

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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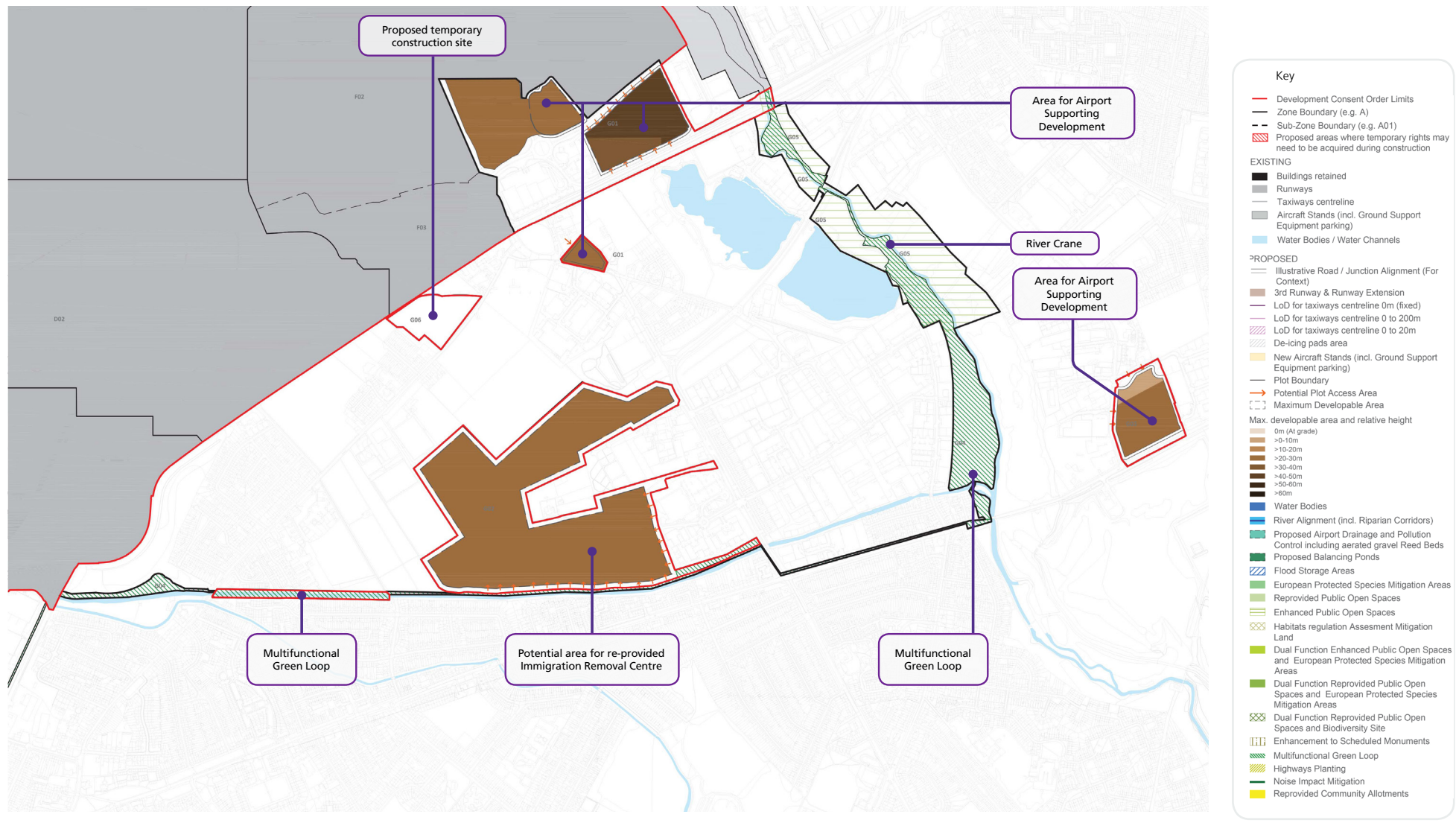


Figure 6.8.4: Parameter Plan - Zone G

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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.

