

# Zone M

## 6.13 Zone 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.

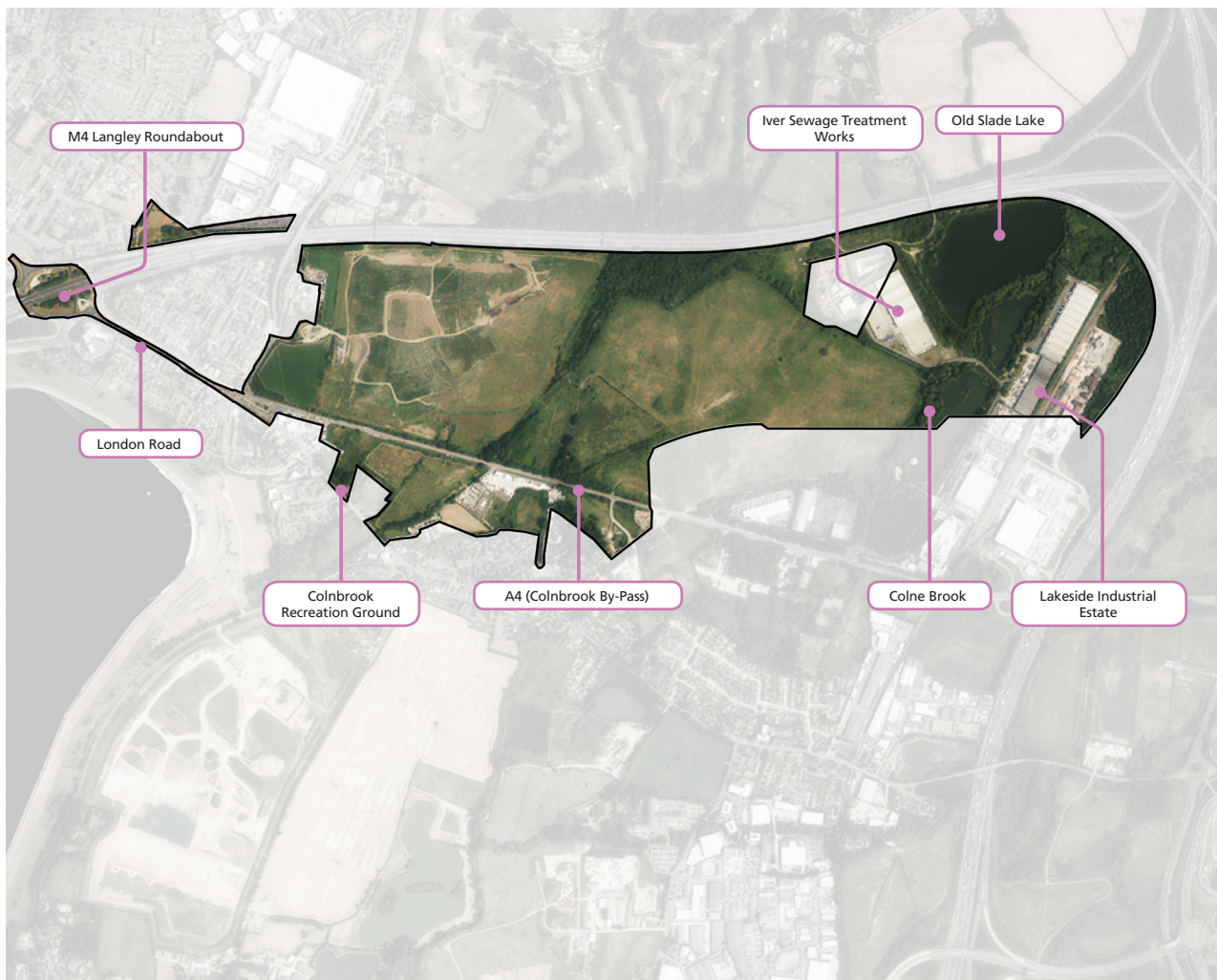


Figure 6.13.2: Aerial photograph - Zone M

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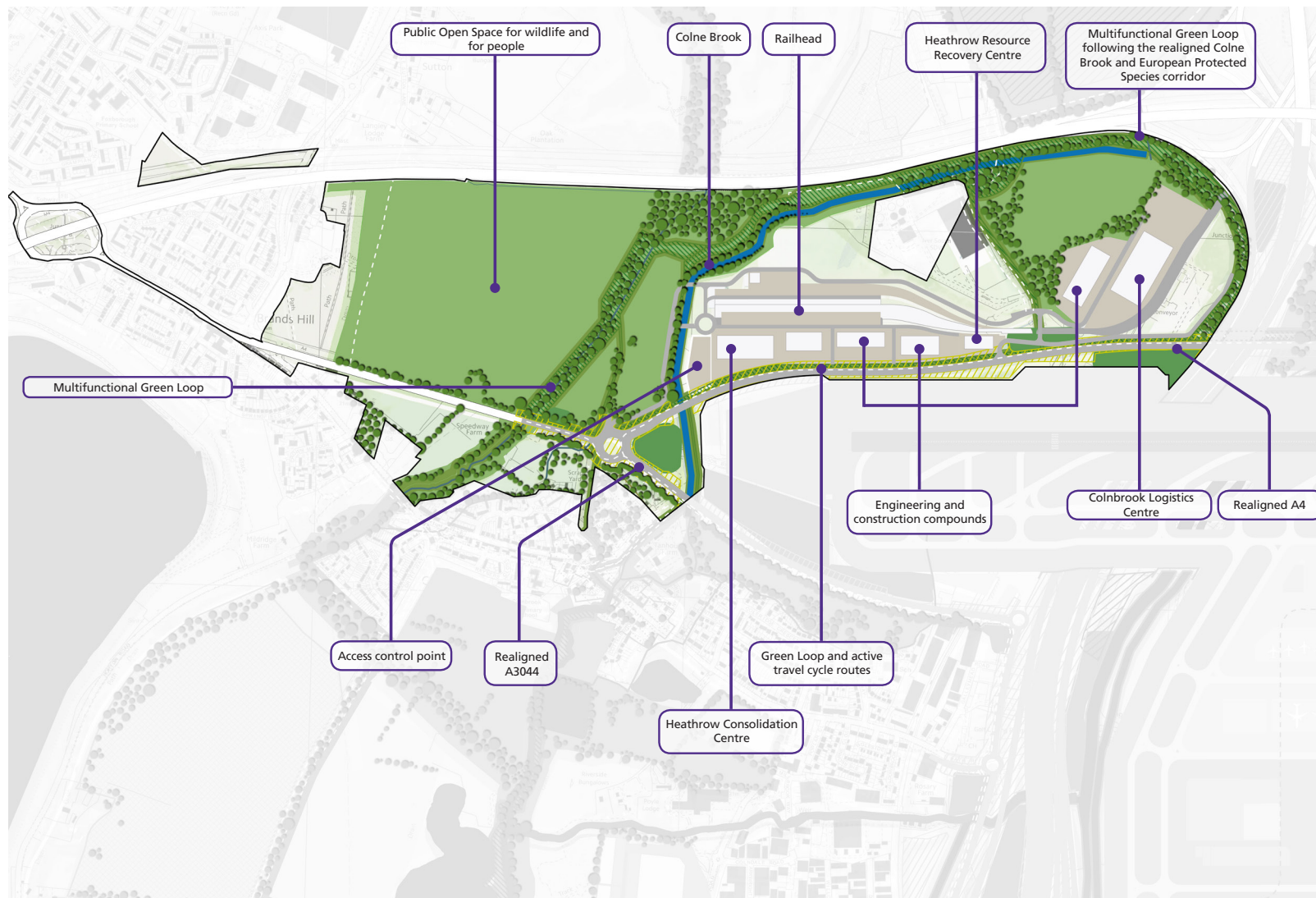


