parkway, Airport Supporting Development, the eastern part of the diverted A4, and adjustments to Junction 4 of the M4.
- 6.16.2 The Northern Parkway will be located to the east of the M4 Spur and adjacent to the M4. It will include up to 24,000 spaces. Access to the Northern Parkway would be via a grade separated roundabout from the M4 Spur. The parkway will be connected to the Central Terminal Area (CTA) via a shuttle following the alignment of the M4 Spur and will dive down to use the outer bores of existing road tunnel to the CTA.



Figure 6.16.2: Aerial photograph - Zone Q

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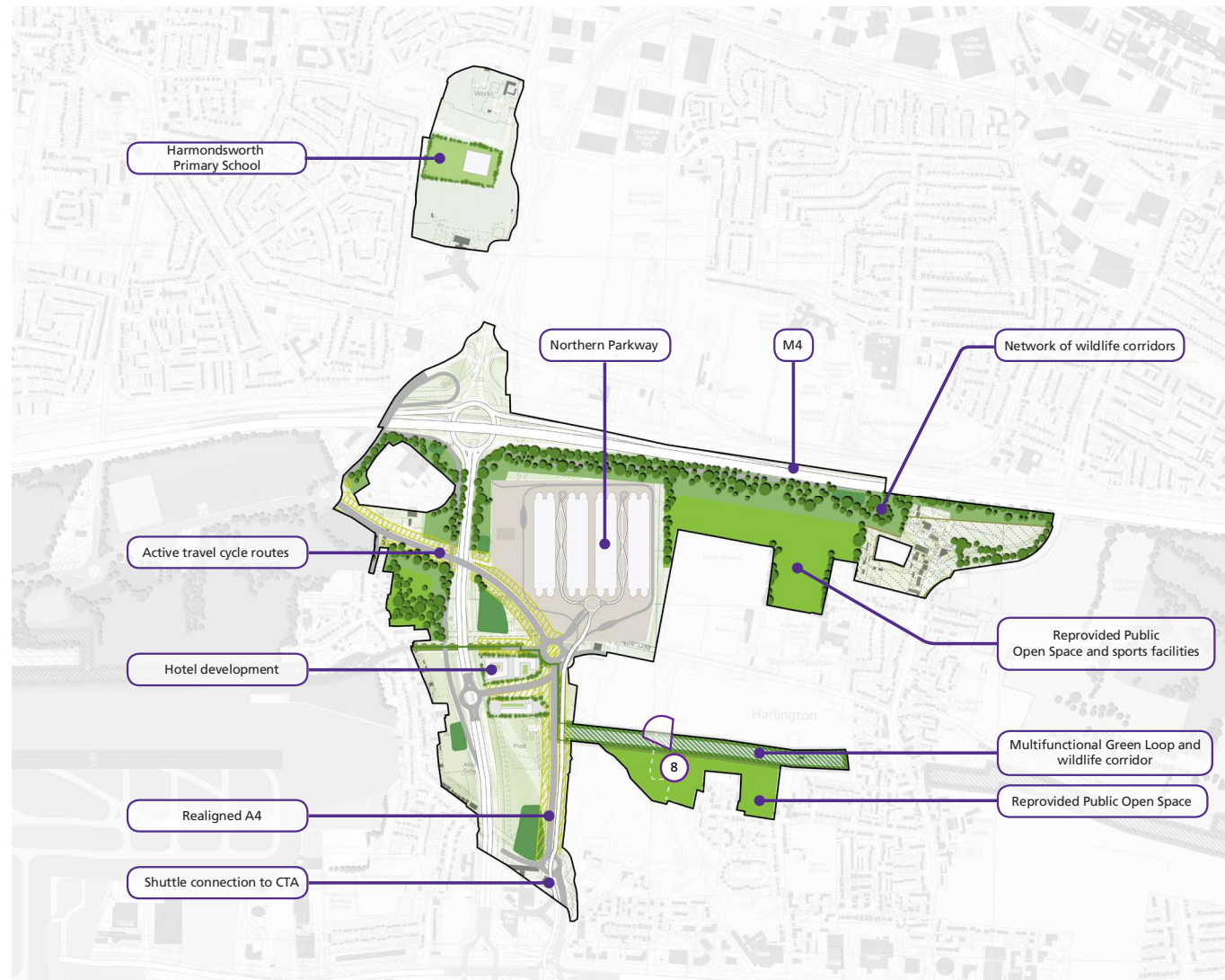


