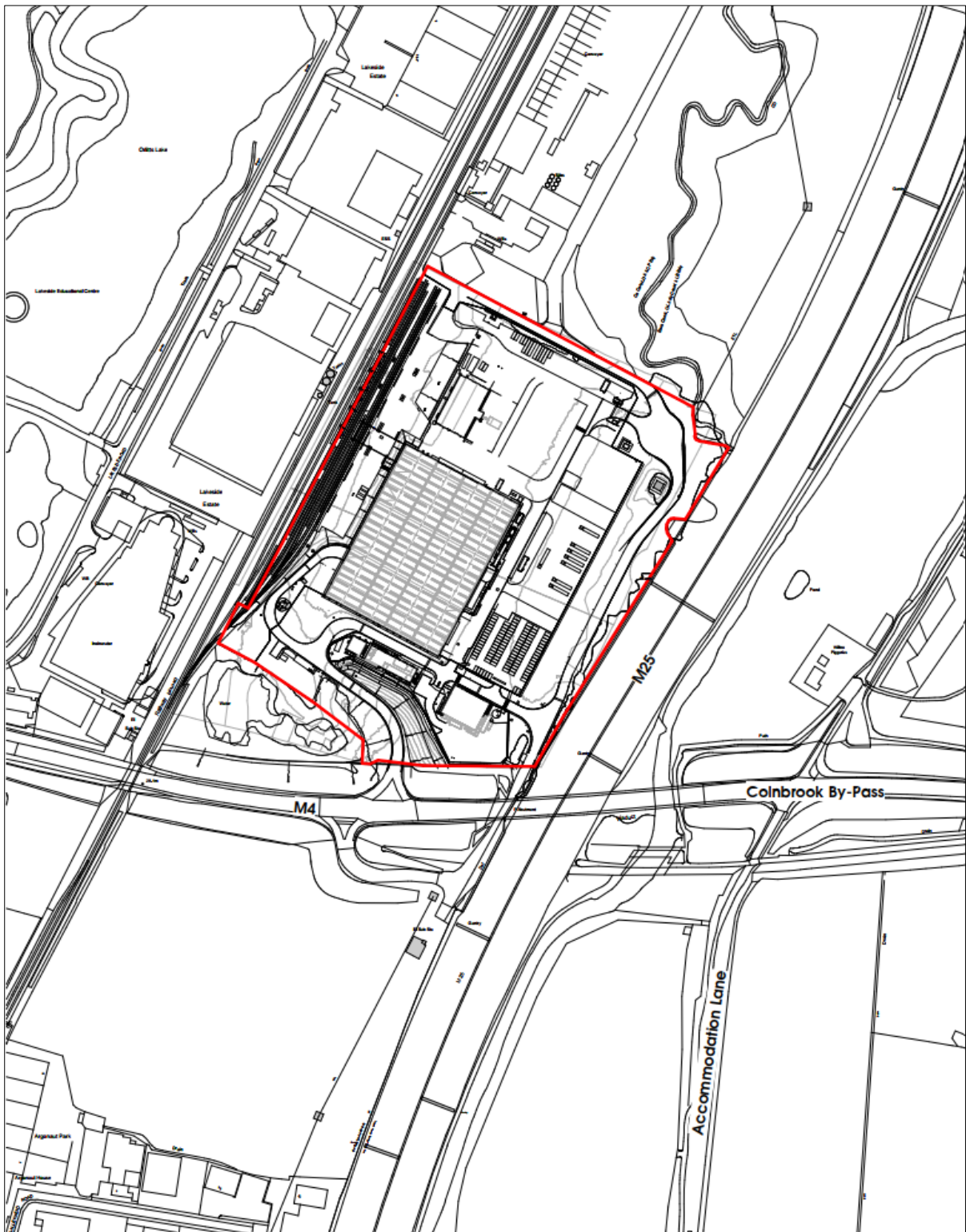


Registration Date:	23 April 2024	Application No:	P/12244/012
Officer:	Martin Cowie	Ward:	Colnbrook & Poyle
Applicant:	SEGRO (Colnbrook) Ltd	Application Type:	Major Development
		8 Week Date:	18 June 2024
Agent:	Mr Ben Cook, Stantec, 10 th Floor, Bank House, 8 Cherry Street, Birmingham, B2 5AL		
Location:	Colnbrook Logistics Centre, Colnbrook Bypass, Slough, SL3 0EB		
Proposal:	Full planning application for the continued and permanent use of the site for the testing, screening, delivery, storage and assembly of materials and components related to the construction of Heathrow related development projects. Including the retention of existing remote goods screening centre for the secure screening of persons, goods and materials prior to their entering of Heathrow Airport and associated storage. Retention of existing rail sidings, gantry crane car and lorry parking, means of access, drainage infrastructure and boundary treatments. Demolition of two existing administration buildings followed by the construction of a single purpose-built building, the repurposing of the existing cement shed as a Design for Manufacture and Assembly (DfMA) facility, and the provision of a comprehensive landscaping scheme and a footpath link to the A4. Off-site highways work to include provision of pedestrian crossing to A4 and footpath connection to site (Use Classes B2 - General industry and Use Class B8 - Storage and distribution) - Amended description.		

Recommendation: Delegate to Planning Group Manager for Approval



Application site red-line boundary

P/12244/012: Colnbrook Logistics Centre, Colnbrook Bypass, Slough, SL1 0EB

SUMMARY OF RECOMMENDATION

- 1.0 This application has been referred to the Planning Committee for consideration as the application is for a major development.
- 1.1 Having considered the relevant policies set out below, and comments that have been received from consultees, and all other relevant material considerations it is recommended the application be delegated to the Planning Manager:

A) For approval subject to:

1. The application being referred to the Secretary of State Housing, Communities and Local Government and not being called in.
2. The satisfactory completion of a Section 106 to secure:
 - i. Provision of new footpath link to A4 and pedestrian crossing
 - ii. Future use and maintenance of rail sidings
 - iii. Travel Plan.
 - iv. Construction vehicle routing strategy.
 - v. Financial contribution of £5,000 for Travel Plan Monitoring Fee.
 - vi. Financial contribution of £80,000 to the Colne Valley Partnership for improvements to the Colne Valley Trail and rivers.
 - vii. Annual financial contribution of £28,000 to the Colne Valley Partnership for a period of five years for countryside management to enhance the landscape in the vicinity of the site.
3. Finalising Section 106 Heads of Terms and conditions with the applicant/agent and any other minor changes.

- B) Refuse the application if the completion of the above has not been satisfactorily completed by 31st October 2025 unless a longer period is agreed by the Planning Manager, in consultation with the Chair of the Planning Committee.

PART A: BACKGROUND

2.0 Planning application

- 2.1 The planning application seeks permanent planning permission for the retention of the Colnbrook Logistics Centre (CLC) which has been operating on-site for over 20 years following its initial temporary consent in 2001 and subsequent temporary permissions.

