

North & West

Circuitous route – whilst the connection is needed the alignment needs reconsideration.

Zone of particular concern for quality of connectivity, impact from development and transport infrastructure, barriers to people/wildlife movement, severance of Harmondsworth with green areas around, effect on open river corridors and value of what remains in terms of quality of G&BI.


Crucial to ensure quality, robustness and function of green infrastructure here, given extensive narrowing of green belt and green space through proposed runway expansion. Show Colnbrook and Poyle Green envelope on plan. Additional land to south needs to be included to achieve an integrated G1 network with high quality foot and cycle links to Wraysbury station area.

Adopt a unified, strategic approach to GI in the northern area to improve the setting of heritage assets, create a green ring around Colnbrook and Poyle and generally achieve high quality connectivity for people and wildlife (area coloured is symbolic rather than inferring a detailed zone).

Greater connectivity with & improvement of green infrastructure beyond identified areas is required to secure comprehensive mitigation and integration (locations indicated are examples only).

W *Context of development, transport infrastructure very concerning for quality of green corridors/ routes for walking and cycling – rethink required.

- Green Bridges rather than underpasses (or standard bridge) over the M25 and M4.


 Zone for additional bridging opportunities (including a green bridge) over M4 to improve quality of green integration/ connection north-south, and with residential areas and Slough


*What will be the quality of the new open river corridors? Need to show what is netted/ not and provision for green corridors (for people and wildlife) to understand value/ function across the plan. New channels and surrounding habitat must achieve WFD 'Good Ecological Potential' standard with a minimum 20m buffer, naturalised channels and complex riparian habitats. Factor in extra resilience.

- Covered river corridors - unproven method of mitigation, no evidence of how this would be maintained. Addition of physical barriers to detriment of migratory species.

- Poyle Channel corridor improvements (design quality, access, river environment, building setting).

*Flood storage areas (FSA) not shown on plan. Concern over storage on former landfill (contamination). Where will excavated soil go? Flooding capacity appears to assess only 1 of 3 sources (river flooding, but not groundwater or surface water), meaning storage volume insufficient. Incorporate natural flood management in to green space development and management (areas with symbols are examples).

 Opportunities for multifunctional use and good design in (existing and any new) industrial estates and re-routed roads.

 What is the noise and visual impact of (elevated) runway on area around (also newly overflowed areas beyond masterplan; 3D images required), and what is the mitigation proposed? (also applicable to road noise where roads or PROW are realigned).

★ Opportunity for 'beacon' visitor attraction (plane spotters) to encourage use of area (e.g. Northolt Northala Fields). Location is purely illustrative.

* Annotations also apply to 'South & East' area.

NOTE: This mapping is illustrative and not intended to show a recommended final view. It records initial comments/ideas that came forward during workshops with the G&BI sub-group and should be considered alongside the HSPG Heathrow Area Landscape Framework, '2. Comments & Ideas: South & East' and '3. Movement Network' maps and cover note. This information is intended as a prompt for discussion and to highlight the further work and studies required.

Title	HEATHROW PREFERRED COMPONENTS NOV 2018: (1) COMMENTS & IDEAS: NORTH & WEST
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