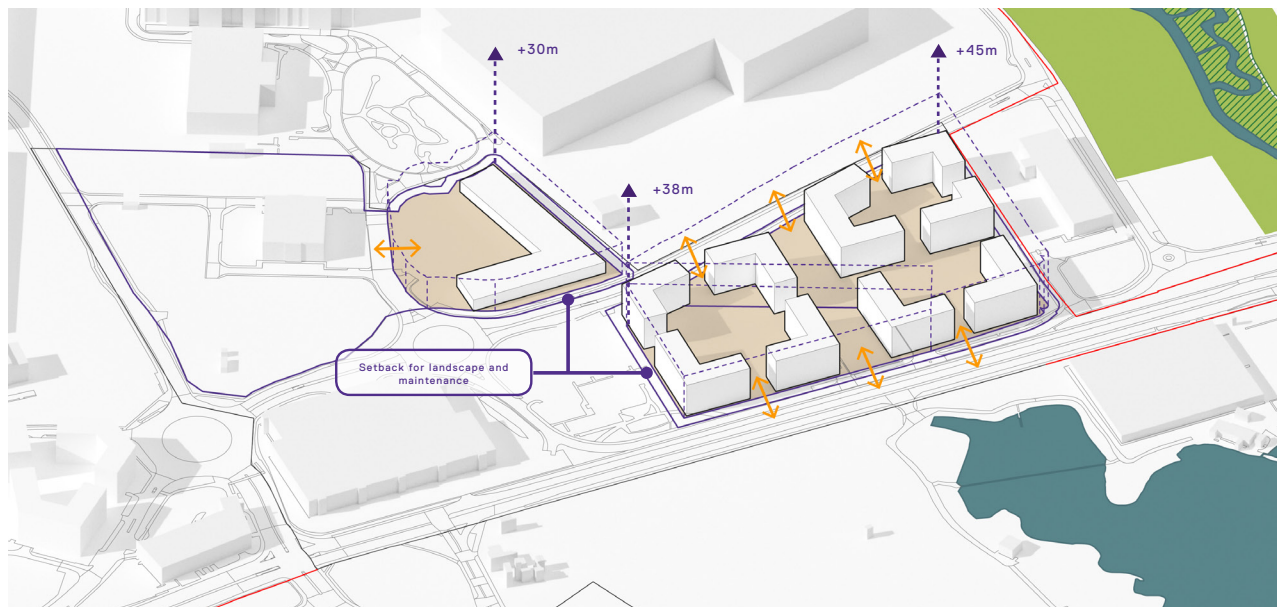


Figure 6.8.5: Illustrative 3D massing - Zone G - Hotel and office development

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

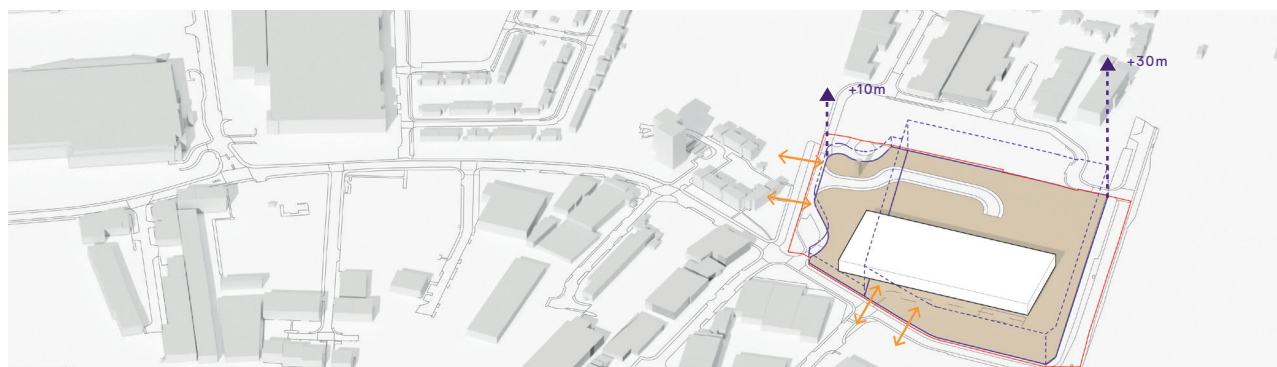


Figure 6.8.6: Illustrative 3D massing - Zone G - Industrial and cargo warehouses

Zone H

6.9 Zone H – Mayfield Farm Area

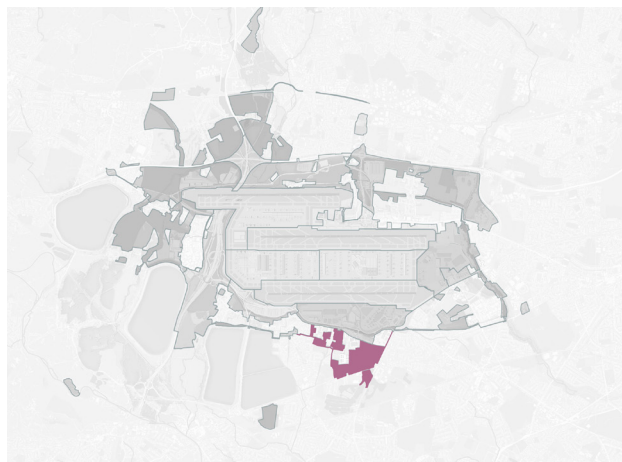


Figure 6.9.1: Location map - Zone H

- 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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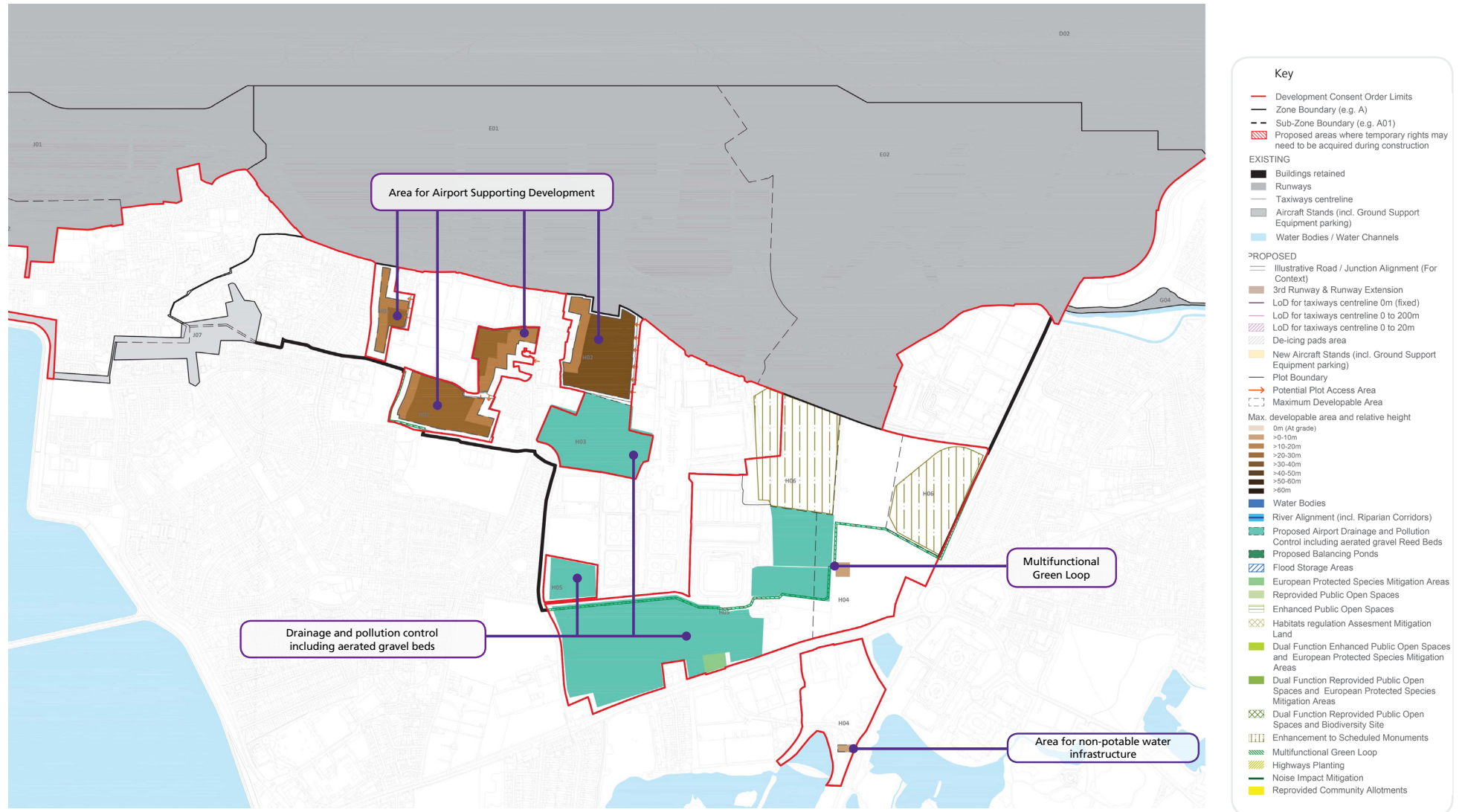


