Volume 1, Chapter 4

The site and surroundings
4. THE SITE AND SURROUNDINGS

4.1 Introduction

Overview

4.1.1 This chapter describes the existing use of the land within the draft Development Consent Order Limits (herein ‘the Site’) and the areas that surround it. These areas are described in this chapter as follows:

1. Section 4.3 describes the part of the Site that is within the existing Heathrow Airport (‘the Airport’) boundary
2. Section 4.4 describes the part of the Site that falls outside the existing Airport boundary
3. Section 4.5 describes the land use in the surrounding area within a 1km radius of the Site.

4.1.2 More detailed information including any designations or features affecting the Site or surroundings which are relevant to the assessment are described in Chapters 6 to 21.

4.2 Site location

Overview

4.2.1 The Site, which includes the existing Airport boundary, is located approximately 27km to the west of central London and covers an area of around 2,957ha. The location of the Site is shown on Figure 4.1, Volume 2.

4.2.2 The Site falls within the following ‘host’ local authority areas (further information on this is provided in Section 2.4 of Chapter 2: Legislative and policy overview):

1. The Greater London Authority
2. London Borough of Hillingdon
3. London Borough of Hounslow
4. South Bucks District Council

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1 The Greater London Authority (GLA) is not defined as a relevant local authority under s43 of the Planning Act 2008. However, where a NSIP falls within the boundary of Greater London, the GLA is a prescribed consultee under s42(1)(c) of the Planning Act 2008 and treated in the same way as other statutory bodies. The London Plan sets out the spatial development strategy for Greater London, and is considered to be important and relevant to the DCO Project.
4.2.3 The location of these local authority areas are shown on Figure 2.3, Volume 2.

4.3 The Site: The existing Airport

Overview

4.3.1 Heathrow Airport covers an area of approximately 1,200ha, consisting of two runways (northern and southern), four terminals and associated infrastructure. The Airport in its entirety is located within the Site. This section describes the current land use within the existing Airport boundary, which forms part of the Site.

History of Heathrow Airport

4.3.2 Heathrow Airport opened as a civil airport on 1 January 1946, handling 63,000 passengers in its first operational year with ex-military marquees forming early passenger terminals. The Airport facilities and infrastructure have expanded throughout its history, also influencing the surrounding area as airport related commercial development, especially in the hotel, catering and logistics sectors, has grown. The growing Airport and improving transport links has also resulted in an increased rate of residential expansion to create large continuous residential areas that now characterise adjoining areas of Hounslow, Southall and large parts of Hillingdon.

4.3.3 Further information on the history of the existing Airport and the rest of the Site is available in Chapter 13: Historic environment.

Runways and taxiways

4.3.4 Heathrow has two runways situated to an east-west orientation across the Airport, separated by approximately 1,425m:

1. The northern runway – 3,902m long and 50m wide
2. The southern runway – 3,660m long and 50m wide.

4.3.5 A taxiway system circulates aircraft between the terminals and the runways under the guidance of air traffic control. An air traffic control tower is located between the
northern and southern runways to the west of Terminal 3 standing at 87m above ground level.

4.3.6 The location of the runways, taxiways, aprons, terminals and the air traffic control tower are shown on Figure 4.2, Volume 2.

**Aprons**

4.3.7 Aprons (also called stands) are the designated aircraft parking areas on an airfield to allow passengers to board and disembark, for cargo to be loaded and unloaded and for the aircraft to be refuelled. The aprons provide parking space for a wide range of passenger aircraft, from the smaller narrow body Airbus A320 or Boeing 737 up to large aircraft such as the Airbus A380 or Boeing 747.

4.3.8 Aprons are designated to each terminal building. There is a cargo apron to the south of the Airport and a maintenance apron in the east of the Airport.

4.3.9 The aprons are shown in Figure 4.2.

**Terminals**

**Overview**

4.3.10 Heathrow currently operates four terminals that served around 78 million passengers in 2017. These terminals are described in the following sections and are shown in Figure 4.2.

**The Central Terminal Area**

4.3.11 The Central Terminal Area (CTA) is situated in the central part of the Airport between the northern and southern runways, accessed by a road tunnel under the northern runway. The CTA consists of the former Terminal 1 buildings, Terminal 2, Terminal 3 and associated short-stay and valet parking areas for these terminals. Terminal 1 closed in 2015 after 47 years of operation. The buildings making up the previous Terminal 1 operation remain in place adjacent to the north of Terminal 2, with the baggage facility remaining in use supporting the operation of Terminal 2. The Airport’s central bus station and rail stations for the terminals are also located within the CTA.