Figure 6.13.3: Illustrative Plan - Zone M

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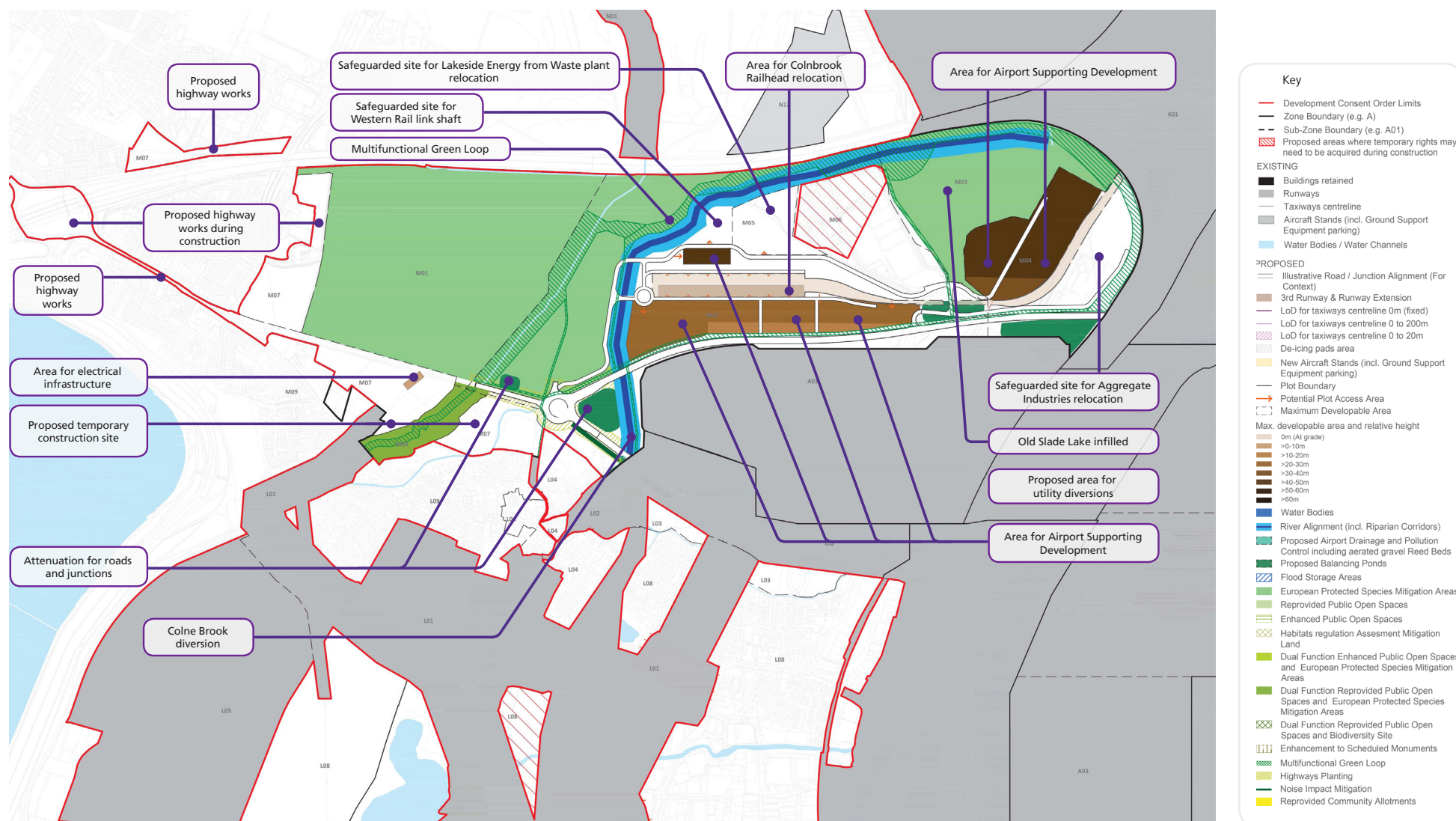


Figure 6.13.4: Parameter Plan - Zone M

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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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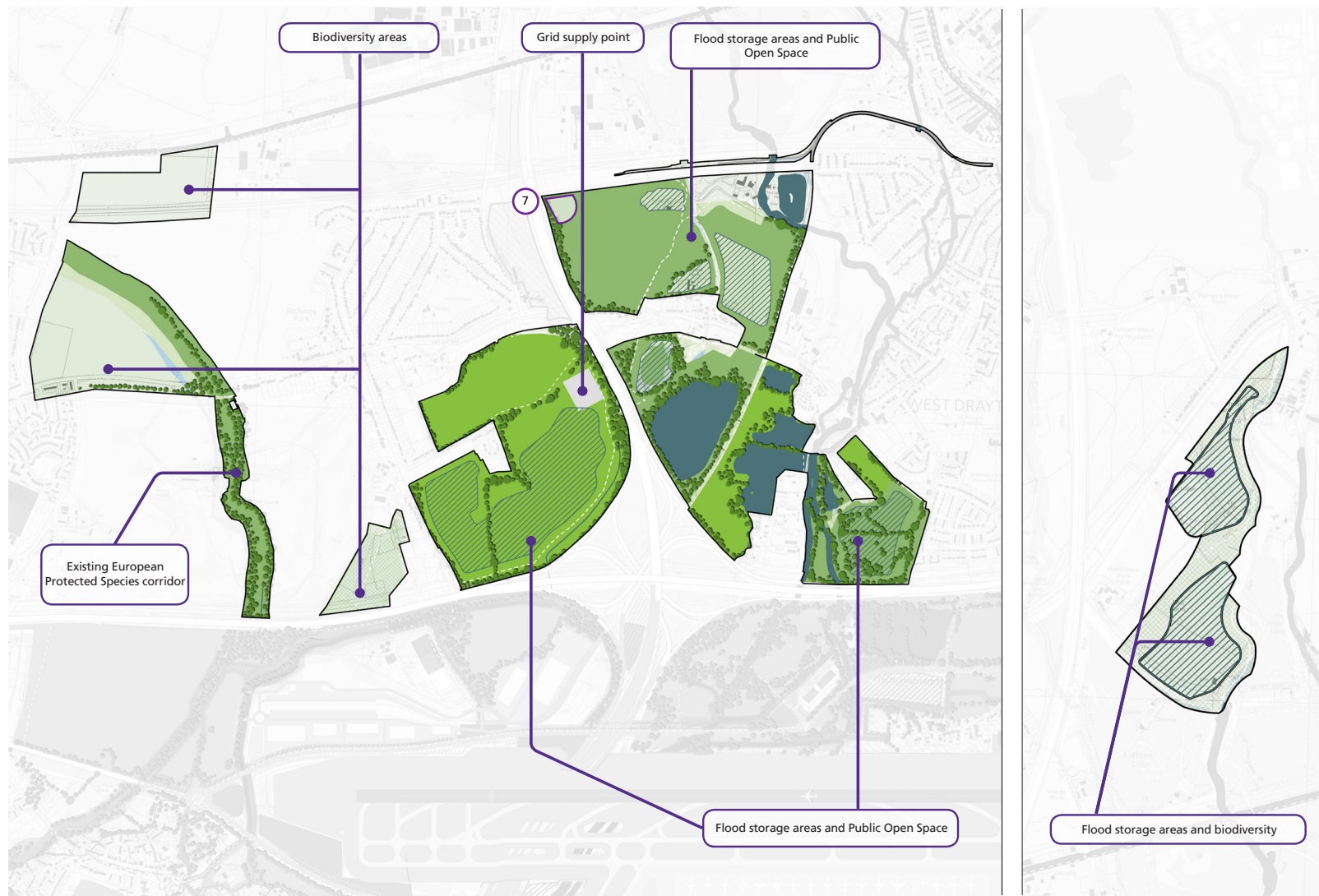