Figure 6.9.4: Parameter Plan - Zone H

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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.

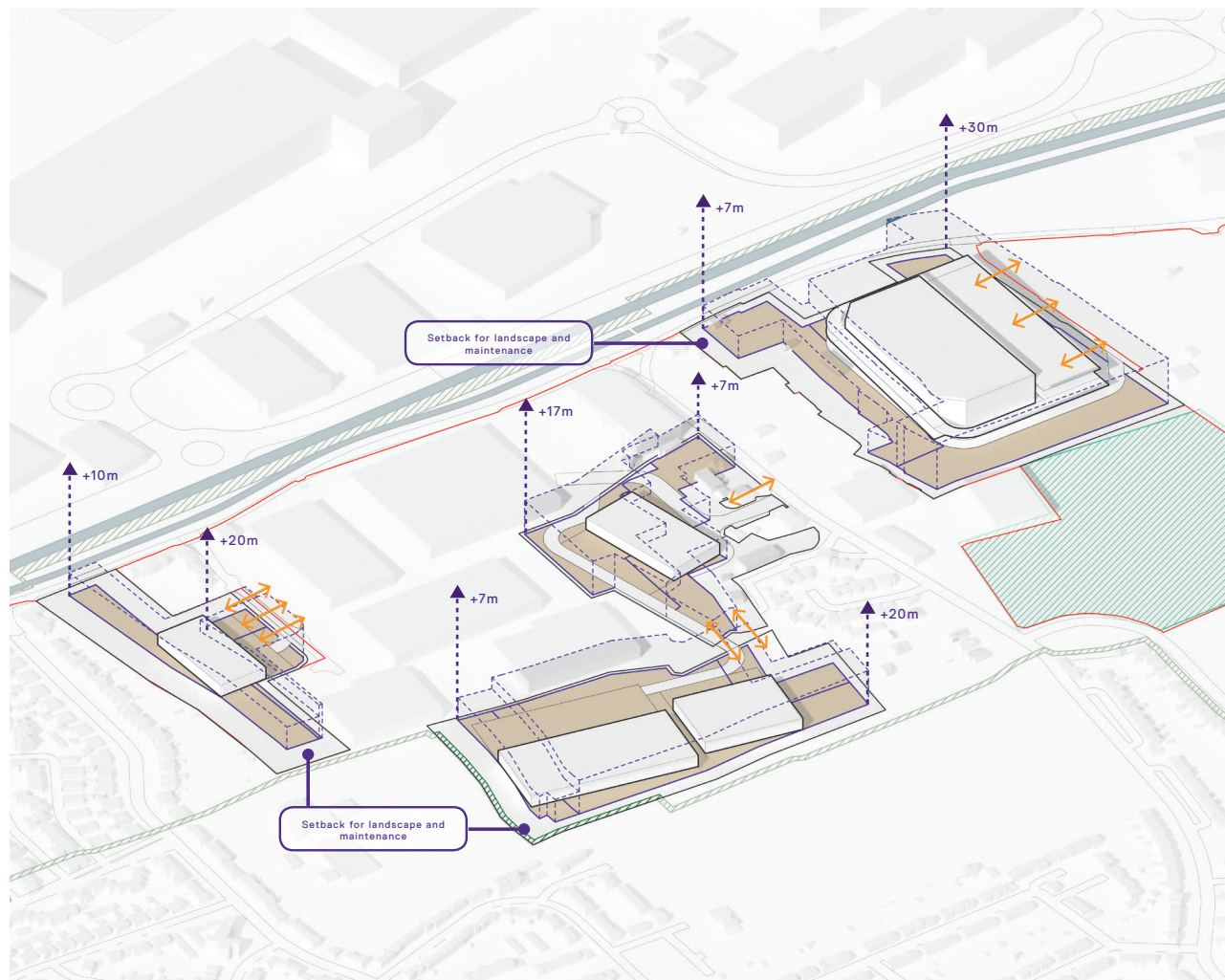


Figure 6.9.5: Illustrative 3D massing - Zone H - Industrial Building area

* 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

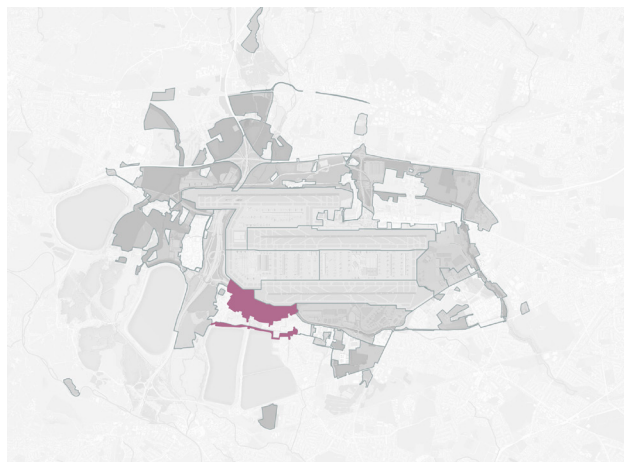


Figure 6.10.1: Location map - Zone J

- 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.