**Terminal 2**

4.3.12 Terminal 2 originally opened in 1955, and has since been redeveloped, with the new Terminal 2 opening in 2014.

4.3.13 Terminal 2 is a seven-storey building, two below ground floors and five at ground level and above. The terminal aprons are split between the main terminal building
(T2A) and a terminal satellite (T2B). T2B is connected to T2A by walkways on levels -1 and -2.

**Terminal 3**

4.3.14 Terminal 3 opened in 1961 to the west of Terminal 2. Terminal 3 has four storeys, one below ground (providing access to the London Underground and rail stations) and three at ground level and above. The gates are located predominantly on three piers branching out from the terminal building.

**Terminal 4**

4.3.15 Terminal 4, which opened in 1986, is located on the south-eastern area of the airfield to the east of the cargo terminal and south-east of the southern runway. Like Terminal 3, Terminal 4 has four storeys, one below ground housing the London Underground and rail stations and three at ground level and above.

4.3.16 The gates at Terminal 4 are situated around the edge of the terminal building, with four additional gates connected via a walkway to a pier east of the main building.

**Terminal 5**

4.3.17 Terminal 5 opened in 2008 at the western end of the airfield, between the northern and southern runways. Terminal 5 consists of three above-ground buildings; the main terminal area (T5A) and two additional terminal satellites (called T5B and T5C) connected by underground walkways.

4.3.18 T5A has three underground storeys, providing pedestrian access to the London Underground and rail stations, T5B and T5C and connecting to the drop off area outside the terminal, with five storeys at ground level and above.

4.3.19 Terminal 5 has the greatest capacity of all the terminals at Heathrow Airport, which is spread over T5A, T5B and T5C.

**Airport supporting development**

4.3.20 The eastern side of the existing Airport is taken up with airport supporting development such as aircraft maintenance and other ground support facilities. There are several hangar buildings of approximately 25m in height, with 17 aircraft bays and a wide body hangar. The southern and eastern perimeter roads provide access to these facilities at the far east of the Airport boundary.

4.3.21 The land use south of the southern runway, accessible by the Southern Perimeter Road, is dominated by cargo and freight facilities as well as other Airport ancillary operations.
4.3.22 The location of the airport supporting development is shown in Figure 4.3, Volume 2.

**Land transport facilities**

**Overview**

4.3.23 The Airport is well served by a range of public transport services, which are shown in Figure 4.4, Volume 2. The Airport is also easily accessed by the wider road network. This section describes the current land transport facilities across the Site. Further information on land transport facilities is available in the Preliminary Transport Impact Report and Chapter 19: Transport network users of this PEIR.

**London underground**

4.3.24 The Airport is on the Piccadilly line which connects the Airport with central London from the following stations:

1. Heathrow Terminals 2 and 3
2. Heathrow Terminal 4
3. Heathrow Terminal 5

4.3.25 There are no other London Underground stations within the Site.

**Heathrow Express**

4.3.26 The Heathrow Express connects the Airport to London Paddington via the Great Western Main Line from two stations:

1. Heathrow Terminals 2 and 3
2. Heathrow Terminal 5.

4.3.27 The rail line is predominantly sub-surface once it splits from the Great Western Main line, running alongside the A408, M4 Spur and Tunnel Road to the Airport. A shuttle line runs between the CTA and Terminal 4 to connect with the Heathrow Express.

**Transport for London Rail**

4.3.28 Transport for London (TfL) Rail (previously Heathrow Connect) connects the Airport with local stations between Hayes and Harlington and London Paddington via the Great Western Main Line. TfL Rail serves two stations at Heathrow:

1. Heathrow Terminals 2 and 3

4.3.29 This shares the same rail line as the Heathrow Express services between the Great Western Mainline and the Airport. This line will form part of the Elizabeth Line service (outlined further in Section 4.5.4) once the line is operational.

**Buses and coaches**

4.3.30 Bus and coach stops/stands are located at the Airport for local bus services and national coach services. Heathrow Central Bus Station is located within the CTA and serves Terminals 2 and 3 via an underground pedestrian walkway, with coach and bus stops also situated outside of Terminals 4 and 5.

