

Our Proposals By Zone



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.

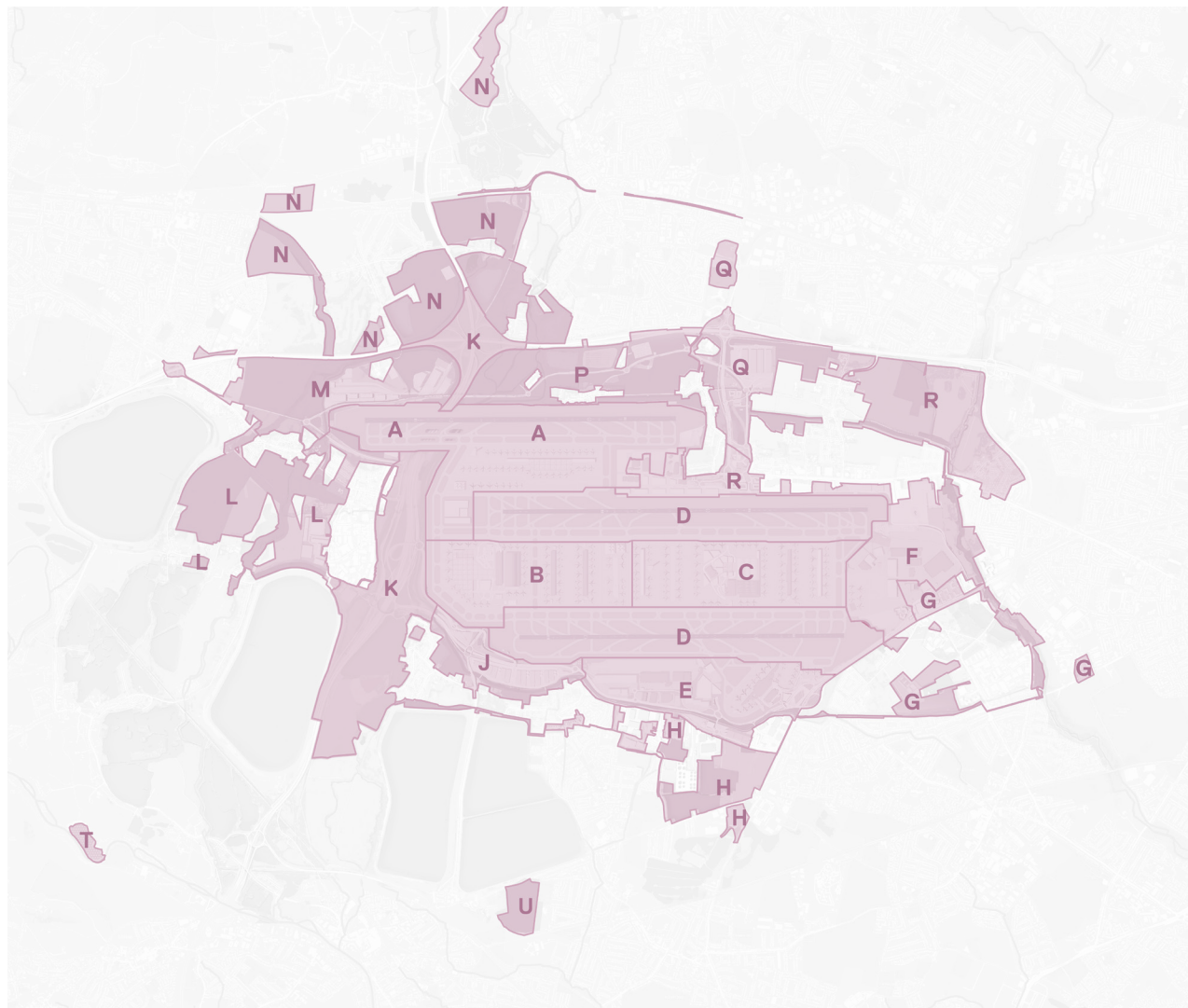


Figure 6.1.1: Masterplan zones

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Zone A

6.2 Zone A - New Runway Area

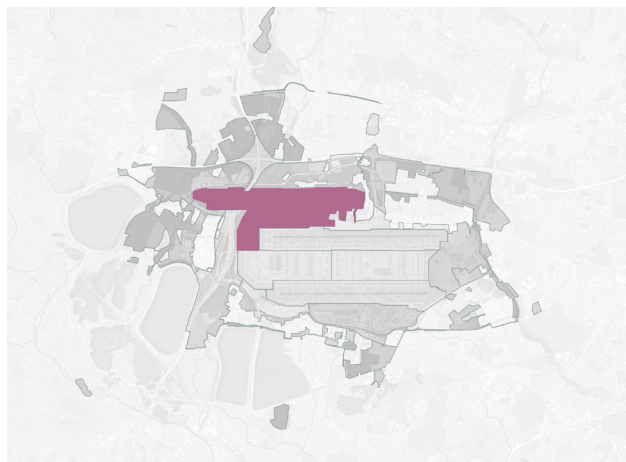


Figure 6.2.1: Location map - Zone A

- 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.

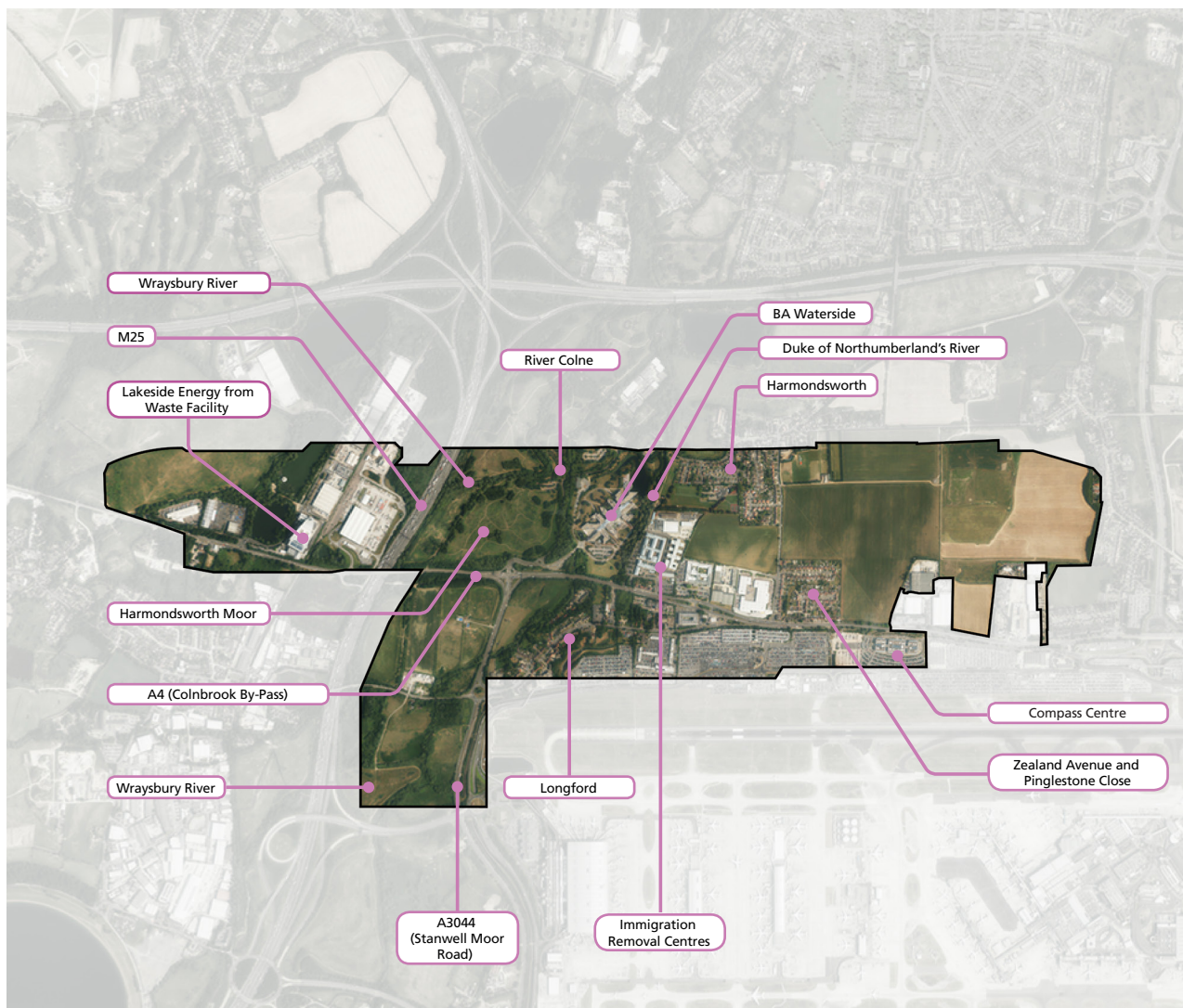


Figure 6.2.2: Aerial photograph - Zone A

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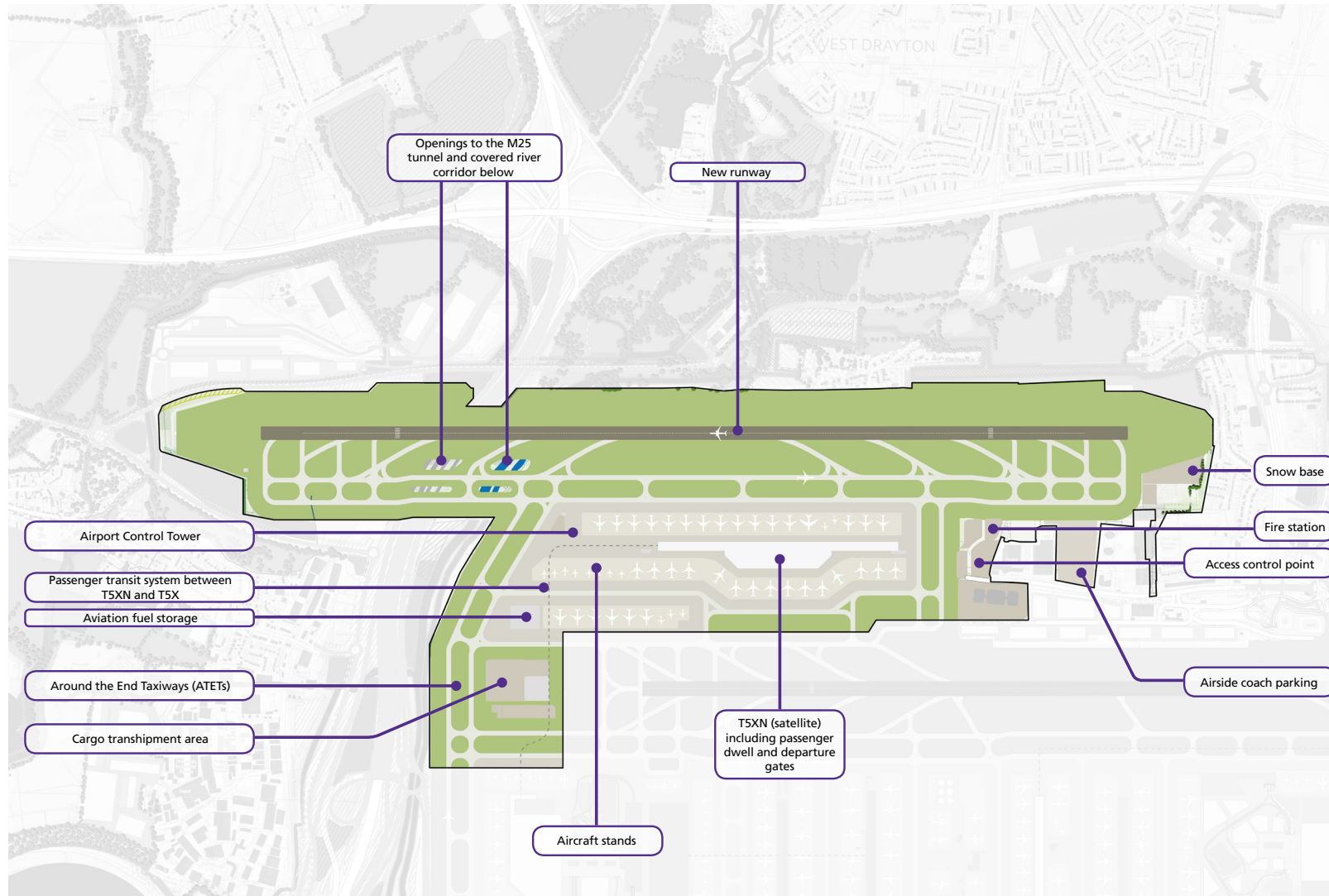


