Heathrow

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Chapter 7: Recreation and amenity

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7. Recreation and amenity

7.1 Introduction

7.1.1 As indicated within **Chapter 1: Setting the scene for consultation**, 'recreation and amenity' is an environmental aspect for which environmental information is presented for the 2026 Public Consultation.

7.1.2 This chapter is supported by a glossary of terms.

7.1.3 This chapter should be read alongside the following:

- **Blue and Green Infrastructure environmental measures topic paper**
- **Chapter 6: Community** – which sets out the changes to land and environment that affect community facilities (including sport and leisure facilities) and public services.
- **Chapter 8: Noise** – which considers environmental effects on noise-sensitive receptors, including those using recreational resources.
- **Chapter 9: Air quality** – which considers environmental effects from air pollutants and dust on sensitive receptors including those using recreational resources.
- **Chapter 11: Health** – which considers how the Project may affect population health;
- **Chapter 12: Biodiversity** – which considers effects on ecological receptors including habitats, designated sites and ecological networks.
- **Chapter 15: Landscape and visual** – which looks at effects on people and places through changes to the physical landscape and to views experienced by communities.

7.1.4 These chapters are referenced because they identify additional considerations that could influence open space provision, recreational routes, amenity, user experience and access to public rights of way and other recreational resources.

7.2 What is meant by recreation and amenity?

7.2.1 The Project may affect the use, enjoyment and value of recreation and amenity resources, including parks, open spaces, public rights of way (PRoW), walking and cycling routes, waterways and other places used for recreation, relaxation, exercise and social activities. Changes in access, views, noise levels, traffic and the surrounding environment may influence users' experiences of these places. People who use these resources are referred to as receptors. It also assesses how the changes which occur as a result of the Project might influence the quality and character of people's recreational experience.

7.2.2 Disturbance or effects on these resources may arise from:

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- Temporary physical changes, such as diversions to footpaths, changes to views, disturbance from noise, dust and other emissions, as well as traffic movements affecting users of these resources during construction.
- Permanent physical changes, such as through the loss, alteration and reprovision of open space and recreational routes during operation of the Project.
- Changes to access, convenience or connectivity, which may influence how people use recreational routes and spaces.
- Changes in patterns of use – for example, where users favour the use of certain routes or recreational areas over others in response to the Project.

7.2.3 The term open space is defined at s 336(1) of the Town and Country Planning Act 1990 [1] as, '…any land laid out as a public garden, or used for the purposes of public recreation, or land which is a disused burial ground'. Open space is further defined in the Airports National Policy Statement [2] and the National Planning Policy Framework, 2026 [3] as, 'All open space of public value, including not just land but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity'. Further information on the types of open space considered in this chapter is outlined in **Section 7.5**.

7.2.4 Recreational routes comprise routes and corridors to which the public has either a legal right of access or permitted access and are used for recreation, exercise, active travel, access to the countryside and enjoyment of amenity. These include PRoW, such as public footpaths, bridleways, restricted byways and byways open to all traffic, together with permissive footpaths, national trails and cycle routes.

7.2.5 Recreation and amenity resources also include open access land, common land, parks, nature reserves, waterways and waterbodies and other publicly accessible areas used for recreation and leisure. The relevant definitions are provided by s 329(1) of the Highways Act, 1980 [4] and The Countryside and Rights of Way Act, 2000 [5].

7.3 Why recreation and amenity change might occur

7.3.1 The potential for recreation and amenity change arises where the Project interacts with recreational and amenity resources used by the public (**Figure 7A.1**). The users of these resources can experience effects from a range of changes, including to land use, views, noise, dust and other atmospheric emissions and traffic as a result of the Project.

7.3.2 During construction of the Project, temporary changes may occur where works take place within or adjacent to recreational and amenity resources. These may include temporary closures or diversions of public rights of way (PRoW), changes to route connectivity, restrictions on access and temporary changes to the recreational experience arising from construction traffic, worksites, compounds and associated

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activities. Users of nearby recreational resources may also experience increased noise, dust, movement of vehicles and visual intrusion. Such effects may influence how recreational spaces and routes are experienced during the construction period.

7.3.3 In some places, the Project would require the permanent displacement, relocation or loss of recreational spaces and recreational routes where land is required for the construction and operation of permanent Project infrastructure. Where this occurs, replacement or alternative provision may be delivered in accordance with the relevant environmental measures and strategies, including the blue and green infrastructure strategy, **Blue and Green Infrastructure environmental measures topic paper.**

7.3.4 Permanent effects may therefore arise through changes to the location, accessibility, connectivity or availability of recreational resources.

7.3.5 During operation, permanent changes may arise from the presence and operation of new infrastructure that may affect the use, enjoyment, or amenity value of recreational resources. These changes may include the permanent diversion or alteration of recreational and amenity resources, changes to the experience and quality of open space and routes and alterations to views experienced by recreational users. For example, the increased air traffic movements from the operation of the Project may affect the scenic or visual quality or perceived tranquillity of a resource. In some cases, the Project may also introduce new or enhanced access routes, permissive paths or other recreational opportunities, which may result in beneficial effects for recreational users.

7.4 Legislation, policy and guidance

7.4.1 In the UK, a variety of legislation, policy and guidance is in place to protect recreation and amenity resources and to manage change affecting them. At a national level, the policy and legislation relevant to the assessment of the effects on recreation and amenity resources include:

- The Equality Act, 2010 [6]
- The Airports National Policy Statement, 2018 [2]
- The Planning Act, 2008 (ss 131 and 132) [7]
- The Countryside and Rights of Way Act, 2000 [5]
- The National Networks National Policy Statement, 2024 [8]
- The National Planning Policy Framework, 2026 [3]
- Planning Policy Guidance, 2014 [9]

7.4.2 Collectively these seek to ensure that the effects from the Project on groups of people and users of local recreational resources are well understood and where appropriate, that replacement and re-provided resources are well designed, maintained and integrated within the community. Local planning authorities (LPAs) surrounding Heathrow identify a comprehensive network of open space, recreational

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assets and green infrastructure within their respective local development plans. These include open space, parks, play facilities, river corridors and strategic and local walking/cycling routes, as well as the wider public realm and residential amenity spaces.

7.4.3 Across the policy framework, there is a consistent emphasis on protecting, enhancing and delivering accessible, high-quality and multifunctional open space. Policies typically require development to avoid the loss of existing open space, particularly where it is of value for recreation, unless it can be demonstrated that the land is surplus to requirements or is replaced by provision of equal or greater quantity and quality in a suitable location.

7.4.4 References for relevant regional and local plans and LPA policy documentation are included within **Section 7.11** of this chapter.

7.4.5 Policy objectives have informed the assessment of recreation and amenity resources including recreation and amenity value, quality, resource provision, accessibility and receptor sensitivity within the recreation and amenity assessment.

7.5 Assessment summary

7.5.1 There is no established methodological guidance for the preparation of a recreation and amenity assessment (RAA). Therefore, in the absence of a standard recognised methodology, the approach presented in this chapter has drawn on the legislation and policy outlined in **Section 7.4**, together with professional judgement (explained in **Chapter 3: Approach to assessment in the EICR**) and established practice from RAAs undertaken for comparable environmental impact assessment (EIA) projects.

7.5.2 The methodology has also been informed by the EIA scoping opinion and an ongoing programme of engagement with local planning authorities, statutory consultees and other stakeholders. This engagement has helped to refine the scope of the assessment, identify relevant receptors and resources and inform the approach to baseline data collection, survey design and assessment criteria. The methodology has been developed having regard to the nature of the Project, the characteristics of the surrounding area and the availability of data at this stage of the assessment process. The methodology will continue to evolve where necessary in response to ongoing consultation and refinement of the Project design.

7.5.3 The RAA focuses on how people who use recreation and amenity resources (receptors) may be affected by changes arising from the Project. For the purposes of this assessment, recreation and amenity resources comprise open spaces and recreational routes, each defined by an individual resource ID. Open spaces include publicly accessible land, private open spaces of public value and water bodies valued for recreation, leisure and amenity, while recreational routes, include public rights of way (PRoW), permissive routes, promoted recreational routes, national trails and other access corridors used for recreation and active travel.

7.5.4 As set out in **Section 7.1**, the Town and Country Planning Act 1990 [1], the Airports National Policy Statement, 2018 [2] and the National Planning Policy Framework, 2026 [3] provide a broad definition of open space. For the purposes of this

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assessment, open space is taken to mean all open space of public value, including land and areas of water that provide opportunities for recreation, leisure, sport, access and amenity. A resource classification framework has been developed – drawing on relevant legislation, planning policy, professional judgement and established assessment practice – to provide a consistent basis for the identification and assessment of recreation and amenity resources within the study area. The detailed classification framework, resource typologies and assessment methodology will be described within the Environmental Statement (ES). The approach has been informed by relevant legislation, national and local planning policy, planning practice guidance, established practice and recognised good-practice guidance relating to open space, recreation, green infrastructure and public access.

7.5.5 This consultation document (EICR), as set out in **Chapter 1: Setting the scene for consultation**, provides an assessment of the recreation and amenity resources identified to date as having the greatest potential to be affected by the Project. While the study area has been reviewed and updated since 2019, baseline review and survey work remains ongoing and may identify additional open spaces and recreational routes requiring assessment. The ES will present a comprehensive assessment of all relevant recreation and amenity resources identified through the final baseline.

7.5.6 Effects are considered in relation to both the construction and operation of the Project, as described in **Chapter 2: Description of the Project**. Construction activities would occur throughout delivery of the Project and may, in some locations, coincide with the operation of completed elements. The assessment therefore considers the potential for construction and operational effects to occur concurrently where this represents a realistic worst-case scenario. The assessment also considers how the use, enjoyment and experience of recreation and amenity resources may change over time as different elements of the Project are introduced and brought into operation.

7.5.7 The RAA is receptor-based and draws on evidence from other environmental topic assessments where those assessments influence the use, accessibility, quality or recreational experience of recreation and amenity resources. For example:

- **Landscape and visual**: changes to views and landscape character can influence how attractive and enjoyable recreational areas are.
- **Biodiversity**: effects on habitats, wildlife and protected sites may affect both access and the overall recreational experience.
- **Transport network users**: alterations to PRoW, connections between routes and general accessibility can directly affect how people reach and use recreational spaces.
- **Noise and air quality**: changes in noise levels and air quality can reduce the sense of peace and enjoyment in recreational environments.
- **Health**: access to recreational spaces supports physical and mental wellbeing, so any changes to these spaces or how they are accessed may have health implications.

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- **Community**: changes to local services, facilities and community infrastructure can influence how people use and experience recreation and amenity resources. This includes effects on the availability and quality of community infrastructure, which may in turn shape recreational use and experience.

7.5.8 Together, these assessments provide the evidence needed to understand how environmental changes may affect the use, enjoyment and experience of recreational and amenity resources. This integrated approach avoids unnecessary duplication while ensuring that all relevant factors are fully considered.

Baseline

7.5.9 Baseline information collated in 2019 has been reviewed to identify any material changes to the presence, availability, use and enjoyment of recreational and amenity resources within the RAA study area. Ongoing reviews of the baseline information will be informed by engagement with relevant statutory consultees (such as LPAs) and current data as it becomes available.

7.5.10 While conditions of and localised changes to, recreation and amenity resources may have occurred since 2019, these changes are not anticipated to materially alter the overall recreational and amenity quality, value or strategic sensitivity of these resources.

7.5.11 On this basis, the 2019 baseline information is considered to provide an appropriate and proportionate foundation for the assessment of likely effects arising from the construction and operation of the Project for the purposes of this EICR, while noting that work is ongoing to obtain up to date baseline information.

7.5.12 More in depth information with regards to baseline conditions for identified Community Areas is outlined within **Section 7.7**.

Open spaces

7.5.13 To inform the RAA, walkover surveys are being undertaken to confirm that open spaces identified through updated desk-based study are publicly accessible or are of public value and used for recreational purposes, as well as to identify any additional recreation and amenity spaces not previously identified. Recreational open spaces are then categorised according to typologies derived from Planning Policy Guidance, 2014 [9] (including the former PPG17, 2002 [10]), the current National Planning Policy Framework, 2026 [3] and professional judgement. For the purposes of this assessment, these comprise parks and gardens, natural semi-natural greenspaces, green corridors, amenity green space and provision for children and young people (play areas). Waterbodies and water features, including rivers, canals, ponds, lakes and reservoirs, may form part of any of these typologies. These can contribute significantly to the character, quality and recreational value of an open space, while also providing important functions for biodiversity, drainage and visual amenity. Open space typologies will be subject to review as updated information and survey data becomes available.

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7.5.14 The assessment has been informed by the comprehensive 2019 walkover surveys, supplemented by updated desk-based information. A programme of verification surveys is currently underway to confirm baseline conditions, capture any changes since 2019 and ensure the ES reflects the most up-to-date understanding of recreational resources within the study area (see **Section 7.9**). The open spaces and recreational routes identified during the 2019 surveys will be reverified as part of the updated surveys being undertaken in 2026/27. The verification surveys will confirm the current accessibility, recreational function and typology and identify any newly created, lost or altered recreational and amenity resources within the RAA study area.

7.5.15 **Chapter 6: Community** also considers the potential effects on users of other types of open space that serve a primarily community function. These include allotments, outdoor sports facilities, sports pitches and other formal recreation facilities associated with organised sporting, educational or community activities. Churchyards, cemeteries and civic spaces are also considered in **Chapter 6** where they have an association with community buildings, services and facilities.

Recreational routes and open access land

7.5.16 Recreational routes and areas of open access land within the RAA study area have been identified through desk-based review of definite mapping, publicly available datasets and aerial imagery, supported by field survey verification. These surveys are being undertaken to confirm accessibility, route condition, recreational function and patterns of use and to identify any changes since previous surveys or any additional routes and access opportunities. Recreation routes are categorised according to their legal status, designation or recreational function, including PRoW, permissive routes, promoted recreational routes, national trails, cycle routes and other publicly accessible access corridors used for recreation, exercise and active travel.

7.5.17 Open access land, common land and other publicly accessible areas that provide recreational opportunities are also identified and assessed where appropriate. These resources are considered alongside recreational routes where they contribute to recreational use, access to the countryside, exercise, leisure or the enjoyment of amenity.

User survey summary report

7.5.18 In addition to walkover surveys, user surveys were undertaken in 2019 to understand how the recreational spaces and routes within the study area were used. Surveys were undertaken at specific locations and at each survey location, experienced surveyors recorded user numbers at hourly intervals over a three-day period and undertook voluntary questionnaire interviews to capture qualitative insights about recreational use. This included information on visitor characteristics, trip patterns and behaviour, as well as overall levels of satisfaction with the resource. The scope of the 2019 surveys was agreed through engagement with the Heathrow Strategic Planning

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Group (HSPG), with surveys undertaken at 12 locations across four representative periods throughout the year.

7.5.19 The user surveys completed in 2019 therefore form an appropriate and proportionate foundational basis for the assessment. A new programme of visitor engagement surveys will be carried out between 2026 and 2027 to supplement the existing evidence and capture current recreational use patterns, behaviours and overall satisfaction of recreation and amenity resources across the study area (see **Section 7.9**).

Significance

7.5.20 The assessment identifies the sensitivity of recreation and amenity resources, informed by their value and susceptibility to change. The magnitude of change arising from the Project considers the scale, geographic extent, duration and reversibility of effects. These factors are considered together to determine the significance of effect.

7.5.21 Professional judgement is applied in determining both the sensitivity of recreation and amenity resources and the nature and extent of change that may arise from the Project. At this consultation stage, significance is expressed through a clear and reasoned narrative explaining whether effects are considered to be significant or not significant, rather than through the application of a detailed significance matrix or numerical scoring system. This ensures the assessment remains proportionate and focused on the key issues relevant to recreation and amenity at this stage of the Project.

7.5.22 The ES will provide further detail on the assessment approach, including the methodology used to evaluate sensitivity, magnitude of change and significance of effect where required and appropriate.

Environmental measures

7.5.23 The Project seeks to maintain access to open space and recreational routes for local communities and to retain continuity of their recreational and amenity value. This approach includes the retention, reprovision and reinstatement of affected resources, together with measures designed to maintain the function, accessibility, and useability of key recreational resources. The assessment presented within this report assumes that these measures are in place.

7.5.24 Embedded environmental measures incorporated within the Project include the reprovision of open spaces and recreational routes, where required by policy, together with wider green infrastructure interventions delivered through the blue and green infrastructure strategy. These measures are being developed in accordance with relevant legislation and policy and are guided by the principles of quantity, quality, value and accessibility, with the aim of maintaining or enhancing recreation and amenity provision throughout the study area.

7.5.25 Environmental measures also seek to avoid, reduce or offset potential effects on open spaces, recreational routes and their users, while maintaining overall

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connectivity and access during the delivery of the Project. This includes the provision of suitable alternative routes where existing routes are temporarily or permanently affected, including during construction activities and where permanent diversions or reprovision of PRoW are required. Measures will seek to minimise the duration and extent of disruption to connectivity affecting PRoW, permissive routes, national trails and other regionally or locally promoted recreational routes.

7.5.26 The Project also includes delivery of a multifunctional Green Loop, providing a strategic network of routes to enhance connectivity and expand access to high-quality recreational opportunities both north and south of the airport. Locally promoted cycling routes will be maintained through staged construction and temporary diversions, with permanent improvements delivered through upgraded off-road routes, enhanced connectivity and integration into the Green Loop network.

7.5.27 Any environmental measures proposed at this stage represent a preferred option at the time of writing this chapter. These measures are subject to ongoing development and refinement for the ES stage. As the RAA is progressed, there is potential for further embedded measures to be identified, as required, to mitigate potential adverse effects.

7.6 Assessment results

7.6.1 The principal recreation and amenity effects will arise from construction activities associated with early works and initial infrastructure delivery along with some operational characteristics. Operational characteristics include potential for ongoing aircraft and surface transport activity, associated noise and movement and the permanent arrangement of infrastructure, which together influence the perceptual qualities, accessibility and use of recreational and amenity resources.

7.6.2 Early construction works cover the period before the Northwest Runway opening and include an early peak in construction activity, from works such as major highways works (including the M25 and southern road tunnel), demolition, watercourse diversions and the establishment of Construction Support Sites (CSS).