4.3.31 The Airport is a hub for around 14 TfL bus routes serving the area covering and surrounding the Site.

**Taxis**

4.3.32 Heathrow has two dedicated areas within the Site used for the coordination of hackney carriage ‘black cabs’ and private hire taxi vehicles serving the Airport. These facilities have been set up in order to manage the flow and distribution of ‘black cabs’ and private hire vehicles working at the Airport.

4.3.33 The taxi feeder park is located between Newall Road and the Northern Perimeter Road. This area is used as a job management and waiting area for ‘black cab’ taxis awaiting allocation of a terminal to serve.

4.3.34 The Authorised Vehicle Area (AVA) is situated between the Northern Perimeter Road and the eastern and western ramps to the CTA Tunnel Road. The AVA provides private hire taxis and private chauffeurs with a holding area while awaiting the collection of passengers from terminals.

**Airport road network**

4.3.35 Within the existing Airport boundary, a network of landside and airside roads provide connectivity to all areas of the Airport. On the landside, a perimeter road bounds the Airport (formed of the Northern Perimeter Road, Southern Perimeter Road, Eastern Perimeter Road and Western Perimeter Road). Terminals 4 and 5 are directly linked to the perimeter road. The M4 spur road links to a dual carriageway tunnel at the Emirates Roundabout Junction, linked also to the perimeter road via west and east ramps, running under the northern runway to provide landside connectivity to the CTA.

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2 Landside – areas of the airport which do not require full security screening to access
3 Airside – areas of the airport where access is beyond security controls
4.3.36 Airside road tunnels provide operational links between Terminal 4 and the CTA and between Terminal 5 and the CTA. There is also a network of airside roads providing controlled access to the apron and aircraft manoeuvring areas.

Parking

4.3.37 A number of parking facilities owned by Heathrow and those operated by external companies on private land are located within the Site. The Heathrow-owned parking facilities are shown in Figure 4.4, Volume 2.

4.3.38 Heathrow controlled long-stay and business car parking facilities are mostly surface level car parks located around the periphery of the existing Airport boundary. The largest area of surface level car parking is located at the north of the Airport boundary providing long-stay parking for Terminal 5 and business parking for Terminals 2 and 3, with parking facilities south-east of the Airport supporting Terminal 4. The Terminal 5 pod parking (whereby transfer between the car park and terminal is by automated ‘pod’) is located at surface level along the north-west boundary of the Airport. The long-stay parking facilities for Terminals 2 and 3 sit outside of the Site. Each of the peripheral surface parking areas have shuttle bus services to the terminals.

4.3.39 Each of the terminals also have car parking facilities close to the terminals for short stay and enhanced parking services including ‘meet and greet’ and valet parking – primarily in multi-storey parks. These car parks include taxi ranks and drop-off areas for private cars.

4.3.40 Surface level parking for Heathrow colleagues is situated along the northern boundary off the Northern Perimeter Road and in the south-eastern corner of the Airport close to Hatton Cross.

4.3.41 Heathrow control approximately 23,500 public parking spaces and 15,500 Heathrow colleague parking spaces, with additional parking services provided by external operators.

4.3.42 Controlled (passenger and colleague) and tenanted parking space accounts for approximately 101ha of the existing Airport area.

Vehicle rental services

4.3.43 There are several vehicle hire companies operating from bases within the Site, predominantly alongside the long-stay car parks, many providing shuttle services linking to and from the terminals.

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4 Heathrow Controlled Parking Count 2016 (Submitted as part of condition A85(3) of the T5 planning permission)
4.4 The Site: Areas outside the existing Airport boundary

Site layout

4.4.1 For the purposes of Section 4.4, the current land use of the Site (out with the existing Airport boundary) is described firstly by component (such as roads, residential communities) then geographically, clockwise starting at the north-west of the Site immediately east of the M25 motorway. The Site generally aligns with the existing Airport boundary at its eastern extent as described in Section 4.3, and as such this section focuses on the residual areas of the Site extending to the north, south and west.

Roads and rail

4.4.2 A number of major roads are located within the Site. These are shown on Figure 4.4.

4.4.3 The terminal buildings are accessed via Junctions 14 or 14a of the M25 (Terminal 5) or a spur road from the M4 at Junction 4 (Terminals 2 and 3). Terminal 4 is accessed from the A30 which links to the Southern Perimeter Road for Junction 14 of the M25 or to Junction 13 of the M25 via Staines-upon-Thames.