Figure 6.2.3: Illustrative Plan - Zone A

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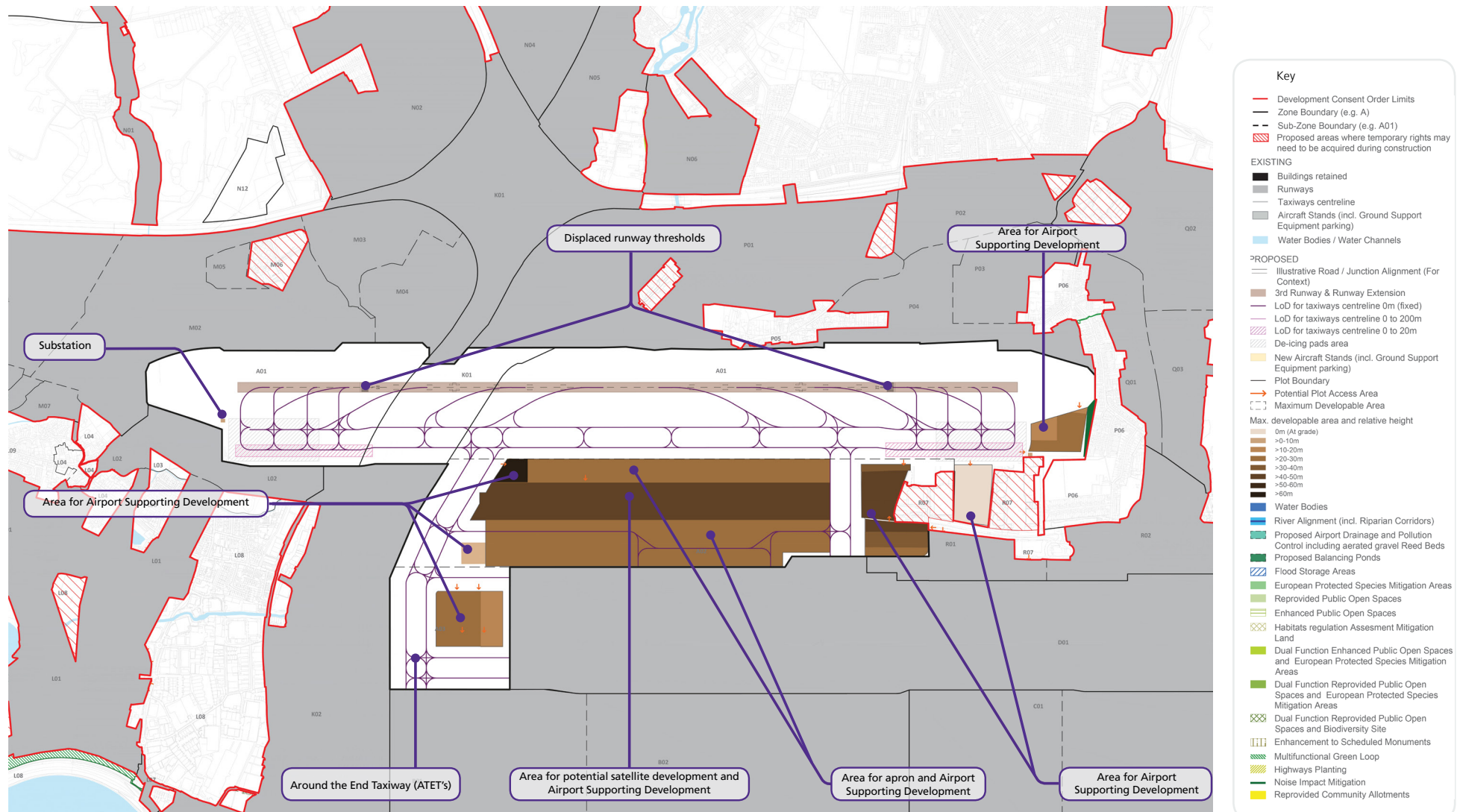


Figure 6.2.4: Parameter Plan - Zone A

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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.

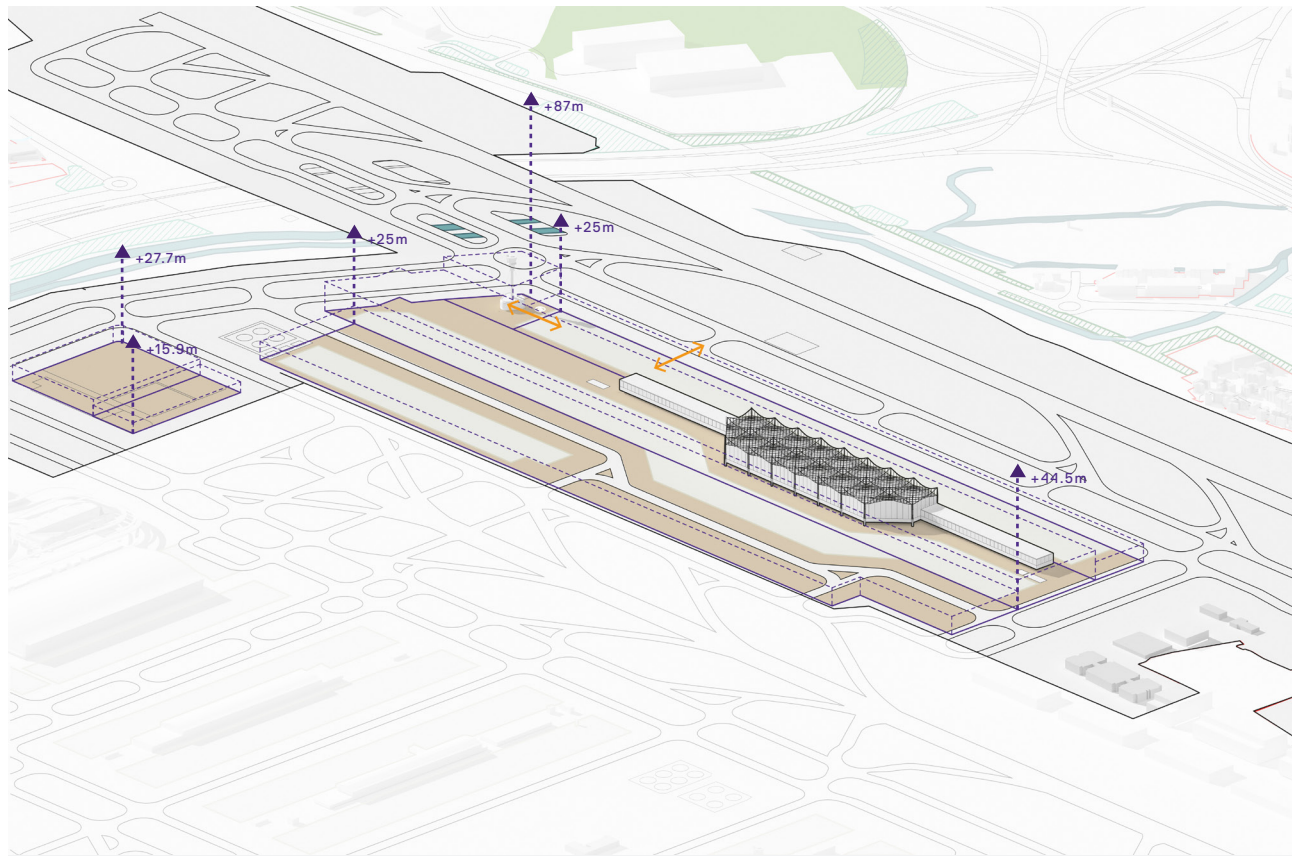


Figure 6.2.5: Illustrative 3D massing - Zone A T5X Satellite Area

* 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

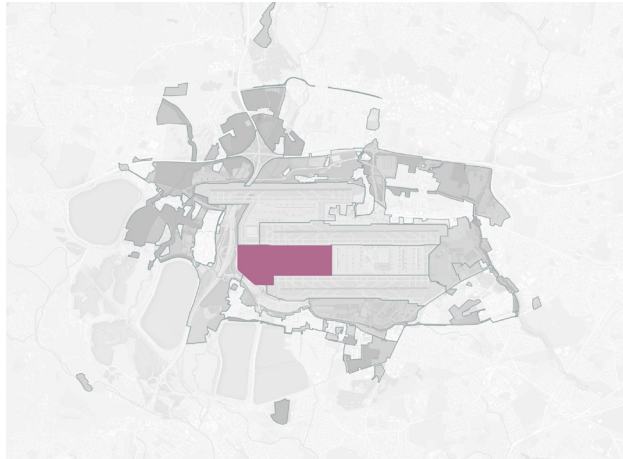


Figure 6.3.1: Location map - Zone B

- 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.