Figure 6.14.3: Illustrative Plan - Zone N

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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).

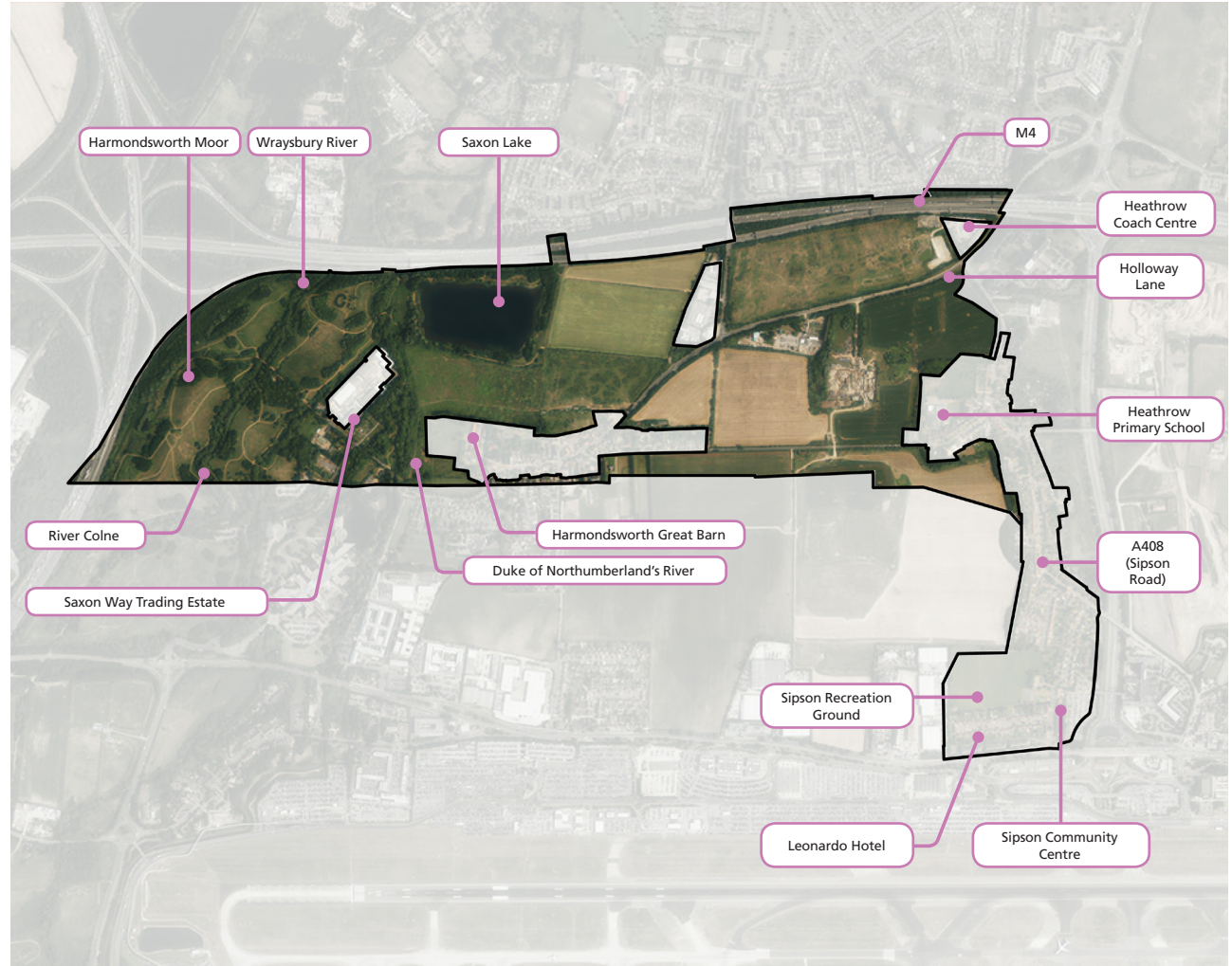


Figure 6.15.2: Aerial photograph - Zone P

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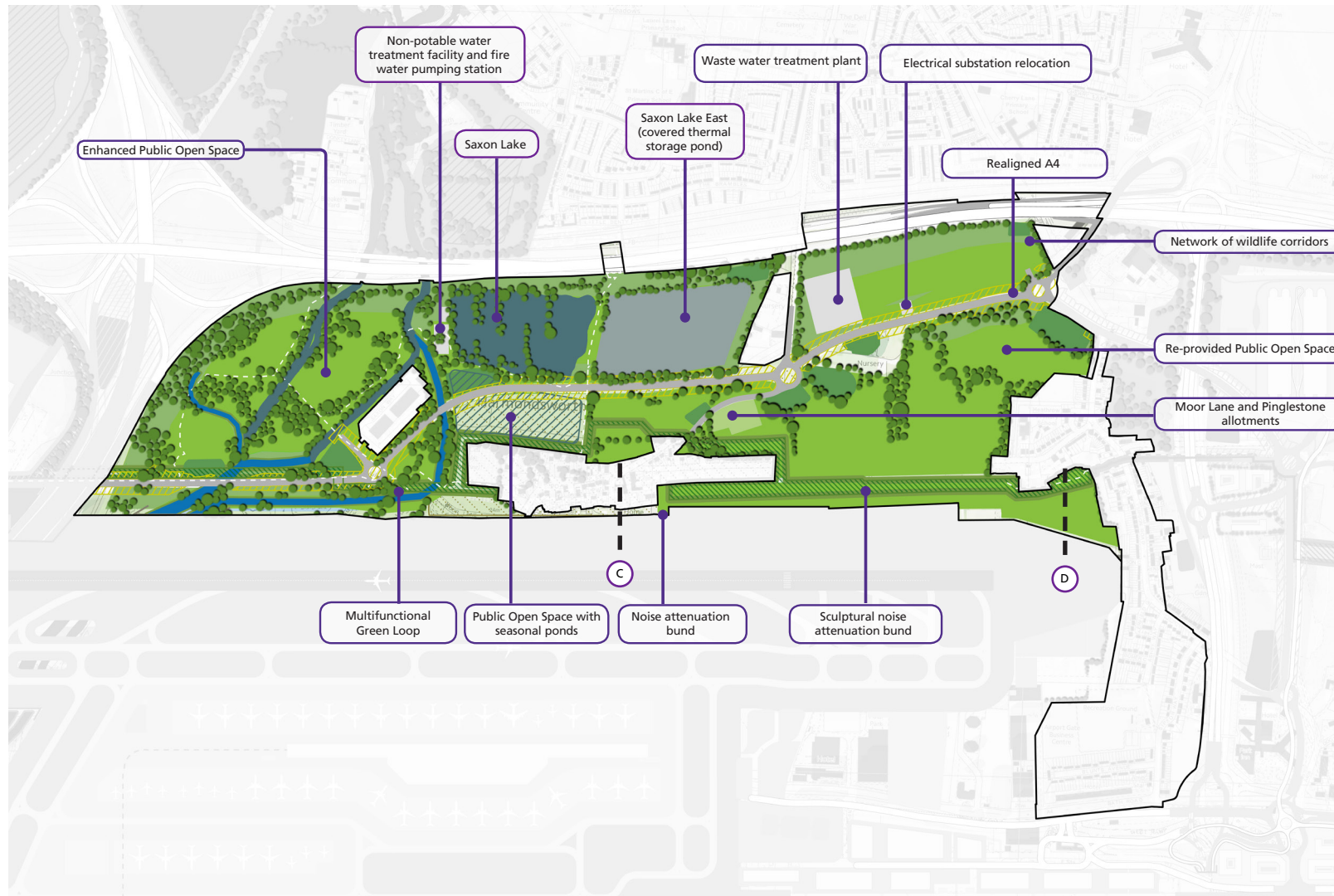


Figure 6.15.3: Illustrative Plan - Zone P