4.4.4 North of the M4/M25 interchange, the M25 continues northwards with Richings Park and Iver to the west and Thorney and Cowley to the east.

4.4.5 The A4 provides east-west access and connection to and from the villages to the north of the Airport (paragraphs 4.4.15 to 4.4.16), hotels, business parks and local facilities.

4.4.6 Junctions 5 and 4 of the M4 motorway fall within the Site. Junction 5 is located in the west at Brands Hill including the London Road towards Colnbrook. A spur road off the M4 Junction 4 forms Junction 4a at the Emirates Roundabout Junction and travels north to south between the M4 Junction 4 and the existing Airport. Junctions 4 and 4a provide a link to the A4, perimeter roads and CTA. To the north-west of the Airport is a key road interchange between the M4 (Junction 4b) and M25 (Junction 15) motorways.

4.4.7 The A3044 Hatch Lane runs from the A4 northwards linking to West Drayton and surrounding local routes, with the A408 Sipson Road partially within the Site, running broadly north-south through Sipson connecting to the A4.

4.4.8 The M25 lies approximately 600m from the western perimeter of the Airport. A section of the M25 approximately 5km long, from the interchange with the M4 at Junction 15 southwards is situated within the Site. Junction 14a provides a direct link to Terminal 5 via a spur, with Junction 14 linking to the A3113 eastwards via...
the Stanwell Moor Junction for the perimeter road for Terminal 4 and Horton Road westwards.

4.4.9 The A4 Colnbrook by-pass links the north and west of the Airport with the M4 at Junction 5.

4.4.10 The A3044 travels from the A4 at the north-west of the Airport, running adjacent to the Western Perimeter Road.

4.4.11 A number of smaller local roads also fall within the Site.

4.4.12 Further information on the road network in and around the Site is available in the Preliminary Transport Impact Report and Chapter 19: Transport network users of this PEIR.

4.4.13 Several sections of railway and land adjacent to railways are included within the Site, located to the north and west of the Site. Immediately north of the M4 and Great Western Main Line, two linear areas of the site lie west and east of West Drayton station, consisting of sections of railway alongside parking and small industrial land. The rail line servicing the Total fuel depot lies within the Site.

Residential communities

4.4.14 A number of villages are situated within the Site, shown on Figure 4.5, Volume 2.

4.4.15 The village of Longford, with a population of 250\(^5\), lies immediately adjacent to the existing north-west boundary of the Airport. The main residential area in Longford follows the route of the Bath Road between the River Colne and the junction with the Duke of Northumberland’s River. Immediately north and west of Longford is an area of predominantly private open space which marks the edge of the Colne Valley Regional Park.

4.4.16 To the north-east of Longford lies the village of Harmondsworth which lies partially within the Site, with a population of 1,850\(^5\). At the southerly edge, the village borders the existing Airport boundary, reaching up to the edge of Harmondsworth Moor Country Park. Harmondsworth Moor Country Park is an area of publicly accessible recreational space and forms an edge to the Colne Valley Regional Park; it was opened in 2000 following completion of gravel extraction works for the building of the M25 and subsequent restoration.

4.4.17 Small areas of residential use in Sipson, Colnbrook and Poyle also fall within the Site. As these villages are predominantly outside the Site, these are described further in Section 4.5.

\(^5\) Population as recorded in the 2011 census
4.4.18 Further information on the community areas, facilities and service provisions is available in Chapter 11: Community.

**Hotels**

4.4.19 A number of major hotel operators provide accommodation within the Site to support the Airport and surrounding area and locations of these hotels within the Site are shown in Figure 4.6, Volume 2.

4.4.20 Many smaller hotels and bed and breakfast accommodation providers are also located within the Site.

**Rivers and waterbodies**

4.4.21 The key rivers and waterbodies which flow through the Site are shown on Figure 4.7, Volume 2.

4.4.22 To the north of the Airport, the Duke of Northumberland’s River and Longford River (the Twin Rivers) flow southwards through Harmondsworth and Longford, after splitting from the River Colne and flow through the Site. The Duke of Northumberland’s River skirts the western and southern perimeter of the Airport, running alongside the Longford River. The rivers flow within artificial channels aligned with the perimeter road, crossing under the road close to Stanwell before separating at East Bedfont, to the south of the Airport. The Twin Rivers were diverted around the existing Airport boundary as part of the Terminal 5 development.