Figure 6.16.3: Illustrative Plan - Zone Q

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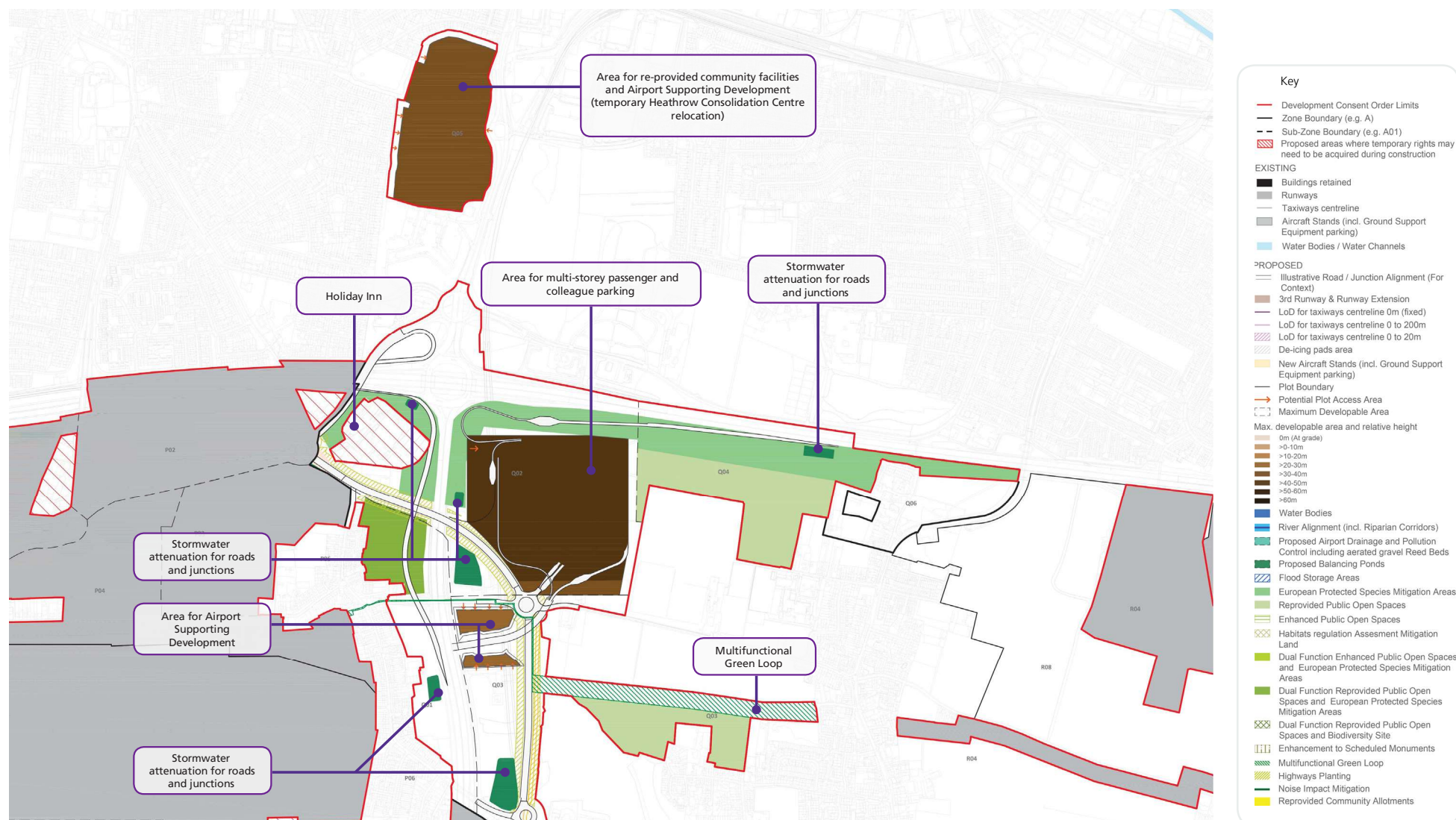