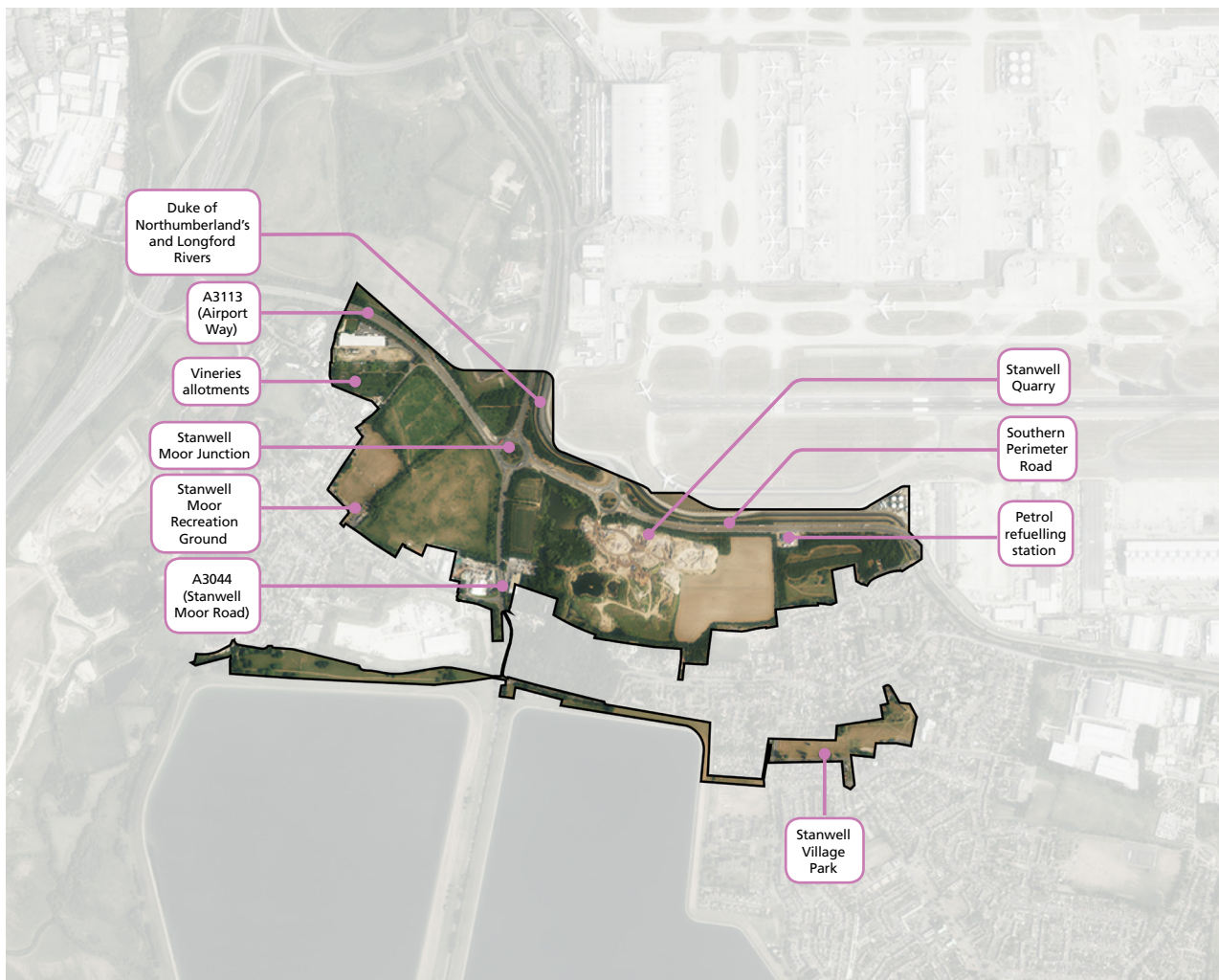


Figure 6.10.2: Aerial Photograph - Zone J

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Figure 6.10.3: Illustrative Plan - Zone J

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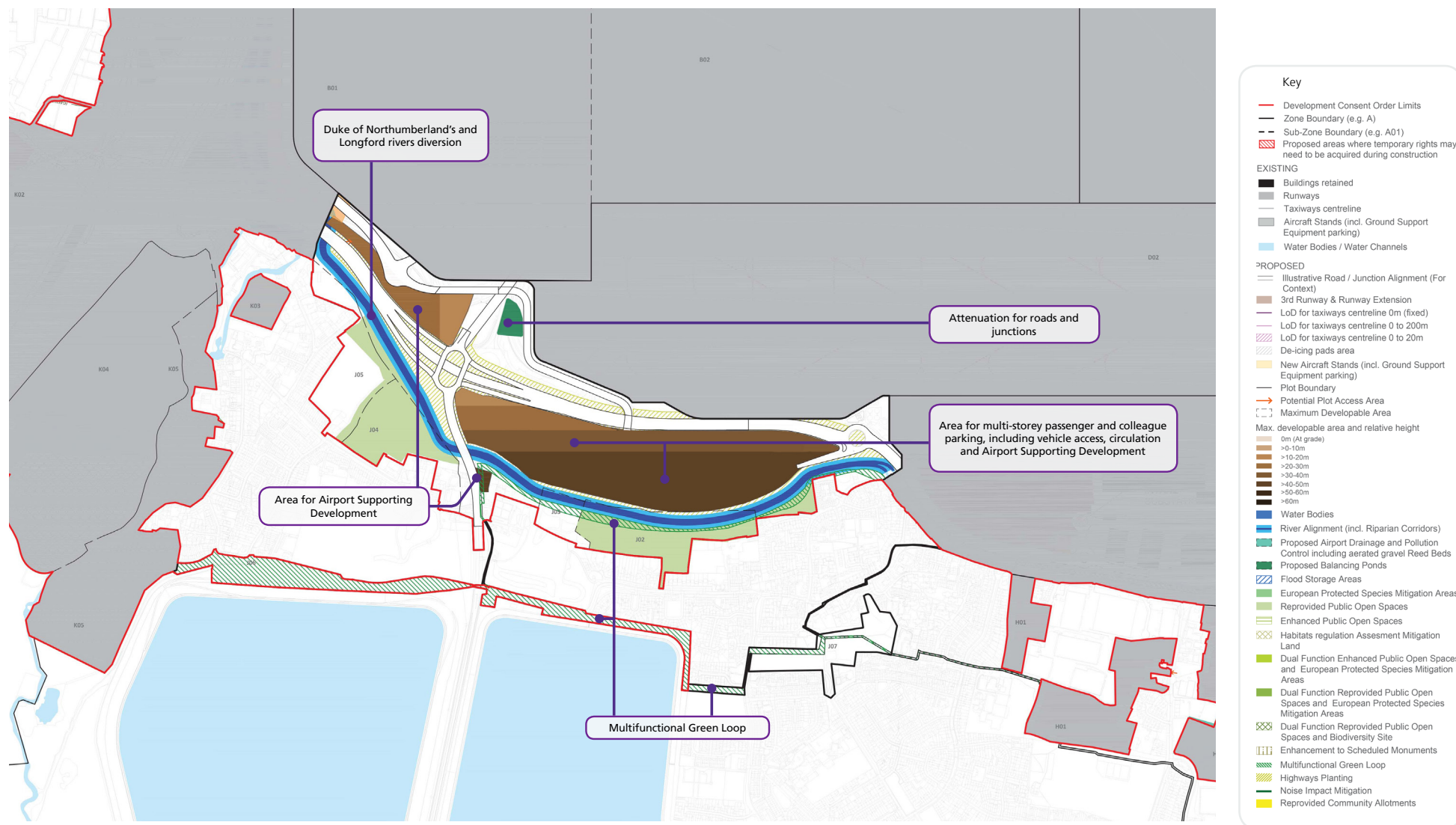