7.6.3 When construction commences and where replacement open space is proposed, it is preferable for replacement provision to be implemented as early as possible in order to minimise temporary losses in recreation and amenity value and function. Opportunities for overall enhancements of recreation and amenity resources are being sought which could lead to a net positive permanent effect. Proposals will be developed further to inform a more detailed assessment to be presented in the Environmental Statement (ES). Positive effects may occur where the resource being re-provided or enhanced is of a higher quality, condition, value or accessibility than the existing resource, or those being lost, resulting in an overall improvement to the baseline situation. This may include improvements to the recreational experience, accessibility, connectivity or functionality of the resource for users.

7.6.4 During early construction works, construction compounds, cranes, earthworks, material storage areas and temporary lighting will be present at CSS and in other

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various locations within the draft Development Consent Order (DCO) limits around the Project.

7.6.5 In areas closest to construction activity, direct effects on recreation and amenity users and resources are likely due to the direct loss of the resource and removal of access to the resource resulting in an effect on open spaces and recreational routes such that access to the resource is no longer possible. Potential indirect effects may occur where construction works are close to a resource and users may experience disturbance from the construction works but still able to use the resource. These effects will arise from the introduction of large-scale plant and movement of construction vehicles/machinery within views, noise disturbance and from alterations to existing land use and landform during earthworks.

7.6.6 The construction period for the Project is currently anticipated to extend over approximately 25 years. While this represents a relatively long duration, construction activities will be temporary in nature and are not anticipated to occur sequentially across the study area for the full period. Instead, works will be phased and staggered, with activity taking place at different locations over time, including at CSS. The scale, nature and duration of works will vary by location. This means that some short- (zero to five years), medium- (five to 15 years) and long-term (15+ years) changes may be experienced. The specific works types and duration at CSS is yet to be determined, see **Chapter 2: Description of the Project** for more information.

7.6.7 As a result, the duration of construction effects experienced at any given location will typically be shorter than the overall duration of the construction programme. However, in some areas, shorter term construction activity may be directly followed by the Project becoming operational. Where open spaces and recreational routes are retained and remain available for public use, users may experience temporary construction-related effects, such as changes to views, noise levels or activity with the works. Once construction is complete, these temporary effects would cease and be replaced by the permanent operational influences associated with the completed Project, while the recreational resources themselves continue to perform their intended function and remain accessible to users.

7.6.8 In this context, construction-related effects are considered to be temporary in nature, although the duration for which they are experienced will vary depending on the location, type and phase of works involved. These may be experienced over the short- (zero to five years) and/or medium-term (five to 15 years), depending on duration of works. Where construction areas subsequently form part of the permanent development footprint, the temporary construction effects may be followed by the separate, long-term operational effects associated with the completed infrastructure.

7.6.9 Outside of the DCO limits, recreational and amenity resources would not be physically altered by the Project. However, users of these resources may experience indirect effects from construction activities and/or operation of the Project, including changes to views, noise levels, activity, movement and accessibility. The extent and distribution of any such effects will be considered in more detail within the ES as baseline information, survey data and Project design continue to be refined.

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7.6.10 Operational effects during early construction works will be limited as the full infrastructure build-out would not yet have occurred. Further assessment will be undertaken as part of the ES, which will fully assess the effects of the Project.

7.6.11 As construction nears completion, additional infrastructure associated with the Project will become operational and the extent of the airport will increase. This will result in more permanent changes to recreational and amenity users and resources due to the construction of the new built elements, alterations to landform and access routes.

7.6.12 Operational effects will be permanent in nature. In many areas, the incorporation of resources into the Green Loop and the introduction of re-provided public open space (RPOS) may improve the quality, accessibility and connectivity of recreational and amenity resources. As a result, operational effects in these locations may be negligible or beneficial. Beneficial effects may arise where the re-provision of recreational and amenity resources will be of a higher quality than the existing resource and where the retained resources are enhanced in accordance with the blue and green infrastructure strategy. Reprovision of open space with maintained accessibility and better integration into the wider green infrastructure network may also deliver a net improvement in functionality, connectivity and the overall user experience relative to the baseline, resulting in potential beneficial effects.

7.6.13 Overall, permanent negligible and beneficial changes to recreational and amenity resources are anticipated in some locations as a result of the Project. Widespread adverse operational effects across the wider study area (beyond the draft DCO limits) are not currently anticipated.

7.7 Community Areas

7.7.1 The use of Community Areas, as defined in **Chapter 4: People, place and Community Areas**, provides a people-focused spatial framework that aligns with patterns of settlement, movement and community identity within the recreation and amenity study area. As set out in **Chapter 4**, there are 23 Community Areas. For the purposes of reporting and assessment within the recreation and amenity assessment (RAA), the Poyle Community Area has been subdivided into two reporting areas (Poyle North and Poyle South) reflecting the influence of the proposed runway and associated infrastructure. Accordingly, the RAA reports effects across 24 reporting areas.

7.7.2 Baseline information for the Community Areas has been compiled from desk-based sources and field survey information available at the time of writing. In some Community Areas, including Datchet, Wraysbury, Feltham West, further surveys are ongoing and will be used to supplement and refine the baseline information presented within the Environmental Statement (ES).

7.7.3 Ongoing baseline work across the RAA study area includes consideration of recreational uses associated with water bodies, including their accessibility, recreational function and potential public value. This work will inform the identification of any additional recreational resources requiring assessment within the ES and will

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assist in determining whether any such resources require consideration as part of replacement, reprovision or wider recreation and amenity strategies. Where baseline information remains incomplete at this stage, the Community Area assessments reflect the current understanding of available information and will be refined through ongoing survey and assessment work.

7.7.4 The Community Areas are located within the following local planning authorities (LPAs): Three Rivers District Council, London Borough of Hillingdon, Runnymede Borough Council, London Borough of Hounslow, Spelthorne Borough Council, London Borough of Richmond upon Thames, Slough Borough Council, Buckinghamshire Council and London Borough of Ealing.

7.7.5 The Community Areas baseline text has been prepared in conjunction with **Chapter 15: Landscape and visual**. This section outlines the effects on recreational and amenity resources from the construction and operation of the Project.

7.7.6 The effects described within the Community Areas are informed by the assessment presented in **Section 7.6** above and consider both physical effects on recreation and amenity resources and changes to the experience of users arising from construction and operation of the Project.

7.7.7 Some recreational and amenity resources within the Community Areas may be physically affected by the Project. Such effects would occur as a result of:

- Temporary closure, stopping up or diversion of recreational routes.
- Temporary occupation of recreational and amenity resources during construction, following which the resource would be reinstated.
- Permanent closure, extinguishment or diversion of recreational routes.
- Permanent displacement of recreational and amenity resources, where replacement provision would be delivered in accordance with the Blue and Green Infrastructure (B&GI) strategy.

7.7.8 Accordingly, resources may either remain available throughout construction, be temporarily unavailable before reinstatement or be permanently displaced and re-provided elsewhere.

7.7.9 Where this occurs, users may experience changes in accessibility, connectivity and the use of the affected resource and may need to use temporary diversions, replacement facilities or alternative resources.

7.7.10 Where recreational and amenity resources are not physically affected by the Project, users may still experience indirect effects arising from construction and operation. These may include changes to views, noise levels, air quality, traffic conditions and patterns of recreational use, including potential changes in visitor numbers resulting from the temporary displacement of users from other nearby resources and potential increases in use by Heathrow construction workers who may use the resources during their free time.

7.7.11 A summary of environmental measures is presented in **Section 7.5**.

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Harmondsworth

7.7.12 The Community Area comprises the historic Harmondsworth village core, designated as a conservation area, together with surrounding residential areas and open land forming the settlement edge. The village lies to the north of the A4 Colnbrook Bypass and to the east of the M25/M4 junction and encompasses Harmondsworth Moor, St. Mary's churchyard and Harmondsworth recreation ground, which collectively provide a mature parkland setting with high levels of tree and vegetation cover. These spaces form part of a well-connected B&GI network and support a well-used network of footpaths and connected spaces used by the local community.

7.7.13 Harmondsworth Moor (resource ID A0078) would be partially affected by the Project, with approximately 63 hectares required for permanent Project infrastructure. Areas falling within the Project footprint would no longer be available in their current form, while access to the retained areas of Harmondsworth Moor would be maintained, where appropriate during construction. Users of retained areas are likely to experience temporary changes in the recreational experience arising from increased construction activity, including noise, movement, activity and localised access restrictions. These effects would be most noticeable during the early stages of construction and would reduce as construction activities progress and areas are reinstated or enhanced.

7.7.14 Open space affected at Harmondsworth Moor would be re-provided at a minimum 1:1 ratio within the wider area through delivery of the B&GI strategy (**Blue and Green Infrastructure environmental measures topic paper**). Areas temporarily occupied during construction would be reinstated as soon as reasonably practicable following completion of works, while retained areas of Harmondsworth Moor would be enhanced. The aim of the strategy is to maintain Harmondsworth Moor's function as a metropolitan park and ensure that equivalent or enhanced recreational provision is available within the wider area.

7.7.15 The northern portion of the open space south east of Harmondsworth Moor (resource ID A0330) that lies within the Harmondsworth Community Area and the open space north and west of the Great Barn (resource ID A0137) would be displaced by the Project and would no longer be available in their current configuration. Before construction activities commence within these resources, users may experience temporary indirect effects arising from nearby construction activity, including increased noise, movement, activity and changes in tranquillity. Once construction activities commence within affected areas, access to those areas would be restricted or removed. Replacement open space would be provided in accordance with the re-provided public open space (RPOS) strategy, with facilities and recreational functions maintained or enhanced within appropriate catchments.

7.7.16 Harmondsworth recreation ground (resource ID A0058) would be permanently displaced by the Project and would no longer be available in its current location. Users would therefore lose access to the existing facility once construction activities commence within the site. Replacement open space and recreational facilities would aim to be provided within the local area in accordance with the RPOS strategy, with delivery in advance of, or alongside, loss of the existing resource. This is intended to

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maintain the overall quantity and function of recreational provision serving the surrounding area.

7.7.17 Public rights of way (PRoW) and locally promoted cycling routes seek to be maintained during construction through staged works and temporary diversions, then reinstated, re-provided or removed where appropriate. The multifunctional Green Loop will create a strategic recreational network, improving connectivity between spaces through upgraded off-road routes and integration within the wider Green Loop network.

7.7.18 With these environmental measures in place, the majority of PRoW within this Community Area, including PRoW Y23 (R0219), PRoW Y15 (R0226), PRoW Y20 (R0227), PRoW Y19 (R0228), PRoW Y13 (R0220) and PRoW Y8 (R0229), are anticipated to remain available and continue to perform their recreational and connectivity functions during construction and operation, as routes will continue to function and any temporary disruptions will be short-term and managed.

7.7.19 Users of the Harmondsworth Moor locally promoted walk (resource ID R0347) may experience temporary changes to the recreational experience over approximately 4 kilometres of the route during construction. These changes may arise from increased construction activity – including noise, movement, activity and changes to the surrounding environment – which may influence how the route is experienced. As construction activities decrease and routes are reinstated and integrated into the wider network, these changes would reduce. In the longer term, the route would continue to perform its recreational and connectivity functions, with opportunities for enhancement through integration with the wider Green Loop and green infrastructure network.

7.7.20 Overall, the Harmondsworth Community Area contains a number of recreational and amenity resources that would be permanently displaced or partially affected by the Project, including areas of Harmondsworth Moor, Harmondsworth recreation ground and other publicly accessible open spaces. Users may experience temporary disruption, changes to accessibility and alterations to the recreational experience during construction. Replacement provision and enhancements proposed through the B&GI strategy and RPOS strategy are intended to maintain the overall quantity and function of recreational provision within the wider area. While the location and distribution of some recreational resources would change substantially, recreational opportunities and connectivity would be maintained through replacement provision, reinstatement and integration with the wider Green Loop network. The ES will provide a detailed assessment of the likely effects on recreational resources and users.

Sipson

7.7.21 Sipson Community Area lies within the London Borough of Hillingdon and comprises a linear village located to the north of the A4 Colnbrook Bypass and to the south of the M4. A spur of the M4 separates the village from the landscape to the east, resulting in a relatively contained settlement with a narrow strip of green space between the settlement edge and the motorway. Publicly accessible open spaces are

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concentrated along a north–south axis within the Community Area, forming a locally important network of recreational provision. Sipson recreation ground is the main recreational resource which provides an important focus for both formal and informal activity. A limited number of recreational routes are present, including a minor route located towards the south western boundary. Further context and setting for the Community Area is set out within the Harmondsworth Section reflecting the close spatial relationship and shared characteristics between the two settlements.

7.7.22 Direct interaction between the Project and a number of recreational resources within the Sipson Community Area is anticipated, including Sipson recreation ground and several smaller areas of publicly accessible open space located within the draft Development Consent Order (DCO) limits. The function, accessibility and connectivity of publicly accessible open spaces and recreational routes would be retained. Users may experience temporary changes to the recreational experience during construction arising from increased activity, movement and changes to the surrounding environment. Where recreational resources are affected by Project works, access would be maintained or alternative provision implemented where required.

7.7.23 The baseline environment is already influenced by nearby infrastructure, including the M4, A4 and existing airport operations. Where effects occur, they are expected to relate primarily to temporary changes in the recreational experience during construction, including increased activity, movement, noise and changes to the surrounding setting. These changes would reduce as construction activities decrease and the recreational function of affected resources would be retained.

7.7.24 Where temporary changes to the recreational experience occur during construction, these may include increased noise, movement and activity within the surrounding area. Such changes would be temporary in nature and would reduce as construction activities decrease.

7.7.25 During operation, publicly accessible open spaces and recreational routes within the Community Area would continue to perform their recreational and connectivity functions. In the longer term, the function, accessibility and connectivity of recreational resources within the Community Area would be retained as part of the wider green infrastructure network.

Longford

7.7.26 Longford Community Area includes the majority of the existing airport. Located within the draft DCO limits and Community Area, Longford village is a linear village west of the existing airport and centred along Bath Road and influenced by nearby transport infrastructure, including the M4 corridor. The village has a distinct local identity shaped by its proximity to the existing airport and a mix of historic buildings and newer development. Publicly accessible open space is limited and dispersed, including Longford Pocket Park on the southern edge of the village and smaller amenity spaces and play areas. Open land associated with the Duke of Northumberland's River also forms part of the wider green infrastructure network, although not all of it is publicly accessible.

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7.7.27 The Community Area is set within a landscape influenced by nearby infrastructure, remaining green belt land and river corridors, forming part of the wider Colne Valley. Recreational provision is supported by a limited network of local routes and spaces, with connectivity influenced by the surrounding road network and settlement pattern.

7.7.28 Longford Moor (resource ID A0136) would be substantially affected by the Project, with approximately 71 hectares required and the majority of the resource displaced. Prior to construction activities commencing within Longford Moor itself, users may experience indirect effects arising from construction works within the surrounding area, including increased noise, movement, activity and temporary access restrictions. Once construction activities commence within Longford Moor, the resource would no longer be available for public use and users would be displaced to alternative provision. This reflects the wider changes within the Community Area, where residential properties are also proposed to be displaced (**Chapter 6: Community)**.

7.7.29 Replacement district park provision would be delivered within the wider area in accordance with the B&GI strategy and RPOS strategy, with replacement provision aiming to be delivered in advance of loss. Any areas retained following construction would be reinstated and integrated into the wider green infrastructure network. While replacement provision is intended to maintain the quantity and function of recreational provision within the wider area, the existing location and pattern of provision within Longford would be fundamentally altered.

7.7.30 Longford Pocket Park (resource ID A0060) and Heathrow Close playground (resource ID A0141) would be displaced by the Project alongside the residential properties within Longford village (**Chapter 6: Community**). Given the displacement of the local residential community, these resources would not be re-provided in their existing locations. Replacement recreational provision would be delivered elsewhere within the wider area in accordance with the wider recreation and open space strategy. Before displacement, users may experience temporary changes arising from increased activity, movement and changes to the surrounding environment. Following displacement, recreational provision would be available through replacement facilities serving the wider area.

7.7.31 PRoW would be sought to be maintained through temporary diversions during construction, re-provided where they continue to serve a recreational function and reopened at the earliest opportunity. Routes would be integrated into the Green Loop network, supporting longer term recreational connectivity and access. Users may experience temporary disruption during construction; however, access and connectivity would be maintained through appropriate management measures, where required.

7.7.32 Overall, Longford would experience substantial change as a result of the Project. Longford Moor, together with other recreational resources within the village, would be displaced alongside the wider changes proposed within the Community Area. Users may experience changes arising from the loss of existing recreational resources, temporary construction activity and alterations to the pattern of recreational provision. Replacement recreational provision and the wider Green Loop network would be

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delivered to maintain recreational opportunities and connectivity within the wider area, with replacement provision aiming to be delivered in advance of loss. While the location and distribution of recreational resources within Longford would be fundamentally altered, recreational provision would continue to be available through replacement facilities and the wider green infrastructure network.

Hayes

7.7.33 Hayes Community Area lies within the London Borough of Hillingdon, north of Heathrow. The southern part of Hayes Town falls within the Recreation and amenity study area, bounded by the M4 to the south, the A312 to the east and the London to Reading railway line to the north. The area is predominantly urban and suburban in character, reflecting interwar and later residential growth and comprises residential neighbourhoods, local centres, employment areas, cemeteries and transport infrastructure.

7.7.34 Open space provision includes Pinkwell Park, the Sam Philips and Bourne Farm recreation grounds and Cherry Lane Cemetery, while the eastern edge of the Community Area adjoins the Crane Valley and provides access to Cranford Park. Publicly accessible open spaces are distributed across the Community Area, with the largest spaces and recreational routes concentrated towards the western boundary. There have been no material changes to the distribution, function or accessibility of these features since 2019, and the baseline remains appropriate for the purposes of the assessment.

7.7.35 Direct interaction between the Project and publicly accessible open spaces and recreational routes within the Hayes Community Area is anticipated to be relatively limited, as the principal recreational resources are generally located away from the main areas of Project activity. The function, accessibility and connectivity of publicly accessible open spaces and recreational routes would be retained. Users may experience temporary changes to the recreational experience during construction arising from increased activity, movement and changes to the surrounding environment. However, these changes would be localised and would not affect the ongoing recreational function of the resources.

7.7.36 Where temporary changes to the recreational experience occur during construction, these may include increased noise, movement and activity within the surrounding area. Such changes would reduce as construction activities decrease.