- 2.2 Subject to a positive decision and several changes proposed as part of this application, the CLC will continue to be used as a logistics, pre-fabrication, and administrative centre to specifically support the operational needs and associated construction and maintenance projects at Heathrow Airport.
- 2.3 The planning application is submitted in full and proposes the following key elements as:
- Continued and permanent use of the site for the screening of persons and the testing, screening, delivery, storage and assembly of materials and components related to the construction of Heathrow related development projects
 - Retention of existing remote goods screening centre for the secure screening of persons of goods and materials prior to their entering of Heathrow Airport and associated storage
 - Retention of existing rail sidings, gantry crane car and lorry parking, means of access, drainage infrastructure and boundary treatment
 - Demolition of two existing administration buildings followed by the construction of a single purpose-built building
 - Repurposing of the existing cement shed as a Design for Manufacture and Assembly (DfMA) facility
 - Provision of a comprehensive landscaping scheme
 - Footpath link to the A4
 - Off-site highways work to include provision of pedestrian crossing to A4 and footpath connection to site.
 - Use Class B2 - General industry and Use Class B8 - Storage and distribution
- 2.4 Following an initial assessment of the planning application, amendments and additional information were requested from the applicant by SBC Planning Officers. This included the need to provide a footpath link to the site from the A4 and further details covering other transport related matters, the design of the new building, and the noise and air-quality assessments. Revised plans and documents were subsequently submitted to the Local Planning Authority and a further round of consultation undertaken in the updated information.
- 2.5 The application description was also amended to ensure that all the current and proposed land uses, structures, operations and buildings and works are included within the scope of the application.

3.0 **Background to existing/proposed use**

- 3.1 The CLC is a longstanding temporary industrial use occupying 9.78 hectares of land on the north side of the Colnbrook By-pass and just over half a mile to the north-east of Heathrow Airport. The site is located within the Green Belt, the Strategic Gap between Slough and Greater London and the Colne Valley Regional Park.



Aerial photo showing location of site

- 3.2 Temporary planning permission for the logistics centre for a ten-year period was originally approved by the Secretary of State for Transport, Local Government and the Regions in the decision letter dated 20 November 2001 granting outline planning permission ref: P/09924/005 for Terminal 5.
- 3.3 Detailed planning permission (P/12244/000) for the Colnbrook Logistics Centre was subsequently granted in 2003 and considered the impact of development in relation to the Green Belt and its purposes. Its use was related to the construction of Heathrow Terminal 5 including the delivery, storage and assembly of materials and components and incorporating, inter alia, rail sidings, bulk powder storage facility, steel reinforcement fabrication facility, administration buildings with car and lorry parking.
- 3.4 Several conditions of this detailed permission (P/12244/006) were granted in 2007 to enable the use of the site for other Heathrow-related projects (i.e. not just Terminal 5) as well as allowing a limited number of night-time road movements from the site.

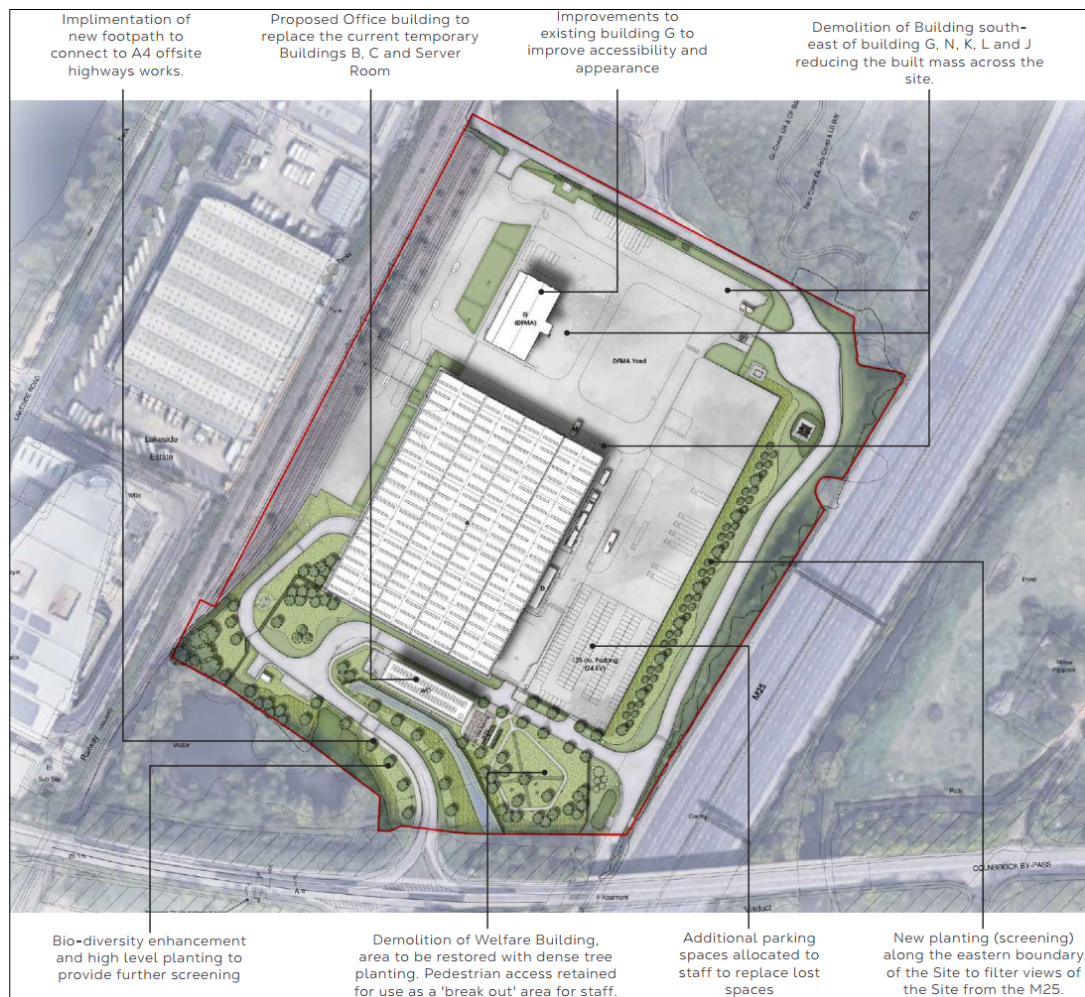
- 3.5 Temporary Planning Permission P/12244/007 was granted in 2010 extending the temporary use until 31st December 2018. More recently, in 2019 a further Temporary Planning Permission P/12244/009 extended the duration of the use up to 8th April 2024.
- 3.6 The site is let to Heathrow Airport Limited (HAL) and is primarily utilised for the delivery, storage, screening and assembly of construction materials for Heathrow-related construction and maintenance projects occurring within Heathrow's Airport Boundary, including those which are located post-security (airside). Given the nature of the site and its proximity to Heathrow, it also screens goods for alternative airport-related uses and includes a secure passenger screening area, to ensure the safe and efficient operation of the Airport.
- 3.7 The site has largely remained the same during its use comprising a number of structures and facilities including operational, storage and administrative buildings, rail sidings, gantry crane, cement shed, and car and lorry parking areas. The Remote Goods Screening Centre (RGSC) including the secure passenger screening facility is accommodated within the main operational building.
- 3.8 HAL has advised that there is a continuing need for the Colnbrook Logistics Centre at its current location, which needs to be near Heathrow Airport with good access to the strategic road network. They state that there is a distinct lack of suitable alternative sites that could accommodate HAL's operations post-2024, and that the site will form a critical function in the future construction programmes of HAL irrespective of any possible expansion of Heathrow Airport and a third runway.
- 3.9 The applicant is seeking a permanent consent now given the site's longstanding and continuous use and consider that the impact of the proposed development is therefore known and acceptable. The applicant also cites Government planning guidance which highlights that the grant of temporary planning permission is typically to enable a 'trial run' or where planning circumstances are likely to change at the end of the permitted period. The guidance goes on to note that subsequent or successive grants of temporary permission are generally only justifiable where changing circumstances provide a clear rationale for doing this. The circumstances relating to the site and use haven't, as far as the applicant is concerned materially changed and in fact the alterations proposed as part of the permanent solution sought represent an improvement in relation to the facility, its appearance and condition and impact.
- 3.10 The application has been submitted following pre-application engagement with the Local Planning Authority over the past two years which considered the principle of the development - Green Belt and Very Special Circumstances, on-site conditions and changes including the scale/design of new buildings and landscaping and off-site enhancement and mitigation (in consultation with the Colne Valley Partnership as the site also sits within the Colne Valley Regional Park).