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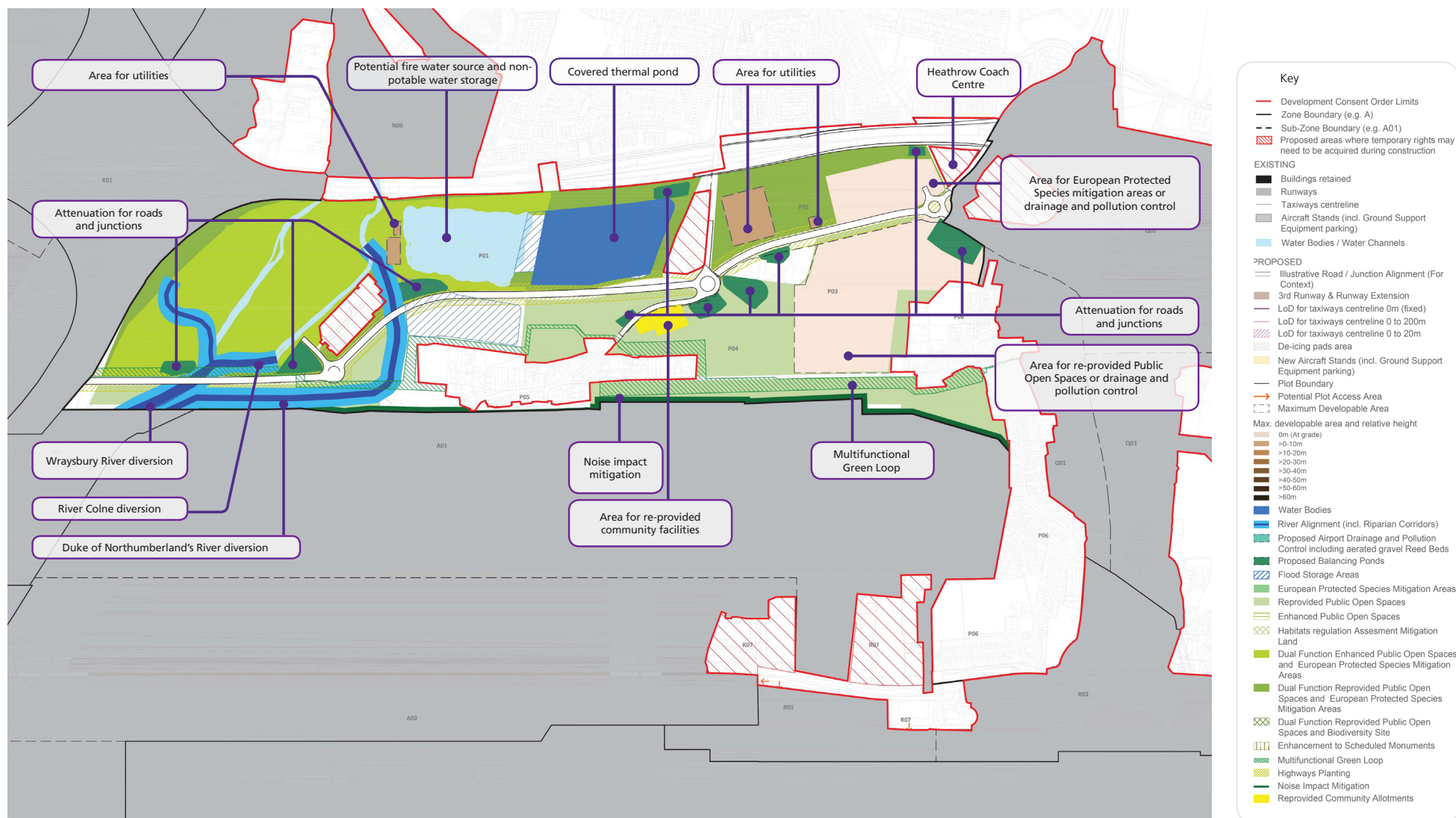


Figure 6.15.4: Parameter Plan - Zone P

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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



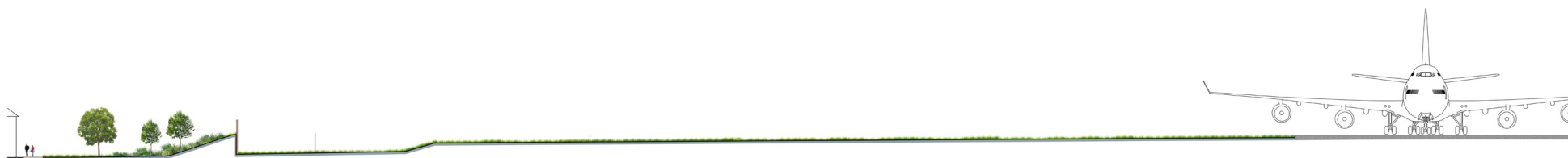


Figure 6.15.6: Section C - Harmondsworth (refer to Figure 6.15.3)



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.