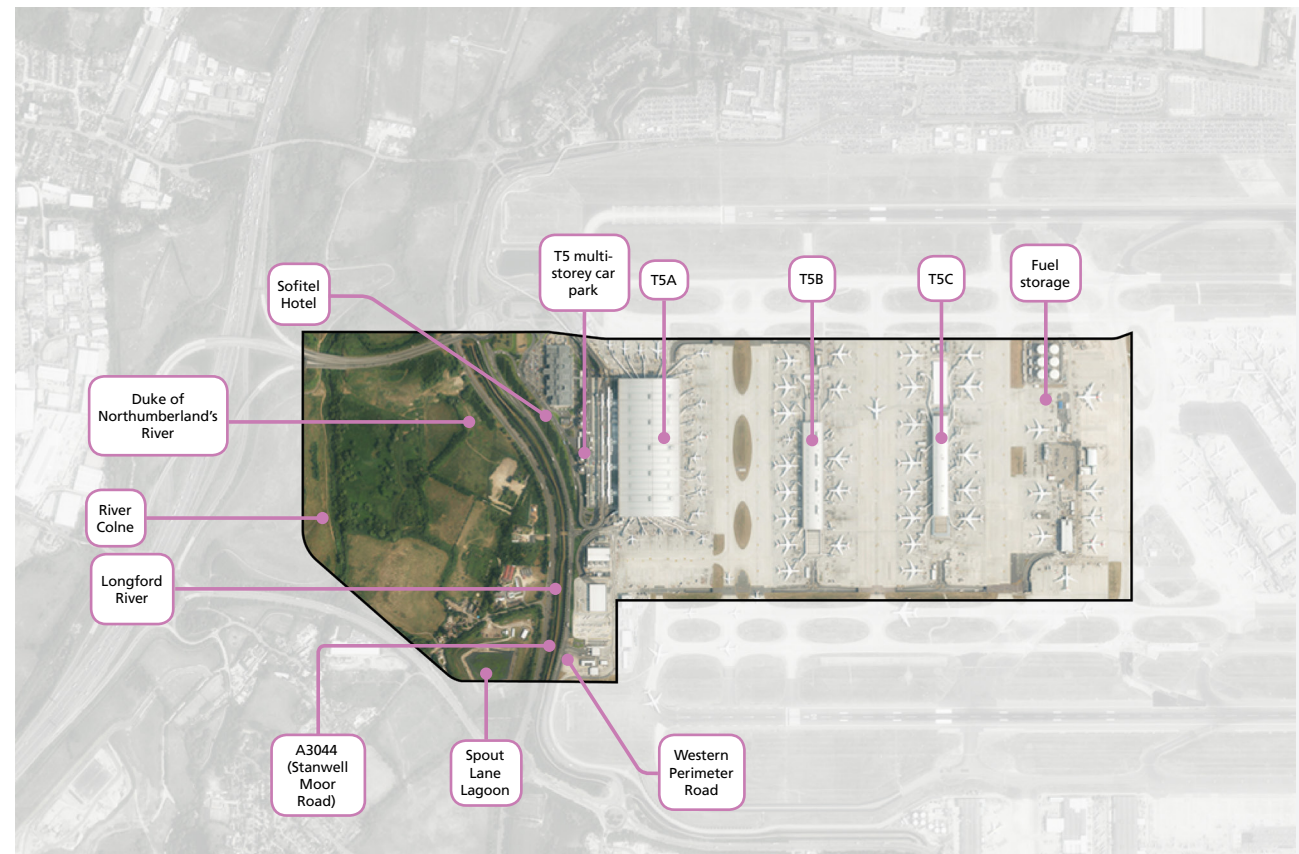


Figure 6.3.2: Aerial photograph - Zone B

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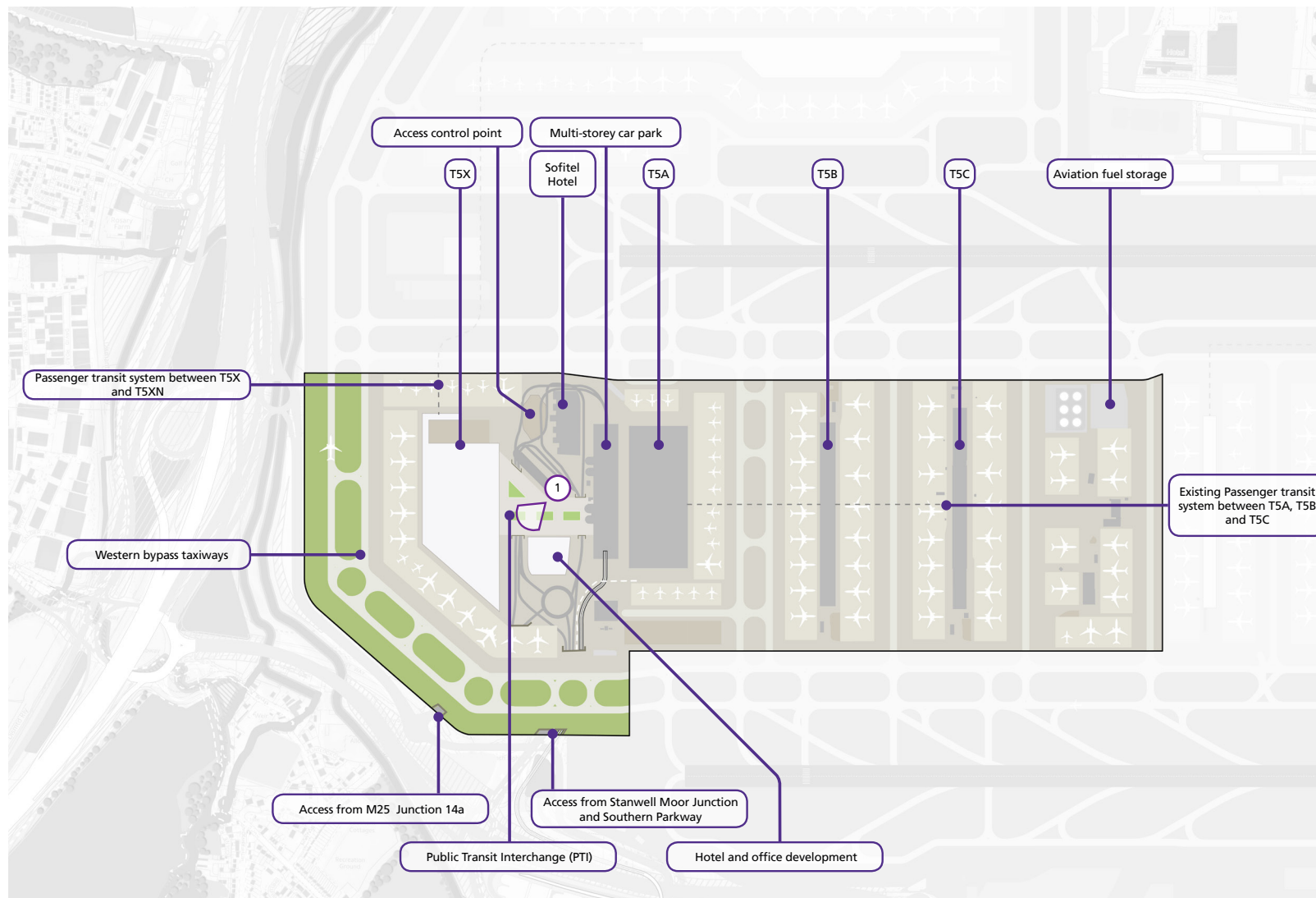


Figure 6.3.3: Illustrative Plan - Zone B

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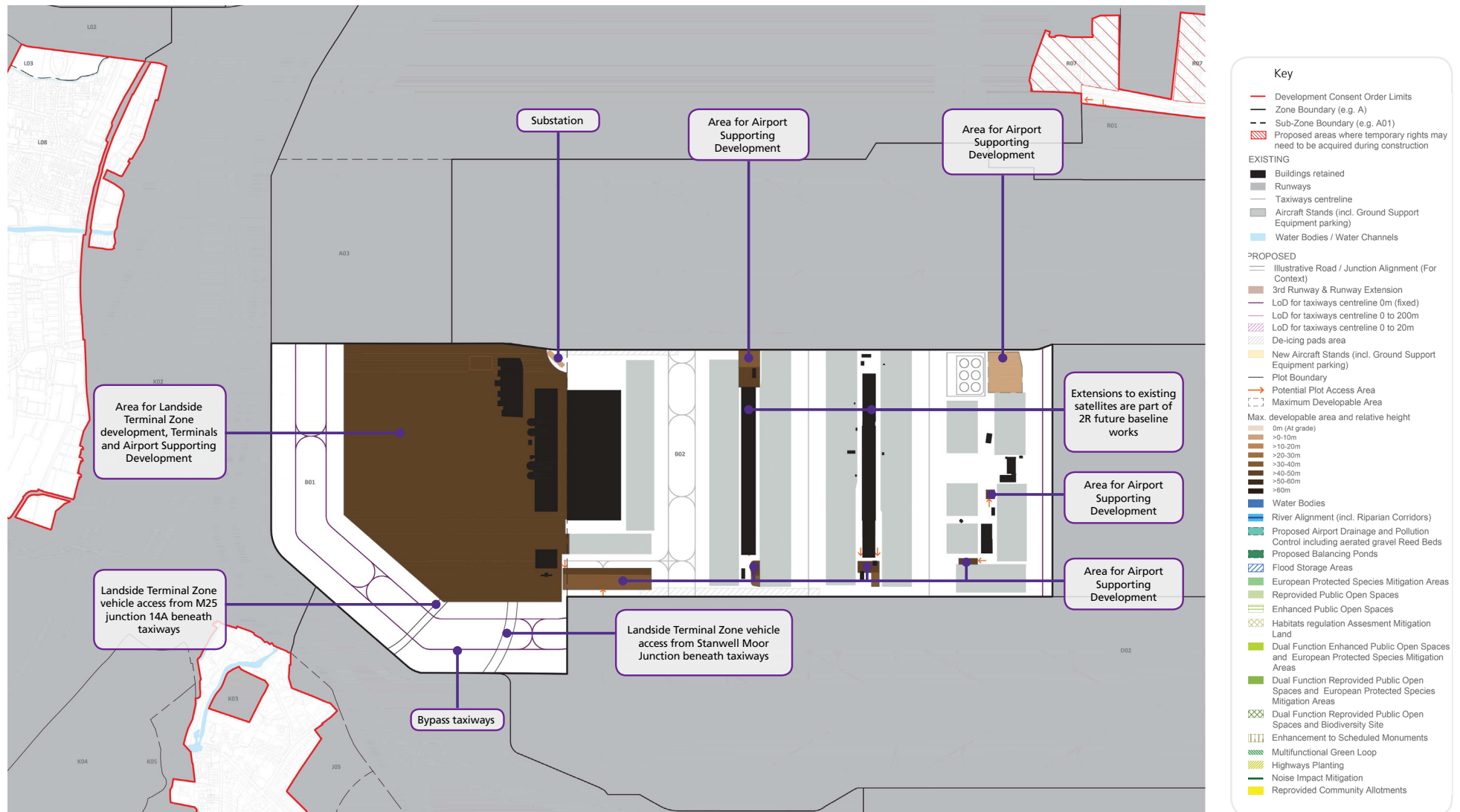


Figure 6.3.4: Parameter Plan - Zone B

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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.