4.0

4.1

The application proposes the continued and permanent use of the site but also seeks a number of changes/improvements to the facility and wider site as part of the submission. These include:

- the demolition of two existing temporary administration/welfare buildings and their replacement with a single purpose-built building.
- the demolition of several small temporary ancillary/storage structures.
- the repurposing of the existing cement shed as a Design for Manufacture and Assembly (DfMA) facility.
- the installation of upgraded energy efficient LED lighting and improved heating systems in all retained buildings.
- the provision of a comprehensive landscaping scheme including tree planting and ecological enhancement.
- the provision of additional and replacement car parking and cycle parking facilities.
- footpath link to the A4.
- off-site highways work to include provision of a pedestrian crossing to A4 and footpath connection to site.

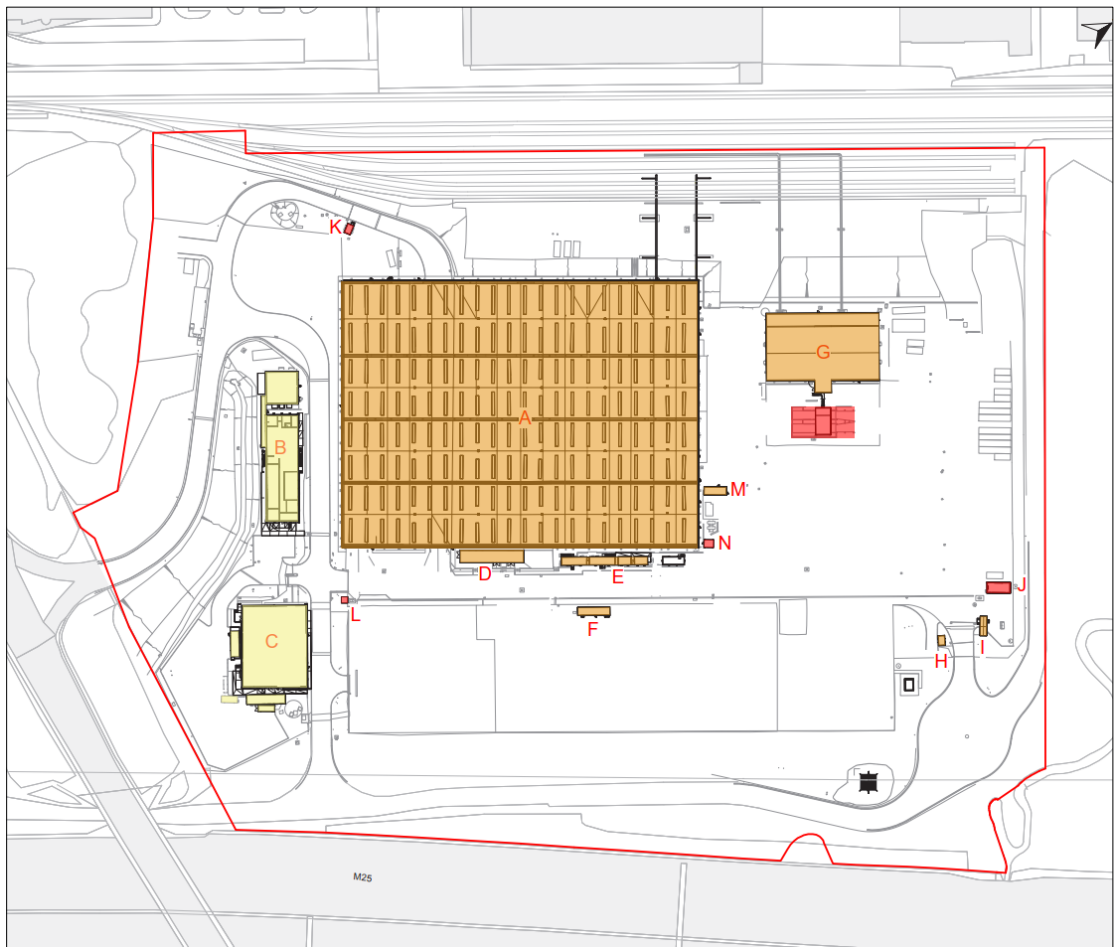


Proposed site plan

- 4.2 It should be noted that whilst not forming part of the permanent facility, due to the demolition of the existing administration/welfare buildings, temporary staff accommodation/offices will be constructed and used on-site until the new purpose-built replacement administration/welfare building is completed.

Use and scale:

- 4.3 The CLC accommodates approximately 14 buildings and ancillary structures of varying sizes with a cumulative floorspace of approximately 17,204sqm Gross External Area (GEA). The remainder of the site comprises access roads, rail sidings, car and lorry parking areas, external storage and soft landscaping.



Plan of existing site layout – Buildings in orange to be retained, in yellow to be replaced, in red to be demolished

- 4.4 The site is utilised by HAL for the delivery, storage, screening and assembly of construction materials for Heathrow Airport related construction and maintenance projects occurring within the Airport Boundary, including those which are located post-security (airside). This includes a Rapid Goods Screening Facility (RGSF), which enables 'just-in-time' delivery of critical products to Heathrow and its airlines (more than 3,000 movements per year).

- 4.5 As part of this overall function, the CLC also specifically serves as a consolidation facility, allowing materials and infrastructure to be amalgamated and assembled on site, prior to final onward travel to Heathrow Airport, thus reducing total vehicle movements and minimising impact to the local road network in the immediate vicinity of the airport.
- 4.6 Heathrow currently has 140 ongoing capital (construction) projects, in addition to ongoing maintenance works. These projects require the secure and reliable screening and storage function that the CLC provides close to the Airport. Approximately 95% of materials for the construction programme pass through the CLC for safety checks, consolidation and screening. In addition, approximately 95% of the storage on-site is used for construction-related activities and there is very little 'general storage'.
- 4.7 The site operates on a 24-hour basis with limited night-time deliveries and vehicle movements. The night-time deliveries are required to be made to the retail units at Heathrow Airport that can only accept deliveries when the terminals are closed to passengers at night
- 4.8 Current CLC operations support a core staff of 159, of which there is an approximate range of 80 to 100 shifts active per day (in a 24-hour period). 98% of the current staff are estimated to originate from local boroughs.
- 4.9 The site presently generates typically 300 – 650 two-way HGV movements per month (period between April 2022 and March 2023). In addition, there are approximately 1,000 two-way delivery trips by cars and van per month.
- 4.10 While the applicant has stated that vehicle movements will be minimised where possible, the site's continued operation will require the continuation of the previous level of HGV movements approved under the temporary permission, reference P/12244/007. This equates to a maximum of 2,750 two way and average of 2,000 two-way per month HGV movements, or a daily average of 100 two-way HGV movements. These vehicle movements are spread out over the site's hours of operation (22 hours per day and 24 hours a day specifically in respect to the RGSF) to reduce the potential associated impact on the road network.

Layout and design

- 4.11 The proposed layout of the CLC will largely reflect how it currently exists, and this remains critical to its function. The changes seek to consolidate and improve facilities on-site, and provide significant new landscaping, visual screening and ecological enhancements.
- 4.12 Vehicular access to the site will remain as existing via left in/left out slip roads on the Colnbrook Bypass (A4) in both directions. The two existing internal accesses within the site will be retained.