7.7.37 During operation, publicly accessible open spaces and recreational routes within the Community Area would continue to perform their existing recreational, community and connectivity functions, with conditions anticipated to remain broadly consistent with the baseline.

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Harlington

7.7.38 Harlington Community Area lies to the north of Heathrow and comprises a predominantly urban and suburban landscape, interspersed with areas of open land associated with agricultural land and playing fields. Harlington contains a historic village core designated as a conservation area, where traditional building form, finer grain and the relationship to surrounding open spaces contribute to a sense of place.

7.7.39 Bolton's Lane open space (resource ID A0061) lies outside the draft DCO limits and no direct physical land take is anticipated. As a result, any effects during early construction are expected to be limited and temporary. During operation, the open space would continue to be available for community use and is anticipated to retain its recreational function and value. As there is no direct physical interaction, effects will be limited to indirect perceptual changes from nearby construction activity, including increased noise, movement and activity, which may affect the perceived tranquillity of the space. These effects are anticipated to reduce as construction activity decreases and surrounding conditions stabilise. During operation, any changes experienced by users are expected to be limited in extent.

7.7.40 Little Harlington playing fields (resource reference ID S6) lie within the draft DCO limits and would be displaced by the Project. Replacement playing fields would be re-provided immediately to the east within the Harlington area in accordance with the B&GI strategy (**B&GI environmental measures topic paper**). The replacement playing fields would aim to be delivered on a like-for-like basis in terms of function and would provide equivalent or greater recreational provision within the Community Area before any loss of the existing facility. Users may experience temporary changes to the recreational experience during construction arising from increased activity, movement and changes to the surrounding environment. In the longer term, the recreational function, accessibility and provision of the resource would be retained through replacement provision within the Community Area.

7.7.41 Other publicly accessible open spaces within the Harlington Community Area would remain available for use and continue to perform their existing recreational and community functions. These spaces either lie outside the draft DCO limits or are not subject to land-take. Any effects are expected to be limited to indirect perceptual changes arising from nearby construction activity, such as temporary increases in noise, movement and activity that may influence user experience. These effects are anticipated to reduce as construction activity decreases and surrounding conditions stabilise. During operation, effects are also expected to be limited.

7.7.42 PRoW within the Harlington Community Area would continue to perform their recreational and connectivity functions throughout construction and operation. Where required, temporary diversions would maintain connectivity and access. While users may experience temporary disruption arising from increased activity, movement and noise during construction, these changes would reduce as construction activities decrease and would not materially affect the usability of routes.

7.7.43 Overall, recreational resources within the Harlington Community Area would continue to perform their recreational, community and connectivity functions throughout

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construction and operation. Little Harlington playing fields would be re-provided within the Community Area, ensuring continued recreational provision for local users. Users may experience temporary changes to the recreational experience during construction arising from increased activity, movement and changes to the surrounding environment. However, these changes would reduce as construction activities decrease. In the longer term, the function, accessibility and provision of recreational resources within the Community Area would be retained, with resources continuing to support recreation, community use and access opportunities.

Cranford Cross

7.7.44 Cranford Cross lies to the north and east of Heathrow and comprises a predominantly urban and suburban area interspersed with areas of open land associated with agricultural land, playing fields and Cranford Park, along with river corridors. The area is characterised by more modern residential development and proximity to major infrastructure, including airport-related buildings and associated transport corridors. Publicly accessible open spaces are generally larger in scale and are concentrated towards the north of the Community Area and along the eastern boundary, forming an important component of the local green infrastructure network. A series of recreational routes are interlaced throughout these spaces, particularly in the north and along the eastern edge, supporting both local and strategic connectivity, including the London loop regional trail. There have been no material changes to the distribution, function or connectivity of these features since 2019, and the baseline remains appropriate for the purposes of the assessment.

7.7.45 Berkeley Meadows (resource ID A0080) lies within an area of Project interaction. Users may experience temporary changes to the recreational experience during construction arising from increased activity, movement and changes to the surrounding setting. These changes would be temporary and would reduce as construction activities decrease. The resource would continue to function as a local recreational space and its recreational role and accessibility would be retained.

7.7.46 The **B&GI environmental measures topic paper** states that public open spaces along the River Crane, including Cranford Park, Crane Meadows and Crane Bank, would be temporarily affected during construction but largely retained. The proposals would deliver longer-term improvements to accessibility, condition and setting, while maintaining ecological, recreational and active travel connections. Replacement open space would be provided where required and Crane Bank local nature reserve would be retained.

7.7.47 Cranford Park (resource ID A0073) would be subject to landscape enhancement works along parts of its southern perimeter as part of the wider Green Loop proposals. Users may experience temporary changes to the recreational experience during construction arising from increased activity and movement associated with the works. In the longer term, enhancements to connectivity, accessibility and landscape quality are anticipated to strengthen the recreational function of the resource and its integration within the wider green infrastructure network.

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7.7.48 The London Loop regional trail between the Grand Union Canal and the A30 (resource ID R0048) forms part of a regionally important recreational network and passes through an area of Project interaction over approximately 5 kilometres of route length. Users may experience temporary changes to the recreational experience during construction arising from increased activity, movement and changes to the surrounding environment. Connectivity and access would be maintained throughout construction through appropriate management measures where required. During operation, improvements to route quality, accessibility and integration with the wider Green Loop and green infrastructure networks are anticipated to enhance the recreational function and user experience of the route.

7.7.49 Other publicly accessible open spaces within the Cranford Cross Community Area are anticipated to remain available and continue to perform their existing recreational and community functions. Land-take would affect only a small number of resources, with any changes largely limited to direct physical interaction or short-term, localised changes in how spaces are experienced during construction, such as temporary increases in noise, movement and activity. These effects are anticipated to reduce as construction activity decreases and surrounding conditions stabilise. During operation, the experience of these spaces is expected to remain broadly consistent with existing conditions.

7.7.50 PRoW and recreational routes within the Community Area would be maintained through temporary diversions where required during construction, ensuring continuity of access and connectivity across the network. Following construction, affected routes would be reinstated and integrated into the wider Green Loop and green infrastructure networks. While users may experience temporary disruption during construction, routes would continue to perform their recreational and connectivity functions throughout the life of the Project.

7.7.51 Overall, a number of recreational resources within the Cranford Cross Community Area lie within or adjacent to areas of Project interaction, including Berkeley Meadows, Cranford Park and sections of the London loop regional trail. Users may experience temporary changes to the recreational experience during construction arising from increased activity, movement and changes to the surrounding environment. Recreational spaces and routes would continue to perform their recreational and connectivity functions throughout construction and operation, with connectivity maintained through temporary diversions where required. In the longer term, improvements associated with the Green Loop and wider green infrastructure network are anticipated to enhance accessibility, connectivity and the quality of the recreational experience across the Community Area.

West Drayton

7.7.52 West Drayton is a large settlement north of the M4 and west of the A408. The recreation and amenity study area is bounded to the north by the London to Reading railway line. The Community Area is characterised by inter-war and newer residential growth, comprising a mix of residential neighbourhoods, local centres, cemeteries, employment areas and transport infrastructure. It retains elements of a historic core,

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including conservation designations and the West Drayton area of special character. A well-distributed network of publicly accessible open spaces is present throughout the area, including The Closes, The Southlands, The Green, The Dell, the grounds of Drayton Hall and West Drayton Cemetery, along with associated open space corridors linked to the River Fray, including Frays Island and Mabey's Meadow nature reserve. Recreational routes are broadly distributed across the Community Area, with a more concentrated network in the south west. Material changes to the distribution, function or connectivity of these features since 2019 and the baseline remains appropriate for the purposes of the assessment.

7.7.53 The Closes (resource ID A0019) lies outside the draft DCO limits and is not anticipated to experience direct interaction with the Project. Users may experience temporary changes to the recreational experience associated with nearby construction activity, including increased movement, activity and noise; however, these changes would be localised and would reduce as construction activities decrease.

7.7.54 The Dell (resource ID A0021) lies outside the draft DCO limits and is not anticipated to experience direct interaction with the Project. Any changes to the recreational experience would be limited to temporary influences arising from nearby construction activity and would reduce as construction activities decrease. The recreational function and accessibility of the space would be retained.

7.7.55 Frays Island and Mabey's Meadow nature reserve (resource ID A0124) lie outside the draft DCO limits and is not anticipated to experience direct interaction with the Project. Users may experience limited temporary changes associated with nearby construction activity. However, the recreational, ecological and amenity functions of the resource would be retained, and the user experience would remain broadly consistent with the baseline.

7.7.56 Townmead recreation ground (resource ID OS127) would be partially affected by floodplain works and would be re-provided immediately north of its current location, in accordance with the B&GI strategy (**B&GI environmental measures topic paper**). Replacement playing fields would be delivered on a like-for-like basis in terms of size and function, with replacement provision aiming to be delivered before, or alongside, loss of the existing facility. Users may experience temporary changes to the recreational experience during construction arising from increased activity, movement and changes to the surrounding environment. In the longer term, the recreational function, accessibility and provision of the resource would be retained through replacement provision within the local area.

7.7.57 Direct interaction between the Project and other publicly accessible open spaces within the West Drayton Community Area is anticipated to be limited. Where effects occur, they are expected to relate primarily to temporary changes in the experience of spaces during construction, including localised increases in noise, movement and activity. These changes would reduce as construction activities decrease and the recreational function of affected spaces would be retained.

7.7.58 PRoW and recreational routes within the West Drayton Community Area are not anticipated to experience direct physical interaction with the Project and would

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continue to perform their recreational and connectivity functions. While users may experience temporary disruption associated with nearby construction activity, connectivity and accessibility would be maintained throughout the life of the Project.

7.7.59 Overall, interaction between the Project and recreational resources within the West Drayton Community Area is anticipated to be limited, with Townmead Recreation Ground representing the principal resource affected by the proposals. Users may experience temporary changes to the recreational experience during construction arising from increased activity, movement and changes to the surrounding environment. Replacement provision for affected recreational facilities would be delivered within the local area and the function, accessibility and provision of recreational resources within the Community Area would be retained. In the longer term, recreational resources would continue to contribute to the wider green infrastructure network and perform their recreational and connectivity functions.

Cranford

7.7.60 Cranford is a settlement bounded to the north by the M4, to the south by the A4 (Bath Road), to the east by the A312 and to the west by the existing airport. The Community Area is predominantly urban and suburban in character, interspersed with areas of open land associated with agricultural land, playing fields, Cranford Park and river corridors. Cranford also includes a designated conservation area, although this has been influenced by modern development associated with Bath Road. A number of good quality parks and open spaces provide a range of recreational opportunities, including Avenue Park, Cranford Park and smaller green spaces such as Wayne Avenue and Crane Bank. Publicly accessible open spaces and recreational routes are concentrated along the western boundary, with an additional grouping of open spaces within the central part of the Community Area, forming part of the local green infrastructure network. There have been no material changes to the distribution, function or accessibility of these features since 2019, and the baseline remains appropriate for the purposes of the assessment.

7.7.61 Crane Meadows/Crane Bank (resource ID A0120) extends across the boundary between Cranford and Cranford Cross, with parts of the resource located within the Cranford Community Area. The resource lies within an area of Project interaction and would be retained as part of the wider green infrastructure network, with replacement provision delivered within the Community Area where required. Users may experience temporary changes to the recreational experience during construction arising from increased activity, movement, noise and changes to the surrounding setting. These changes would reduce as construction activities decrease. During operation, improvements to the setting, accessibility and integration of the resource within the wider green infrastructure network are anticipated to enhance its recreational, biodiversity and connectivity functions.

7.7.62 The Cranford Park and Avenue Park locally promoted walk (resource ID R0031) forms part of the local recreational network and provides access between key open spaces within the Community Area. Users may experience temporary changes to the recreational experience during construction over approximately 3.6 kilometres of the

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route, including increased activity and changes to the surrounding environment. Where required, temporary arrangements would maintain connectivity and access. During operation, improvements to connectivity and integration with the wider Green Loop and green infrastructure networks are anticipated to enhance the recreational function and user experience of the route.

7.7.63 Direct interaction between the Project and other publicly accessible open spaces within the Cranford Community Area is anticipated to be limited. Where effects occur, they are expected to relate primarily to temporary changes in the experience of spaces during construction, including localised increases in noise, movement and activity. These changes would reduce as construction activities decrease and the recreational function of affected spaces would be retained.

7.7.64 PRoW and recreational routes within the Cranford Community Area would be maintained through temporary diversions where required during construction, ensuring continuity of access and connectivity across the network. Following construction, affected routes would be reinstated and integrated into the wider Green Loop and green infrastructure networks, supporting longer-term connectivity and accessibility. While users may experience temporary disruption during construction, routes would continue to perform their recreational and connectivity functions throughout the life of the Project.

7.7.65 Overall, recreational resources within the Cranford Community Area would continue to perform their recreational, amenity and connectivity functions throughout construction and operation. Users may experience temporary changes to the recreational experience during construction arising from increased activity, movement and changes to the surrounding environment. However, these changes would reduce as construction activities decrease. Resources within areas of Project interaction, including parts of Crane Meadows/Crane Bank and sections of the Cranford Park and Avenue Park walking route, would remain connected to the wider recreational network. In the longer term, the function, accessibility and connectivity of recreational resources within the Community Area would be retained and enhanced through integration with the wider Green Loop and green infrastructure networks.

Heston

7.7.66 No baseline surveys were completed for this community in 2019. A desktop study has therefore been undertaken to establish the baseline conditions.

7.7.67 The Heston Community Area lies within the London Borough of Hounslow, to the east of Heathrow and is characterised by a mix of residential neighbourhoods, local centres, employment areas and transport infrastructure. Major transport corridors, including the A4 and other strategic and local routes, contribute to an urban baseline environment influenced by movement, activity and noise. Publicly accessible open spaces and recreational routes are concentrated in the north-west of the Community Area, supported by a more limited and dispersed network of routes elsewhere.

7.7.68 Direct interaction between the Project and publicly accessible open spaces and recreational routes within the Heston Community Area is anticipated to be relatively

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limited, as the principal recreational resources are generally located away from the main areas of Project activity. The function and accessibility of publicly accessible open spaces and recreational routes would be retained. Users may experience temporary changes to the recreational experience during construction arising from increased activity, movement and changes to the surrounding environment. However, these changes would be localised and would not affect the ongoing recreational function of the resources.

7.7.69 Where temporary changes to the recreational experience occur during construction, these may include increased noise, movement and activity within the surrounding area. Such changes would reduce as construction activities decrease. During operation, publicly accessible open spaces and recreational routes within the Community Area would continue to perform their existing recreational and connectivity functions, with conditions anticipated to remain broadly consistent with the baseline.

Feltham North

7.7.70 The part of Feltham within the recreation and amenity study area lies in the western part of the London Borough of Hounslow and includes a number of established parks and open spaces, such as Hounslow Heath, Feltham Park, Glebelands Playing Fields, Blenheim Park, Cage Park, Bedfont Recreation Ground and Myrtle Avenue Park. The Community Area is suburban in character, comprising interwar and newer residential neighbourhoods, local roads, employment areas and established town centre functions centred on Feltham town centre. It includes conservation areas at Feltham town centre and St Dunstan's at its edges and is influenced by transport infrastructure and associated commercial and industrial activity related to Heathrow. A patchwork of publicly accessible open spaces is present towards the southern part of the Community Area, with a robust network of recreational routes along the eastern boundary associated with the River Crane corridor. There have been no material changes to the distribution, function or accessibility of these features since 2019, and the baseline remains appropriate for the purposes of the assessment.

7.7.71 Crane Corridor/River Crane Park (resource ID A0354) lies within an area of Project interaction and forms part of a wider green infrastructure corridor within Feltham North. Users may experience temporary changes to the recreational experience during construction arising from increased activity, movement, noise and changes to the surrounding setting. The nature and extent of any direct interaction with the resource will be refined through ongoing design development and reported within the ES. The recreational, ecological and connectivity functions of the corridor are anticipated to be retained, with opportunities for enhancement through integration with wider green infrastructure improvements.

7.7.72 The London Loop regional trail between the A30 and Hounslow Heath and the Donkey Wood locally promoted walk (resource ID R0049) forms part of a regionally important recreational network. Users may experience temporary changes to the recreational experience during construction over approximately 4 kilometres of the route, including increased activity and changes to the surrounding environment. The

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route would remain available for use and, where required, appropriate access arrangements would maintain connectivity. During operation, improvements to route connectivity, accessibility and integration with the wider green infrastructure network are anticipated to enhance the recreational function and user experience of the route.

7.7.73 Direct interaction between the Project and other publicly accessible open spaces within the Feltham North Community Area is anticipated to be limited. Where effects occur, they are expected to relate primarily to temporary changes in the experience of spaces during construction, including localised increases in noise, movement and activity. These changes would reduce as construction activities decrease and the recreational function of affected spaces would be retained.

7.7.74 PRoW and recreational routes within the Community Area would be maintained through temporary diversions where required during construction, ensuring continuity of access and connectivity. Following construction, affected routes would be reinstated and integrated into the wider Green Loop and green infrastructure networks, supporting longer-term connectivity and accessibility. While users may experience temporary disruption during construction, routes would continue to perform their recreational and connectivity functions throughout the life of the Project.

7.7.75 Overall, a number of recreational resources within the Feltham North Community Area lie within or adjacent to areas of Project interaction, including sections of the Crane Corridor/River Crane Park and the London loop recreational network. Users may experience temporary changes to the recreational experience during construction arising from increased activity, movement and changes to the surrounding environment. Recreational resources and routes would continue to perform their recreational and connectivity functions throughout construction and operation. In the longer term, the function, accessibility and connectivity of recreational resources within the Community Area would be retained and enhanced through integration with wider green infrastructure improvements.

Hounslow (West and Heath)

7.7.76 The baseline description for the Hounslow (West and Heath) Community Area is set out the Feltham North section, reflecting the shared context and spatial relationship between these areas. The Community Area lies within the London Borough of Hounslow and is characterised by a mix of suburban residential neighbourhoods, employment areas and transport infrastructure, with publicly accessible open spaces and associated recreational routes primarily concentrated within the southern portion of the area. These spaces form part of a locally important green infrastructure network, supported by a network of routes providing connectivity across the Community Area and beyond.