4.4.23 The Site located to the west lies within the catchment of the River Colne, with the River Colne flowing partially within the Site; the river flows in a southerly direction, joining the River Thames at Staines. Approximately 3.5km west of the Airport the Colne Brook flows in a southerly direction, joining the River Thames at Hythe End. The Wraigsbury River lies broadly alongside the M25, flowing through Harmondsworth Moor and adjacent to the eastern edge of the M25 before crossing under the M25 north of Junction 14.

4.4.24 Further information on the water environment within the site is available in Chapter 21: Water environment.

**Land use and industry**

4.4.25 The predominant land uses within the Site are shown in Figure 4.8, Volume 2.

4.4.26 In the north of the Site, north of the existing Airport, much of the area is in agricultural use, with some areas, particularly around the M4/M25 junctions, north of Sipson and near Harlington, being land restored from former landfill sites.
4.4.27 In the north of the Site within the South Bucks District Council area lies Thorney Park Golf Course. Open areas for public recreational use in the north of the Site include Harmondsworth Moor Country Park and Crane Meadows, adjacent to Cranford Park. Agricultural land use is dominant in the area between Harmondsworth and Sipson.

4.4.28 In the north of the Site, business and industrial land occupiers include:

1. British Airways headquarters, Waterside – west of Harmondsworth village
2. The BT data centre
3. Immigration Removal Centre serving Heathrow – on the A4 south of Harmondsworth village
4. The northern extent of the Polar Park industrial area which consists of three buildings split into multiple units
5. The north western corner of Heathrow Boulevard, a commercial area consisting of five multi-occupancy multi-storey buildings providing over 11,000m² of office space.

4.4.29 In the south of the Site, business and industrial land occupiers include:

1. Builders merchant
2. Vehicle traders
3. Mayfield Farm, a mixed-use site owned by Heathrow for water treatment with adjacent agricultural land. Two historic Scheduled Monuments are located on the agricultural land on Mayfield Farm.

4.4.30 An outlying area of the Site south of Staines Reservoirs is of agricultural/open space use.

4.4.31 In the west of the Site business and industrial land occupiers include:

1. Galleymead Road near Poyle, a mixed use industrial and warehouse area, which falls partially within the Site
2. Lakeside Energy from Waste Facility – on the A4 west of the M25
3. Colnbrook Logistics Centre
4. DHL
5. Iver South Waste Water Treatment
6. Aggregate Industries.
4.4.32 An outlying area of the Site in the east, situated north of Hounslow Heath on the A315 is predominantly open space, with the remainder parking for an adjacent industrial park.

4.4.33 Several areas of the Site are currently in use for quarrying:

1. Immediately west of Sipson off Harmondsworth Lane
2. Immediately east of the M4 spur road
3. North west of Stanwell
4. South west of Stanwell Moor
5. North of Colnbrook

4.5 The surroundings

Introduction

4.5.1 This section looks at the surrounding area within a 1km radius of the Site, shown in Figure 4.9, Volume 2. Figures 4.10 to 4.13, Volume 2 show the maps of the area and key features surrounding the Site. For the purposes of Section 4.5, the current land use of the areas surrounding the Site are described geographically clockwise starting to the north of the Site.

To the north

4.5.2 As shown in Figure 4.10, Volume 2, the area described as to the north of the Site lies between the M25 motorway in the west and A312 in the east up to 1km from the Site boundary.

4.5.3 Land immediately between the M25 and the edge of the urbanised landscape is designated as part of the Colne Valley Regional Park and is therefore of a more rural character including privately-owned agricultural land, intertwined with a network of rivers and lakes and the Grand Union Canal which flows towards central London. The Iver North Water Treatment Works lies alongside the M25 and immediately north of the Great Western Main Line railway.