- 4.13 The site is currently only served by vehicular access. As part of the permanent retention of the facility however, the application proposes a new signalised pedestrian crossing over the A4 and footway connecting into the site adjacent the existing slip road and vehicular access.
- 4.14 In addition to the continuation of the use of the site as a critical logistics facility for Heathrow Airport, the proposals as previously highlighted involve a number of changes including the removal of existing buildings and structures and/or their replacement, alteration/use. The site currently accommodates approximately 14 buildings and ancillary buildings/structures with a total floorspace of approximately 17204sqm GEA. The proposed site will accommodate 10 buildings including a new permanent building, with a combined total approximate floor area measuring 17049sqm GEA. The proposed development therefore results in a net loss of approximately 155sqm built form across the site.
- 4.14 The specific nature, use and appearance of the key individual buildings and structures on-site, including those to be demolished and proposed are described briefly below.
- 4.16 - CLC main operational/warehouse building - Building A (to remain):
- Significantly the largest building at the CLC dominating the centre of the site and measuring approximately 13,597sqm GEA and 14m high (approximately equivalent to a 4/5-storey residential building). It is metal clad with access openings and a shallow ridged roofline. The power distribution building and drivers' reception facility sit along part of its eastern elevation.
 - Approximately two-thirds of the area in the building is currently used for construction purposes, with bulky goods laid down and smaller ones kept on racking. Wherever possible, items are stored inside if they require protection from the weather and this decision is made when items arrive at the CLC.
 - In line with good logistics practice, some 'contingency space' is left to accommodate new materials and provide manoeuvrability for vehicles that transfer them. This is typical of most managed large warehouses across the country. All material needs to be screened in line with tight security regulations imposed by the Civil Aviation Authority (CAA) and Department for Transport (DfT). The corresponding screening area needs to be the size it is to allow large vehicles to pass through it.
 - The Remote Goods Screening Facility (RGSF) is located within the building and performs the following key functions:
 - The RGSF screens materials for alternative airport related uses, to ensure the safe and efficient operation of the Airport. All goods screened at the RGSC go to Heathrow Airport. All items go through screening machines before they are consolidated and loaded on to lorries and secured so that no one can tamper with them before they go airside.
 - It includes a secure passenger screening area, where security sensitive detainees and their baggage/goods are screened before they are taken airside onto the aircraft. Between 400-450 passengers are screened each month.

- The screening process for secure passengers and their goods is similar to construction goods, which is why these are rationalised at the site. Given that both the screening of goods and passengers requires vehicles to escort them airside, this facility must be located close to the Airport and with limited opportunities for escort vehicles to lose sight of the vehicles carrying secure passengers.
- The building and its uses will remain and be used as existing.

4.17 - Rail Sidings and Gantry Crane (to remain):

- Forming the western boundary of the site, these were first developed as part of the Terminal 5 construction strategy to deliver as much construction material by rail as possible. These were again brought into use with the development of Terminal 2 and will again be a critical component of Heathrow Airport Limited's construction strategy for the future expansion.
- Although this infrastructure is not in use, the applicant advises that it serves an important function for major construction activity both in terms of the site preparation works and when the construction activities are underway at the Airport.
- This facility will remain as existing and safeguarded for possible future use.

4.18 - Cement building – Building G (to partly remain):

- Single-storey metal clad modular building (equivalent to two residential storeys) measuring approximately 1114sqm GEA just to the north of the main CLC building with adjoining ancillary structure (height equivalent to 3/4 residential storeys). Currently used for storage but previously had a substantial use in respect to construction activities.
- To be repurposed to house a Design for Manufacture and Assembly (DfMA) facility, to allow for the construction of items off-site from Heathrow within a secure environment, which will then be transported to the airport for installation.
- Building footprint will remain as existing and roof lights and loading bay doors for access requirements to be installed.
- The adjoining higher ancillary building will be demolished as it is surplus to the requirements.

4.19 - Integrated Test Facility (ITF) and Administration Building – Building B (to be demolished):

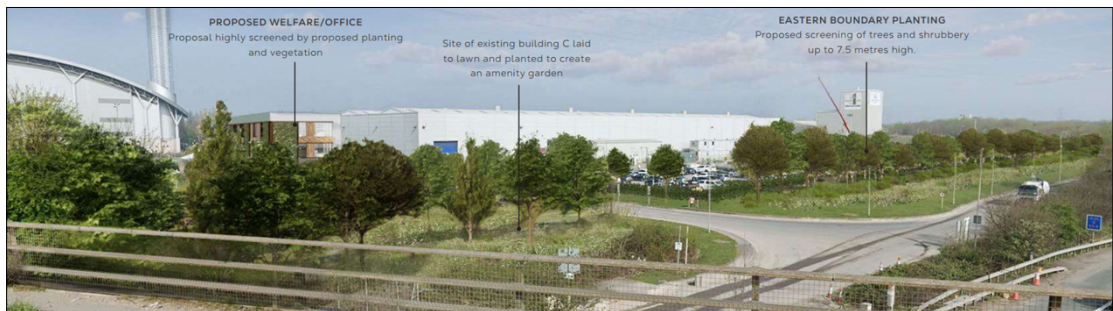
- Two-storey metal clad modular building sitting on western side of main CLC building, measuring approximately 1179sqm GEA.
- Provides office space, conference rooms and a data server (which acts as the back-up server for Heathrow), along with the associated requisite storage and welfare facilities including toilets, showers, and a kitchen.
- To be demolished along with the Welfare Building described below and replaced with a three-storey purpose-built building in similar position.

4.20 - Welfare Building – Building C (to be demolished):

- Single storey portacabin building to east of ITF measuring approximately 765sqm GEA with five small ancillary buildings together measuring approximately 121sqm GEA.
- Accommodates staff facilities including canteen, toilets, lockers and storage space.
- To be demolished along with ITF and Administrative buildings described above and replaced with a three-storey purpose-built building with existing site landscaped.



Photograph of existing site from Colnbrook By-Pass



Photographic visual of proposed site from Colnbrook By-Pass

- 4.21 - Proposed new/replacement building:
- New permanent purpose-built building to replace the IFT, Administration and Welfare buildings.
 - Building will be three-storeys (commercial storeys) in height, measuring approximately 1968sqm GEA and be situated within the current footprint of the ITF and Administration Buildings.
 - While a storey higher than the existing building it replaces, it will remain below the height of the main CLC operational building (Building A).
 - Building will accommodate:
 - An upgraded data centre/server.
 - A build room/large equipment testing room.
 - An Integrated Test Facility storeroom.
 - Office replacement space.
 - A new canteen.
 - Lockers, changing/shower facilities.
 - Toilets.
 - Meeting/conference rooms

- The proposed elevations will comprise aluminium windows and a light grey industrial cladding to reflect with the existing buildings and structures on the site, with a grey brick single-storey base. The outward facing western and eastern elevations will incorporate green walls and feature cladding to soften the appearance of the building and complement the greener surrounding area.
- The building will deliver carbon and energy reductions through the inclusion of energy efficient measures and low and zero carbon technologies such as solar photovoltaic panels and air source heat pumps.
- It will achieve a BREEAM rating of 'Excellent'.