Figure 6.16.4: Parameter Plan - Zone Q

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- 6.16.3 The new diverted A4 parameters are designed to accommodate a dual-carriageway road, taking into account the potential need to include bus and cycle priority measures and traffic capacity requirements. The new alignment would bypass Sipson to the north, cross the M4 Spur just south of M4 Junction 4, head southeast of the M4 spur and then join the existing A4 via a new junction located east of Emirates Roundabout.
- 6.16.4 New ASD including hotels, will be located south of the Parkway, placed strategically adjacent to the route of the new connectivity system.
- 6.16.5 All of this area will be part of the green infrastructure strategy, with planting along the proposed roads, Protected Mitigation Areas such as the bat corridor running along the M4 or re-provided Public Open Space. The new Green Loop which will pass through this zone will include new and enhanced existing recreational routes, recreational spaces and planting, as well as habitat provision in line with European protected species for wildlife connectivity.
- 6.16.6 We are proposing to relocate Harmondsworth Primary School, which will be displaced by the new runway. The proposed is within the school's current catchment area and has appropriate road access and connections to green areas. This site also has the benefit of being able to support the early delivery of the new school so it does not need to close.

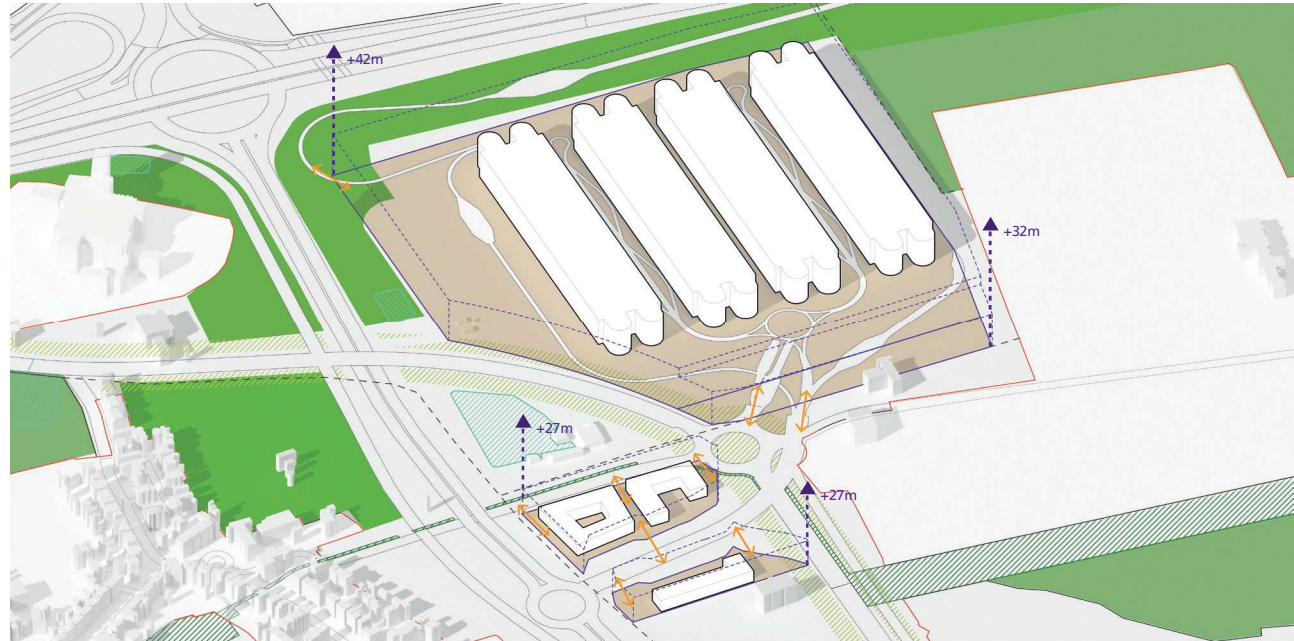


Figure 6.16.5: Illustrative 3D massing - Zone Q - Northern Parkway

\* All buildings shown as indicative massing within height parameters which are relative to the assumed ground level



Figure 6.16.6: View 8 - Northern Parkway sketch (refer to Figure 6.16.3)



# Zone R

## 6.17 Zone R – Bath Road and Cranford Park Area



Figure 6.17.1: Location map - Zone R

- 6.17.1 Zone R is located to the northeast of the existing centre runway, incorporating parts of the existing Bath Road and areas east of the M4 Spur. Proposals in this zone include the intensification of industrial and airport operational uses along Bath Road with enhanced public open space in the northern parts of the zone.
- 6.17.2 The existing Emirates Roundabout is proposed to be reconfigured by removing the northern part of the circulatory system and the eastbound A4 on-slip. Access to the A4 is instead provided via the East Ramp. A new at-grade roundabout is introduced at Nene Road, providing access to the rerouted A4 (Option 2A, identified in the Airport Expansion Consultation One), the existing A4, East Ramp and the Northern Perimeter Road.