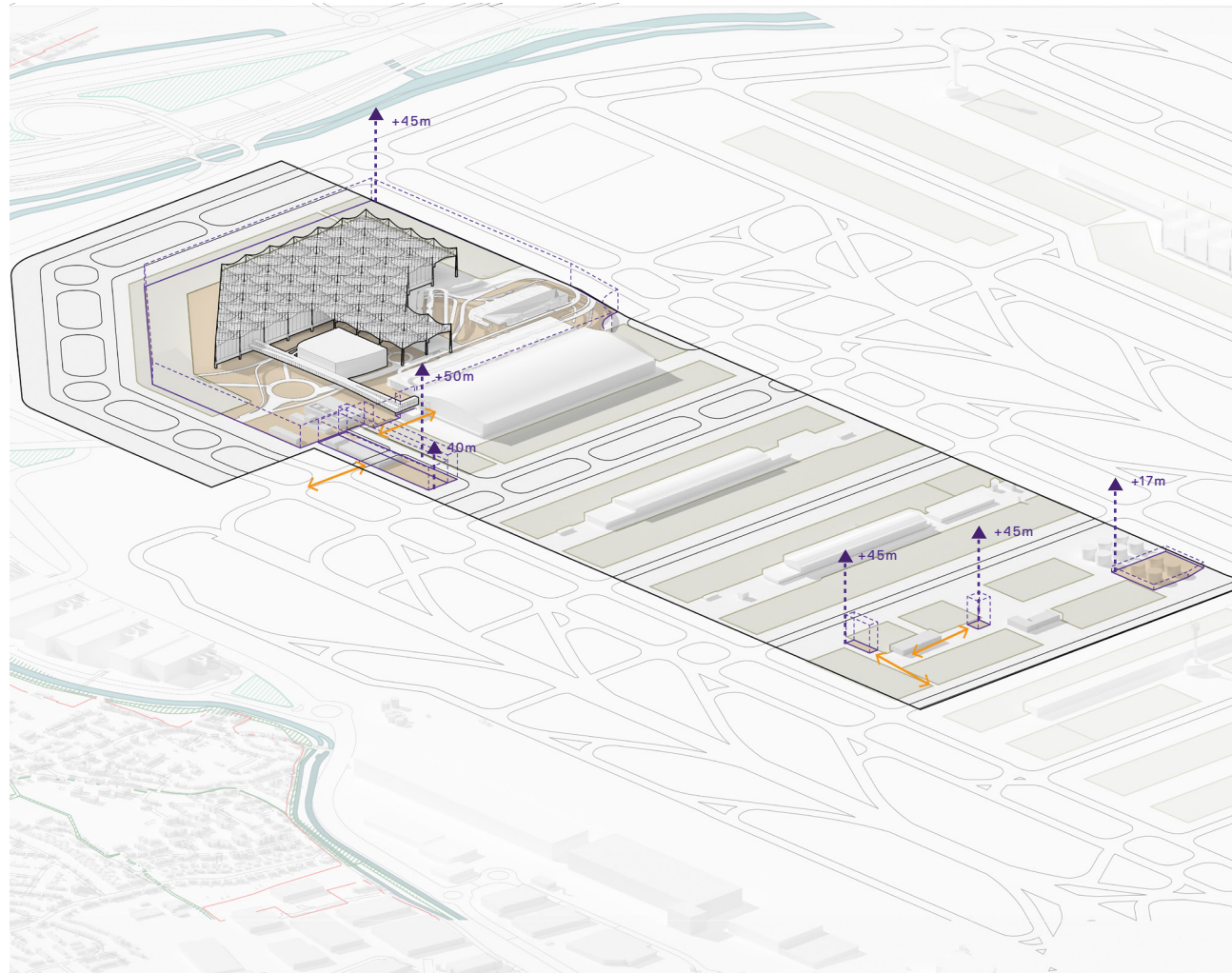


Figure 6.3.5: Illustrative 3D massing - Zone B - Terminal 5 Area

* 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

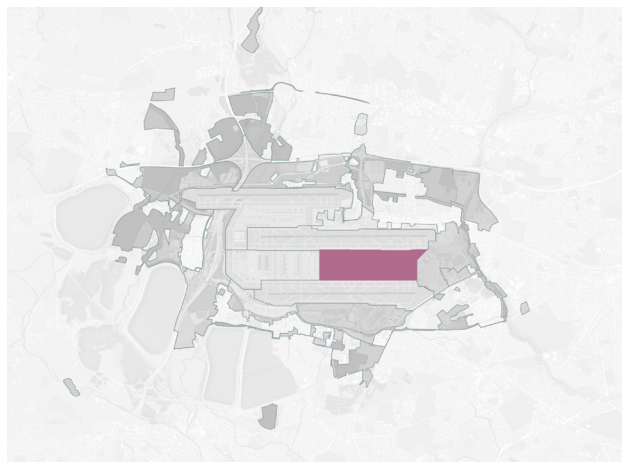


Figure 6.4.1: Location map - Zone C

- 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.

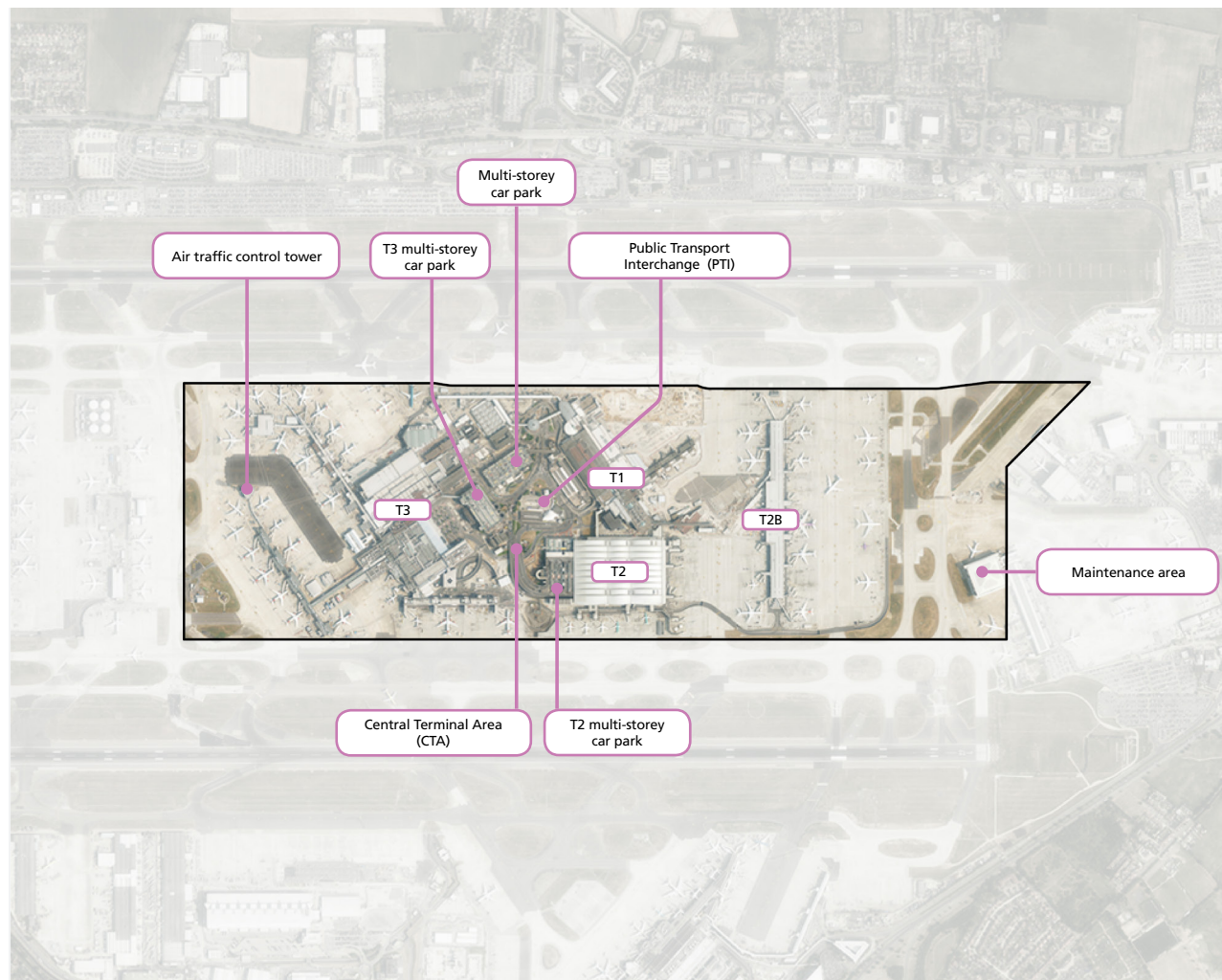


Figure 6.4.2: Aerial photograph - Zone C

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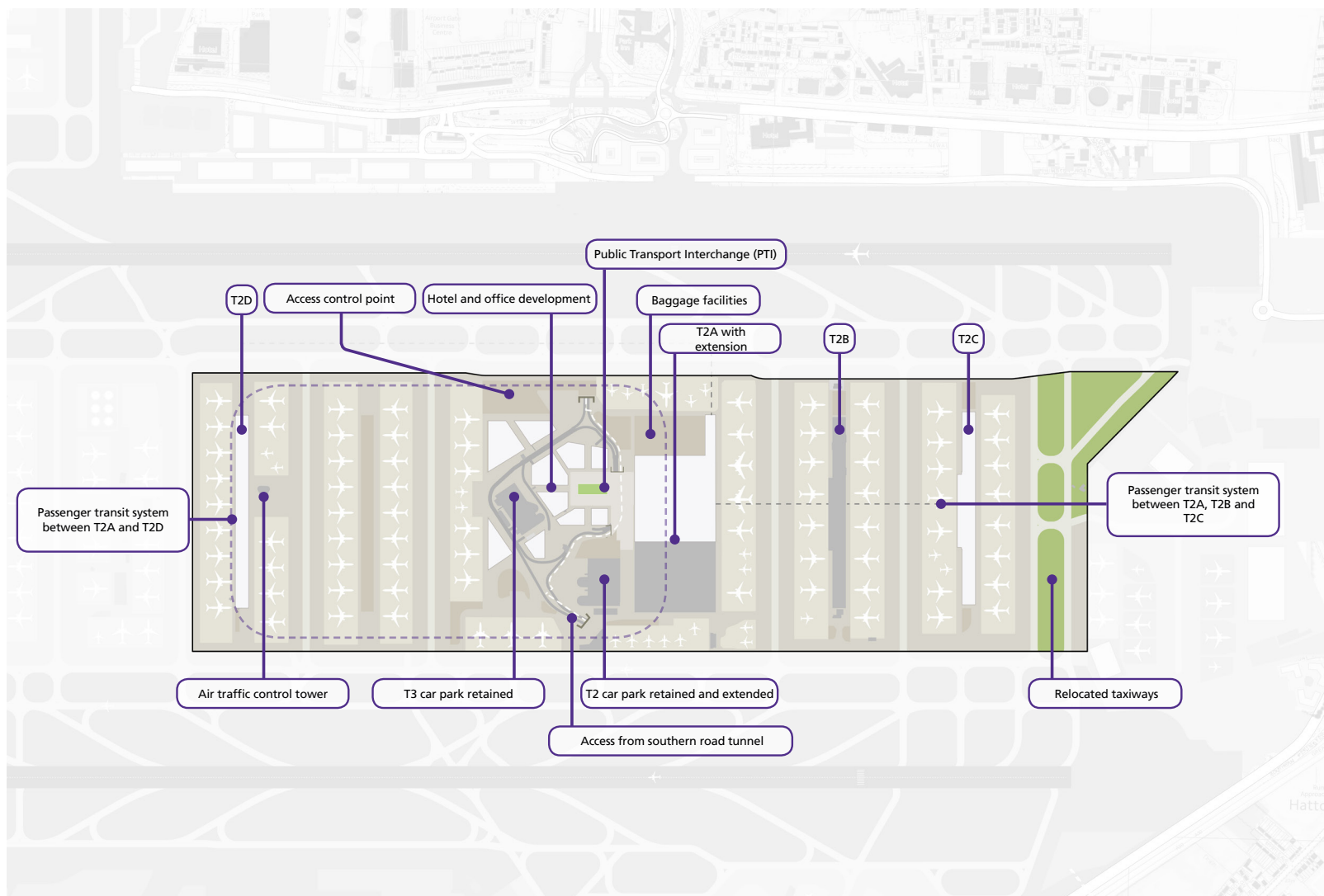