4.5.4 The Great Western Main Line, connecting London with South Wales and south-west England runs broadly parallel to the M4, bounded by areas of the Site to the north-west of the Site. The Elizabeth Line rail service is expected to be operational when the Development Consent Order is submitted. This line will serve several stations within 1km of the Site; Iver, West Drayton and Hayes and Harlington and will provide direct links to Reading in the west, central London and Shenfield and Abbey Wood in the east.
4.5.5 Sipson village centre is located approximately 0.8km from the existing northern boundary of the Airport, sitting outside of the Site boundary. The population of Sipson was 970 at the 2011 census, having grown by 11% since 2001. To the west of Sipson lie the southern areas of Polar Park industrial area and Heathrow Boulevard.

4.5.6 North of Sipson lies agricultural land formed from historic landfill sites.

4.5.7 The village of Harlington is located approximately 0.7km from the existing northern boundary of the Airport with a population of 4,670.

4.5.8 The M4 motorway runs broadly parallel to the Site boundary around 1.5km north.

4.5.9 A large proportion of the town of West Drayton (population 16,700 at 2011) is situated within approximately 1km of the main Site and outlying areas of the Site to the north of the M4, and is linked via the A408 to villages including Yiewsley and Cowley (within 1km east of an outlying northern area of the Site) and towards Uxbridge further north. This area is of mainly residential and community use, alongside a mixed-use area of around 11.5ha consisting of a supermarket, logistics and trade units, the Hyde Park Hayes business park which provides over 25,500m² of office space and a hotel.

4.5.10 East of Heathrow Airport, Cranford (with a population of 6,760) and Cranford Cross (with a population of 1,630) are situated adjacent to the Site boundary level with the northern runway (partially within the Site). Two large recreational open spaces; Cranford Park and Avenue Park, cover an area of around 68ha stretching from Cranford village northwards to the M4.

4.5.11 The A312 runs along the eastern edge of the Site south of the M4 southwards towards Hatton.

4.5.12 Areas of the west of the town of Hounslow, with predominantly residential use, lie within 1km of the Site.

To the east

4.5.13 The area described as to the east of the Site, as shown in Figure 4.11, Volume 2, lies east of the A312 up to 1km from the Site boundary.

4.5.14 To the east of the Site and north of the M4, the southern part of Hayes lies within 1km of an outlying area of the Site in the London Borough of Hounslow. This area consists of residential and community use, with the Airlinks Golf Club located approximately 0.5km of the Site in the London Borough of Hounslow. Adjacent are several areas of industrial and commercial facilities including wholesaler and trade

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Population as recorded in the 2011 census
shops, plus warehouse and industrial units occupied by caterers, logistics and cargo companies, the Western International Market and large gym/sports facility.

4.5.15 Hatton, a predominantly industrial/commercial area with a small number of residential properties, is located approximately 0.5km south-east of the existing Airport, close to Terminal 4.

4.5.16 The area within 1km of the south-east of the Site includes several areas of historic landfill which have been restored to industrial, agricultural and recreational open spaces including Hounslow Heath.

4.5.17 Significant areas of industrial use are located between Cranford and North Feltham to the east and south-east of the Site. A number of industrial estates are situated within this area including:

1. The Heathrow Estate, with industrial and warehouse units at the junction of the A312 and A30
2. Heathrow Corporate Park, a 13-unit estate with over 50,000m² of warehouse space around 0.3km from the Site
3. North Feltham Trading Estate, a large mixed-use area of around 30ha off the A312
4. Heathrow International Trading Estate, a small industrial and warehouse area south of the A30 and A312 within approximately 0.3km of the south of the Site.

4.5.18 Occupiers include a mix of local trade and services businesses alongside airport-related occupiers such as logistics and catering:

4.5.19 The River Crane is located to the east of the existing Airport boundary, with much of the existing Airport and eastern area of the Site lying within its catchment. The headwaters of the River Crane lie to the north of the Grand Union Canal. It flows from north to south past the Airport, located along the eastern edge of the Site, then turns to the east through Twickenham and north into Isleworth, where it converges with the tidal River Thames.

4.5.20 Two balancing reservoirs owned by Heathrow are located to the south east of the Site, approximately 0.5km from Feltham North.

To the south

4.5.21 As shown in Figure 4.12, Volume 2, the area described as to the south of the Site lies between the A312 in the east and the M25 motorway in the west up to 1km from the Site boundary.
Feltham North is located within 1km of the Site and is partially within the Site. This area has seen population growth of 21% between 2001 and 2011 with 11,600 residents recorded in 2011.