Figure 6.10.4: Parameter Plan - Zone J

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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.

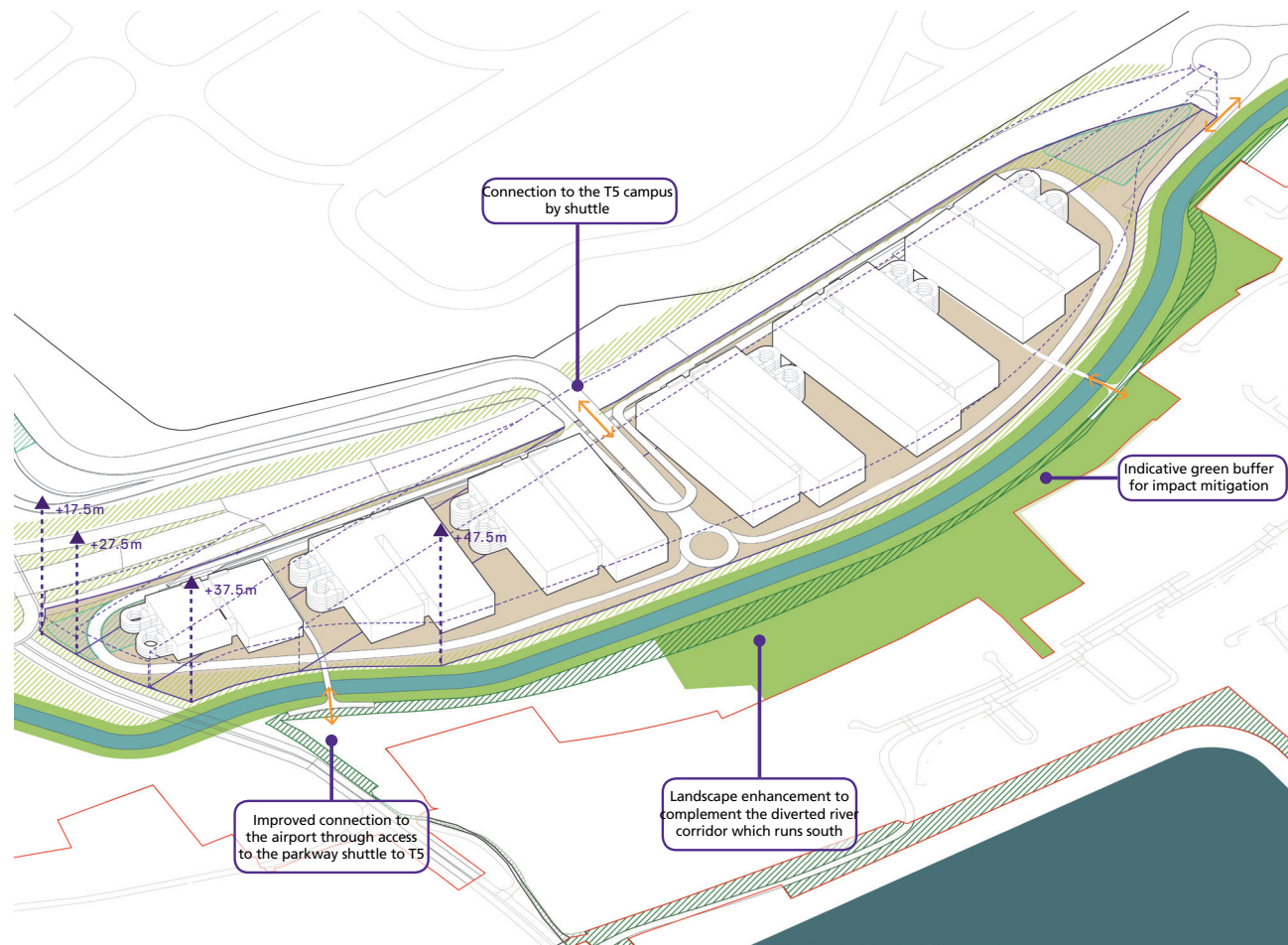


Figure 6.10.5: Illustrative 3D axonometric - Zone J - Southern Parkway

* 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 Zone 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.