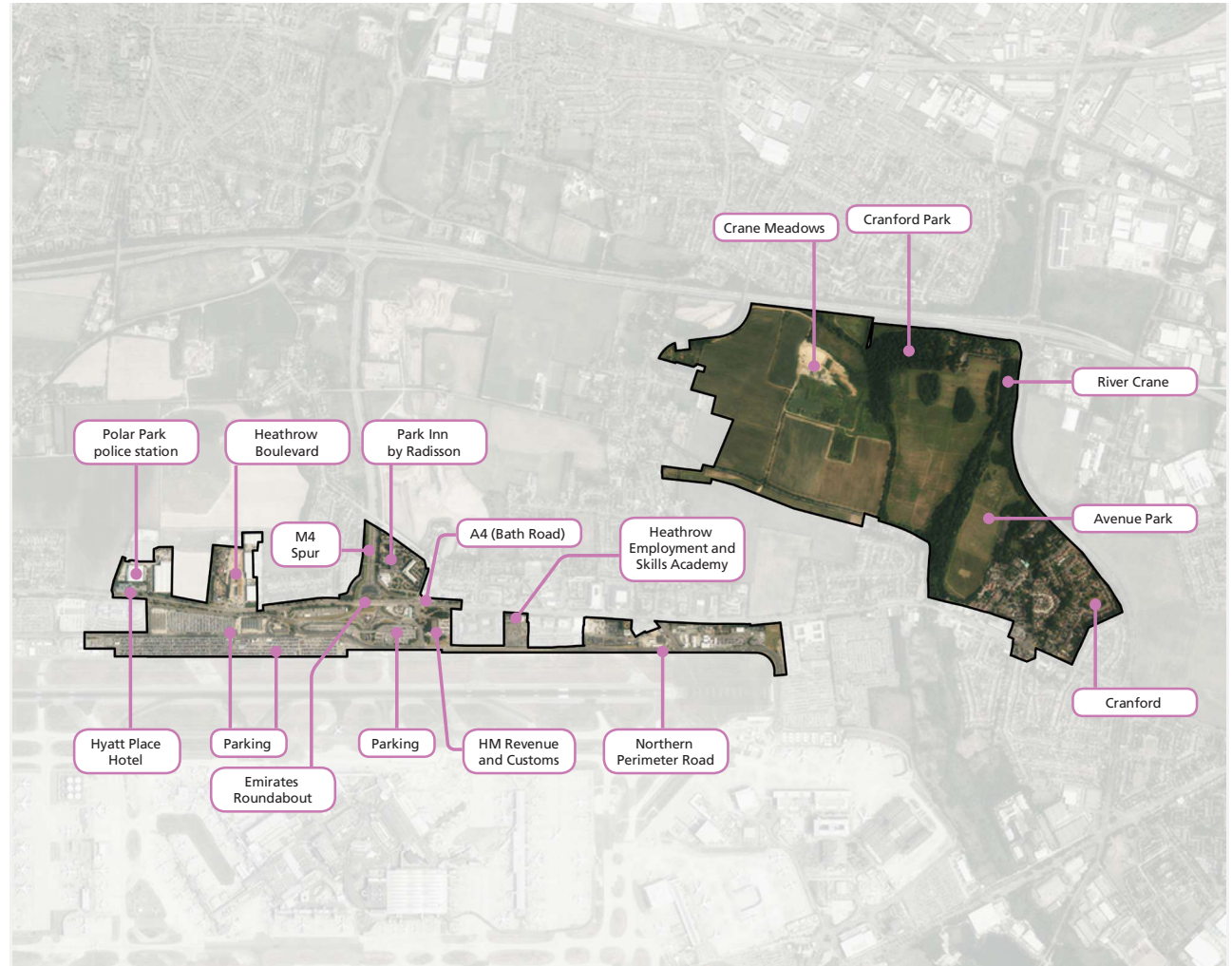


Figure 6.17.2: Aerial photograph - Zone R