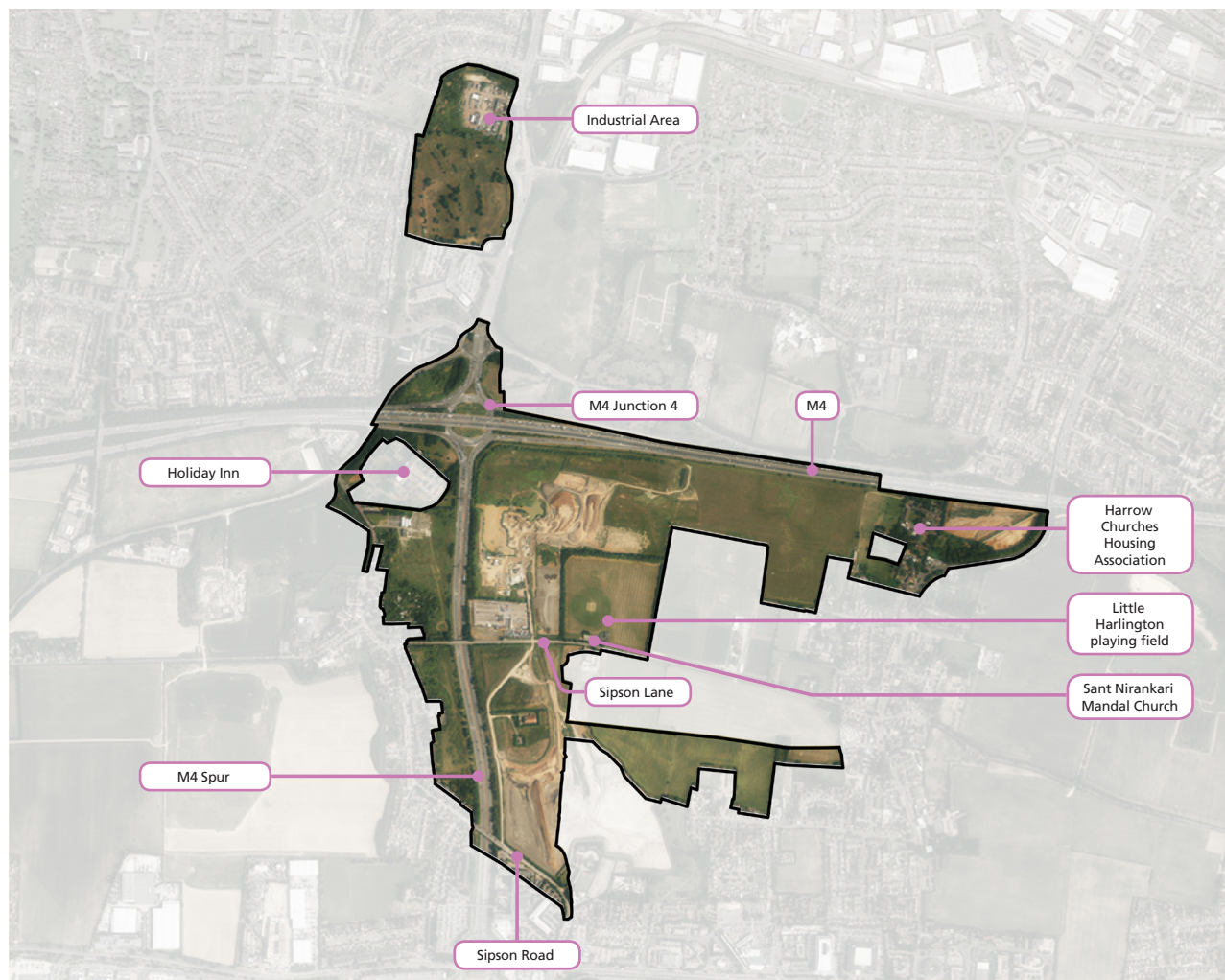


Figure 6.16.2: Aerial photograph - Zone Q

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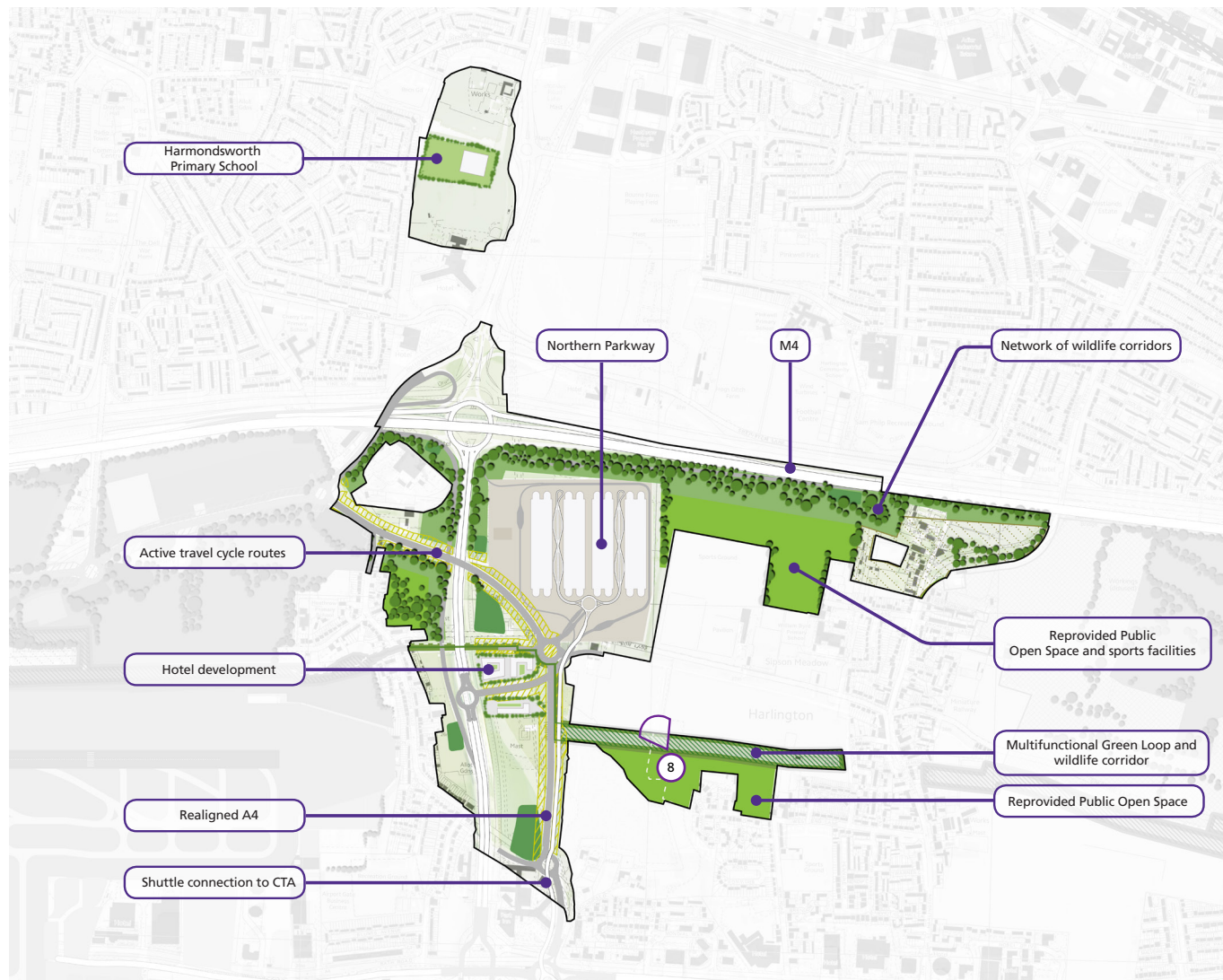


