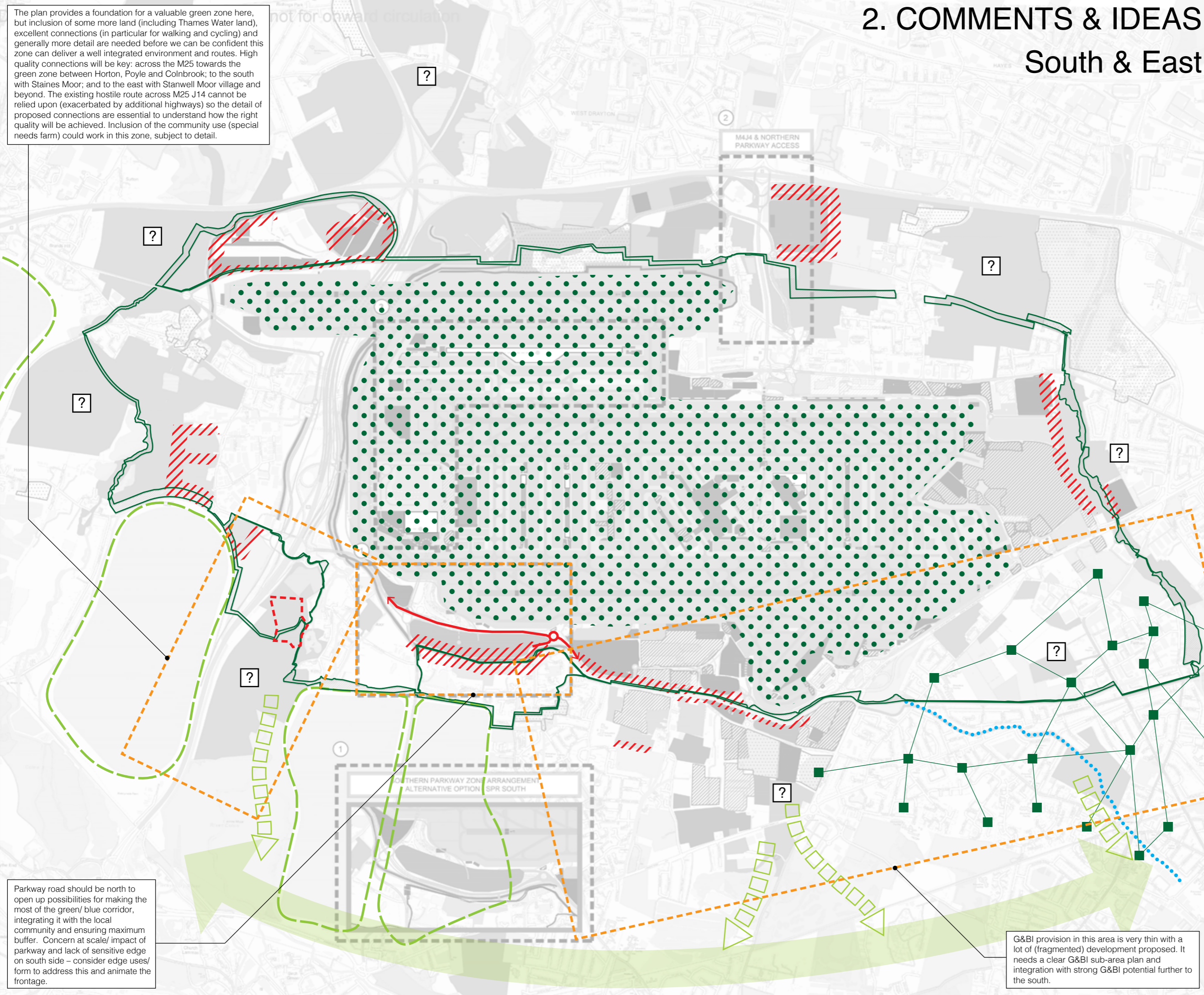












The plan provides a foundation for a valuable green zone here, but inclusion of some more land (including Thames Water land), excellent connections (in particular for walking and cycling) and generally more detail are needed before we can be confident this zone can deliver a well integrated environment and routes. High quality connections will be key: across the M25 towards the green zone between Horton, Poyle and Colnbrook; to the south with Staines Moor; and to the east with Stanwell Moor village and beyond. The existing hostile route across M25 J14 cannot be relied upon (exacerbated by additional highways) so the detail of proposed connections are essential to understand how the right quality will be achieved. Inclusion of the community use (special needs farm) could work in this zone, subject to detail.

2. COMMENTS & IDEAS South & East



Parkway road should be north to open up possibilities for making the most of the green/ blue corridor, integrating it with the local community and ensuring maximum buffer. Concern at scale/ impact of parkway and lack of sensitive edge on south side – consider edge uses/ form to address this and animate the frontage.

G&BI provision in this area is very thin with a lot of (fragmented) development proposed. It needs a clear G&BI sub-area plan and integration with strong G&BI potential further to the south.

-  G&BI and habitat provision and species mitigation in the south is very thin. Mapping should be extended to show G&BI context (e.g. broader loop to south shown here, linking to existing assets). The impact (mitigation, surface transport and land use planning) is much wider than currently shown. It needs to be made clear what these corridors are connecting to.
-  Greater connectivity with & improvement of green infrastructure beyond identified areas is required to secure comprehensive mitigation and integration (locations indicated are examples only).
-  *Investigate and pursue opportunities around reservoirs for recreation, increased biodiversity and improved access routes.
-  *Green Link:
 - Weak and narrow, particularly east-west to south of airport.
 - Function (in general and in different section) needs clarifying.
 - Needs to link strongly with surrounding area.
 - Further work required to deliver 'network' link, beneficial public throughflow and true biodiversity opportunity.
-  *Green and Blue infrastructure on and off airfield should be linked and considered together. Use of on airfield green and blue infrastructure should be properly evaluated (among others, to mitigate heat island effect), including using it in the design and construction of buildings, such as green roofs and walls or within atria.
-  Potential to invest in garden space and playing fields closer to the airport where it is difficult to create large areas of green infrastructure.
-  Include Longford River in mapping and ensure provision in this area reaches HSPG Heathrow Area Landscape Framework aspirations.
-  *Function of planned green space unclear across the plan (areas with symbols are examples) – information needed. All assets should be assessed for potential for multiple benefits. How will these spaces be funded and managed in perpetuity? Quality should be min. national Green Flags Standard.
-  *Have design guidelines for where development meets green space. With the expectation of 20% green within any development, spend this wisely through joint working (bundling green space to be most useful). Ensure adequate space where they meet and ensure green corridors through built zones. Areas indicated are examples, the principle applies to all areas where development is proposed.
-  Concern over suggestion of further building in what should be a recreation/ green area. Seeing the full picture and cumulative position (DCO, non-DCO and local plans) is essential for certainty on the green infrastructure provision.

* Annotations also apply to 'North & West' 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, '1. Comments & Ideas: North & West' 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: (2) COMMENTS & IDEAS: SOUTH & EAST	
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