7.7.77 PRoW within the Community Area would be maintained through temporary diversions where required during construction, with replacement provision provided where routes continue to serve a recreational function. Measures would be implemented to minimise disruption to connectivity and affected routes would be integrated into the wider green infrastructure network following construction.

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7.7.78 Direct interaction between the Project and publicly accessible open spaces and recreational routes within the Hounslow (West and Heath) Community Area is anticipated to be relatively limited, as the principal recreational resources are generally located away from the main areas of Project activity. The function and accessibility of publicly accessible open spaces and recreational routes would be retained. Users may experience temporary changes to the recreational experience during construction arising from increased activity, movement and changes to the surrounding environment; however, these changes would be localised and would not affect the ongoing recreational function of the resources.

7.7.79 Where temporary changes to the recreational experience occur during construction, these may include increased noise, movement and activity within the surrounding area. Such changes would reduce as construction activities decrease.

7.7.80 During operation, publicly accessible open spaces and recreational routes within the Community Area would continue to perform their existing recreational and connectivity functions, with conditions anticipated to remain broadly consistent with the baseline.

Bedfont

7.7.81 Bedfont is a suburb of Hounslow located to the south east of the existing airport. Much of the land historically used for gravel extraction has been restored and is now in recreational or amenity use, including Bedfont Lakes Country Park, Raleigh Park Open Space, The Pitts, Bedfont Lake and Bedfont Cemetery. These spaces form an important component of the local green infrastructure network, providing recreational, ecological and amenity value. The Community Area lies within Spelthorne Borough Council and shares a close spatial and functional relationship with Feltham North, with similar characteristics in terms of suburban development, open space provision and river corridor environments. A significant concentration of publicly accessible open spaces is located within the southern part of the Community Area, with a more limited network of recreational routes along the southern boundary. There have been no material changes to the distribution, function or accessibility of these features since 2019, and the baseline remains appropriate for the purposes of the assessment.

7.7.82 Bedfont Lakes Country Park (resource ID A0074) lies partially within the draft DCO limits and is one of the main publicly accessible recreational resources within the Community Area. Users may experience temporary changes to the recreational experience during construction arising from increased activity, movement, noise and changes to the surrounding setting. The nature and extent of any direct interaction with the resource would be refined through ongoing design development and reported within the ES. Subject to the final design, the recreational, ecological and amenity functions of the country park are anticipated to be retained, with opportunities for continued integration within the wider green infrastructure network.

7.7.83 A number of small areas of publicly accessible open space within Bedfont lie within the draft DCO limits, including sections of the Longford River corridor and open spaces associated with the A315 corridor. These resources form part of the wider

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local green infrastructure network and provide amenity, recreational and connectivity functions. Users may experience temporary changes to the recreational experience during construction arising from increased activity, movement, noise and changes to the surrounding setting. The scale of interaction with these resources is anticipated to be limited and their recreational function would be retained.

7.7.84 During construction, temporary disturbance may occur within and adjacent to affected spaces, including changes to access arrangements, increased activity and alterations to the surrounding environment. These changes would reduce as construction activities decrease. During operation, the resources would continue to contribute to local recreational and amenity provision as part of the wider green infrastructure network.

7.7.85 The affected open spaces form part of the network of green corridors and amenity spaces that connect the wider Bedfont area. Their longer-term function and accessibility would be retained, with opportunities for enhancement through integration with wider green infrastructure improvements where applicable.

7.7.86 Direct interaction between the Project and other publicly accessible open spaces within the Bedfont Community Area is anticipated to be limited. Where effects occur, they are expected to relate primarily to temporary changes in the experience of spaces during construction, including localised increases in noise, movement and activity. These changes would reduce as construction activities decrease and the recreational function of affected spaces would be retained.

7.7.87 PRoW within the Bedfont Community Area would be maintained through temporary diversions where required during construction, ensuring continuity of access and connectivity. Following construction, affected routes would be reinstated and integrated into the wider green infrastructure network, supporting longer-term connectivity and accessibility.

7.7.88 Overall, Project interaction within the Bedfont Community Area is primarily associated with a small number of open spaces forming part of the Longford River and A315 green corridors. Users may experience temporary changes to the recreational experience during construction arising from increased activity, movement and changes to the surrounding environment. The recreational, amenity and connectivity functions of these spaces would be retained and would continue to contribute to the wider green infrastructure network. In the longer term, the function, accessibility and connectivity of recreational resources within the Community Area would be maintained, with opportunities for enhancement through wider green infrastructure improvements.

Stanwell Moor

7.7.89 Stanwell Moor is a village located within the Colne Valley landscape, to the south west of the draft DCO limits. It is characterised by a low-density settlement pattern set within a rural context comprising open farmland, reservoirs and former quarry landscapes. Despite this rural setting, the proximity of the existing airport and associated aircraft overflight contributes to an already influenced baseline in terms of

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noise and activity. The main publicly accessible open space within the settlement is Stanwell Moor recreation ground (resource ID A0035), with additional provision including Hithermoor Pocket Park. Publicly accessible open spaces are concentrated within the central and southern parts of the Community Area, located between Wraysbury Reservoir and King George VI Reservoir and are supported by a network of recreational routes that run broadly north-south through the area. There have been no material changes to the distribution, function or accessibility of these features since 2019, and the baseline remains appropriate for the purposes of the assessment.

7.7.90 Hithermoor Pocket Park (resource ID A0036) lies within an area of Project interaction and would form part of the wider Green Loop network. Users may experience temporary changes to the recreational experience during construction arising from increased activity, movement, noise and changes to the surrounding setting. The space would continue to function as a local amenity resource and its recreational function and accessibility would be retained. In the longer term, integration with the Green Loop would provide opportunities to enhance connectivity within the wider recreational network.

7.7.91 Stanwell Moor recreation ground (resource ID A0035) lies within the draft DCO limits and is one of the principal recreational resources serving the Community Area. Users may experience temporary changes to the recreational experience during construction arising from increased activity, movement, noise and changes to the surrounding setting. The nature and extent of any direct interaction with the resource will be refined through ongoing design development and reported within the ES. Subject to the final design, the recreational function and accessibility of the resource are anticipated to be retained.

7.7.92 The Colne Valley Way south of M25 junction 14 (resource ID R0054) is a strategic recreational route within the wider Colne Valley network. Users may experience temporary disruption during construction arising from increased activity, movement, noise and changes to the surrounding environment over approximately 6 kilometres of the route. Where required, temporary diversions would maintain connectivity and access. During operation, improvements to route connectivity, accessibility and integration with the wider green infrastructure network are anticipated to enhance the recreational function and user experience of the route.

7.7.93 Direct interaction between the Project and a number of recreational resources within the Stanwell Moor Community Area is anticipated, including Stanwell Moor recreation ground, Hithermoor Pocket Park and sections of the Colne Valley Way. Users may experience temporary changes to the recreational experience during construction, including increased activity, movement, noise and changes to the surrounding setting. These changes would reduce as construction activities decrease and the recreational function of affected resources would be retained.

7.7.94 PRoW and recreational routes within the Community Area will be maintained through temporary diversions during construction where required, ensuring continuity of connectivity. Where routes are affected, these will be reinstated and integrated into the wider green infrastructure network, supporting improved connectivity and

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accessibility over time. Users may experience some temporary construction disturbance; however, this will be limited in duration and will not materially alter the usability of routes. During operation, routes will continue to function as part of the wider recreational network, with overall limited effects likely.

7.7.95 Overall, a number of recreational resources within the Stanwell Moor Community Area lie within or adjacent to areas of Project interaction, including Stanwell Moor recreation ground, Hithermoor Pocket Park and sections of the Colne Valley Way. Users may experience temporary changes to the recreational experience during construction arising from increased activity, movement and changes to the surrounding environment. Connectivity would be maintained through temporary diversions where required and recreational resources would continue to perform their recreational functions throughout construction and operation. In the longer term, the function, accessibility and connectivity of recreational resources within the Community Area would be retained and integrated within the wider Green Loop and green infrastructure networks.

Stanwell

7.7.96 Stanwell Community Area is located immediately to the south of the existing airport with the village of Stanwell bounded by the Staines reservoirs to the west and the A30 to the south. The Community Area is more urban in character than nearby Stanwell Moor, comprising a mix of residential neighbourhoods, local centres, transport infrastructure and service uses. A range of publicly accessible open spaces are distributed throughout the area, including Stanwell recreation ground, Long Lane recreation ground, Village Park and Lauser Road Park, together with smaller amenity spaces and green corridors such as the Longford River corridor to the north. Recreational routes are associated with these spaces, with a more concentrated network located towards the north west of the Community Area. The baseline environment is influenced by surrounding infrastructure and existing activity, including road traffic and aircraft overflight. There have been no material changes to the distribution, function or accessibility of these features since 2019, and the baseline remains appropriate for the purposes of the assessment.

7.7.97 Oaks Road biodiversity site (resource ID A0109) would be displaced by the Project and replacement provision delivered elsewhere within the local catchment. Replacement provision would aim to be delivered before, or alongside, the loss of the existing resource. Users may experience temporary changes associated with construction activity, including increased movement, activity and changes to the surrounding setting before displacement of the resource. Following delivery of replacement provision, its recreational and green infrastructure functions would continue to be available within the wider area.

7.7.98 Village Park (resource ID A0038) and Long Lane recreation ground (resource ID A0040) lie partially within the draft DCO limits and would form part of the Green Loop. The proposed works are anticipated to comprise integration with the Green Loop rather than the loss of the existing recreational resources. Users may experience temporary changes during construction arising from increased activity,

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movement and changes to the surrounding setting. However, the recreational function and accessibility of these spaces would be retained.

7.7.99 Lauser Road Park Town Lane (resource ID A0402) lies partially within the draft DCO limits and would form part of the Green Loop. While there would be some direct interaction between the Project and the resource, the space would continue to function as publicly accessible open space. Users may experience temporary changes to the recreational experience during construction arising from Green Loop works, including increased activity, movement and changes to the surrounding setting. In the longer term, the recreational function and accessibility of the space would be retained through its integration within the Green Loop network.

7.7.100 Users of the Stanwell Village locally promoted walk (resource ID R0355) may experience temporary changes over approximately 5 kilometres of the route during construction, arising from increased activity, temporary alterations to route conditions and changes to the surrounding environment. These changes would reduce as construction activities decrease. During operation, the route would remain available and continue to function as part of the wider recreational network, with opportunities for enhanced connectivity through integration with the wider Green Loop and green infrastructure network.

7.7.101 Direct interaction between the Project and other publicly accessible open spaces within the Stanwell Community Area is anticipated to be limited. Where effects occur, they are expected to relate primarily to temporary changes in the experience of spaces during construction, including localised increases in noise, movement and activity. These changes would reduce as construction activities decrease and the recreational function of affected spaces would be retained.

7.7.102 PRoW and recreational routes within the Community Area would be maintained through temporary diversions where required during construction, ensuring continuity of access and connectivity. Following construction, affected routes would be reinstated and integrated into the wider green infrastructure and Green Loop networks, supporting longer term connectivity and accessibility.

7.7.103 Within Stanwell, a number of recreational resources lie within or adjacent to the draft DCO limits, including Oaks Road biodiversity site, Village Park, Long Lane recreation ground, Lauser Road Park Town Lane and sections of the Stanwell Village locally promoted walk. Users may experience temporary changes to the recreational experience during construction arising from increased activity, movement and changes to the surrounding environment. Recreational spaces and routes would generally remain available for use, with access maintained through temporary diversions where required. In the longer term, the function, accessibility and connectivity of recreational resources within the Community Area would be retained through integration with the wider Green Loop and green infrastructure networks.

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Brands Hill

7.7.104 Brands Hill is a small settlement located to the north-west of Colnbrook. It is characterised by predominantly low-rise residential development and is strongly influenced by major transport infrastructure, including the M4 and A4, as well as airport-related activity. There is no designated open space within the settlement boundary; however, nearby resources such as Crown Meadow and Colnbrook recreation ground, located to the south east, provide recreational provision for the local community. Vegetation within the area is typically limited to private gardens and road verges and views are generally short-range and frequently interrupted by surrounding infrastructure and built development. The settlement lies outside the Colne Valley regional park. Publicly accessible open space and recreational routes are limited, with a modest network of routes along the eastern and northern edges of the Community Area. There have been no material changes to the distribution, function or accessibility of these features since 2019, and the baseline remains appropriate for the purposes of the assessment.

7.7.105 Crown Meadow (resource ID A0046) falls partially within the draft DCO limits and would form part of the Green Loop. Users may experience temporary changes to the recreational experience during construction associated with the delivery of the Green Loop and associated recreational routes, including increased activity, movement, noise and changes to the surrounding setting. The resource would continue to provide local recreational and amenity value and its function and accessibility would be retained.

7.7.106 Crown Meadow contributes to the limited network of publicly accessible open space serving Brands Hill and the surrounding area. Its overall recreational and amenity function would be retained, with opportunities for enhancement through integration with the Green Loop and wider green infrastructure network.

7.7.107 Direct interaction between the Project and other publicly accessible open spaces within the Brands Hill Community Area is anticipated to be limited. Where effects occur, they are expected to relate primarily to temporary changes in the experience of spaces during construction, including localised increases in noise, movement and activity. These changes would reduce as construction activities decrease and the recreational function of affected spaces would be retained.

7.7.108 PRoW within the Brands Hill Community Area would be managed through temporary diversions, closures or realignments where required during construction to maintain continuity of access and connectivity. Following construction, affected routes would be reinstated and integrated into the wider Green Loop network. While users may experience temporary disruption during construction, routes would continue to perform their recreational and connectivity functions throughout the life of the Project.

7.7.109 Locally promoted cycling routes would be maintained through staged construction and temporary diversions where required, with opportunities for longer term improvements delivered through enhanced off-road provision, improved connectivity and integration within the wider Green Loop and green infrastructure network.

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7.7.110 Within Brands Hill, Crown Meadow is the principal recreational resource that falls partially within the draft DCO limits. Users may experience temporary changes to the recreational experience during construction arising from increased activity, movement, noise and changes to the surrounding environment associated with Green Loop delivery. The resource would remain available for recreational use and its function and accessibility would be retained. In the longer term, recreational resources within the Community Area would continue to contribute to the wider green infrastructure network, with opportunities for enhancement through improved connectivity and integration with the Green Loop.

Horton

7.7.111 Horton is a small rural settlement located between the Queen Mother Reservoir and Wraysbury Reservoir within the wider Colne Valley floodplain. The surrounding landscape is characterised by open agricultural land, reservoirs and long-distance views, with a strong sense of openness. Despite the presence of extensive water bodies and green infrastructure within the wider area, there is no publicly accessible open space within the settlement itself. Nearby resources, including Arthur Jacob nature reserve and Poyle Poplars, are located to the east and provide recreational and ecological value within the wider landscape. The area is influenced by aircraft overflight and distant infrastructure associated with Heathrow. Publicly accessible open spaces are concentrated in the south east of the Community Area, with recreational routes primarily located along the eastern boundary and within the north east of the area, contributing to the wider network of access within the Colne Valley. There have been no material changes to the distribution, function or accessibility of these features since 2019, and the baseline remains appropriate for the purposes of the assessment.

7.7.112 Arthur Jacob nature reserve (resource ID A0117) will form part of the Green Loop, with ecological enhancement works implemented nearby in the Eric Mortimer Rayner Memorial Lakes (see **B&GI environmental measures topic paper**). Users may experience temporary changes to the recreational experience during construction arising from increased activity, movement, noise and changes to the surrounding setting. The nature reserve would remain an important component of the wider green infrastructure network and its recreational and ecological functions would be retained.

7.7.113 Temporary construction activity within and adjacent to the nature reserve may influence how the space is experienced, including through increased movement, activity and changes to views. These changes would be localised and temporary in nature and would reduce as construction activities decrease. During operation, the resource would continue to contribute to the recreational and ecological value of the wider Colne Valley landscape.

7.7.114 Arthur Jacob nature reserve contributes to the wider green infrastructure network within the Colne Valley and provides recreational and ecological value. Its overall function and accessibility would be retained, with opportunities for enhancement through integration with the Green Loop and wider landscape improvements.

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7.7.115 Direct interaction between the Project and other publicly accessible open spaces within the Horton Community Area is anticipated to be limited. Where effects occur, they are expected to relate primarily to temporary changes in the experience of spaces during construction, including localised increases in noise, movement and activity. These changes would reduce as construction activities decrease and the recreational function of affected spaces would be retained.

7.7.116 PRoW within the Horton Community Area will be maintained through temporary diversions where required during construction, ensuring continuity of access and connectivity. Environmental measures would minimise the duration of disruption and support longer term enhancements, including improved integration within the wider network. During operation, routes will continue to function as part of the recreational network, with accessibility and usability maintained or improved.

7.7.117 Within Horton, Arthur Jacob nature reserve is the principal recreational resource that falls within the draft DCO limits. Users may experience temporary changes to the recreational experience during construction arising from increased activity, movement and changes to the surrounding environment. The resource would continue to contribute to the wider green infrastructure network, and its recreational and ecological functions would be retained. In the longer term, the function, accessibility and role of recreational resources within the Community Area would be maintained, with opportunities for enhancement through integration with the Green Loop and associated landscape improvements.

Colnbrook

7.7.118 Colnbrook is a village located between the settlements of Poyle and Brands Hill, approximately 1.8 kilometres west of the existing airport. The settlement contains a small number of publicly accessible open spaces, including Albany Park and Colnbrook recreation ground on the eastern and western fringes, together with Crown Meadow on the western edge. These spaces provide a range of recreational opportunities, from informal amenity grassland and parkland settings to equipped play areas and sports provision. The wider character of the area is influenced by surrounding infrastructure and airport-related activity, with a relatively contained network of open spaces and routes providing local connectivity. There have been no material changes to the distribution, function or accessibility of these features since 2019, and the baseline remains appropriate for the purposes of the assessment.

7.7.119 PRoW HORT/5/1 (resource ID R0138) passes through an area of Project interaction and users may experience temporary changes to the recreational experience during construction over approximately 0.3 kilometres of the route. These changes may include temporary route diversions, increased activity, movement and alterations to the surrounding setting. Where required, temporary access arrangements would maintain connectivity and access during construction.

7.7.120 As construction activities decrease and routes are reinstated, the user experience should improve. During operation, PRoW HORT/5/1 would continue to function as part of the local access network and would remain connected to surrounding recreational routes and the wider green infrastructure network.