Figure 6.4.3: Illustrative Plan - Zone C

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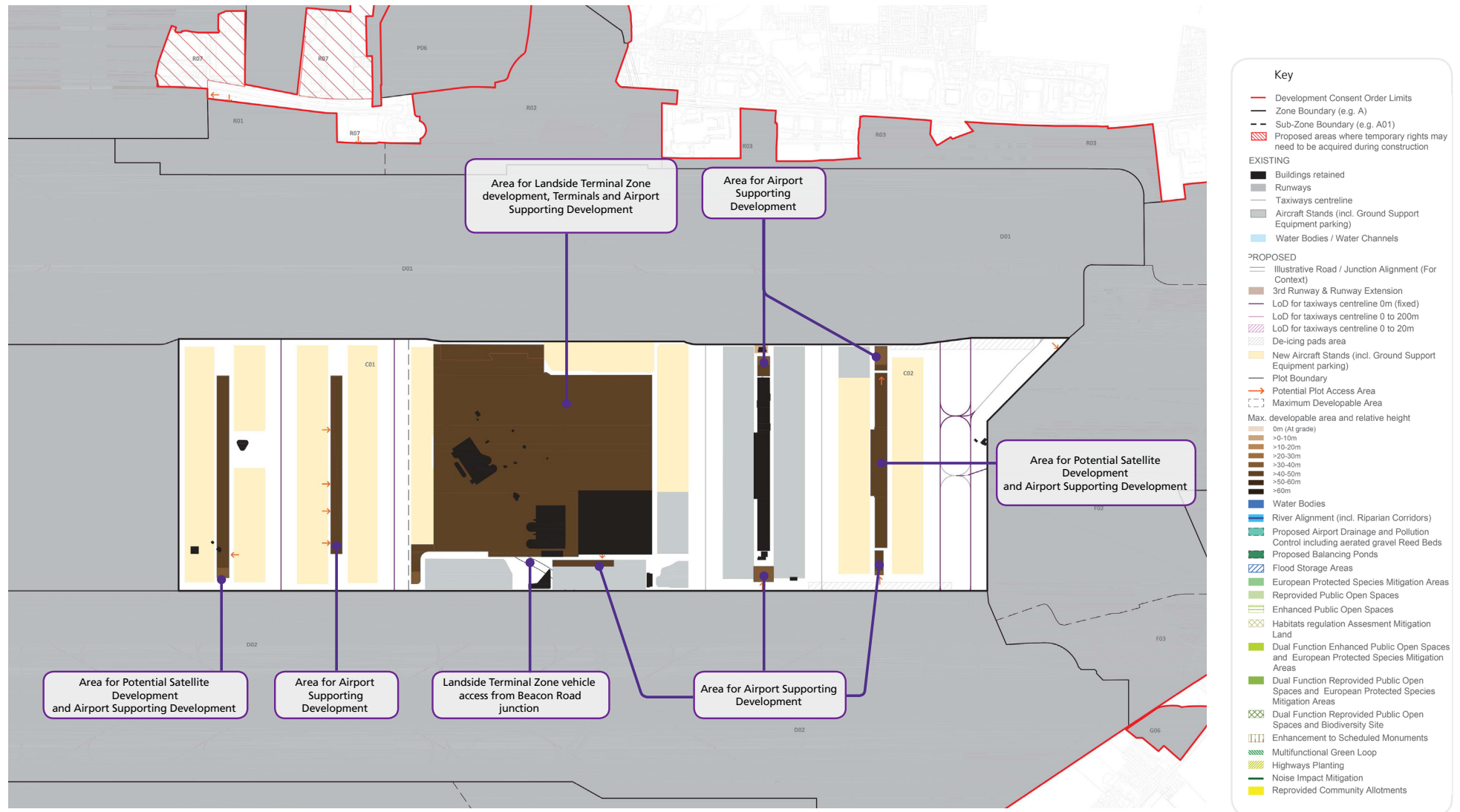


Figure 6.4.4: Parameter Plan - Zone C

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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.

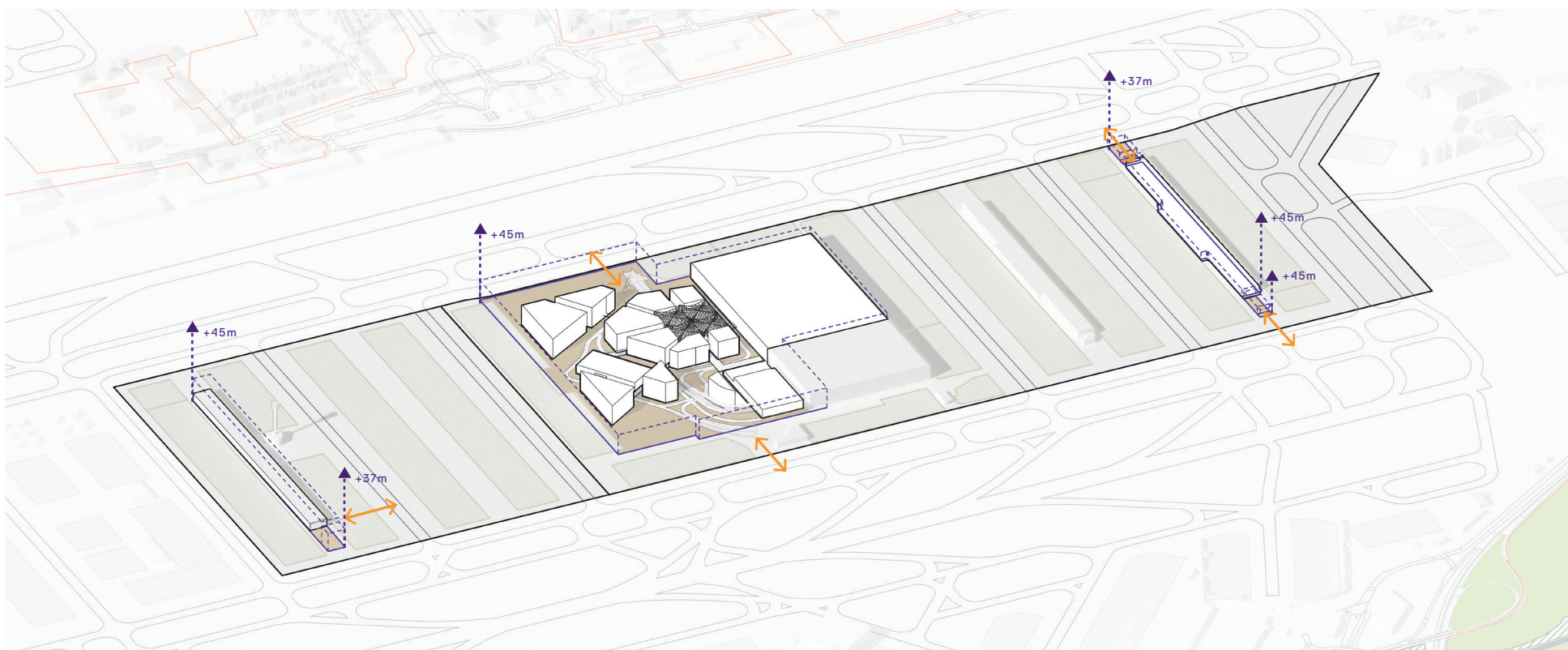


Figure 6.4.5: Illustrative 3D massing - Zone C - Central Terminal Area

* 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.