Figure 6.16.3: Illustrative Plan - Zone Q

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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.

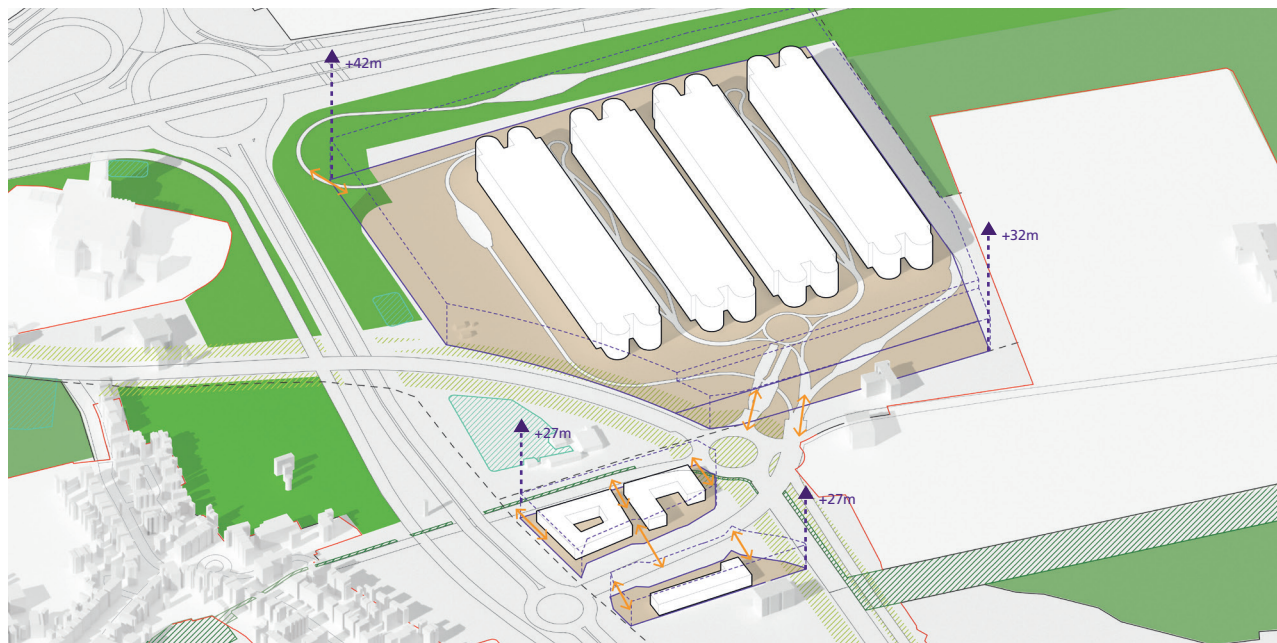


Figure 6.16.5: Illustrative 3D massing - Zone Q - Northern Parkway

\* 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.