Photograph of existing site from main access road off Colnbrook By-Pass

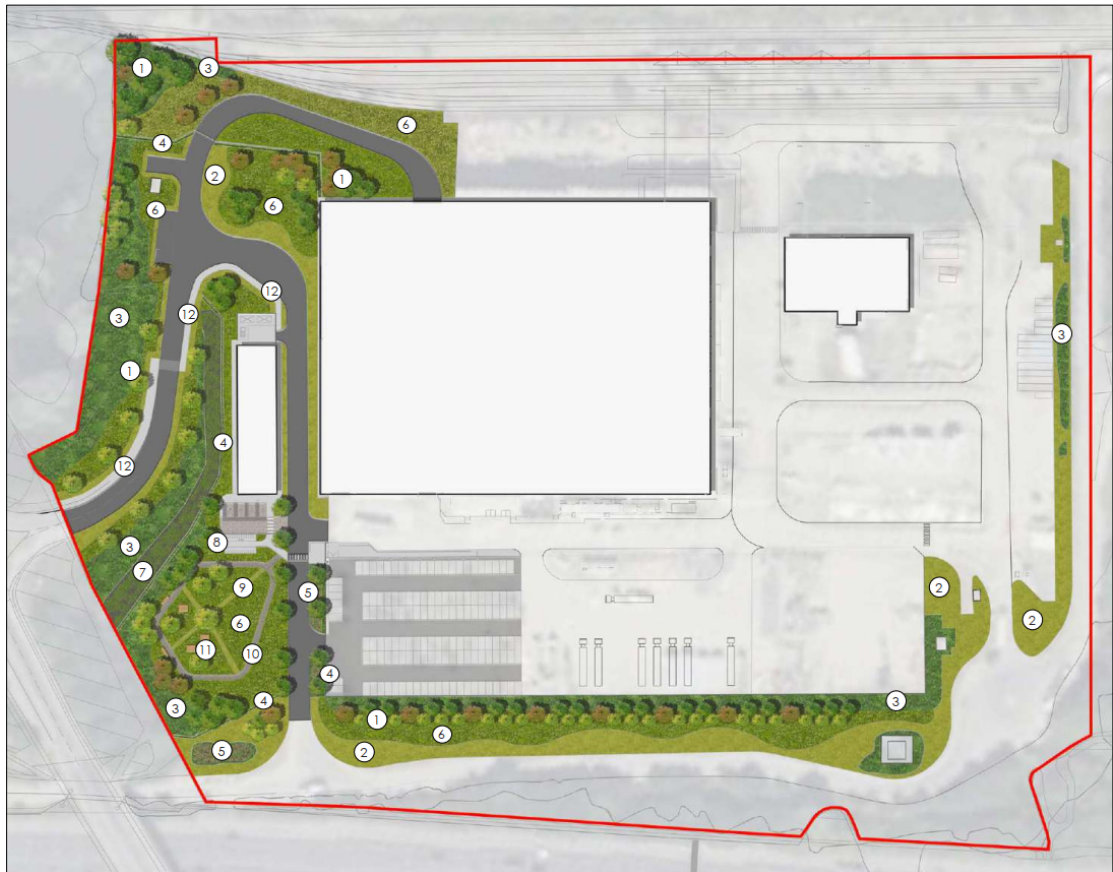


Photographic visual of proposed site from main access road off Colnbrook By-Pass

Landscaping and ecology

- 4.22 The other key change associated with the proposals relate to the provision of new and additional landscaping to improve and soften the appearance of the site, screen it from key views and deliver local ecological benefits.
- 4.23 Enhanced landscaping is proposed along the southern and eastern perimeter of the site, separating the site and the A4 and M25 and native shrubs and trees will be planted to reinforce these existing site boundaries. A mixture of extra heavy standard trees is proposed (up to 7.5m in height) and smaller multi-stem trees circa 3-4m tall in front of the native shrub planting ensuring that they do not conflict with the overhead cables. The proposed planting will be of a sufficient scale and density to screen the car park, yard areas and retained buildings (excluding the main operational building) from view.

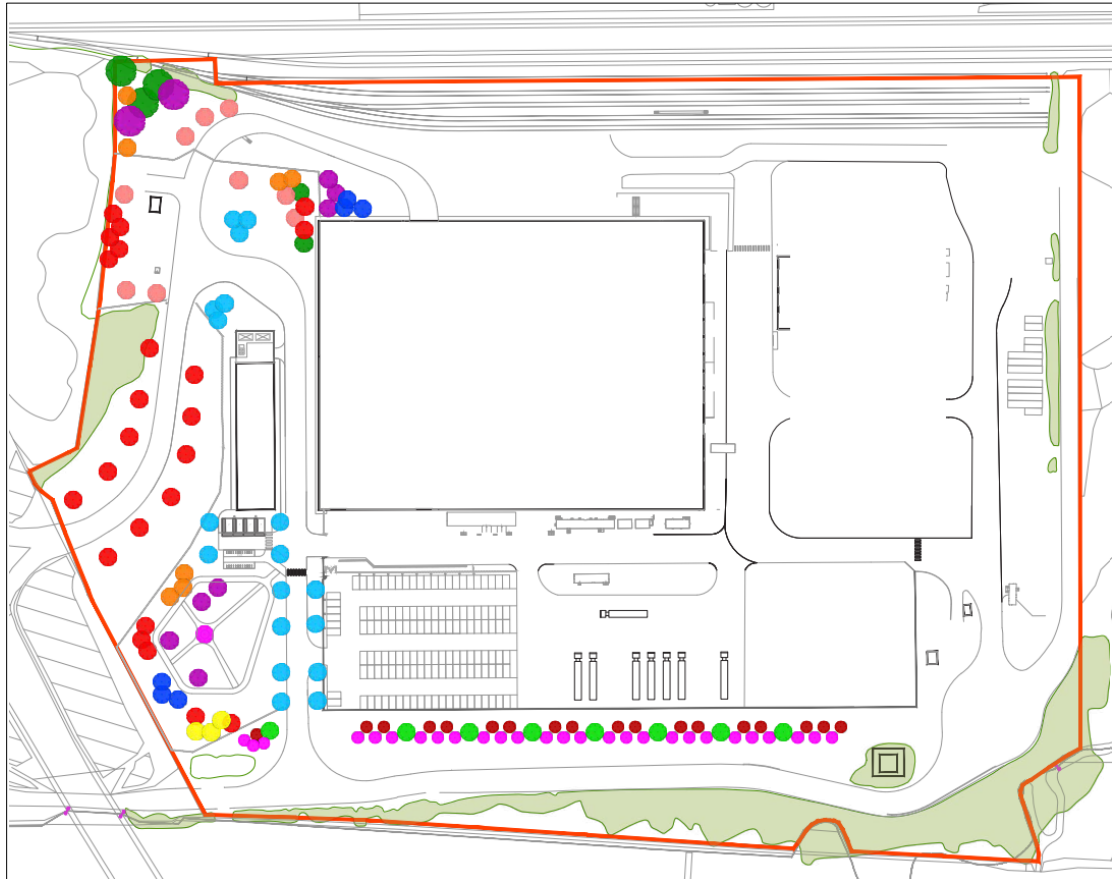
- 4.24 The wide grass verge along the eastern and northern boundaries are proposed to be seeded with a multi-purpose wildflower to improve biodiversity and a management regime put in place to improve its wildlife value
- 4.25 On each side of the main access road, proposed native trees are proposed within wildflower meadows in front of native planting to create a visually attractive, layered landscape. The native structure planting will include evergreen species and plants which have high wildlife value and will be allowed to grow up to 4 metres high and managed to improve biodiversity.



Proposed indicative landscaping plan

- 4.26 Substantial landscaping is proposed in the area currently occupied by the two administrative buildings, and ancillary structures to be demolished to enhance the setting and amenity of the site and create a 'break out' space for staff. This will be formed by informal paths, benches and tables, and areas of wildflowers.
- 4.27 The area just south of the main operational building on-site and enclosed by the access roads, and other underutilised areas of the site, will be planted with wildflowers and where possible trees to improve visual amenity and biodiversity.
- 4.28 The proposed new building will also, as highlighted previously, utilise green walls on its south and east facing elevations to enhance the appearance and ecological interest of the site.