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7.7.121 Direct interaction between the Project and other publicly accessible open spaces within the Colnbrook Community Area is anticipated to be limited. Where effects occur, they are expected to relate primarily to temporary changes in the experience of spaces during construction, including localised increases in noise, movement and activity. These changes would reduce as construction activities decrease and the recreational function of affected spaces would be retained.

7.7.122 PRoW and recreational routes within the Community Area will be maintained through temporary diversions during construction where required, ensuring continuity of movement. Where routes are affected, these will be reinstated and integrated into the wider green infrastructure network, supporting longer-term improvements to connectivity. Users may experience some temporary construction disturbance; however, this will be limited in duration and will not materially affect usability. During operation, routes will continue to function as part of the wider recreational network.

7.7.123 Overall, direct interaction between the Project and recreational resources within the Colnbrook Community Area is anticipated to be limited and primarily associated with a short section of PRoW HORT/5/1. Users may experience temporary changes to the recreational experience during construction arising from diversions, increased activity, movement and changes to the surrounding environment. Connectivity would be maintained through temporary access arrangements where required and routes would be reinstated following construction. In the longer term, the function, accessibility and connectivity of recreational resources within the Community Area would be retained and integrated within the wider green infrastructure network.

Poyle (north of runway)

7.7.124 Poyle is a settlement located immediately to the west of the M25, approximately 500 metres west of the existing airport boundary. The surrounding landscape comprises a combination of restored gravel extraction and landfill sites and remaining areas of arable land, which are generally not publicly accessible. Recreational provision within the Community Area is limited, with Pippins Park representing the principal publicly accessible open space resource. Pippins Park is located to the north of the settlement and comprises open grassland with perimeter tree planting and a tributary of Colne Brook along its southern edge. A network of recreational routes extends through the area, including sections of the Colne Valley Way, forming part of the wider Colne Valley recreational network. There have been no material changes to the distribution, function or accessibility of these features since 2019, and the baseline remains appropriate for the purposes of the assessment. Ongoing baseline work will continue to review recreational uses associated with waterbodies within and adjacent to the Community Area to confirm whether any additional recreational resources require consideration within the ES.

7.7.125 The Colne Valley Way west of M25 junction 14 to the A4 (resource ID R0055) would continue to function as part of the strategic recreational network. Users may experience temporary disruption during construction arising from changes to route alignment, increased activity and changes to the surrounding environment over approximately 5 kilometres of the route. Where required, temporary diversions would

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maintain connectivity. During operation, improvements to route connectivity, accessibility and integration with the wider Green Loop network are anticipated to improve the overall recreational experience available to users.

7.7.126 The Colne Valley Way between the A4 and M4 (resource ID R0056) would experience a greater degree of interaction with the Project than other recreational routes within the Community Area. During construction, users may experience temporary disruption arising from increased activity, noise, changes to route alignment and alterations to the surrounding setting over approximately 2 kilometres of the route. These effects would reduce as construction activities decrease. During operation, improvements to connectivity, route condition and integration with the wider recreational network are anticipated to enhance the recreational function of the route.

7.7.127 Slough PRoW 2a and Slough PRoW 3 would remain available through the use of temporary diversions where required. Users may experience temporary changes associated with construction activity, including diversions, increased movement and changes to the local setting over approximately 0.2 kilometres and 1 kilometre of route respectively. Following completion of construction, both routes would continue to perform their recreational and connectivity functions within the local access network.

7.7.128 Pippins Park is the principal publicly accessible open space within the Community Area and lies in proximity to areas of Project activity. Users may experience temporary changes to the recreational experience during construction arising from increased activity, movement, noise and changes to the surrounding setting. The nature and extent of any direct interaction with the resource will be refined through ongoing design development and reported within the ES. The recreational function of the park would be retained.

7.7.129 PRoW and recreational routes within the Community Area would be maintained through temporary diversions where required during construction, ensuring continuity of access and connectivity. Where routes are affected, they would be reinstated and integrated into the wider Green Loop network. While users may experience temporary disruption during construction, routes would continue to perform their recreational and connectivity functions throughout the life of the Project.

7.7.130 Overall, several recreational routes within the Poyle (north of runway) Community Area would interact with the Project, including sections of the Colne Valley Way and local PRoW. Users may experience temporary changes to the recreational experience during construction arising from diversions, increased activity, movement and changes to the surrounding environment. Connectivity would be maintained through temporary diversions where required and routes would be reinstated following construction. In the longer term, the function, accessibility and connectivity of recreational resources within the Community Area would be retained and integrated within the wider Green Loop and green infrastructure network.

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Poyle (south of runway)

7.7.131 Poyle (south of runway) is located within Slough Borough Council and forms part of the wider Poyle and Colnbrook area, characterised by a strong influence from surrounding transport infrastructure and proximity to the existing airport. The baseline, context and setting are consistent with those described for the wider Poyle area, reflecting a landscape comprising a mix of residential development, infrastructure and limited publicly accessible open space. Publicly accessible open space within this Community Area is limited and largely linear in form, located along the western boundary, with a small concentration of additional provision to the south. A corresponding network of recreational routes follows a similar pattern, extending along the western edge and branching into the south-west of the Community Area, forming part of the wider connectivity network. There have been no material changes to the distribution, function or accessibility of these features since 2019, and the baseline remains appropriate for the purposes of the assessment.

7.7.132 Poyle Poplars (resource ID A0396) falls within the draft DCO limits but would largely be retained as part of the Green Loop. Users may experience temporary changes to the recreational experience during construction arising from increased activity, movement, noise and changes to the surrounding setting. Access to the resource would seek to be maintained and its recreational function would be retained. During operation, integration with the Green Loop and associated landscape improvements would provide opportunities to enhance the quality, accessibility and connectivity of the resource.

7.7.133 Temporary construction activities within and adjacent to Poyle Poplars may influence how the space is experienced, including through increased noise, movement and construction activity. These effects would be localised and temporary in nature and would reduce as construction activities decrease. Following completion of construction works, the resource would continue to contribute to the wider green infrastructure network and would remain available for recreational use.

7.7.134 Poyle Poplars forms part of the limited publicly accessible open space provision within the Community Area and contributes to the wider green infrastructure network. Its overall function and accessibility would be retained, with opportunities for enhancement through integration with the Green Loop and associated landscape improvements.

7.7.135 Direct interaction between the Project and other publicly accessible open spaces within the Poyle (south of runway) Community Area is anticipated to be limited. Where effects occur, they are expected to relate primarily to temporary changes in the experience of spaces during construction, including localised increases in noise, movement and activity. These changes would reduce as construction activities decrease and the recreational function of affected spaces would be retained.

7.7.136 PRoW and recreational routes within the Community Area would be maintained through temporary diversions where required during construction, ensuring continuity of access and connectivity. Where routes are affected, they would be reinstated and integrated into the wider green infrastructure network. While users may experience

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temporary disruption during construction, routes would continue to perform their recreational and connectivity functions throughout the life of the Project. During operation, connectivity would be maintained and enhanced through integration with the wider Green Loop network.

7.7.137 Within the Poyle (south of runway) Community Area, Poyle Poplars is the principal recreational resource that falls within the draft DCO limits. While users may experience temporary changes to the recreational experience during construction arising from increased activity, movement and changes to the surrounding setting, the resource would largely be retained and remain part of the wider green infrastructure network. In the longer term, the function, accessibility and recreational role of publicly accessible open spaces and routes within the Community Area would be retained, with opportunities for enhancement through integration with the Green Loop and wider landscape improvements.

Iver and Richings Park

7.7.138 Iver and Richings Park Community Area is located to the north west of the existing airport and partially within the draft DCO limits within Buckinghamshire Council and comprises a mix of suburban and semi-rural character. Richings Park is a large residential area characterised by tree-lined streets and local open spaces, while Iver retains elements of a historic village with a close relationship to the surrounding countryside. The wider landscape includes agricultural land, woodland, parkland and golf courses associated with the Colne Valley, including Thorney Country Park located nearby.

7.7.139 The area is influenced by major transport infrastructure and aircraft overflight. Publicly accessible open spaces are concentrated to the north of the Community Area, supported by an extensive network of recreational routes that extend across the northern half of the area and along the northern and eastern boundaries, forming part of the wider Colne Valley network. There have been no material changes to the distribution, function or accessibility of these features since 2019, and the baseline remains appropriate for the purposes of the assessment.

7.7.140 Thorney Country Park (resource ID A0113) lies within the draft DCO limits but would be retained as part of the Project. Construction activities within and adjacent to the park may result in temporary changes to the user experience, including increased activity, movement and changes to the surrounding setting. The park would remain available for public use and access would be sought to be maintained. During operation, the long-term recreational and ecological functions of the park would be retained, with opportunities for enhancement through wider landscape and green infrastructure improvements.

7.7.141 Users of Thorney Country Park may experience temporary construction disturbance, including increased activity, movement, noise and changes to views within parts of the park. These effects would be localised and would reduce as construction activities decrease. Following completion of construction works, reinstatement and landscape enhancements would contribute to maintaining the park's role as a

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recreational and ecological resource within the Colne Valley. Its long-term accessibility and function would be retained.

7.7.142 The Colne Valley Way north of the M4 to the Grand Union Canal (resource ID R0057) would continue to function as part of the strategic recreational network. Users may experience temporary disruption during construction arising from changes to route alignment, increased activity and changes to the surrounding environment over approximately 4 kilometres of the route. Where required, temporary diversions would maintain connectivity. During operation, improvements to route connectivity, accessibility and integration within the wider green infrastructure network are anticipated to improve the overall recreational experience available to users.

7.7.143 South Bucks PRoW IVE/28/1, IVE/29/1 and IVE/28/4 (resource IDs R0104-106) lie outside the draft DCO limits and are not anticipated to be directly affected by the Project. Users may experience limited temporary perceptual changes associated with nearby construction activity, including increased movement and activity; however, the routes would remain available and continue to perform their recreational and connectivity functions.

7.7.144 Users of South Bucks PRoW IVE/36/1 (resource ID R0109) and South Bucks PRoW IVE/16/2 (resource ID R0119) may experience temporary perceptual changes over approximately 0.1 kilometres and 1 kilometre of route respectively as a result of nearby construction activity. No direct changes to the routes are currently anticipated and both routes would remain available for use throughout construction and operation.

7.7.145 Users of South Bucks PRoW IVE/34/1 (resource ID R0122) may experience temporary changes to its surrounding setting over approximately 3 kilometres of route length during construction. These changes would primarily relate to increased activity and movement within the surrounding area and would reduce as construction activities decrease. The route would remain available and continue to function as part of the local access network

7.7.146 For other publicly accessible open spaces within the Iver and Richings Park Community Area, direct interaction with the Project is anticipated to be limited. Where effects occur, they are expected to relate primarily to temporary changes in the experience of spaces during construction, including localised increases in noise, movement and activity. These changes would reduce as construction activities decrease and the recreational function of these spaces would be retained.

7.7.147 PRoW and recreational routes within the Community Area would be maintained through temporary diversions where required during construction, ensuring continuity of access and connectivity. Following construction, affected routes would be reinstated and integrated into the wider green infrastructure network. While users may experience temporary disruption during construction, routes would continue to perform their recreational and connectivity functions throughout the life of the Project

7.7.148 Overall, a number of recreational resources within the Iver and Richings Park Community Area fall within or lie adjacent to the draft DCO limits, including parts of Thorney Country Park and sections of the Colne Valley Way and local PRoW

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network. Users may experience temporary changes to the recreational experience during construction arising from increased activity, movement, alterations to route alignments and changes to the surrounding setting. However, recreational resources would generally remain available for use, with access maintained through temporary diversions where required. In the longer term, the function, accessibility and connectivity of recreational resources within the Community Area would be retained, with opportunities for enhancement through integration with the wider green infrastructure network.

Hounslow (Central and South)

7.7.149 Hounslow (Central and South) Community Area is located within the London Borough of Hounslow and lies to the south-east of the draft DCO limits. It is characterised by interwar and newer residential development, together with areas of commercial and industrial use. Major transport routes, including the A4 and the wider local road network, contribute to a baseline environment influenced by movement, activity and connectivity. Publicly accessible open spaces within the Community Area comprise a network of parks, smaller amenity spaces and green corridors, often located in proximity to transport infrastructure and forming part of the local green infrastructure network.

7.7.150 Users of publicly accessible open spaces and recreational routes within the Hounslow (Central and South) Community Area are unlikely to experience direct effects as a result of the Project, as no substantial loss or permanent alteration of key publicly accessible open spaces or strategic recreational routes is currently anticipated within the Community Area. The function and accessibility of these resources are therefore expected to be retained.

7.7.151 Perceptual effects that may arise during construction include temporary increases in noise, movement and activity within the surrounding area, influencing how nearby spaces are experienced. However, these effects will be limited in extent and duration and will reduce as construction activity decreases.

7.7.152 During operation, publicly accessible open spaces and recreational routes are anticipated to continue to perform their existing recreational and connectivity functions, with the experience of users remaining broadly consistent with the baseline situation.

7.7.153 Environmental measures focus on maintaining and enhancing the quality, accessibility and connectivity of existing recreational resources. Measures include enhancements to existing spaces and improved integration within the wider green infrastructure network, ensuring that recreational provision is maintained and where possible, incrementally improved over time.

Datchet

7.7.154 Datchet was not included within the 2019 baseline and has subsequently been identified as an additional Community Area following updates to the study area. As a result, the baseline information currently available is derived primarily from desktop

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sources. Additional baseline surveys and assessment work will be undertaken to inform the ES and refine understanding of recreational and amenity resources within the Community Area.

7.7.155 The Datchet Community Area lies within the Royal Borough of Windsor and Maidenhead and is located to the west of the existing Heathrow boundary. It comprises a historic settlement within the low-lying floodplain of the River Thames and the wider Colne Valley. The village contains a conservation area, listed buildings and a network of river-related landscapes which contribute to its distinctive character. Desktop review has identified one publicly accessible open space and three PRoW within the Community Area. Based on the current Project design, the Community Area lies outside the draft DCO limits and substantial direct effects on recreational and amenity resources are not currently anticipated. Further baseline surveys and assessment work will be undertaken to confirm the nature and extent of any potential effects, which will be reported within the ES.

7.7.156 At this stage of the assessment, direct interaction between the Project and recreational or amenity resources within Datchet is anticipated to be limited. This position will be reviewed and refined through further baseline surveys and assessment undertaken for the ES.

Wraysbury

7.7.157 Wraysbury was not included within the 2019 baseline and has subsequently been identified as an additional Community Area following updates to the study area. As a result, the baseline information currently available is derived primarily from desktop sources. Additional baseline surveys and assessment work will be undertaken to inform the ES and refine understanding of recreational and amenity resources within the Community Area.

7.7.158 The Wraysbury Community Area lies within the Royal Borough of Windsor and Maidenhead and is located to the south west of the existing Heathrow boundary. It comprises a historic settlement centred on Wraysbury village and includes a conservation area, together with extensive areas of open land, floodplain, parkland and waterbodies associated with the River Thames, Wraysbury Reservoir and former gravel workings. Publicly accessible open spaces are concentrated within the eastern and southern parts of the Community Area, while recreational routes are distributed throughout the area. Based on the current Project design, direct interaction between the Project and these resources is anticipated to be limited; however, further baseline surveys and assessment work will be undertaken to confirm the nature and extent of any potential effects, which will be reported within the ES.

7.7.159 At this stage of the assessment, the Community Area lies outside the main areas of direct interaction with the Project and direct effects on recreational and amenity resources are not currently anticipated. This position will be reviewed and updated following completion of baseline surveys and detailed assessment for the ES.

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Feltham West

7.7.160 Feltham West was not included within the 2019 baseline and has subsequently been identified as an additional Community Area following updates to the study area. As a result, the baseline information currently available is derived primarily from desktop sources. Additional survey work and assessment will be undertaken to inform the ES and provide a more detailed understanding of recreational and amenity resources within the Community Area.

7.7.161 The context and setting of Feltham West Community Area is described within the Cranford Cross Community Area section, reflecting the close spatial relationship between the two settlements and their shared landscape and recreational context. Feltham West lies within the London Borough of Hounslow. A small cluster of publicly accessible open spaces is located within the northern part of the Community Area, together with a limited network of associated recreational routes. Based on the current Project design, the Community Area lies outside the draft DCO limits and no direct effects on open spaces, recreational routes or their users are anticipated. Further baseline surveys and assessment work will be undertaken for the ES to confirm this position.

7.7.162 On the basis of the current Project design and available baseline information, no significant effects on recreational and amenity resources within Feltham West are anticipated. The ES will update the baseline and provide a detailed assessment following completion of further survey work

7.8 Summary of likely recreation and amenity effects

7.8.1 There will be adverse and beneficial recreation and amenity effects arising from the Project. These effects are associated with the introduction of new and improved infrastructure associated with the Project, changes in land use (including the temporary reprovision and permanent relocation of resources) and alterations to the relationship between Heathrow and surrounding Community Areas. The provision of new and/or improved infrastructure and resources (for example, open spaces and recreational routes) may enhance the recreation opportunities and amenity in some locations, while changes in land use and the relocation of resources may result in adverse effects elsewhere.

7.8.2 Baseline information has been reviewed to identify any changes since 2019. This is supplemented by current information and will be supported through ongoing engagement with statutory consultees. As expected, some localised changes have occurred over time. However, these do not materially alter the strategic distribution or value, function and sensitivity of recreational and amenity resources. Ongoing surveys will confirm current conditions and inform the Environmental Statement (ES) where updates are required.

7.8.3 This review has considered potential changes to recreational resources, including public rights of way (PRoW), open spaces, land use, development and relevant

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policy. The recreation and amenity baseline, open space baseline and recreational usages have not changed in a way that will materially influence sensitivity of resources or alter the overall assessment conclusions. While some localised changes and updates have been identified since 2019, these do not materially alter the overall value, function or sensitivity of recreational and amenity resources at a strategic level.

7.8.4 The operational design refinements have also been reviewed. While aspects of the preferred masterplan have evolved, the fundamental parameters relevant to the recreation and amenity assessment (RAA) – including the overall extent of development, its broad location and its proximity to surrounding communities – remain comparable to those assessed previously in the 2019 information. The scale and nature of change to recreation and amenity resources therefore remain consistent with the 2019 information.