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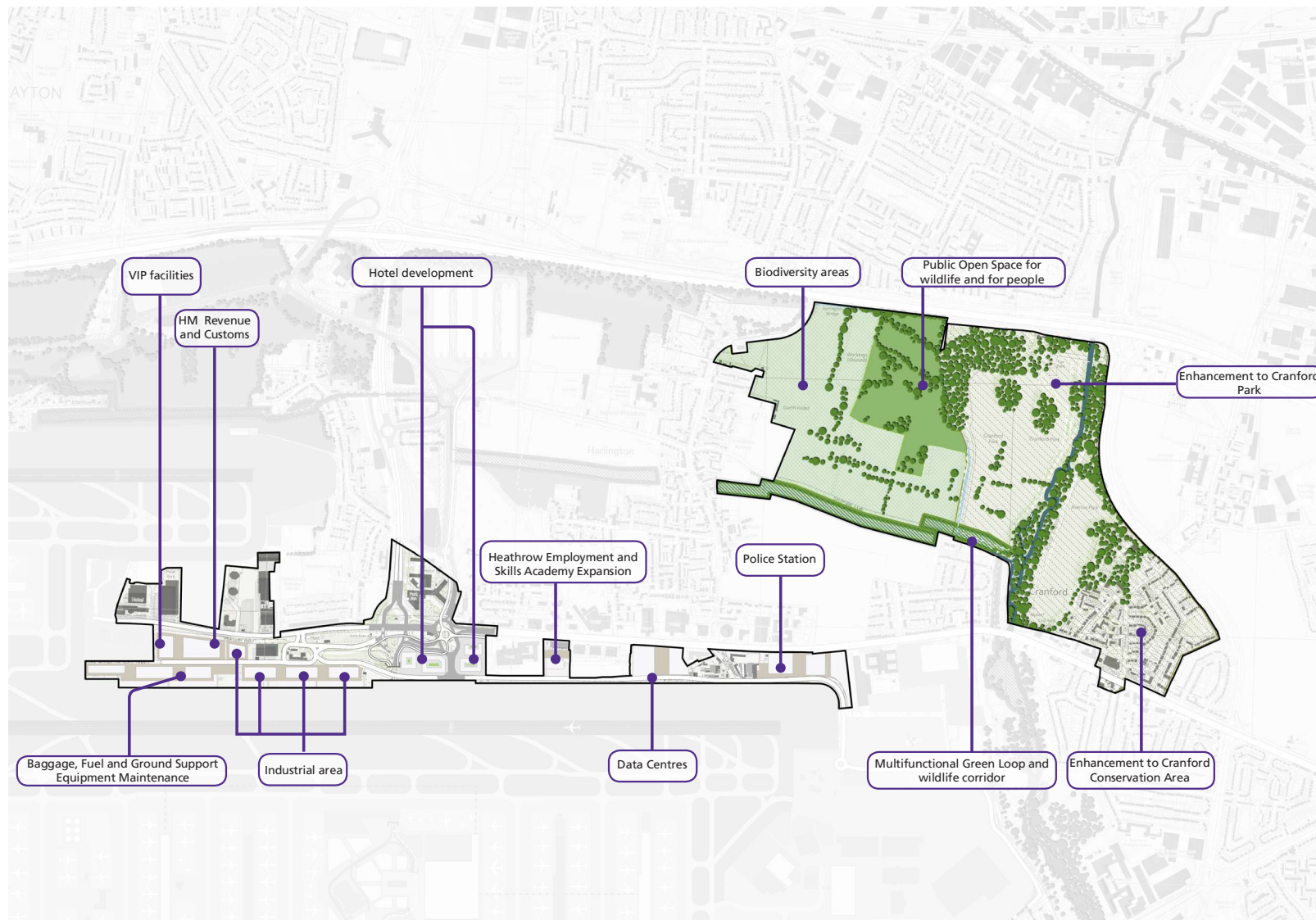