- 4.29 The application indicates that the changes associated with the proposed comprehensive landscaping scheme will achieve a net gain in biodiversity significantly more than the 10% required by recent Government legislation. The proposals will enhance a range of biodiversity habitat through the provision of neutral grassland planting and native shrub planting proposed across the site, as well as the enhancement of the area towards the southern extent of the site closest to the strategic road network, and the native hedgerow planting.



Proposed tree planting strategy – new trees in coloured dots. Existing trees/hedges/shrubs in green to be retained/managed

Parking

- 4.30 The site currently accommodates approximately 133 car parking spaces, with 4 disabled bays and 8 EV chargers and as per the previous application for temporary consent P/12244/009.
- 4.31 As proposed, the site will provide approximately 139 car parking spaces including 4 disabled spaces and incorporate more EV infrastructure to provide 20% of spaces with EV chargers.
- 4.32 Approximately 48 secure, covered and lit cycle parking spaces will be provided to serve the permanent use.
- 4.33 The HGV parking, turning and servicing areas will remain largely unchanged.

Lighting

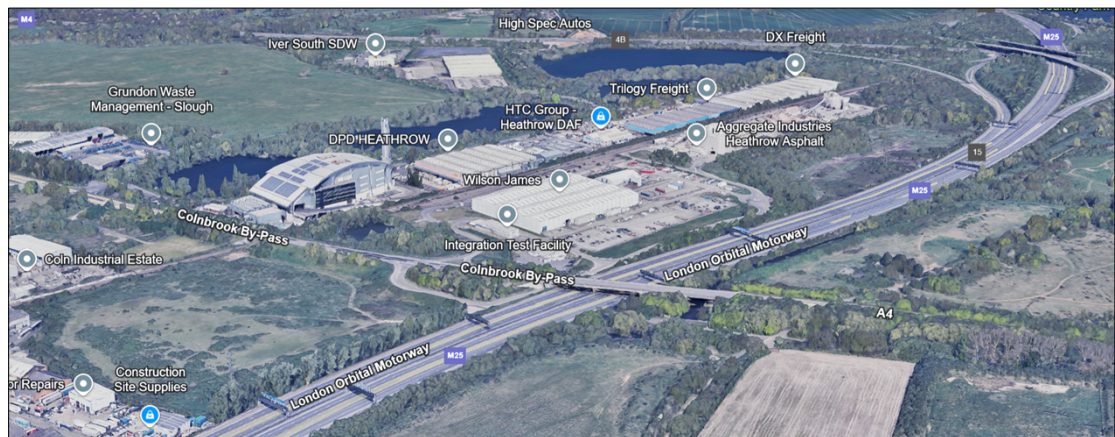
- 4.34 The proposed lighting for the site has been considered having regard to its setting and immediate environment and use. The existing lighting will be maintained across most of the site with revised and new lighting arrangements proposed in relation to the new replacement building, car park and footpath.
- 4.35 Illumination along the site's boundaries will be restricted and designed to minimise light spill, impact on natural habitats and optimise energy efficiency whilst complying with the operational and security needs of the site.

Drainage

- 4.36 Drainage arrangements will essentially remain as existing on-site. The Flood Risk Assessment submitted with the application confirms that the existing on-site infrastructure is sufficient to meet the needs of the development longer-term, but that there is an opportunity for betterment.
- 4.37 In removing the existing temporary buildings and the associated hardstanding, a number of previously impermeable areas will be made permeable with extensive new landscaping. Surface water run-off rates can be restricted to a level equivalent to a greenfield site using a flow control chamber with attenuation in the form of a modular crate system, pipes and manholes.

5.0 Application site

- 5.1 The site operates as a key construction/maintenance logistics facility for Heathrow Airport which is located just over half a mile to the south-west and has done so for over 20 years on a temporary basis. It occupies approximately 9.78 hectares of land comprising a range of industrial buildings and structures, access roads, rail sidings, car and lorry parking and external storage areas, grassland, mixed scrub and boundary woodland.



Aerial photograph of existing site and surrounding area looking north

- 5.2 The West Drayton-Poyle branch railway forms the sites western boundary, with the Lakeside Industrial Estate located on the other side accommodating a range of industrial and storage related uses including the Grundon Waste from Energy facility. Further significant industrial areas lie to the south in Poyle, across the A4 Colnbrook By-pass which sits across the southern end of the site. The M25 motorway runs parallel to the east of the site, with open land beyond extending to Heathrow Airport. An asphalt industrial use and woodland lie immediately to the north with the M25/M4 motorway junction beyond.
- 5.3 Whilst the site and its surrounding area is largely industrial and agricultural in nature, there are residential properties over 500m to the south in Poyle, neighbouring the industrial estates and stretching to Colnbrook.



Aerial photograph of existing site and surrounding area looking south

- 5.4 Due to the flat topography of the site and surrounding area, views are limited to the immediate vicinity. Given however the semi-urban nature of the surrounding area, views of the site for the most part are obstructed by intervening built forms. Where the site is visible, it is seen in the context of existing development, including the M4 and M25 motorways, Heathrow Airport and the large-scale commercial buildings adjacent on Lakeside Road.
- 5.5 The site is located within the Green Belt and the Strategic Gap between Slough and Greater London as defined by planning policy, and within the Colne Valley Regional Park. Whilst the Site is located within the Colne Valley Regional Park, there are no Public Rights of Way across the site; and due to the severance created by the adjoining major transport routes and industrial and commercial development, the site is not connected to it physically.
- 5.6 There are no designated heritage assets located within the site nor are there any within its immediate vicinity. Approximately 1km to the south-east of the Site, beyond the M25, there is a collection of listed buildings at Harmondsworth. Approximately 1km to the south-west of the site is Colnbrook Conservation Area. The site is separated from the Conservation Area by the A4 Colnbrook Bypass and Lakeside Energy from Waste Plant with the Lakeside Industrial Estate.

- 5.7 The site falls within Flood Zone 1 (low probability of flooding – land assessed as having a less than 1 in 1,000 annual probability of flooding from rivers and sea), as highlighted in the Environment Agency Flood Maps.
- 5.8 The site is adjacent to an Air Quality Management Area (AQMA) in the neighbouring borough of Hillingdon and a newly created AQMA at Brands Hill within the Borough of Slough.
- 5.9 In respect to ecological interest, the habitats present on site are widespread and of local geographical value. As highlighted by the Ecological Impact Assessment (EclA) accompanying the application, bird nesting and limited reptile habitats are present on-site and whilst no evidence of either species was recorded, there is the potential for badgers and hedgehogs to utilise the on-site habitats. A preliminary habitat assessment identified that no buildings or trees on-site supported any potential roost features that could be utilised by bats. The site however, was identified to provide suitable foraging and commuting habitats for bats around the edges where there is mixed scrub and deciduous woodland, and good connectivity to the wider landscape.
- 5.10 There is one internationally designated statutory site within 6km of the site – the South West London Waterbodies Special Protection Area (SPA), two nationally designated sites, the Wrysbury Reservoir Site of Special Scientific Interest (SSSI) and Staines Moore SSSI and one regionally designated site, the Arthur Jacob Local Nature Reserve (LNR). The Site also falls within several Site of Special Scientific Interest Impact Risk Zones but the Proposed Development does not meet the criteria for consultation with Natural England.