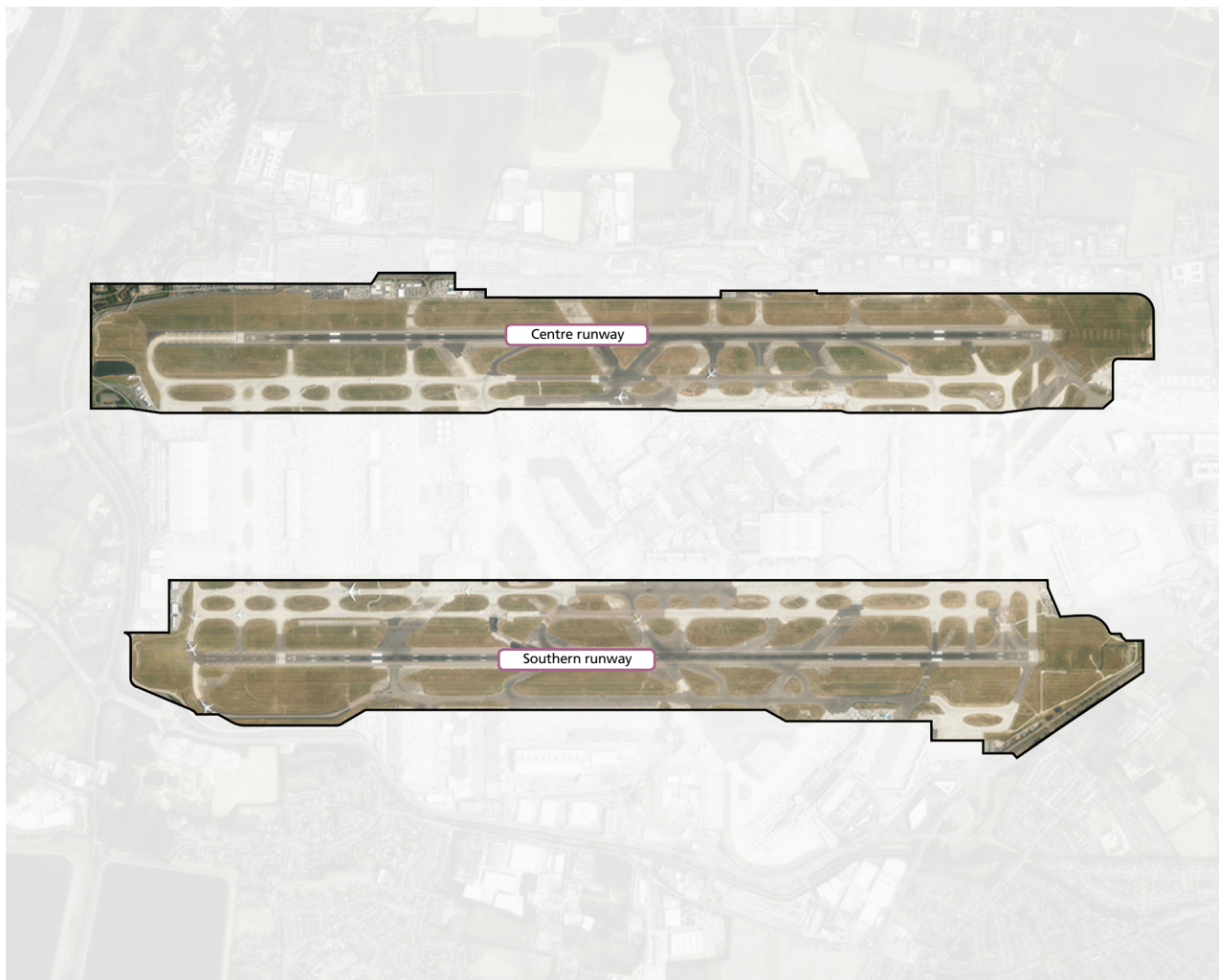


Figure 6.5.2: Aerial photograph - Zone D

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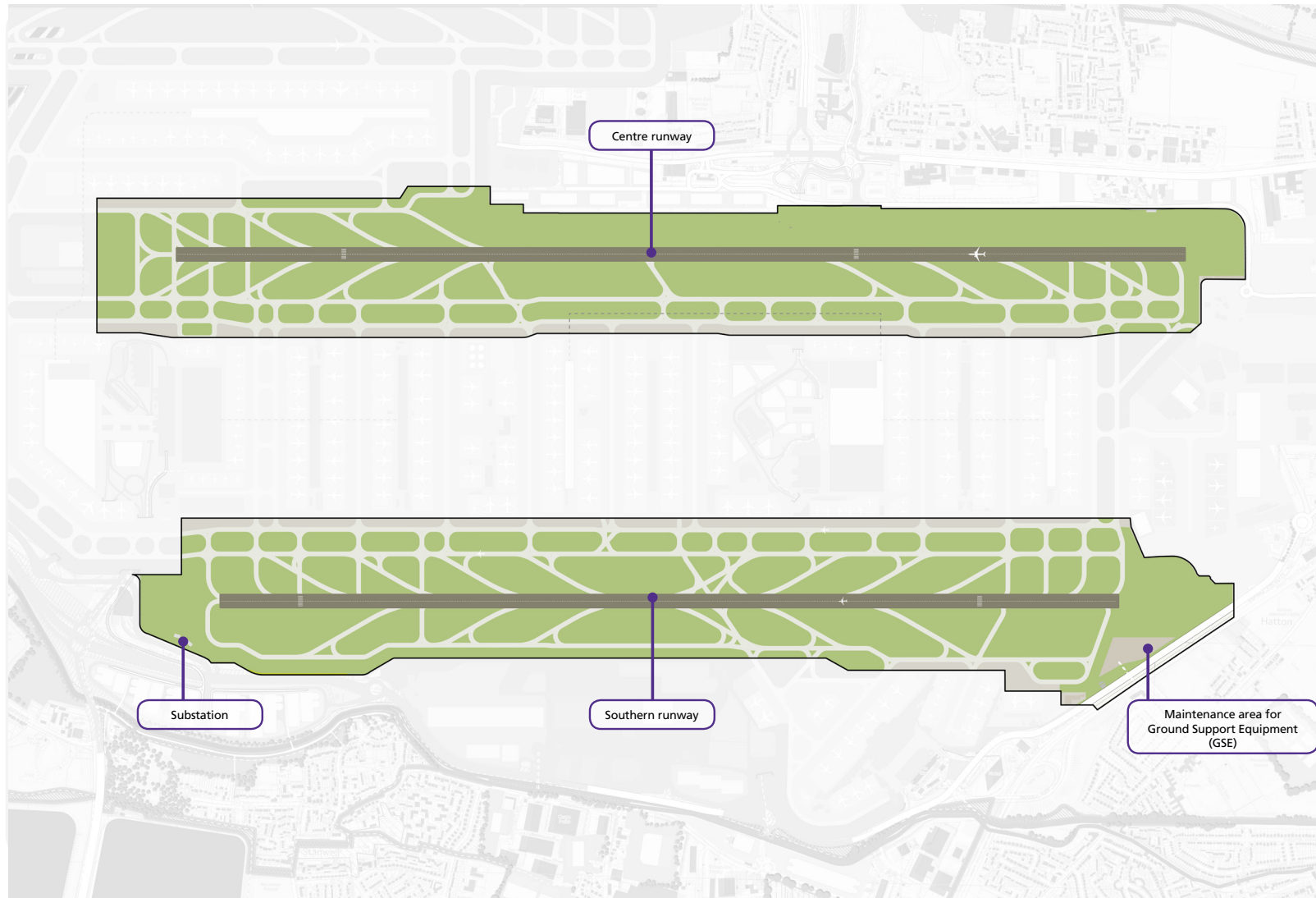


Figure 6.5.3: Illustrative Plan - Zone D

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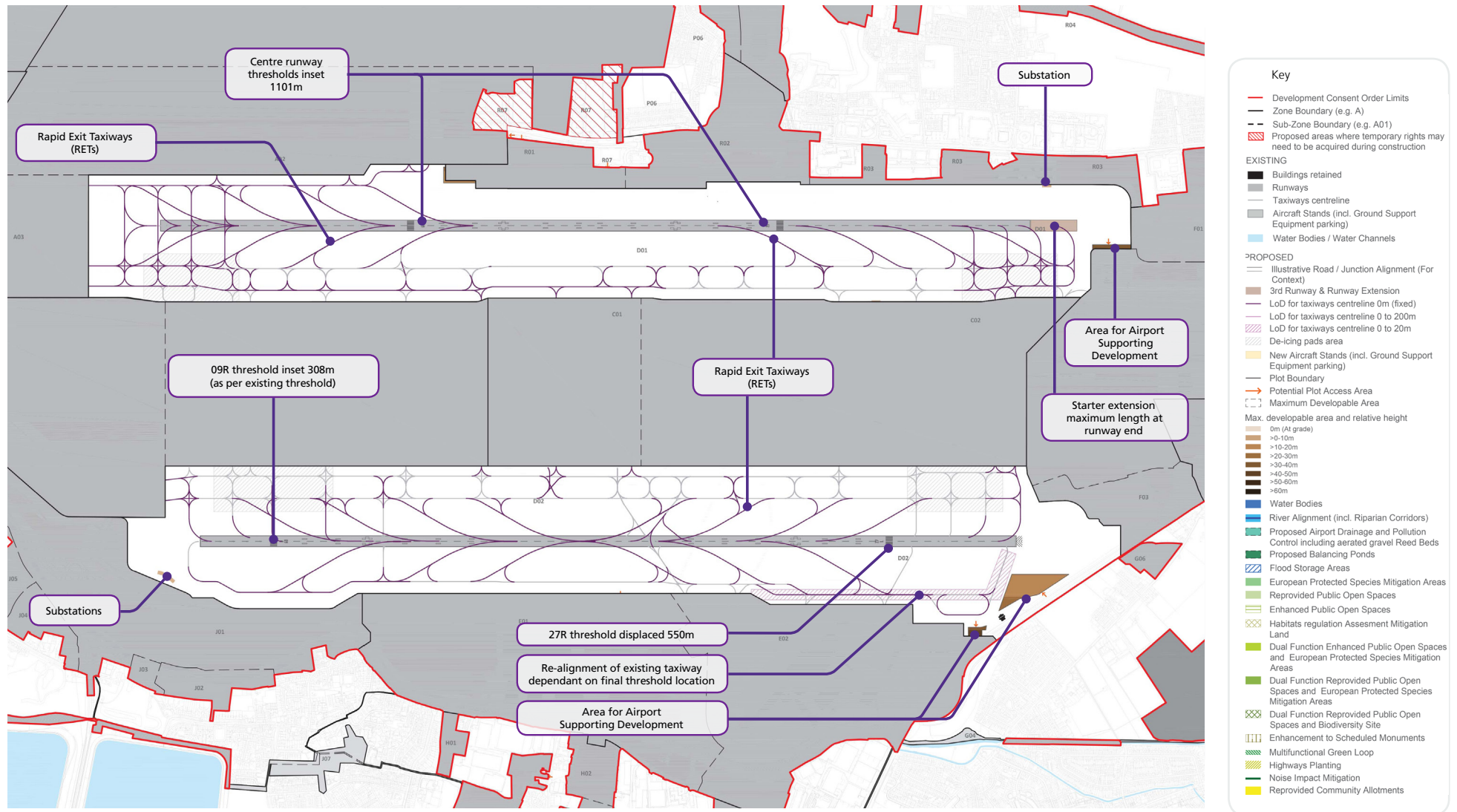


Figure 6.5.4: Parameter Plan - Zone D

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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

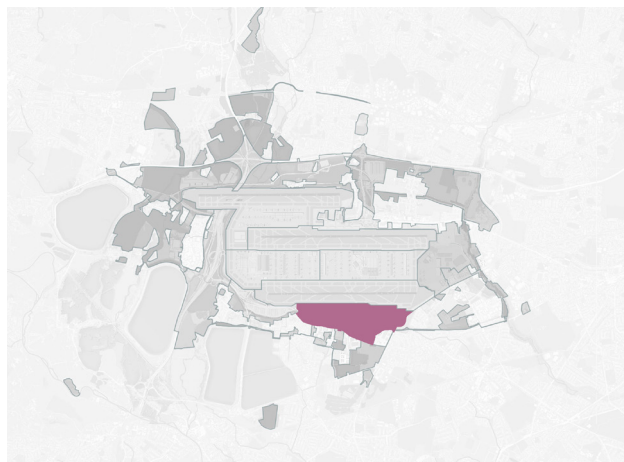


Figure 6.6.1: Location map - Zone E

- 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.