Figure 6.17.3: Illustrative Plan - Zone R

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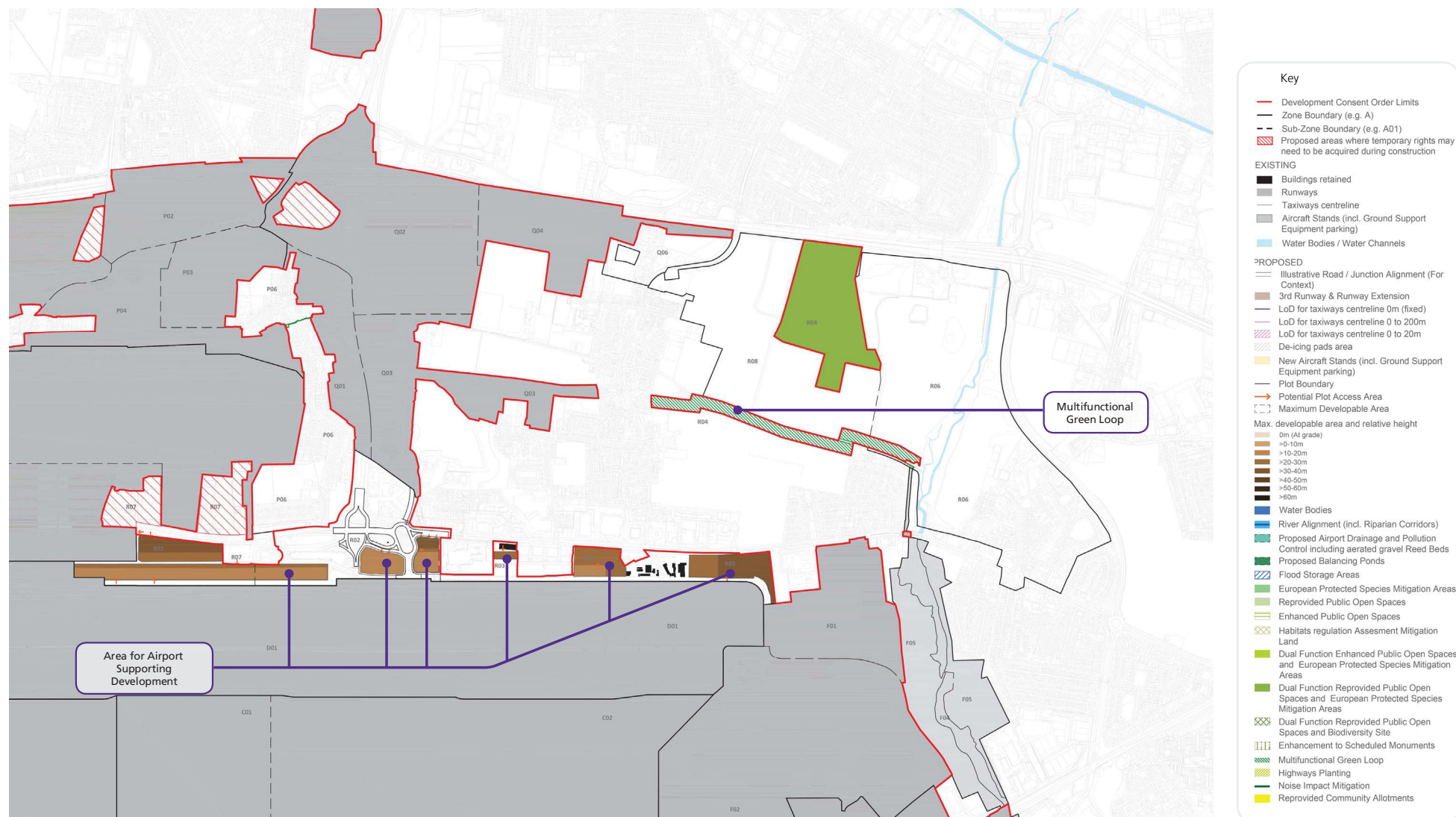