6.0 **Site History**

- 6.1 The most relevant planning history for the site is presented below (most recent first):

P/12244/014	Request for an Environmental Impact Assessment Screening Opinion
	Under consideration
P/12244/010	Submission of details pursuant to condition 12 (Air Quality Mitigation) of planning permission P/12244/009 dated 09/04/2019
	Condition discharged with informatives - 21 Aug 2019
P/20367/000	Temporary logistics centre for the testing, screening, delivery, storage and assembly of materials and components related to the construction of Heathrow related development projects, incorporating administration buildings, rail sidings, gantry crane, cement building, and car and lorry parking. The provision of a temporary remote goods screening centre for goods entering Heathrow airport and secure screening of passengers prior to their entering of Heathrow Airport with associated storage. Means of

access, drainage infrastructure, boundary treatments, landscaping and other ancillary works. (Change in Application Description – Revised Plans and Documents Received 15/01/2019)

Approved with conditions, informatives - 9 April 2019

P/12244/007 Application to vary condition 01 of planning permission reference P/12244/000 dated 21st October 2003 (as amended) for the retention of a temporary logistics centre for the delivery storage and assembly of materials and components related to the construction of Heathrow related construction projects, incorporating inter alia rail sidings, bulk powder storage facility, steel reinforcement fabrication facility, administration buildings, and car and lorry parking, for a further temporary period up to 31st December 2018

Approved with conditions, informatives - 25 March 2010

P/12244/006 Variation of conditions 7, 8, and 18 of Permission P/12244 to allow use of Colnbrook Logistics Centre for Heathrow related construction projects (within the timescale of the existing consent and to enable a limited number of night-time road movements from the site

Approved with conditions, informatives - 16 January 2007

P/12244/000 Temporary logistics centre for the delivery, storage and assembly of materials and components related to the construction of T5, incorporating inter alia rail sidings, bulk powder storage facility, steel, reinforcement fabrication facility, administration buildings, and car and lorry parking

Approved with conditions, informatives - 21 October 2003

P/09924/005 Temporary Period for a Construction Logistics Facility (County Matter)

Approved with conditions - 20 November 2001

Neighbouring site history – Aggregate Depot, Colnbrook By-pass, Slough, SL3 0EB:

P/11133/010 Erection of asphalt plant, reconfiguration of storage bays (5 covered), office block, workshop and associated parking

Approved with conditions, informatives - 16 November 2007

The application was referred to the Government Office for the South East (as was) for consideration, who declined to call the application in stating:

“The Secretary of State has concluded that there is not sufficient conflict in this case with national policies on the above matters, or other sufficient reason, to warrant calling the application in for her own determination. The Secretary of State is of the view that the applicant appears to have taken PPG2 into account and have accepted that the proposed development is inappropriate development in the Green Belt. The Local Planning Authority has accepted that there are very special circumstances, which outweigh the harm caused by the development. The Secretary of State is satisfied that issues raised are not related to matters of more than local importance, she has therefore decided that the decision as to whether to grant planning permission in this case will remain with Slough Borough Council”

P/11133/013 Application for a new planning permission to replace an existing planning permission, P/11133/010 dated 16 November 2007 for the erection of an asphalt plant, reconfiguration of storage bays (5 covered), office block, workshop and associated parking

Approved with conditions, informatives - 18 January 2011

This permission simply extended the time limit for implementing planning permission ref: P/11133/010.

7.0 Neighbour Notification

7.1 In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended), 5 site notices were displayed around the site on 30/04/2024 advertising the application as a major application and a Departure to the Development Plan. The application was also advertised as a major application and a Departure to the Development Plan in the 03/05/2024 edition of The Slough Express.

7.2 Following the receipt of amended plans and additional information as requested by SBC Planning Officers, 5 further site notices were displayed around the site on 26/03/2025 and another press notice issued in The Slough Express on 21/03/2025 notifying the public of the amended application.

7.3 No representations have been received following public consultation.

8.0 Consultation

8.1 **SBC Transport/Highways:**

- Introduction

A consultation response from the Local Highways Authority is provided below for planning application No. P/12244/012.

A TA produced by STANTEC has been submitted in support of the planning application.

The TA outlines that planning permission is sought for: 'The continued/permanent use of testing, screening, delivery, storage and assembly of materials and components related to the construction of Heathrow related development projects. This includes the retention of existing remote goods screening centre for the secure screening of goods and materials; prior to entering Heathrow Airport and storage'.

- Vehicle Access

The LHA have no objection to the planning application due to continued use of the existing vehicle access junction to the site. The existing site has a left in/left out vehicle access with lane taper/merges for deceleration and acceleration. The A4 Colnbrook Bypass is subject to a 50mph speed limit in this location. The access deceleration taper would be amended to accommodate a toucan crossing; and swept paths have been provided which demonstrate a 16.5m articulated lorry can enter the site at 30km/hour (Drawing No. 333100454/STN/HGN/XX/DR/TX/5509-Rev-P01, dated 25.03.25, titled 'Colnbrook By-Pass Pedestrian Visibility and Swept Path Analysis').

The site access benefits from suitable visibility. On this section of A4, the collision record is 0 collisions causing injury recorded in the last 5-year period for which data is available. The nearest collisions were 450m west (Lakeside Rd) and 650m east (Stanwell Moor Road) and cannot be attributed to the site.

The site access also serves the 'Aggregate Industries' site to the north. The planning application does not propose the change or removal of vehicle access for the Aggregate Industries site. It is understood vehicle access to Aggregate industries will continue unchanged.

The NPPF states in Paragraphs 115 and 117 that applications for development should provide 'Safe and suitable access' and 'minimise the scope for conflicts between pedestrians, cyclists and vehicles'.

- Toucan Crossing Access for Pedestrians and Cyclists.

SEGRO have agreed to provide a Toucan Crossing on the A4 and a new pavement within the site to ensure safe access for pedestrians, cyclists and public transport users. The drawing is titled 'Colnbrook By-pass Existing

Layout and Proposed Layout', dated 25.03.25, Drawing No. 333100454/STN/HGN/XX/DR/TX/5508).

The crossing and pavement would be delivered by SEGRO. It has been demonstrated that suitable visibility can be provided in each direction from the crossing in accordance with the 50mph speed limit. The crossing would be delivered solely using public highway controlled by Slough BC and land within SEGRO ownership.

The LHA require a Stage 1 Road Safety Audit to be completed as an obligation of the Section 106 agreement. This obligation is agreed with SEGRO. The RSA should be completed by an independent road safety auditor on Slough's approved list. The Stage 1 RSA will obtain an independent view of any possible safety problems and need for amendments, signage, overhead signal heads or localised speed limit reduction.

The Toucan Crossing was requested by officers on the basis that the NPPF states in Paragraphs 115 and 117 that applications for development should provide: 'Safe and suitable access for all users' 'ensure that sustainable transport modes are prioritised, taking account of the vision for the site' and 'give priority first to pedestrian and cycle movements...facilitating access to high quality public transport'.

- Travel Plan

The LHA accept the Staff Travel Plan (STP) submitted in support of the application. A condition should be agreed requiring the site to operate in accordance with the Staff Travel Plan.

50 staff (25%) per day could arrive by public transport, walking and cycling using the applicant's target, that 25% of the 200 staff arrive using these modes. This demonstrates the need for the toucan crossing on the A4 Colnbrook Bypass.

The Travel Plan sets the following targets for staff travel to the CLC:

- 65% to travel by Single Vehicle Occupancy Car Journey;
- 13% to travel by Public Transport to/from the site;
- 12% to travel by walking/cycling to/from the site;
- 8% to travel by car sharing.

The STP outlines a Travel Plan Coordinator will be appointed who will liaise with the 200 staff on site to promote a cycle to work scheme, Heathrow Car Sharing scheme, provide basic cycle maintenance equipment, provide travel awareness days and coordinate travel surveys of staff travel mode.