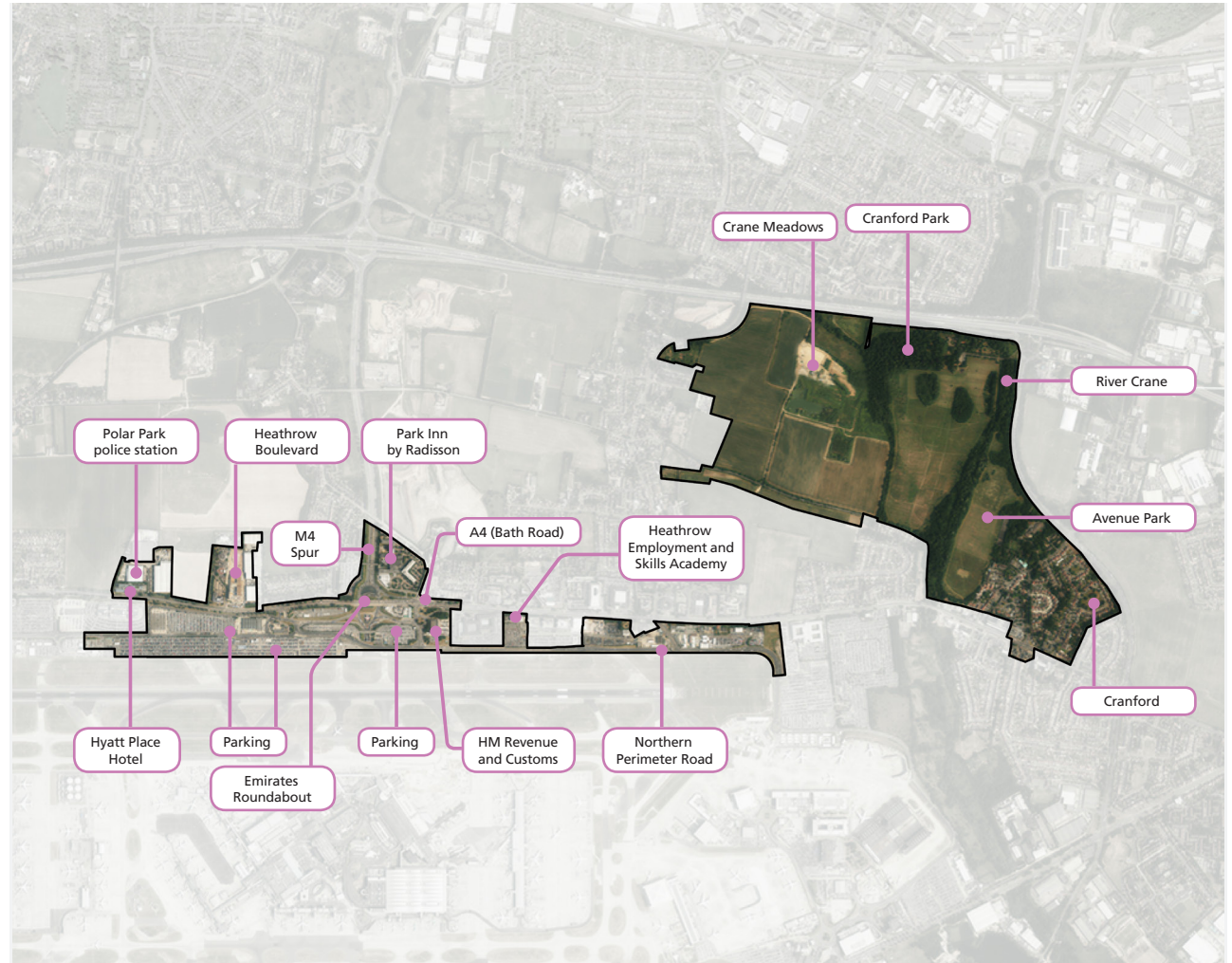


Figure 6.17.2: Aerial photograph - Zone R

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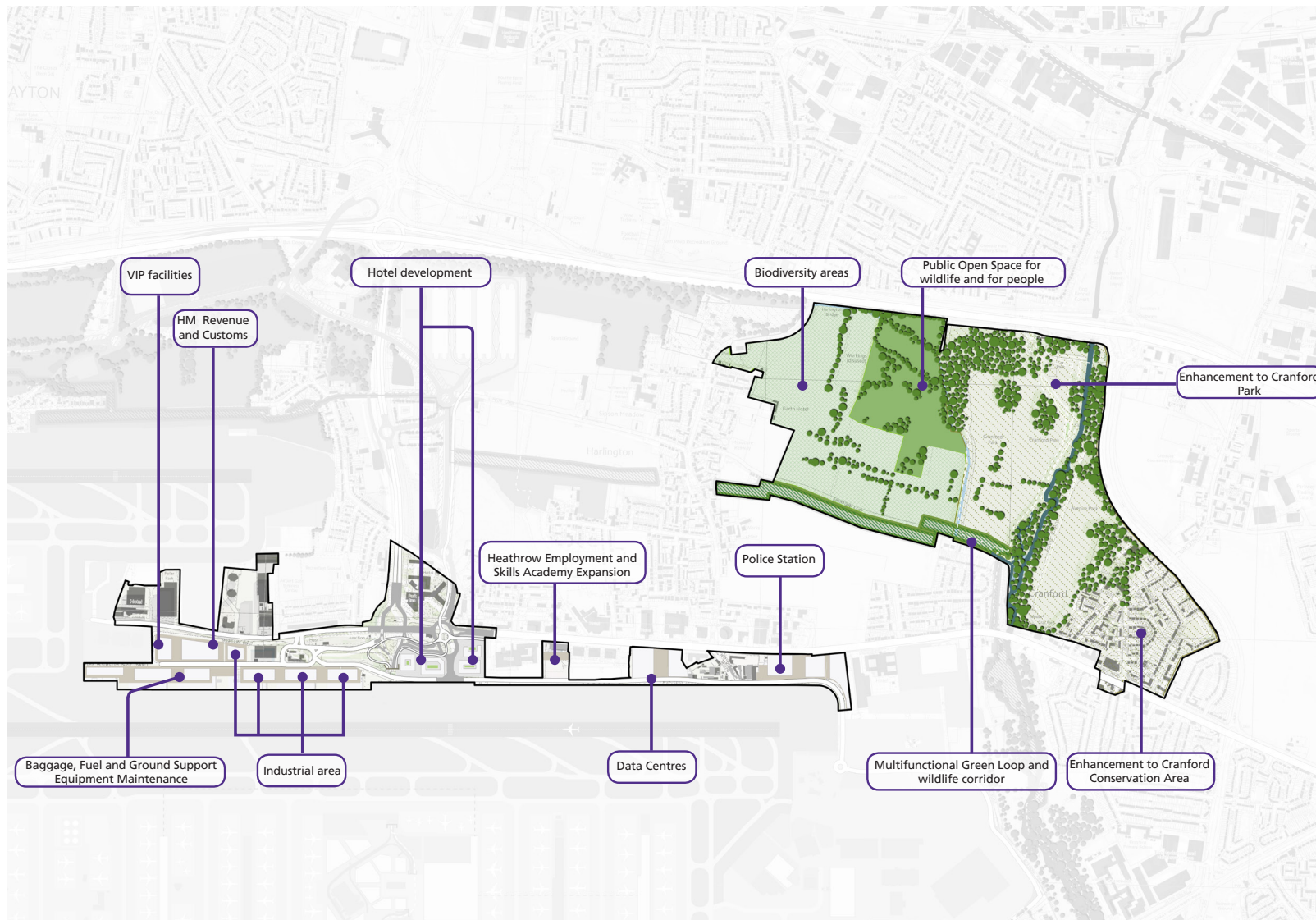


Figure 6.17.3: Illustrative Plan - Zone R

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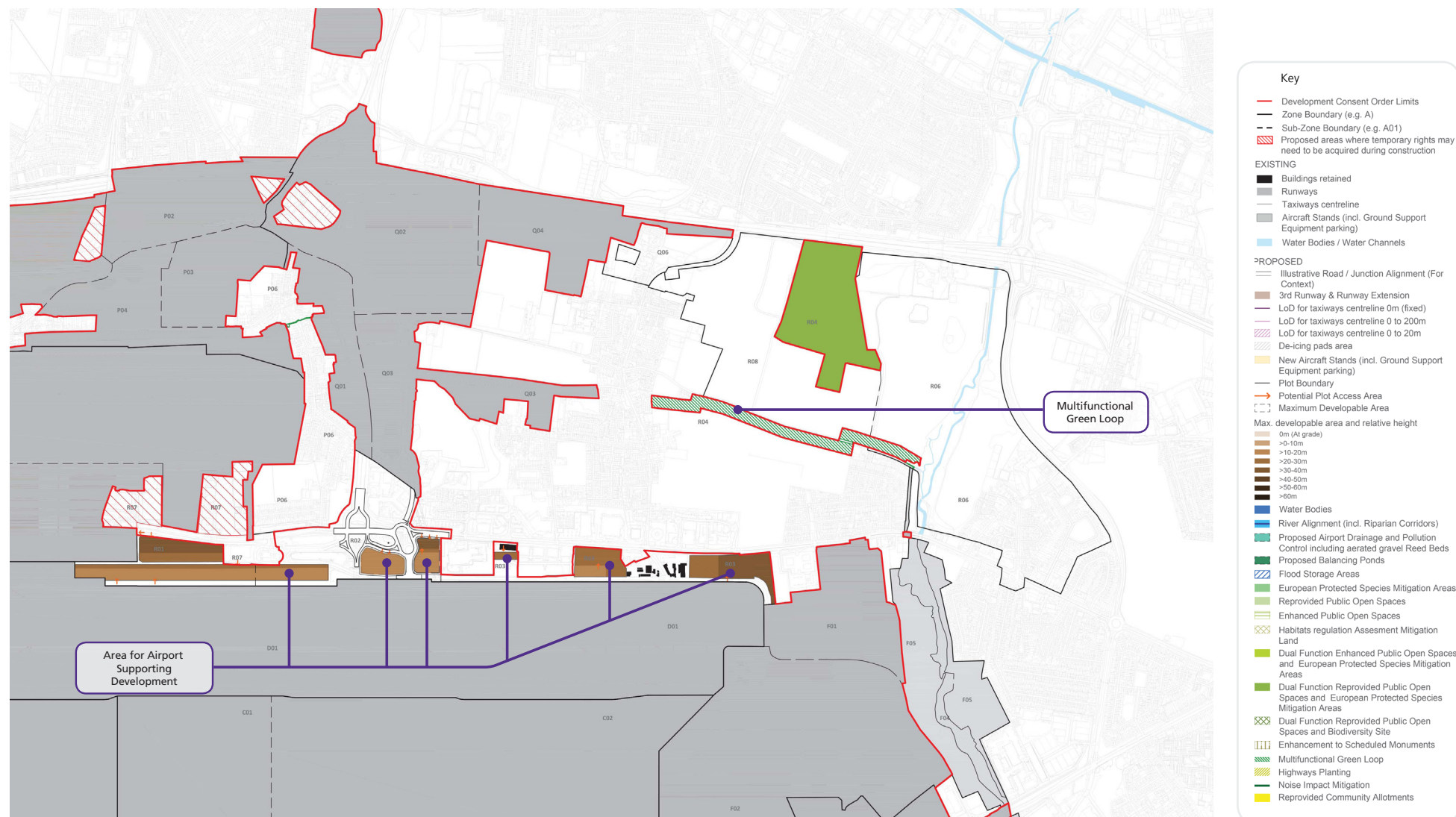