7.8.5 During construction, temporary but potentially substantial adverse effects are anticipated in open spaces, and recreational routes close to major works, reflecting the scale, duration and visibility of construction activity. These effects will vary depending on proximity to construction works, the availability of alternative provision and the degree of existing screening.

7.8.6 Some open spaces and recreational routes would be displaced by the Project, particularly within Harmondsworth, Longford and parts of Sipson where permanent elements of the Project are proposed. Replacement open space and recreational provision is intended to be delivered in advance of, or alongside, the loss of existing resources. Where replacement provision is not available before the loss of existing resources, there is the potential for significant adverse effects on users during the transition period between loss and reprovision.

7.8.7 During operation, permanent changes to recreational and amenity resources – including open spaces, PRoW, national trails and areas of public access – are expected where new infrastructure is introduced or where existing land uses are altered. In some locations, particularly those where existing recreational resources are displaced and re-provided, users may experience changes in the location, accessibility and distribution of recreational opportunities. Conversely, the delivery of replacement open space, enhancements to existing resources and the implementation of the Green Loop and wider blue and green infrastructure network could result in beneficial effects through improved connectivity, accessibility and recreational provision. The likely significance of these adverse and beneficial effects will be assessed in detail within the ES.

7.9 Next steps and preparation of the Environmental Statement (ES)

7.9.1 The Environmental Statement (ES) will present a detailed and technical assessment of recreation and amenity resources. The assessment will build upon 2019 information using updated site surveys to provide a proportionate assessment of all likely open spaces and recreational routes affected by the Project.

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7.9.2 While this chapter adopts a high-level framework to describe potential changes in recreational and amenity experience across defined Community Areas, the ES will adopt a more conventional receptor-based assessment structure. This will consider the effects of the Project on specific recreation and amenity receptors, including users of open spaces, recreational routes and other publicly accessible areas, as well as relevant residential and community receptors. The assessment will consider both physical changes and changes in amenity, in accordance with established environmental impact assessment practice and relevant policy and guidance, including applicable national policy statements relating to open space, green infrastructure and public access, the National Planning Policy Framework, 2026 [3] and relevant planning practice guidance.

7.9.3 To support this, the recreation and amenity baseline will be refreshed through a combination of desk-based review, site surveys and open space assessment, undertaken in accordance with relevant national policy and good practice guidance, including the National Planning Policy Framework, planning practice guidance on open space, sports and recreation facilities, PRoW and local green space [11], former Planning policy guidance 17, Green Flag award criteria [12] and Landscape Institute (LI) technical guidance notes such as LI TGN 02/21 [13]. The assessment will also draw on additional benchmarks and standards, including Fields in Trust guidance for outdoor sport and play [14], Fields in Trust guidance on the green space index [15], Natural England's accessible natural greenspace guidance standards [11] and Sport England advice, to ensure a robust and proportionate understanding of the quantity, quality, accessibility and condition of open space and recreational resources.

7.9.4 The ES will also be informed by an updated programme of visitor engagement and research, building on the previous 2018/19 evidence base. This will reflect changes in patterns of use following the COVID-19 pandemic, recognising the increased importance of parks and open spaces for health, wellbeing and community activity. The updated approach will address limitations of earlier survey methods, which relied on short-duration visitor counts and intercept surveys, by incorporating a combination of traditional and more advanced techniques, including passive monitoring and spatial data analysis where appropriate and feasible.

7.9.5 A visitor engagement strategy will be designed to capture a broader and more representative evidence base, including both users and non-users of open space. This will enable the assessment to consider existing patterns of use, as well as access, perceptions of quality and latent demand for recreational space. Where appropriate, elements of the previous survey methodology will be retained to allow for comparison over time, while the enhanced approach will provide a more comprehensive and forward-looking understanding of recreational and amenity value.

7.9.6 The updated baseline will inform a detailed assessment of effects of recreational and amenity receptors, including users of PRoW, open spaces and other publicly accessible locations. The assessment will consider both direct physical changes to resources and changes in amenity experience, including factors such as accessibility, tranquillity, levels of use and user perception.

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7.9.7 The ES will report the findings of the assessment of the effects from the Project as set out in the Development Consent Order (DCO) application. Any further design evolution will be reviewed to determine whether it materially alters the scale, extent or visibility of infrastructure.

7.9.8 All elements of the open space recreation and amenity assessment (RAA) methodology will be confirmed in the ES. The ES will clearly present construction, early operational and established operational effects and will identify residual effects following the implementation of environmental measures. The methodology will be discussed through engagement with relevant stakeholders, including local planning authorities and statutory consultees. This ongoing engagement will ensure the ES reflects the shared understanding between stakeholders on method, coverage and presentation and that the assessment is transparent, proportionate and robust.

7.9.9 A separate tranquillity assessment for key designated assets is being prepared as part of landscape and visual impact assessment (LVIA), where tranquillity is considered as an integral component of landscape character and visual amenity, (see **Chapter 15: Landscape and visual**). Within this Recreation and amenity chapter, tranquillity (including noise influences) is considered as part of the overall receptor value and user experience, rather than as a standalone topic, (see **Chapter 8: Noise and vibration**). Noise is anticipated to be a key influence on recreational amenity within the updated recreation and amenity study area for 2026 and is being considered as part of ongoing desk study and survey works. The findings will be reported separately within the ES and cross-referenced within the Recreation and amenity chapter where relevant.

7.9.10 The assessment of effects on recreation and amenity will be refined as updated information on aircraft movements, airspace design and indicative flight path envelopes becomes available. This will enable consideration of changes in noise, overflight visibility and associated perceptual effects, including tranquillity and user experience. The approach will be coordinated with the Project's noise assessment and LVIA to ensure a consistent and integrated assessment across topics.

7.9.11 Ongoing consultation and/or engagement with local authorities and other relevant stakeholders and consultees will continue to take place to discuss key elements of the assessment of recreation and amenity effects.

7.9.12 The ES will therefore present a receptor-based RAA, supported by updated baseline evidence, an enhanced visitor engagement programme and a comprehensive understanding of open space provision and use. Final judgements on the significance of effects will be made at ES stage, drawing on the updated baseline, environmental measures and the detailed design information available at that time.

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7.10 Glossary of terms

Term/acronym	Definition
Blue and green infrastructure (B&GI)	A network of natural and semi-natural features including planting, habitat areas, watercourses, sustainable drainage systems (SuDS), open spaces and landscape corridors designed to provide environmental, visual and amenity benefits and to integrate development into its surroundings.
Bridleways	Public rights of way where the public have a legal right to walk, ride horses and cycle. Motor vehicles are not permitted.
Byways open to all traffic (BOATs)	Highways over which the public have rights for all forms of traffic, including motor vehicles, although they are mainly used for walking, cycling and horse-riding.
Common land	Land owned collectively or by an individual over which other people may hold historic rights, such as grazing livestock, collecting wood or access rights. Many commons are protected under the Commons Act 2006.
Community Area	A series of Community Areas defined for the purposes of reporting effects in this chapter.
Compulsory acquisition/compulsory purchase order (CPO)	Legal mechanism allowing public bodies to acquire land or property without the owner's consent for major infrastructure or regeneration projects deemed to be in the public interest.
Construction support site (CSS)	A temporary site used to accommodate construction activities, including compounds, storage, plant, welfare facilities and access routes.
Cycle routes	Designated routes for cyclists that may include on-road, off-road or shared-use paths. They can form part of local networks or the national cycle network.
Environmental measures	Measures incorporated into the design from the outset to avoid, reduce or offset adverse landscape and visual effects, including planting, landform, SuDS and design integration.
Environmental impact assessment (EIA)	A process that identifies, predicts and evaluates the likely significant environmental effects of a project.
Environmental Statement (ES)	A formal document submitted with a Development Consent Order application that reports the findings of the environmental impact assessment, including significance of effects and mitigation.

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Term/acronym	Definition
Green belt	A planning designation intended to prevent urban sprawl by keeping land permanently open. Green belt land contributes to openness, separation between settlements and landscape character.
Green infrastructure	A strategically planned network of natural and semi-natural features – such as parks, waterways, green spaces and habitats – designed and managed to deliver a wide range of environmental, social and economic benefits.
Green Loop	The Green Loop is a continuous, predominantly recreational route within the active green network. It connects communities, workplaces, open spaces, biodiversity sites and cultural locations via a network of existing and new footpaths, cycleways and bridleways, enhancing connectivity around the airport while supporting active travel and mitigating green belt effects.
Heathrow Strategic Planning Group (HSPG)	A collaboration of local authorities surrounding Heathrow Airport. The HSPG was established in 2015 to help shape the proposed expansion plans for Heathrow Airport, regardless of individual members' support or opposition to it. HSPG operates on a sub-regional level and works with, (but independently of) Heathrow Airport, as well as with local and national stakeholders including the Civil Aviation Authority and the Department for Transport.
Land-take	The permanent or temporary occupation or loss of land associated with recreational or amenity resources, which may affect the availability, accessibility, or use of those resources.
Landscape character	The distinct and recognisable pattern of elements, such as landform, vegetation, settlement and land use, that give an area its sense of place.
Landscape and visual impact assessment (LVIA)	A structured assessment of the likely effects of a development on landscape character and views experienced by people.
National trails	Long-distance walking and riding routes officially designated in England and Wales by Natural England or Natural Resources Wales. They are nationally significant recreational routes.
Nature reserves	Areas protected and managed for wildlife, habitats and geological features. These may include national nature reserves (NNRs) or local nature reserves (LNRs).

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Term/acronym	Definition
Open access land	Land where the public has a legal right to walk freely for open-air recreation under the Countryside and Rights of Way Act 2000. This mainly includes mountains, moorland, heath, downland and registered common land.
Open space	All open space of public value, including both land and areas of water (such as rivers, canals, lakes and reservoirs), which offer important opportunities for sport and recreation and can act as a visual amenity.
Permissive footpaths	Paths that the public are allowed to use by permission of the landowner rather than through a legal public right of way. Access can usually be withdrawn by the landowner.
Permitted access land	Land where public access is allowed through agreements, stewardship schemes or landowner permission, rather than statutory public rights.
Public footpaths	Public rights of way where the public has a legal right to pass and repass on foot only.
Public rights of way (PRoW)	Legally protected routes over which the public has rights to travel, including footpaths, bridleways, restricted byways and byways open to all traffic.
Receptors	The people, groups of people or recreational assets that may experience changes to recreational use, access or amenity as a result of the Project.
Recreation and amenity study area	The geographic area identified for a recreation and amenity assessment, encompassing the proposed development site and the surrounding area within which recreational resources, recreational users and amenity receptors may experience effects arising from the project. The extent of the recreation and amenity study area is defined through professional judgement and is informed by factors such as the scale, nature and location of the proposed development, the distribution of recreational assets and routes, patterns of recreational use, accessibility and the potential for changes to amenity value. It provides the spatial framework for the identification and assessment of effects on recreational activities, recreational resources and amenity receptors.
Recreational routes	Public rights of way including public footpaths, bridleways, restricted byways and byways open to all traffic, permissive footpaths, national trails, permitted access land, locally promoted walking routes and cycle routes.
Resources	Recreation and amenity assets such as open spaces and recreational routes that support formal and informal

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Term/acronym	Definition
	recreation, while also contributing to overall value and quality of the local environment.
Restricted byways	Public rights of way open to walkers, horse riders, cyclists and non-motorised vehicles, such as horse-drawn carriages, but not motor vehicles.
Significance (of effect)	A professional judgement on whether an effect is important in EIA terms, based on the sensitivity of the receptor and the level of change.
Users	People who use publicly accessible recreation and amenity resources.
Visitor engagement	Visitor engagement gathers information from users to understand how recreation and amenity resources are used and valued, typically from a sample group.

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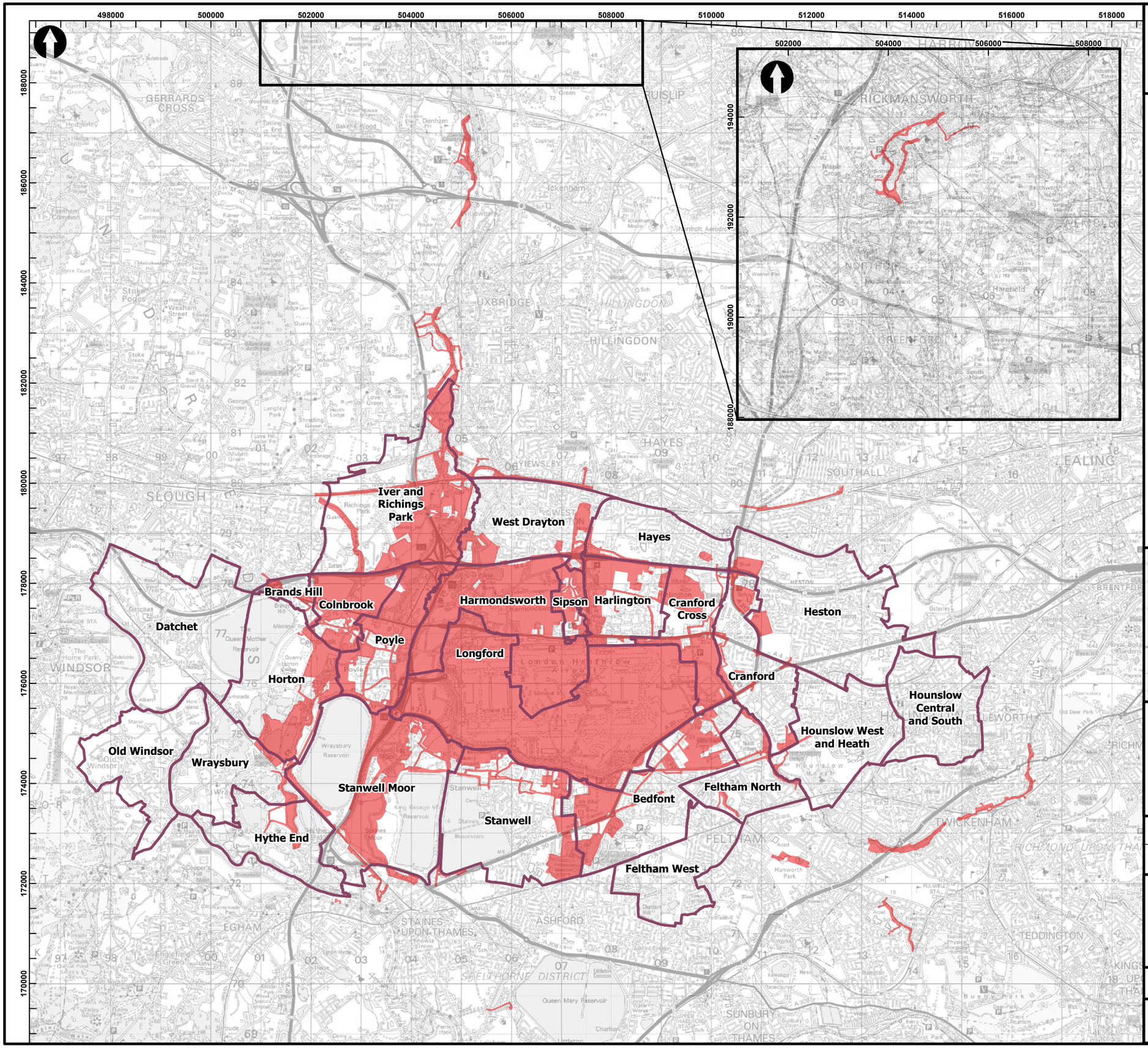
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Appendix 7A Figures

Figure 7A.1: Site location plan

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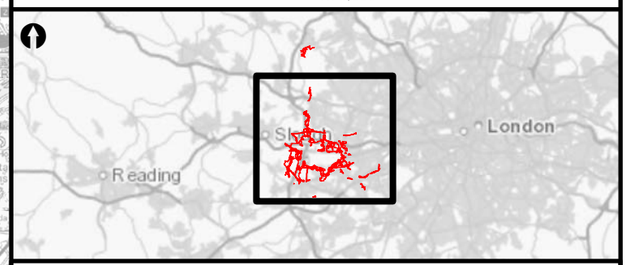
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Community Areas

0 500 1,000 2,000 3,000 4,000 5,000 Metres

Scale 1:75,000



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Title

Figure 7A.1 Site Location Plan

Company	Drawn By	Chk/Approved	Drawn Date	Status
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Location-Level-Sub Series/System-Identifier: 3R000-XX-GA-XXX-100001

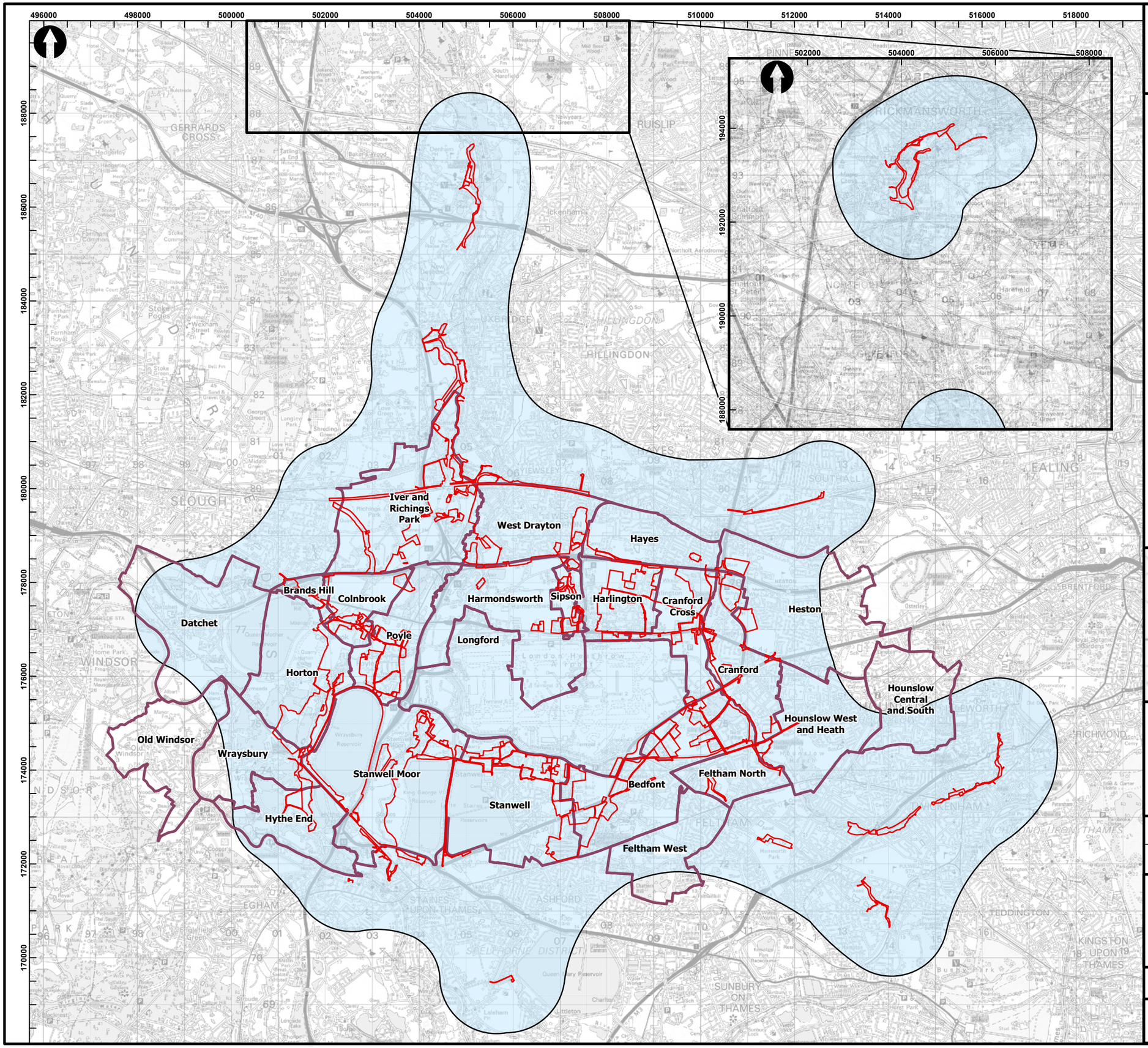
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Figure 7A.2: Recreation and Amenity Study Area