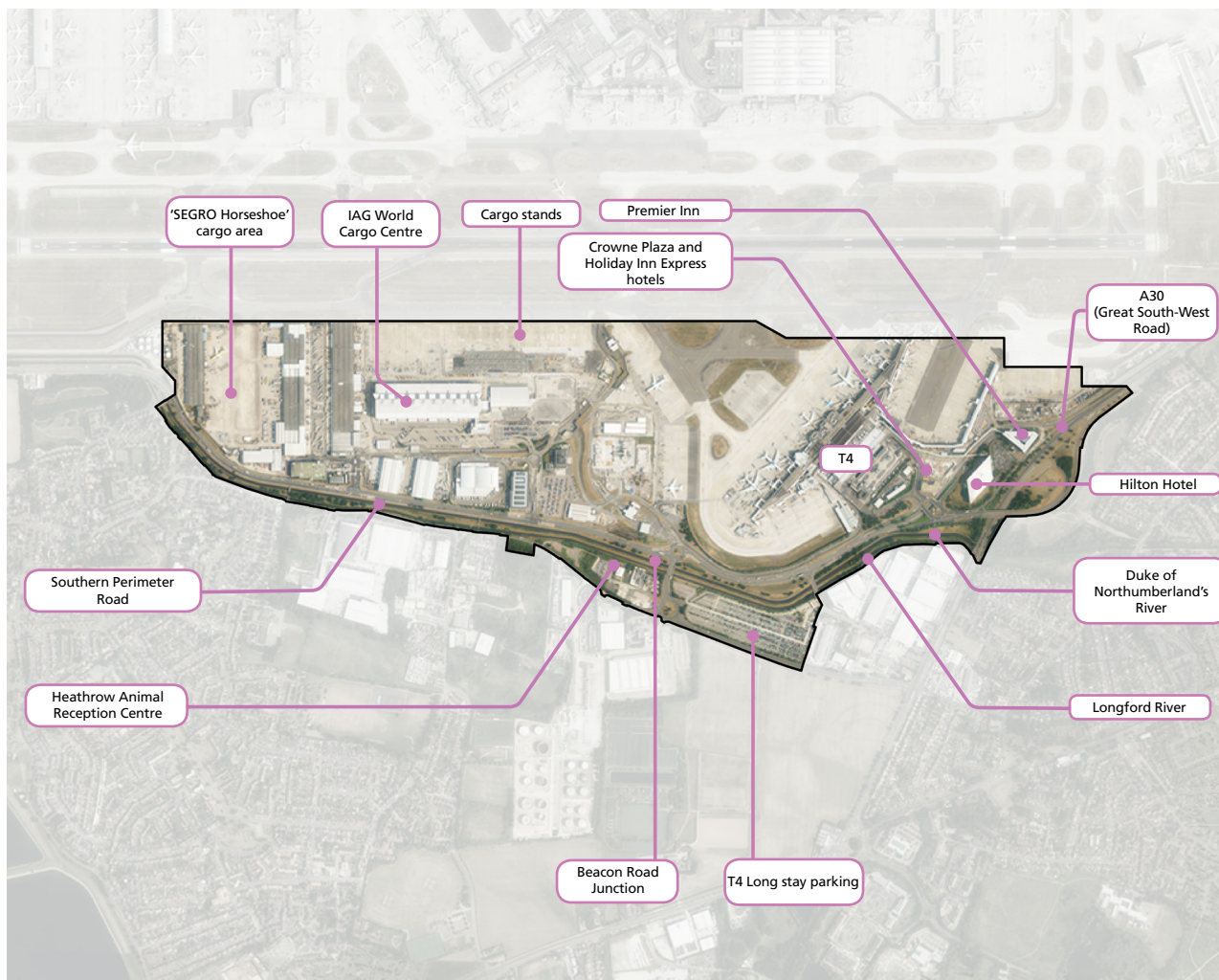


Figure 6.6.2: Aerial photograph - Zone E

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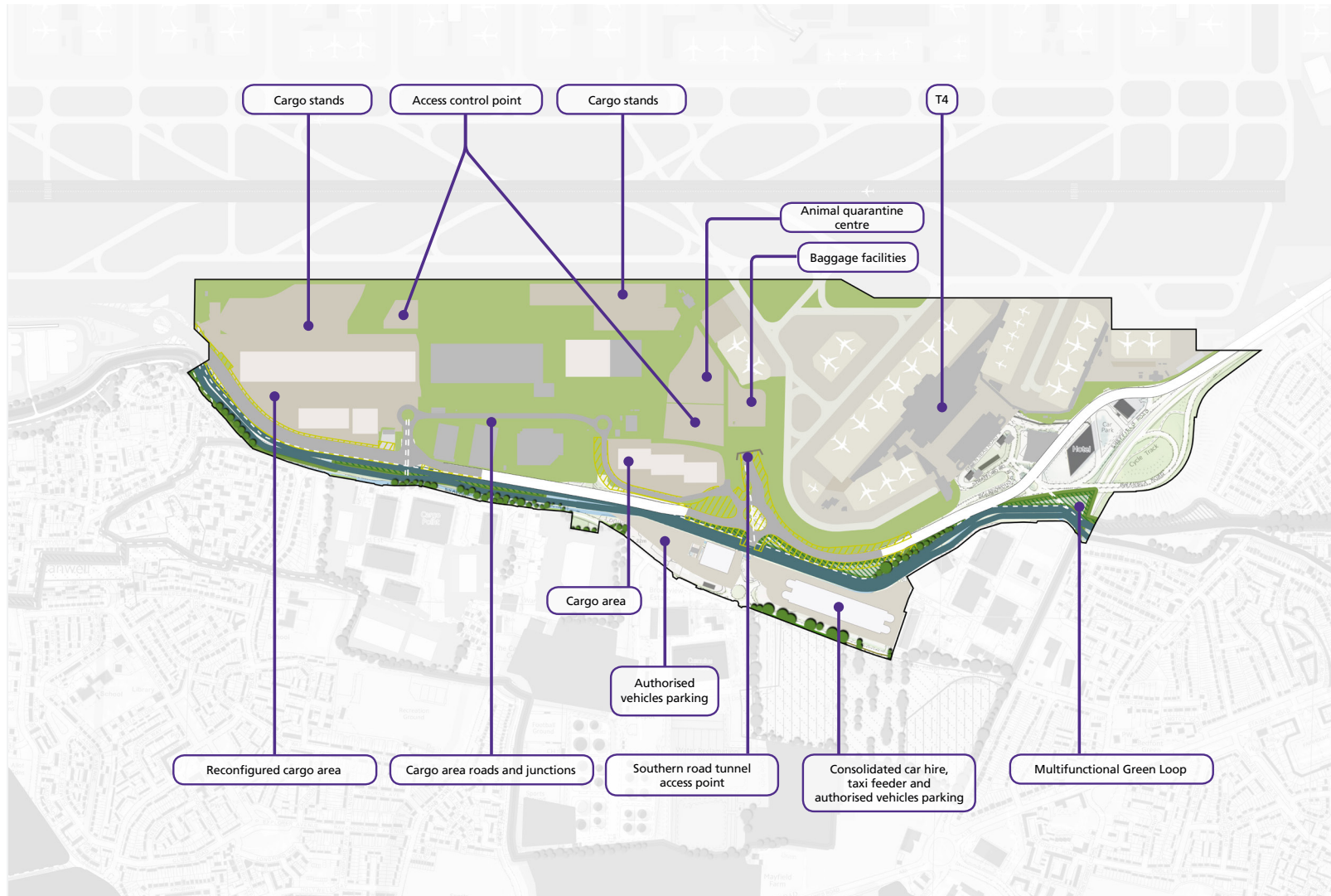


Figure 6.6.3: Illustrative Plan - Zone E

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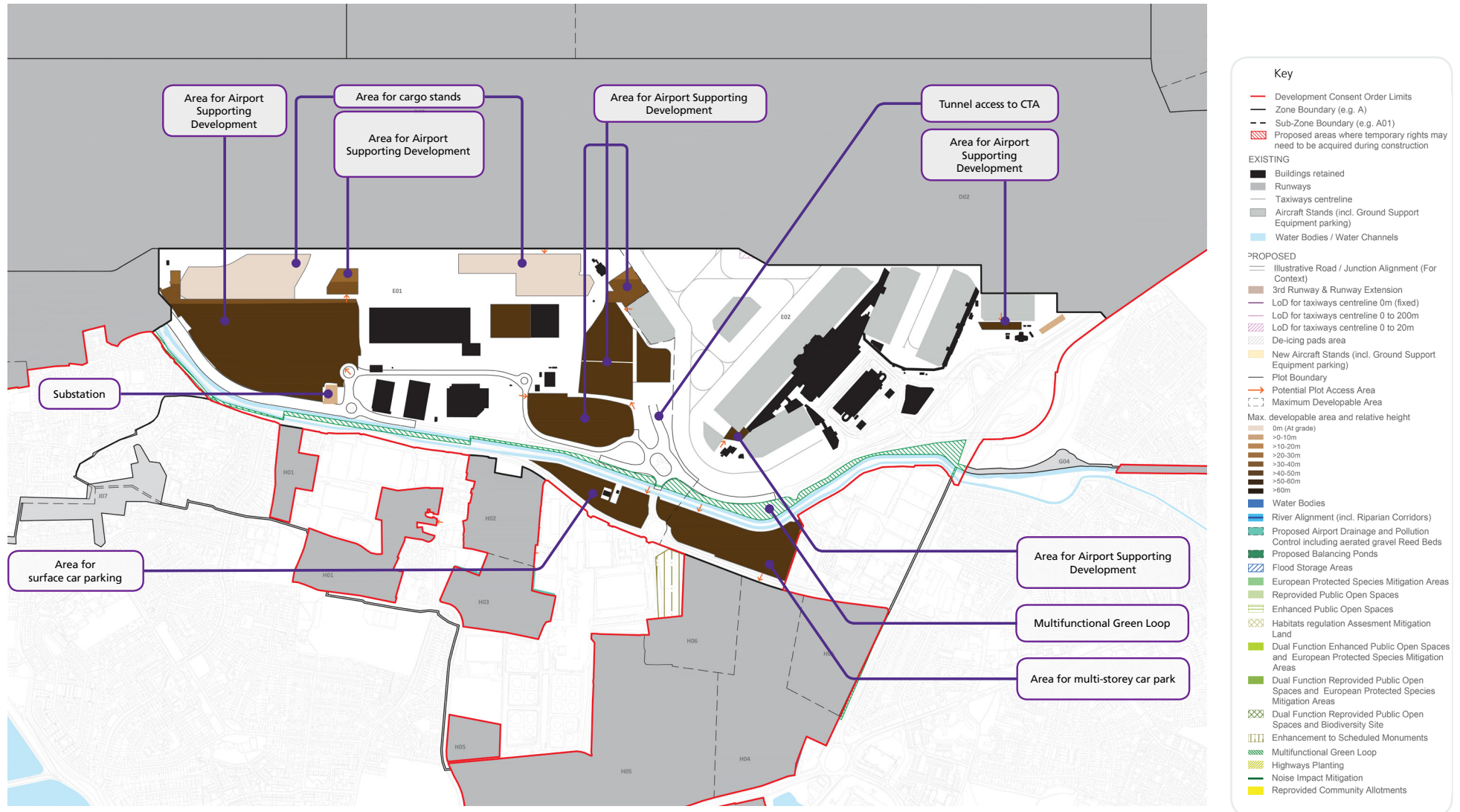


Figure 6.6.4: Parameter Plan - Zone E

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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.