Figure 6.17.4: Parameter Plan - Zone R

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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.

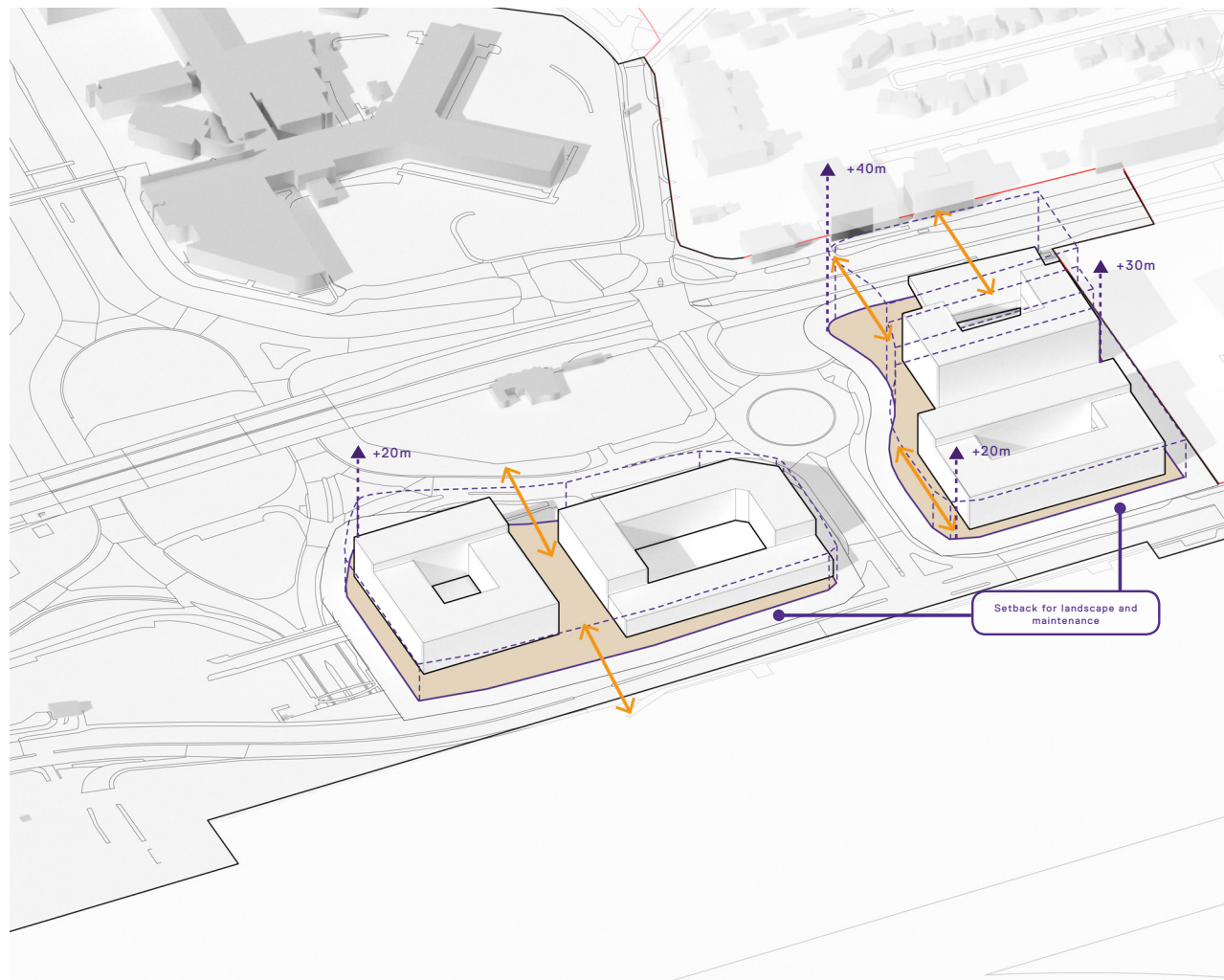


Figure 6.17.5: Illustrative 3D massing - Zone R - Hotel Development Area

\* 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 Zone 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 Zone U – Ashford Area

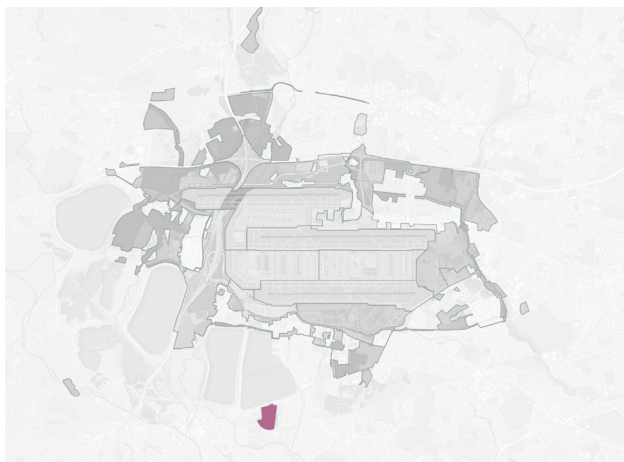


Figure 6.19.1: Location map - Zone U

- 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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