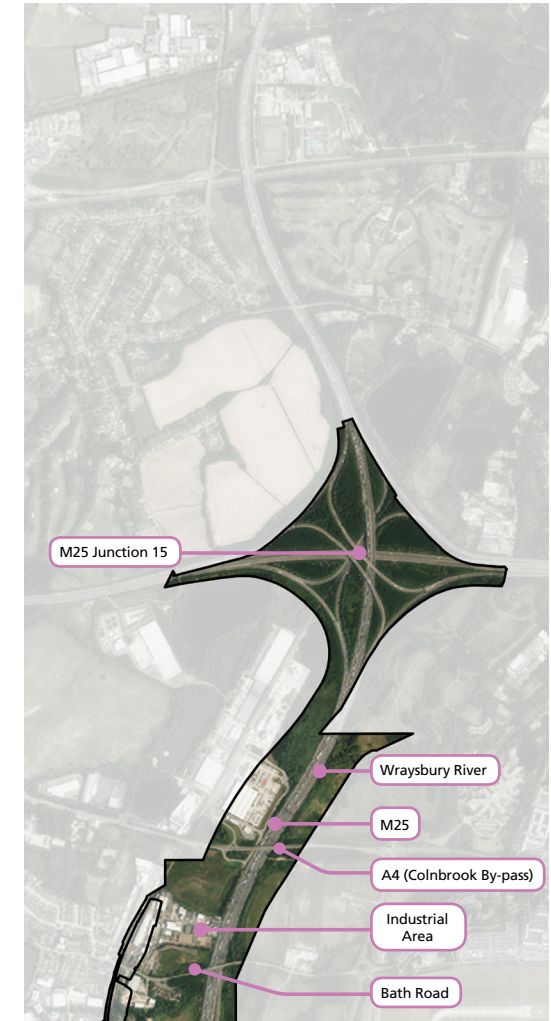


Figure 6.11.2: Aerial photograph - Zone K

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