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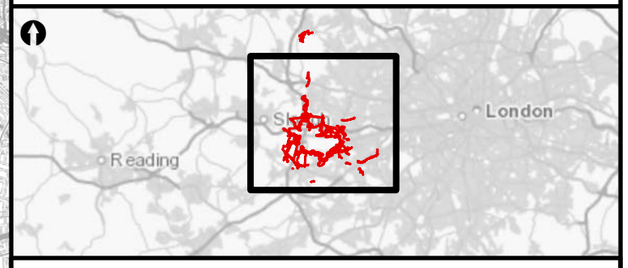


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- Community Areas

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Scale 1:80,000



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Title

Figure 7A.2: Recreation and Amenity Study Area

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Location-Level-Sub Series/System-Identifier: 3R000-XX-GA-XXX-100002

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Figure 7A.3: Public open spaces

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- Community Areas
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- Public Open Spaces
- OS Greenspace

0 250 500 1,000 1,500 2,000 2,500 3,000 3,500 Metres

Scale 1:55,000

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Title

Figure 7A.3: Public Open Spaces

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Company	Drawn By	Chk/Approved	Drawn Date	Status
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Scale 1:45,000



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Figure 7A.3: Public Open Spaces

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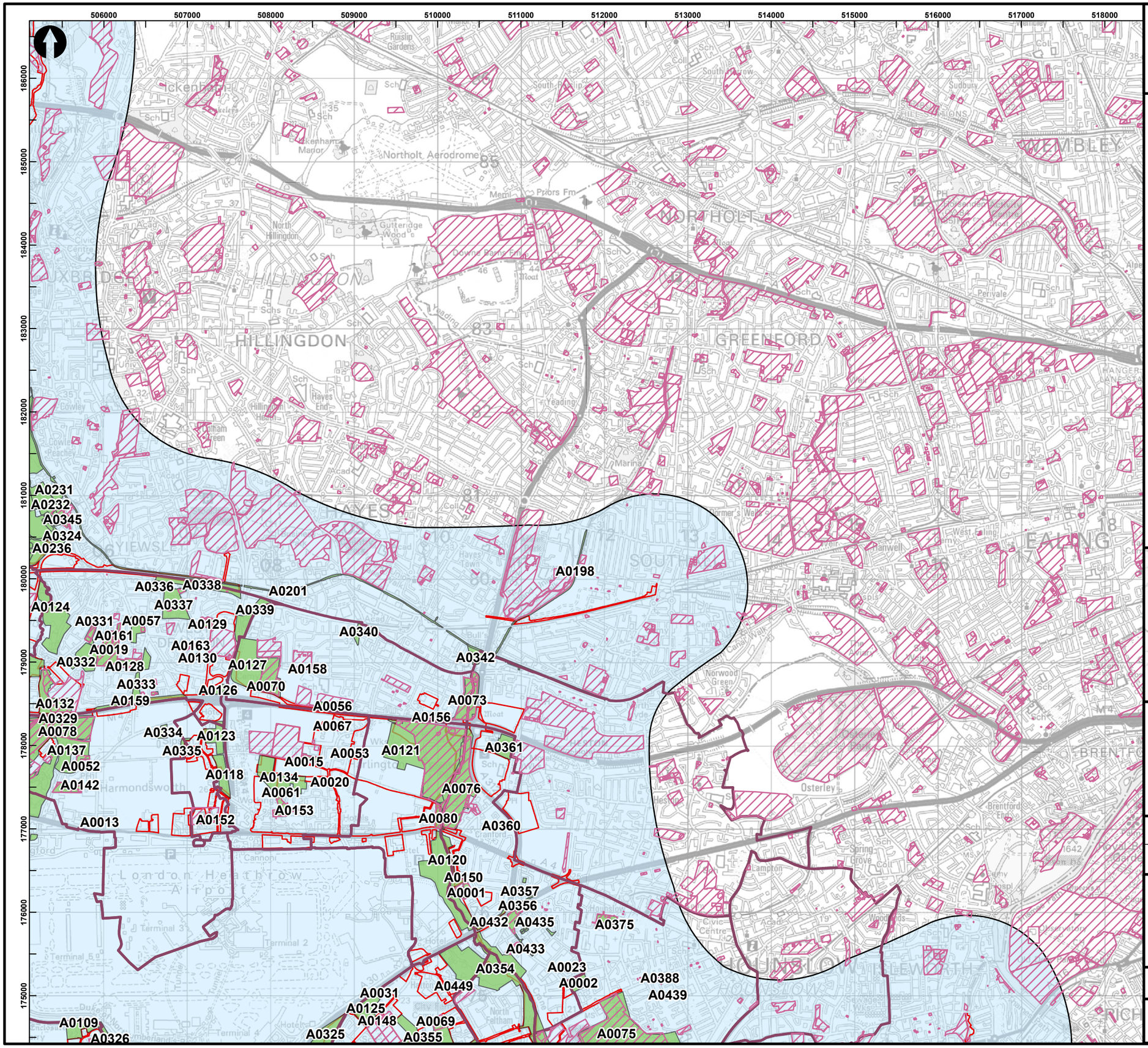
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Scale 1:45,000



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Title

Figure 7A.3: Public Open Spaces

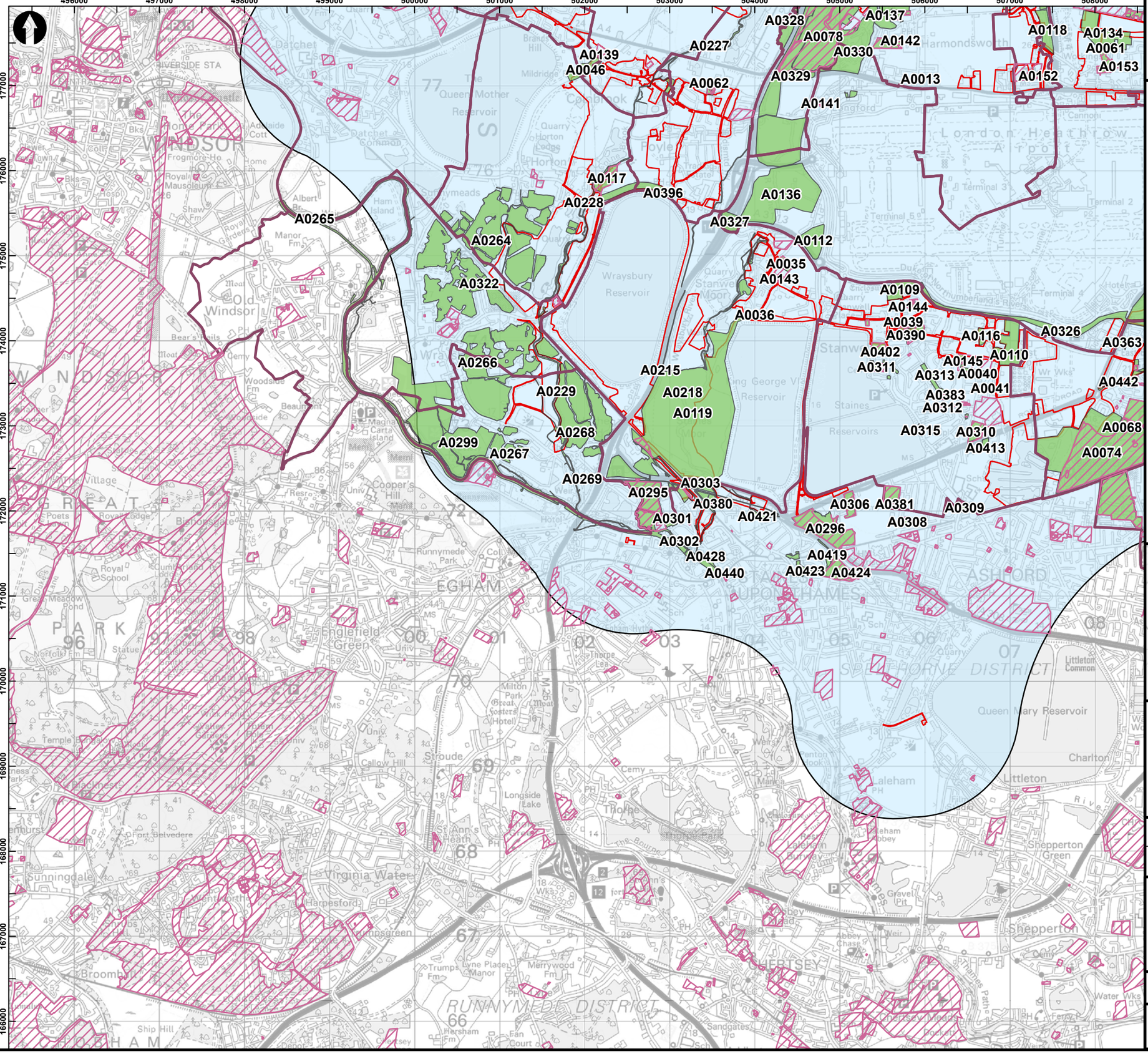
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0 250 500 1,000 1,500 2,000 2,500 3,000 Metres

Scale 1:45,000



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Project Name: Heathrow Expansion Project	Heathrow Project No.: 3R000

Title

Figure 7A.3: Public Open Spaces

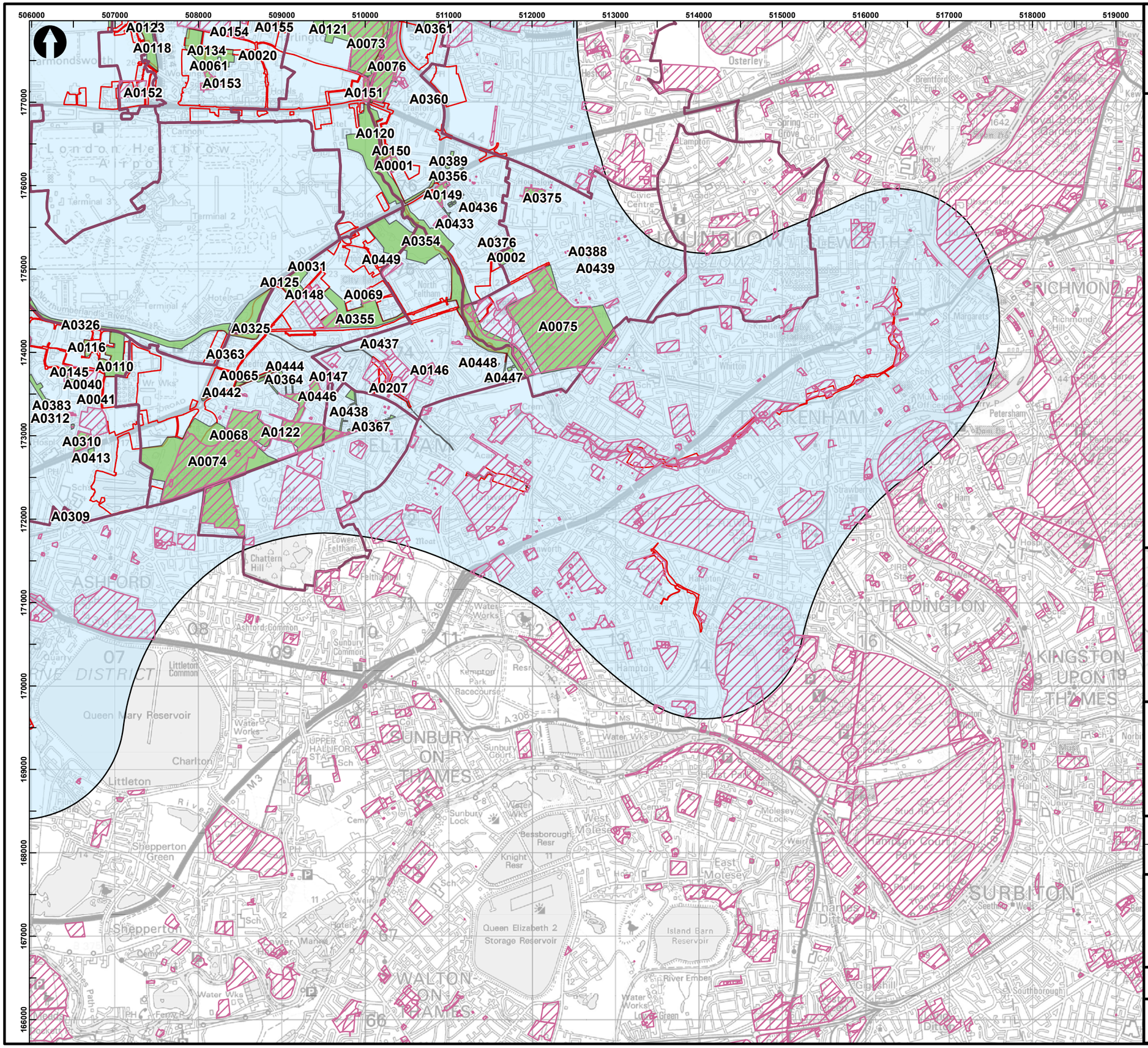
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Scale 1:45,000

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Figure 7A.3: Public Open Spaces

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Company	Drawn By	Chk/Approved	Drawn Date	Status
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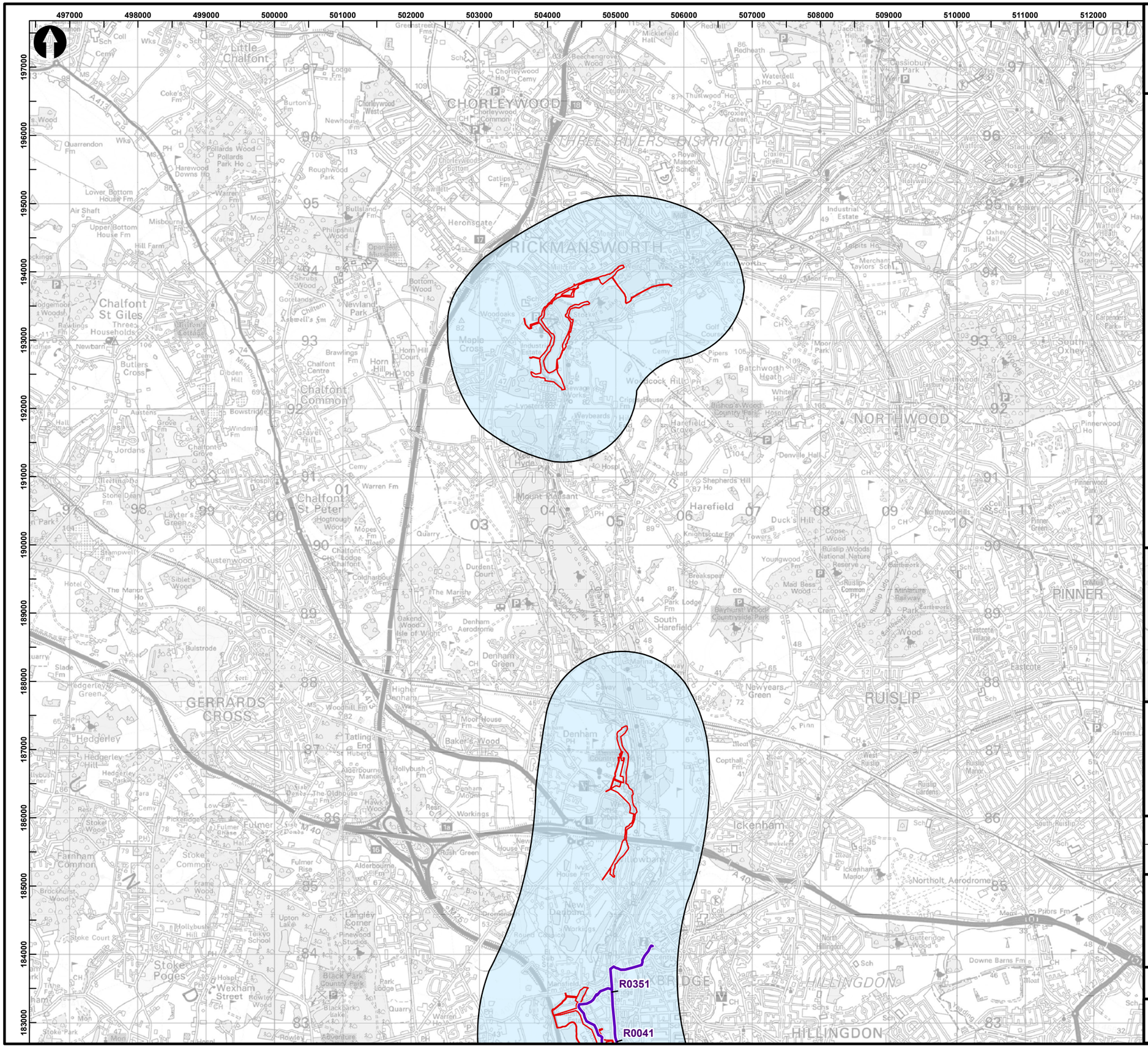
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Figure 7A.4: Public rights of way, recreational routes and trails