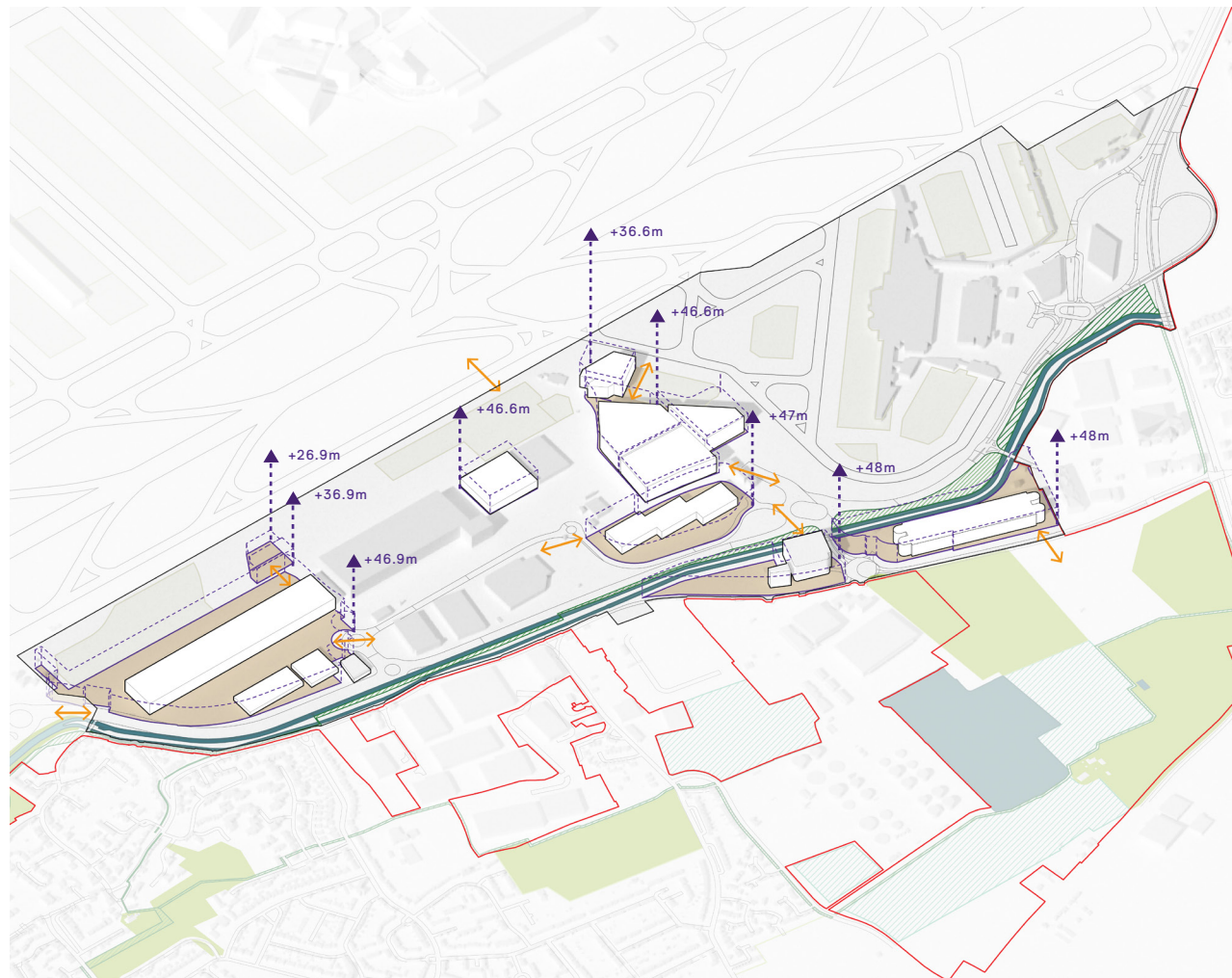


Figure 6.6.5: Illustrative 3D massing - Zone E - Terminal 4 and Cargo Area

* 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

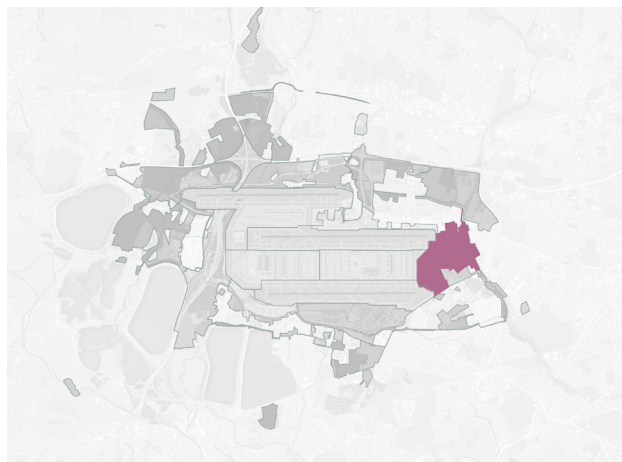


Figure 6.7.1: Location map - Zone F

- 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.

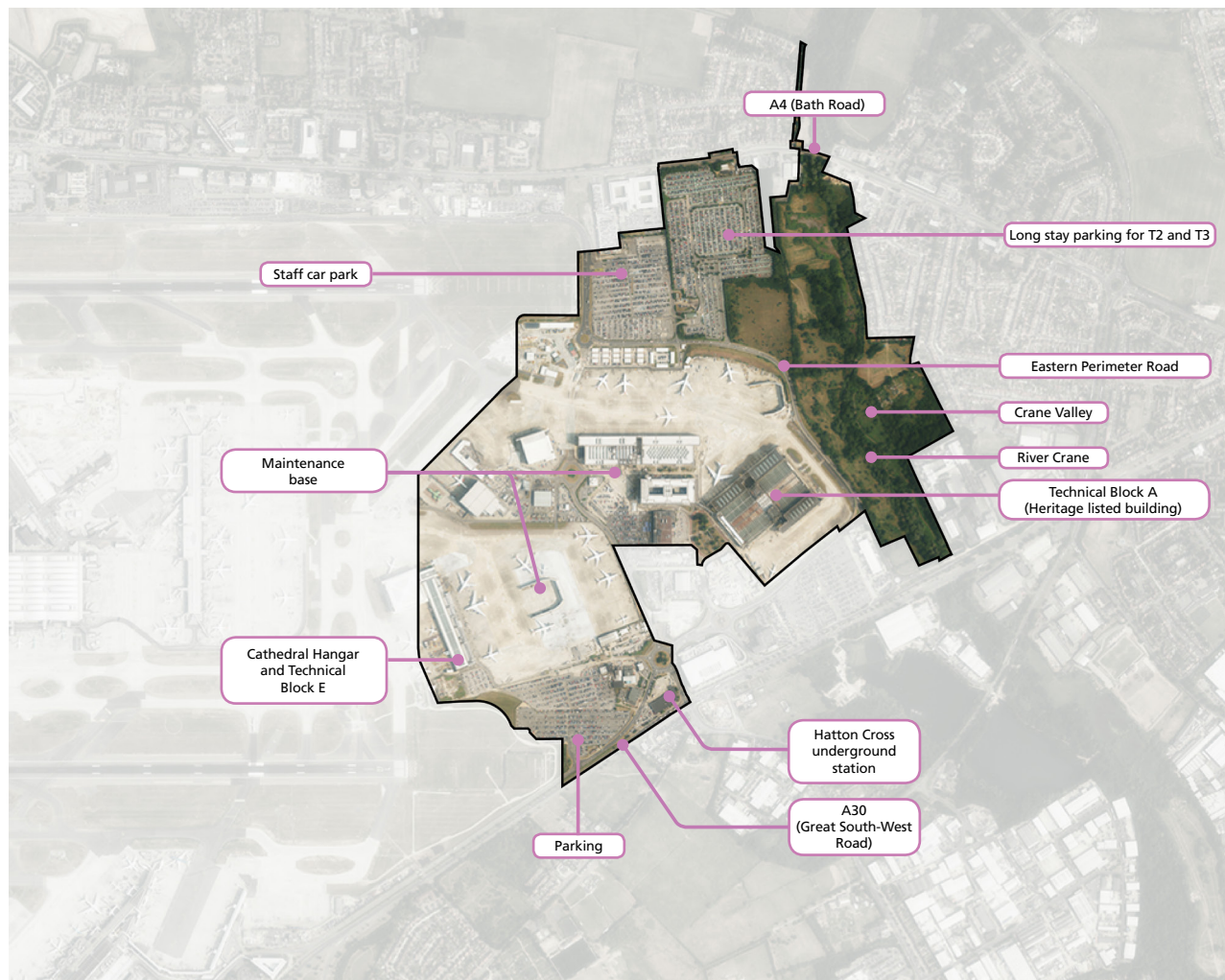


Figure 6.7.2: Aerial photograph - Zone F

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Figure 6.7.3: Illustrative Plan - Zone F

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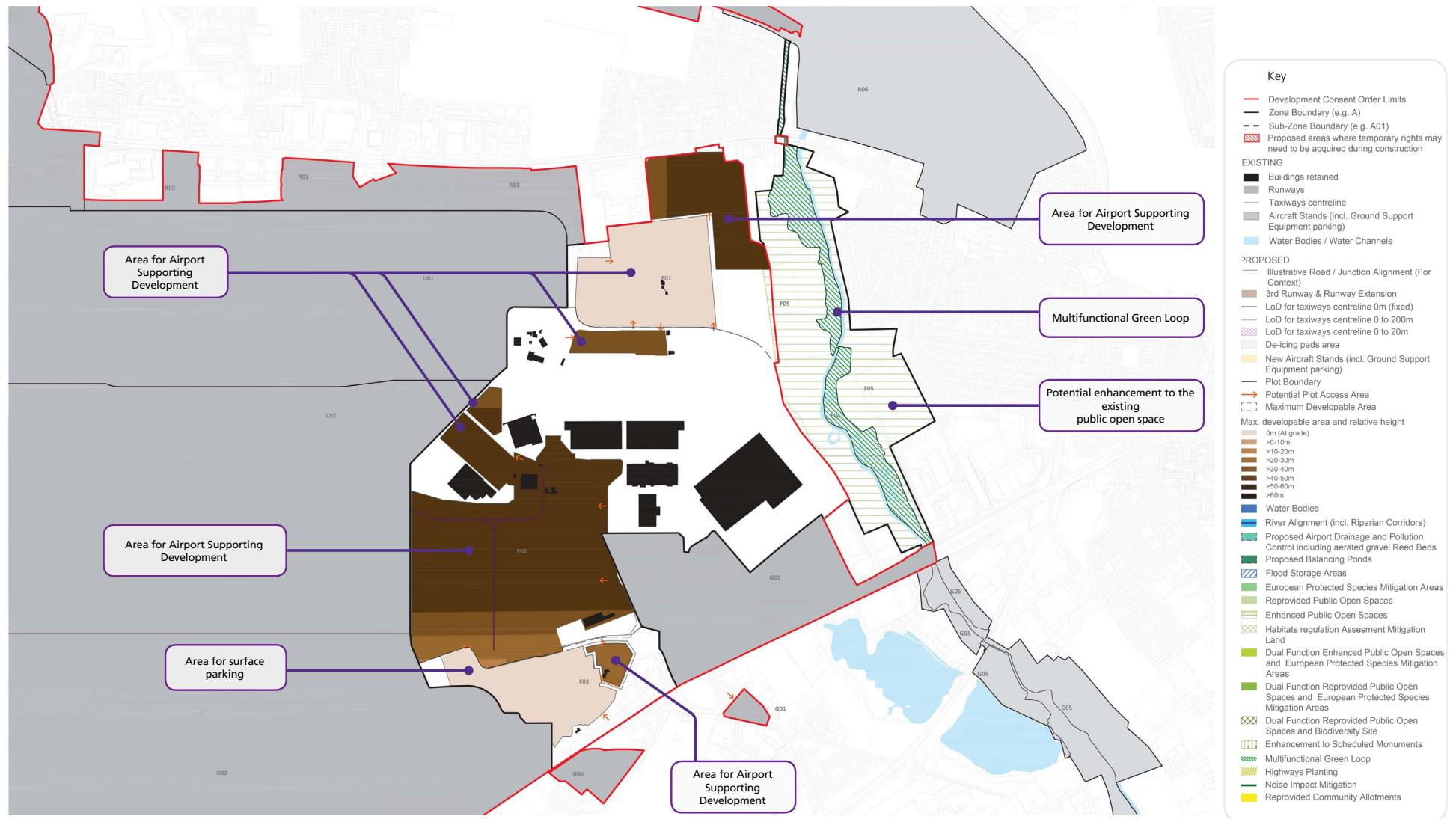


Figure 6.7.4: Parameter Plan - Zone F

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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.