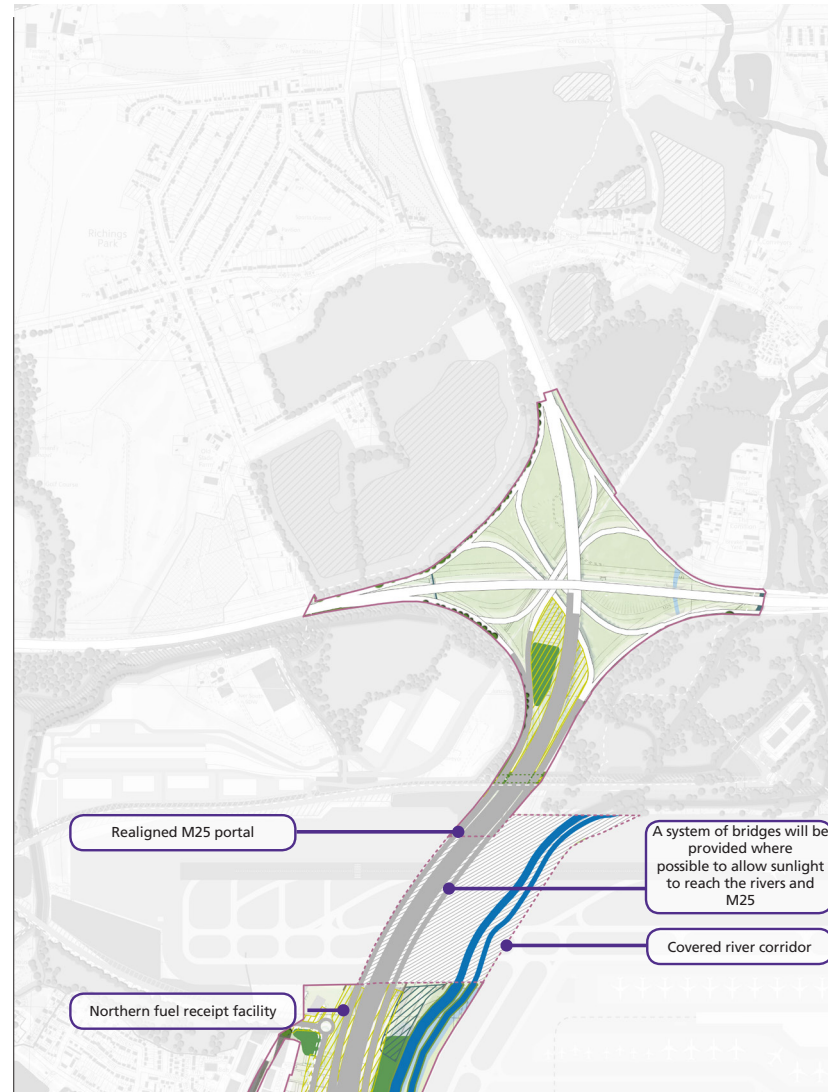
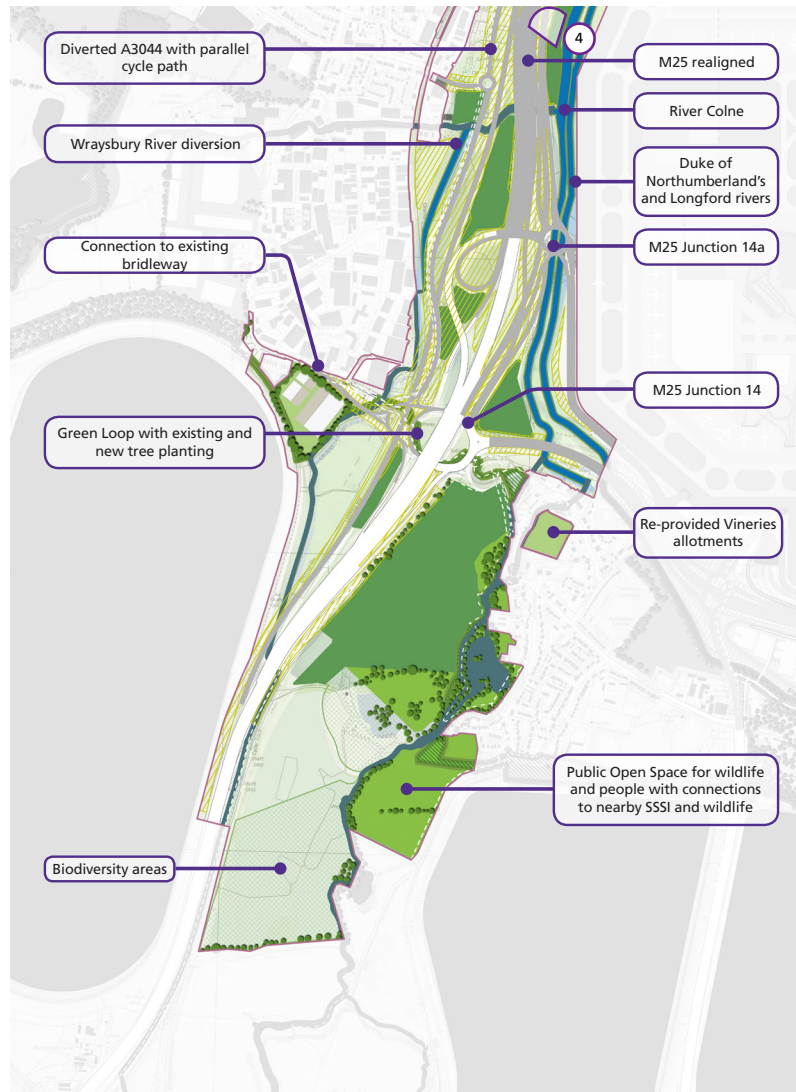
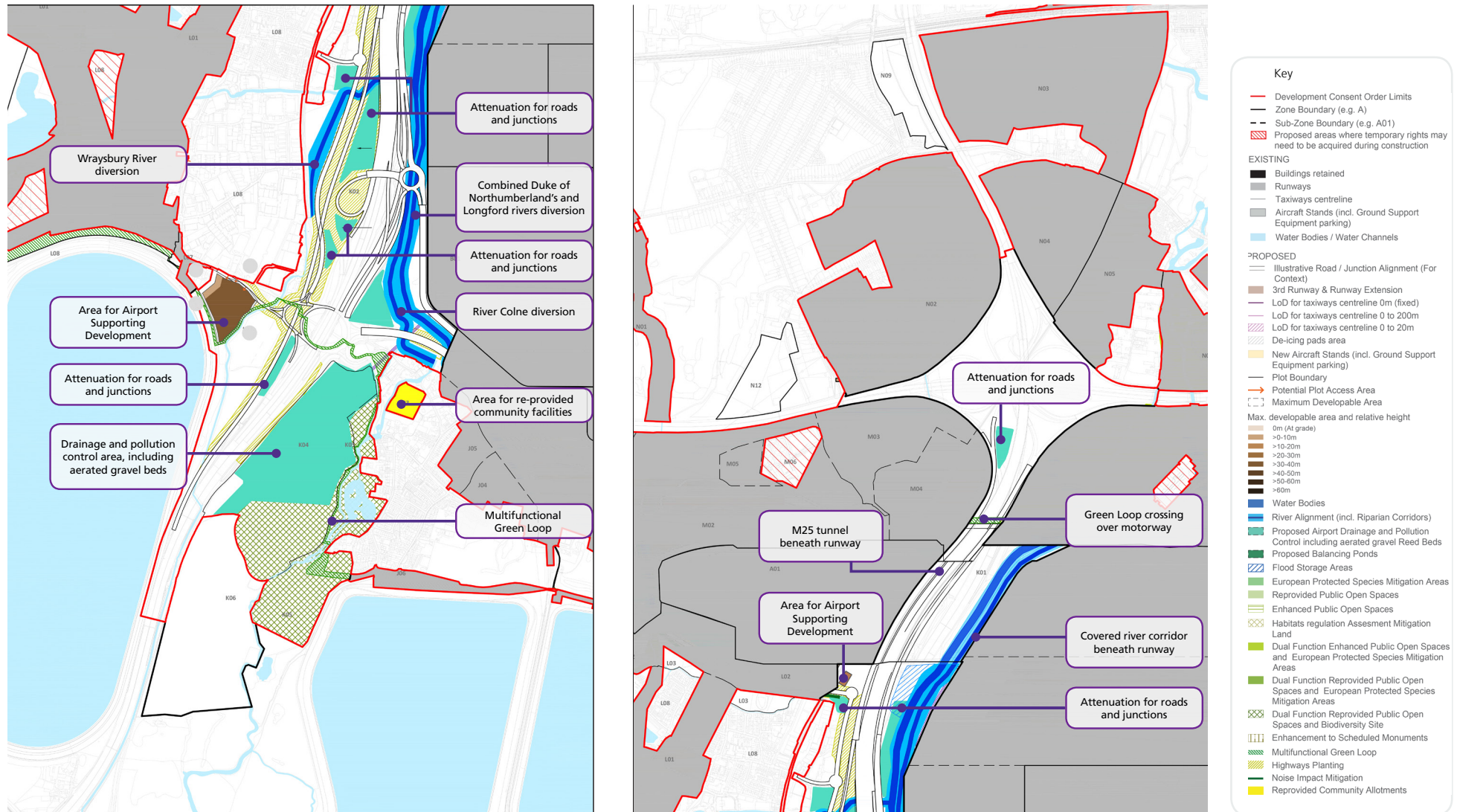