Figure 6.17.4: Parameter Plan - Zone R

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- 6.17.3 Existing uses along Bath Road and the perimeter of the airport will be retained where possible and intensified in some areas to support the growth in demand. Passenger facilities, including hotels, are located such that they can access the shuttle system connecting the Northern Parkway to the Central Terminal Area. Uses such as crew reporting facilities, vehicle control posts and industrial areas will be located on the perimeter of the airport, allowing for direct access to the airside road network.
- 6.17.4 The northern parts of this zone form part of the green infrastructure strategy. Part of the proposed Green Loop is accommodated within this zone, and includes proposed and enhanced recreational routes, recreational spaces and planting, as well as habitat provision and wildlife connectivity. Other uses included in this zone are Re-provided Public Open Space, European Protected Species Mitigation areas and, potentially, biodiversity areas. Enhancement to the setting of the Cranford Conservation Area is also being considered as part of the improvement works in this zone.

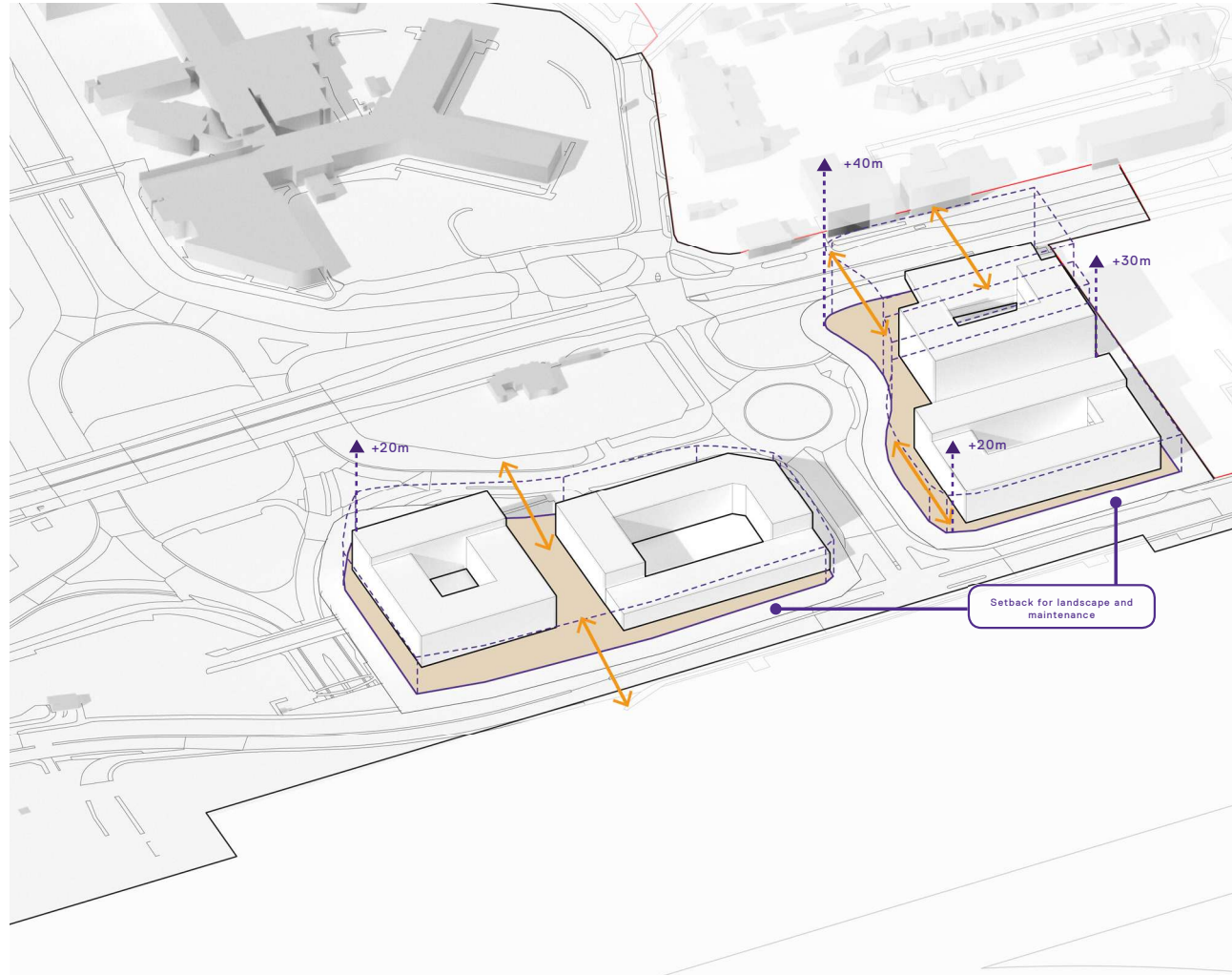


Figure 6.17.5: Illustrative 3D massing - Zone R - Hotel Development Area

\* All Buildings shown as indicative massing within height parameters which are relative to the assumed ground level





Figure 6.17.6: Artist's impression of potential landscape character in the Crane Valley



# Zone T

## 6.18 one T – Hythe End Area



Figure 6.18.1: Location map - Zone S and T

- 6.18.1 Zone T is located southwest of the airport next to the Thames River in the Runnymede area.
- 6.18.2 The zone consists of one site which has been identified as a potential area of enhancement to the setting of historic assets. The historic assets within this zone are St. Mary's Priory, a Benedictine Nunnery which houses the Ankerwycke Yew landmark, the National Trust's oldest tree.

\*Zone S is no longer required for the Project.



Figure 6.18.2: Aerial photograph - Zone T

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# Zone U

## 6.19 one U – Ashford Area



Figure 6.19.1: Location map - Zone U

- 6.19.1 Zone U is located south of the airport along London Road immediately east of Staines Cemetery and consists of proposed green infrastructure.
- 6.19.2 An existing area of landscape with industrial uses, this site is proposed to take on a dual function, accommodating both re-provided Public Open Space and biodiversity areas.



Figure 6.19.2: Aerial photograph - Zone U



Figure 6.19.3: Illustrative Plan - Zone U



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