Hatton Cross station sits directly outside of the Site boundary in the south-east. Hatton Cross is an important bus station particularly for maintenance, logistics and hotel workers. It is served by nine local routes and acts an interchange with the Piccadilly Line.

Bedfont, situated immediately to the south of the Site, is broadly split into two areas, with East Bedfont housing a residential population of 12,700 and the west of Bedfont comprising a mix of industrial, agricultural and public recreational space.

Bedfont Lakes Business Park and Bedfont Lakes Country Park (the latter being a Local Nature Reserve and Site of Importance for Nature Conservation) are located immediately south of the Site and are on sites restored following historic landfilling. The Clockhouse Lane Pit and Princes lakes, situated adjacent to Bedfont Lakes Country Park, have been formed from historic quarrying and are now used as part of Heathrow’s drainage and pollutant control system as well as biodiversity sites.

To the south west of the Site, the village of Stanwell has a population of 14,600 and is a primarily residential area with local community facilities. Stanwell village does not have a direct road link to the Southern Perimeter Road from the residential area, but is connected by a number of pedestrian crossings over the Twin Rivers. The village links to the main road network via the A3044 in the west and through Bedfont in the east.

Situated between the A3044 and M25, the village of Stanwell Moor is located to the south-west of the Site. Stanwell Moor has a high working age population at 79% of the 1,370 residents in 2011.

Further south, the residential areas in the northern extents of the towns of Staines-upon-Thames and Ashford are situated within 1km of the Site.

Staines Reservoirs and King George VI reservoir, on the western edge of Stanwell to the south-west of the Site, is one of a number of storage reservoirs close to Heathrow Airport which are used for public water supply.

The Waterloo to Reading main line is located within 1km of the Site. Local stations along these routes include Feltham, Ashford and Staines.

Airport supporting development and Airport related businesses are key occupiers of land immediately south of Heathrow, including:

1. Radius Park located to the south east of the Site west of the A312, including logistics and airline operator warehouses covering around 5.5ha
2. Northumberland Close Trading Estate (also known as Dnata Village), a multi-unit industrial and warehouse estate including airline cargo

3. Esso West London fuel terminal, situated off Bedfont Road and bounded by the site to the east and south.

**To the west**

4.5.32 The area to the west of the Site, as shown in Figure 4.13, Volume 2, lies east of the M25 motorway up to 1km from the Site boundary.

4.5.33 The Colne Valley Regional Park dominates the landscape to the west of the Site and covers an area of over 64km² extending from Staines in the south and Rickmansworth in the north to Slough in the west.

4.5.34 Horton, is located to the south-east of the Queen Mother Reservoir approximately 0.3km west of the Site. Around 0.7km further south-east, the Cemex Kingsmead concrete plant is located at the edge of the Site.

4.5.35 Poyle, with a population of 1,730⁶, lies to the east of the M25 bounded by the Site. The land use in Poyle is predominantly residential and industrial uses. A significant mixed-use industrial area to the south of Poyle, consisting of several industrial estates and parks houses a wide range of businesses including Airport cargo and logistics, catering, equipment suppliers, local trade and a hotel.

4.5.36 To the west of Poyle, connected by Bath Road lies Colnbrook with a population of 1,840⁶. Colnbrook is of a predominantly residential land use, edged by agricultural land to the north and south of the village.

4.5.37 Brands Hill lies between Colnbrook and Junction 5 of the M4 and is a predominantly residential area. The south of Langley, including Langley station on the Great Western Main Line are also situated within 1km of the Site.

4.5.38 The area within 1km of the west of the Site includes several areas of historic landfill which have been restored to industrial, agricultural and recreational open spaces including lakes around Wraysbury and Horton which are used for public recreational activities.

4.5.39 A number of reservoirs are located within 1km of the Site including:

1. Wraysbury Reservoir
2. The Queen Mother Reservoir.

4.5.40 To the west of the M25 and within around 0.5km of the Site, Richings Park sits surrounded by agricultural land and the recreational space of Richings Park Golf Club. In addition, to the west of the M25, approximately 0.7km west of the northerly outlying area of the Site lies the village of Iver, consisting of
predominantly residential and community facilities surrounded by agricultural and recreational greenspace. The combined population of Iver and Richings Park at 2011 was 2,350\textsuperscript{6}. South of Iver alongside the Grand Union Canal Slough Arm, a large industrial area accommodates transportation, local trade and distribution businesses.