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- Amenity and Recreation Study Area
- Public Rights of Way, National Trails and Long Distance Walking Routes (Assessed in 2019)

0 250 500 1,000 1,500 2,000 2,500 3,000 3,500 Metres

Scale 1:55,000



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Title

Figure 7A.4: Public Rights of Way and Recreational Routes and Trails

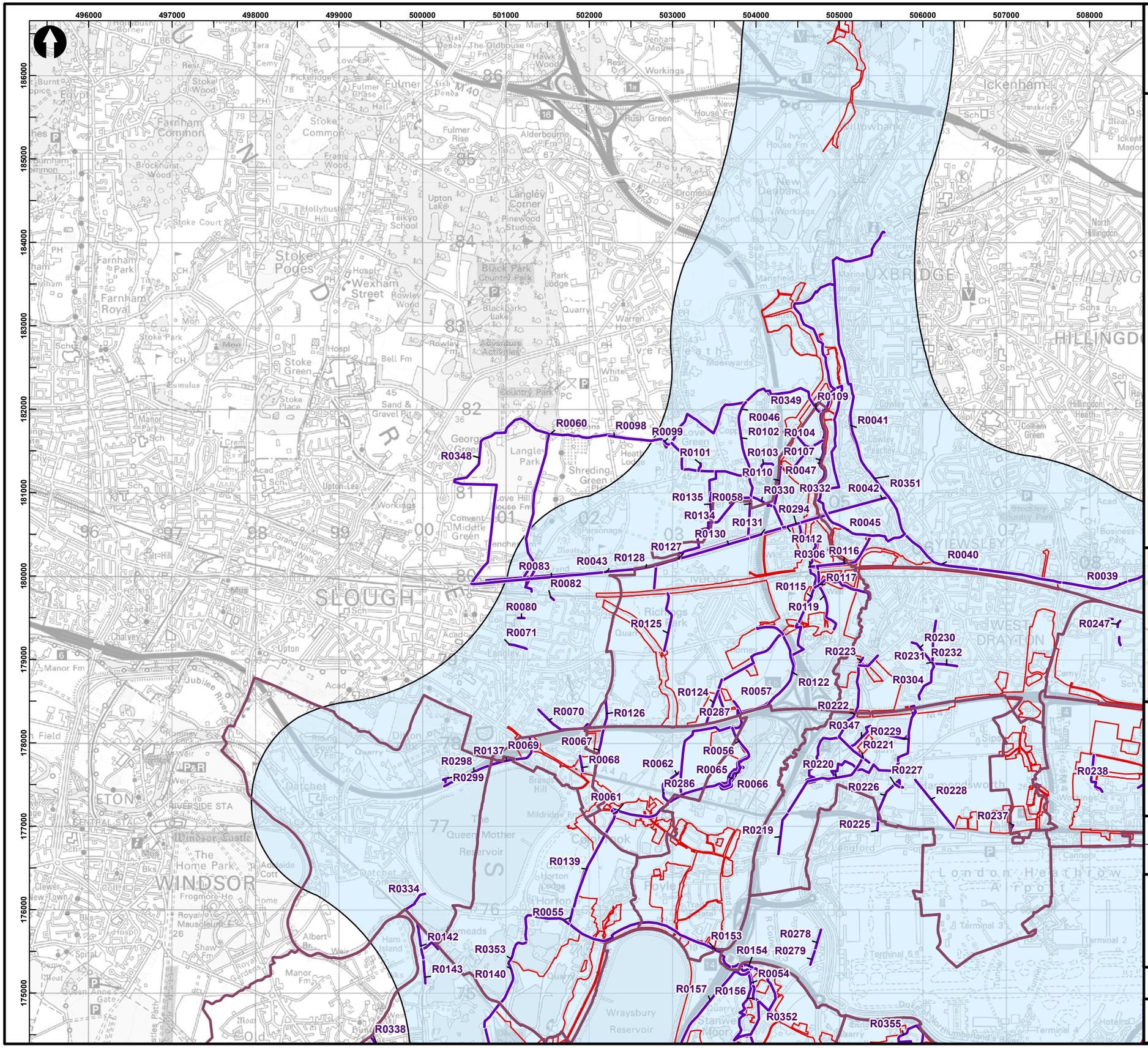
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- Amenity and Recreation Study Area
- Public Rights of Way, National Trails and Long Distance Walking Routes (Assessed in 2019)

0 250 500 1,000 1,500 2,000 2,500 3,000 Metres

Scale 1:45,000

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Figure 7A.4: Public Rights of Way and Recreational Routes and Trails

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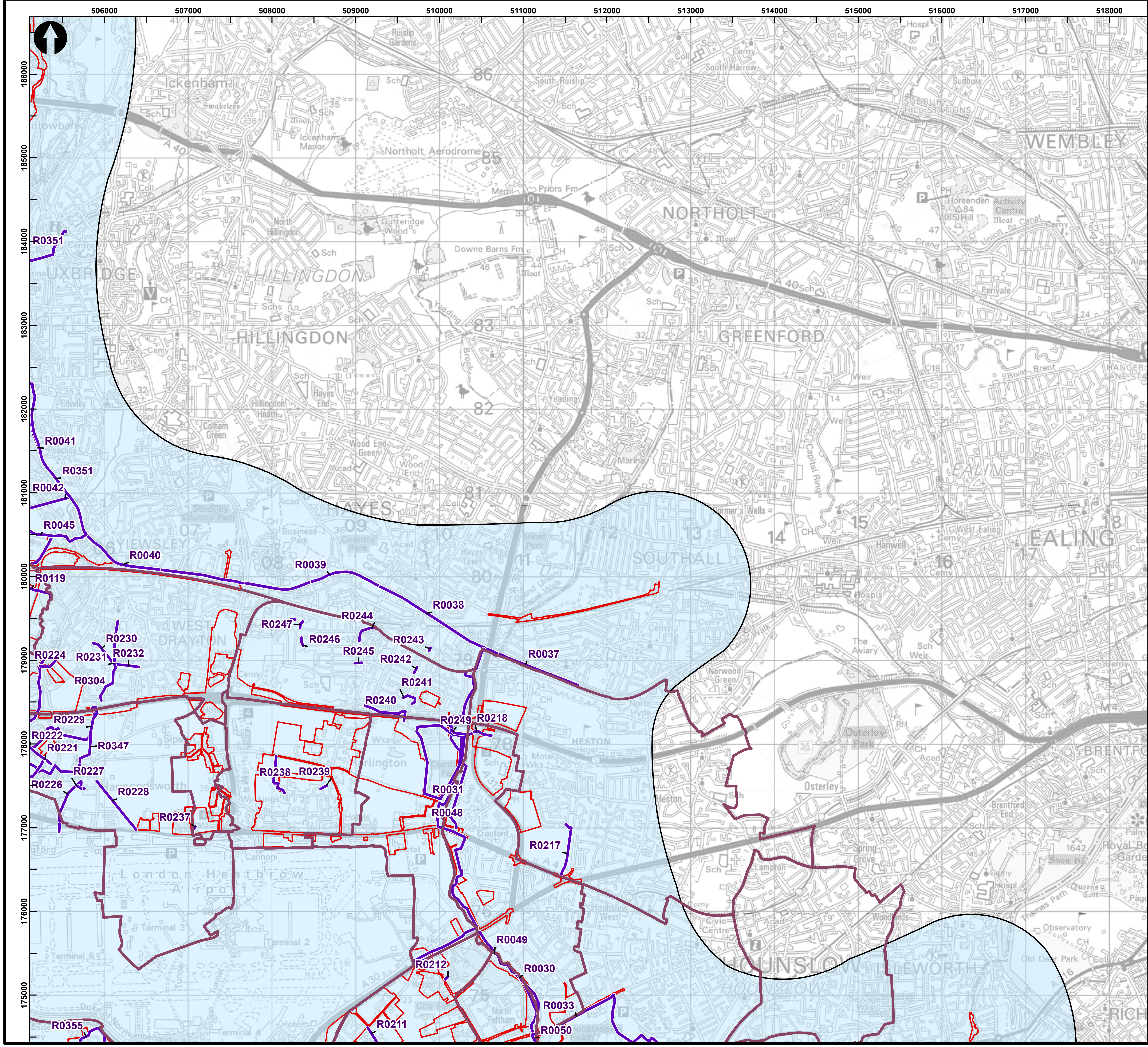
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WSP	LT	LR	21/05/2026	FINAL

Location-Level-Sub Series/System-Identifier: 3R000-XX-GA-XXX-100004

Version: 1.0

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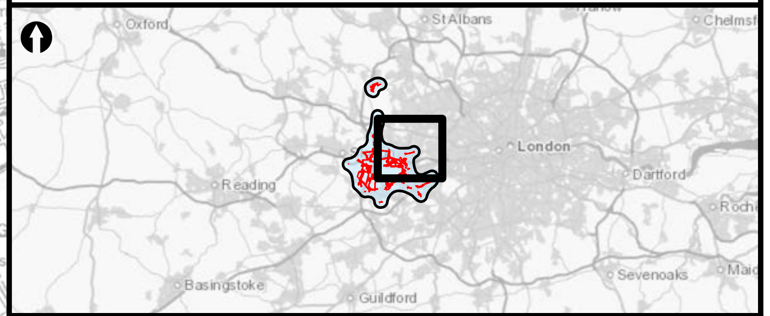
Community Areas

Amenity and Recreation Study Area

Public Rights of Way, National Trails and Long Distance Walking Routes (Assessed in 2019)

0 250 500 1,000 1,500 2,000 2,500 3,000 Metres

Scale 1:45,000



Heathrow

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Project Name Heathrow Expansion Project	Scale 1:45,000
	Heathrow Project No. 3R000

Title

Figure 7A.4: Public Rights of Way and Recreational Routes and Trails

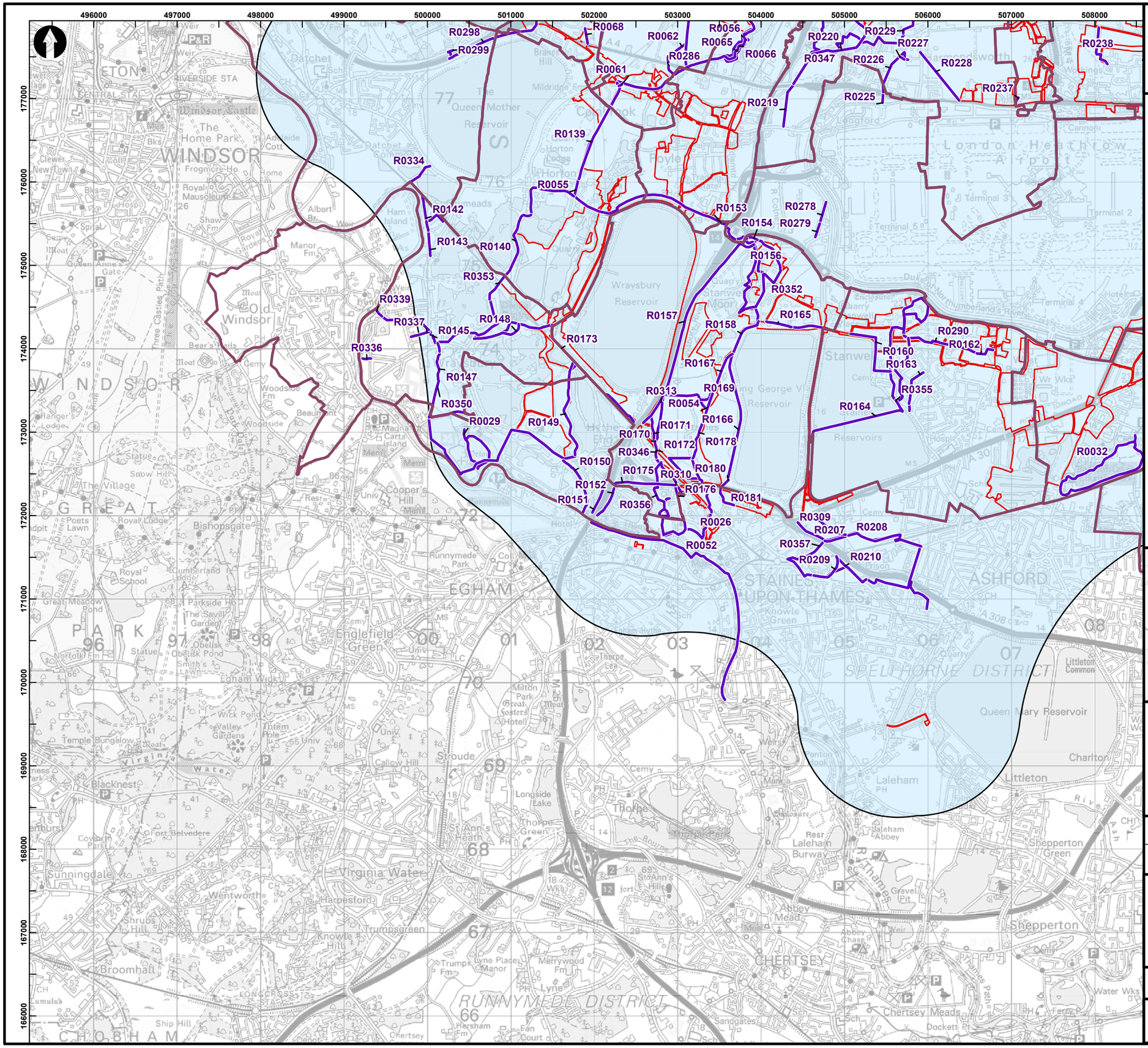
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Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	LT	LR	21/05/2026	FINAL

Location-Level-Sub Series/System-Identifier	Version
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Scale 1:45,000

Heathrow

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Project Name: Heathrow Expansion Project	Heathrow Project No.: 3R000

Title

Figure 7A.4: Public Rights of Way and Recreational Routes and Trails

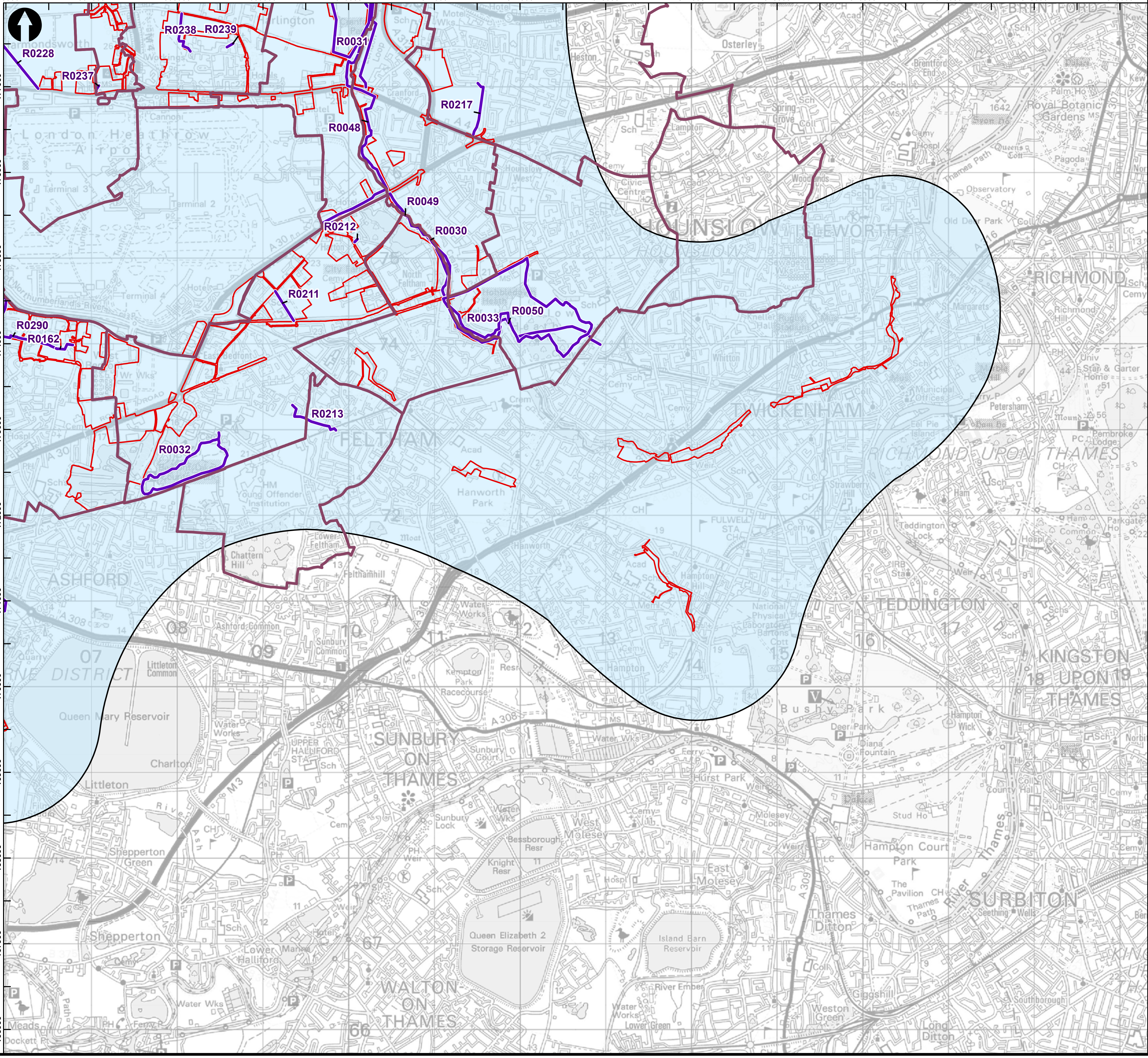
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Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	LT	LR	21/05/2026	FINAL

Location-Level-Sub Series/System-Identifier	Version
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Scale 1:45,000



Heathrow

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Project Name: Heathrow Expansion Project	Heathrow Project No. 3R000

Title

Figure 7A.4: Public Rights of Way and Recreational Routes and Trails

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