Figure 6.11.3: Illustrative Plan - Zone K

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- 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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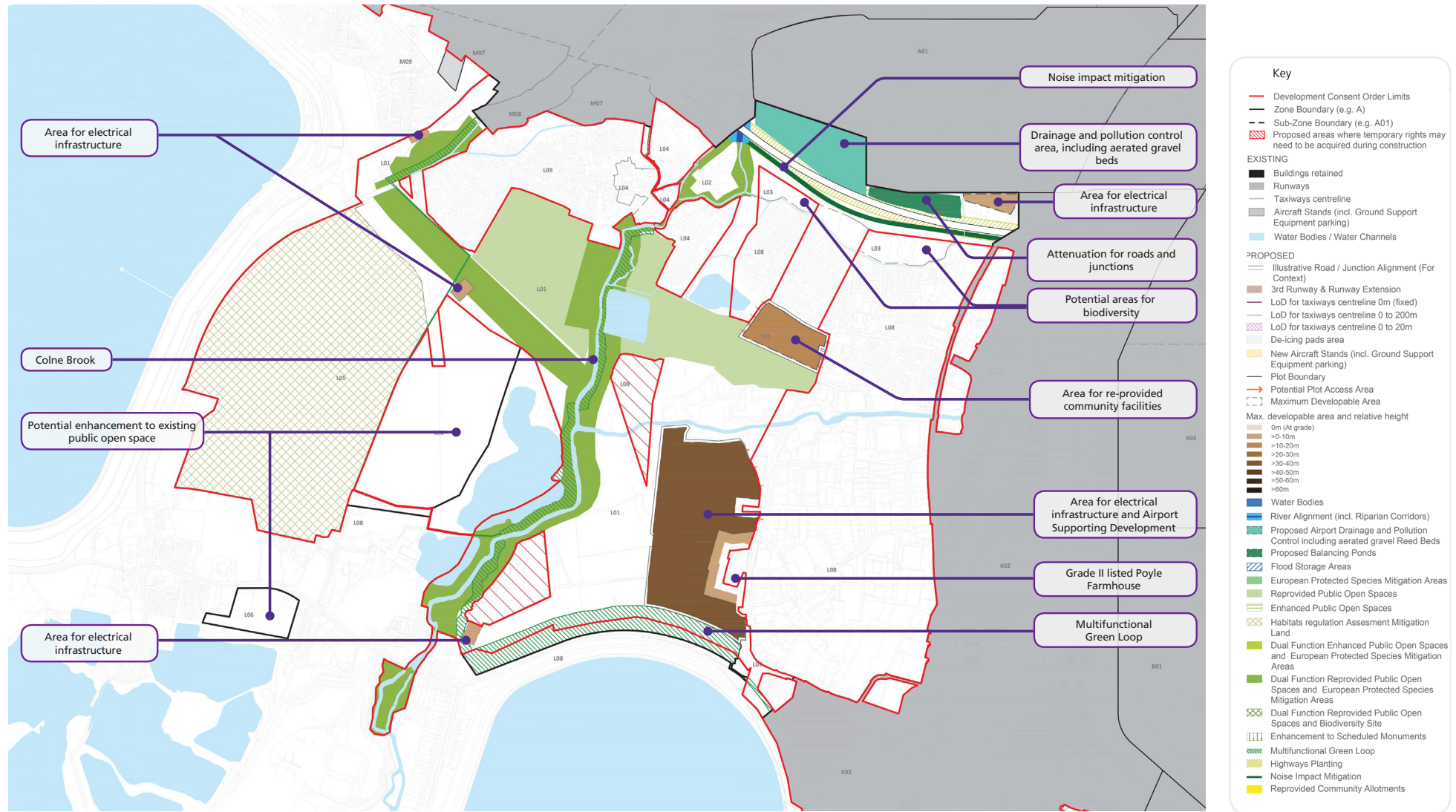


Figure 6.12.4: Parameter Plan - Zone L

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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.

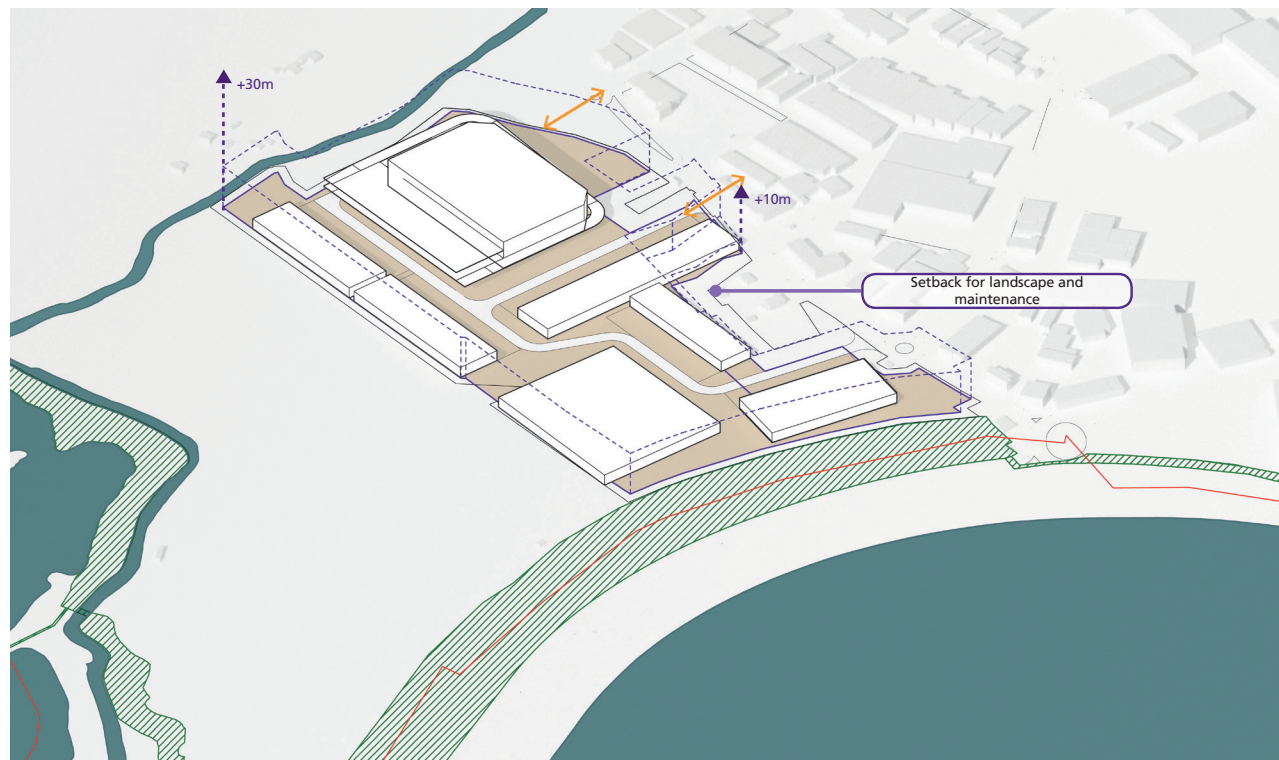


Figure 6.12.5: Illustrative 3D massing - Zone L - Industrial Development Area

* 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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