- Access by Sustainable Travel Modes

The LHA considers if feasible for staff living in Slough to travel to site by bus. The combination of the No. 7 and A4 Bus services means there are 7 buses per hour to and from Slough Town Centre, Langley and Heathrow.

- Bus stops are 620 metres (8 minutes' walk) from the site at Lakeside Road on the A4 Colnbrook Bypass.
- The No. A4 offers 4 buses per hour to/from Langley, Slough Town Centre, Slough Trading Estate, Cippenham and Heathrow Central Bus Station.
- The No. 7 provides 3 buses per hour to/from Britwell, Farnham Road, Slough Town Centre, Langley High Street and Heathrow Terminal 5.

- Existing Trip Generation and Temporary Use

A TA was produced by WA Fairhurst and Partners for temporary use (Dated 2009, Planning Ref: P/12244/007). That TA forecast approximately 2,000 two-way delivery movements, which equals an average of 91 two-way HGV movements per day (based on an average of 22 working days per month). Condition 8 of permission no. P/12244/007 set a cap of average 2,000 HGV movements per month and no more than 2,750 lorry movements during any one calendar month.

- Trip Generation of Permanent Use

The LHA have no objection due to vehicle trips generated by permanent operation of the logistics centre. The TA forecasts 382 two-way vehicle trips per day which will be generated by the proposed logistics centre.

The TA forecasts 100 two-way HGV trips which would equal 2,200 monthly two-way HGV Trips (22 working days).

The 2200 HGV movements per month would equal a 10% increase in HGV numbers compared to the cap of 2,000 HGV movements per via Condition 8 of permission no. P/12244/007.

The full trip forecast from the TA is shown below. The forecast assumes a 50% increase in staff/visitor trips in anticipation of future growth. This is based on information from Heathrow.

Table 4.1: Daily average two-way vehicle trips

Type	Daily Average Flow Two-way Trips
HGV	100
Car / Van	138
Staff / Visitor	144
Overall	382

The TA forecasts that this will equal 17 two-way vehicle trips per hour given that the CLC operates a total of 22 hours per day.

Table 4.2: Traffic Impact

Link	DFT AADT Flows		Development Flows		CLC Impact %	
	Total	HGV	Total	HGV	Total	HGV
A4 Colnbrook Bypass East	18,044	1,212	113	40	1%	3%
A4 Colnbrook Bypass West	16,786	2,131	169	60	1%	3%

Source: DFT and Consultants calculations

The LHA do not expect a noticeable impact on the Colnbrook Bypass given the forecast number of vehicles will equal a 1% increase to the total no. of vehicles and a 3% increase to the total number of HGVs using the western and eastern halves of the bypass.

The NPPF Para 115 states that '*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*'.

The LHA requires the submission of a routing plan, monitoring strategy and provision of ANPR cameras to monitor direction of HGV traffic travelling to/from the site.

- Car Parking

The LHA are satisfied with the proposed number of car parking spaces. Approximately 133 car parking spaces are proposed on site with 4 disabled bays and 8 EV Chargers. The documents submitted estimate that there could be up to 200 staff employed at the site.

Slough Parking Standards for B2 and B8 Use				
Land Use (17,048sq.m)	Lorries per Sq.m	Cars per Sq.m	Car Spaces Required	Lorry Spaces Required
B2 Car Parking Land Use	Min. 1 to 500m ² .	1 to 50m ²	340	34
B8 Car Parking Land Use	Min. 1 to 500m ² upto 2000m ² then 1 to 1000m ²	1 to 200m ²	85	19

Source: Slough Developers Guide – Part 3: Highways and Transport (2008).

The site provides 17,048sq.m of B2/B8 Land Use (according to the application forms). The Slough Parking standards would require 85 spaces for B8 Land Use or 340 parking spaces if the standard for B2 Land Use is applied to the development. The 133 car parking spaces provided therefore strike a balance between the number required for B2 use and the number required for B8 use.

- Blue Badge

The existing 4 disabled bays will be retained which equals 3% of the 133 car parking spaces provided on site.

Inclusive Mobility (2021) recommends 5% of parking spaces at newly built employment premises are designed to an accessible standard with a 1200mm access strip. DfT data released in March 2023 showed that 4.6% of the UK population (2.57 million people) hold a valid blue badge.

- Electric Vehicle Parking

The TA states that 20% of car parking spaces will be fitted with EV Chargers. This is considered acceptable and in accordance with the requirements of the Slough Low Emissions Strategy.

The Slough Low Emissions Strategy (2018 – 2025) requires the provision of EV Charging Points for new dwellings with allocated parking. The National Planning Policy Framework Paragraph 112 requires applications for development to: 'Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible, and convenient locations'.

This meets the requirements of the Slough Low Emissions Strategy (2018 – 2025) which requires the provision of one EV Charging Point per dwelling for new dwellings with allocated parking. The National Planning Policy Framework Paragraph 112 requires applications for development to: 'Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible, and convenient locations'. An appropriately worded planning condition should require the applicant to submit details of charger specification and power supply and complete installation prior to the occupation of the development.

- Cycle Parking

The LHA have no objection to the cycle parking provision for the proposed facility. Approximately 46 cycle parking spaces are proposed which are

proposed using stands in an external shelter. Details of the store shall be secured via an appropriate condition.

The cycle spaces exceeds the SBC Parking Standards which require a minimum of 34 cycle parking spaces, with a requirement of 1 cycle parking space per 500sq.m for B2 and B8 Industrial Land Uses.

- Deliveries, Servicing and Refuse Collection

The LHA have no objection to the proposed delivery and servicing arrangements for the application site.

It is recommended that a Delivery and Servicing Plan (DSP) is secured by a suitably worded planning condition which includes a routing plan for HGVs associated with the operation of the site. The DSP is also required to include installation of ANPR cameras which monitor the direction of HGVs arriving/departing the site.

- Construction Impact

If planning permission is granted, then the Local Highways Authority require the applicant provide a Construction Management Plan (CMP) which details control measures for construction and construction routes for traffic. The CMP can be secured by planning condition.

- Summary and Conclusions

The LHA confirm there would be no objection to the proposed development on highways and transport grounds. This position is subject to SEGRO completing a Stage 1 RSA (secured through Section 106) and entering into a Section 278 agreement for the delivery of the Toucan Crossing.

The LHA recommend the agreement of conditions related to vehicle access, car parking, cycle parking, electric vehicle charging, HGV routing and construction management.

8.2 SBC Environmental Services:

- **Air quality**

Assessment scope - an Air Quality Assessment (AQA) has been prepared by Stantec in support of this application.

The assessment considers two main aspects, presented in Section 1.2 – the suitability of the site for the proposed end users, and the operational impact on air quality and receptors in terms of NO₂, PM₁₀ and PM_{2.5} concentrations.

Heating systems have not been included in the assessment, with the report stating, “it is recommended that an assessment is undertaken at the detailed design stage of the development should a centralised combustion-based heating plant be proposed”. It is expected that any heating system that comes forward will comply with Table 7 of the Low Emission Strategy as a minimum, which will be required via condition.

The applicant has provided a summary of emissions associated with railway lines, making reference to SBCs own monitoring in proximity to railway lines, and explained that Defra have not identified the railway line to the west as having a high proportion of diesel trains. This suggests that emissions from the railway line are not expected to impact the proposed development.

The applicant has also outlined how the line is not currently used operationally due to capacity limits, and that although there is an agreement between HAL and Aggregate Industries for HAL to use the railway line in future, only the existing rail capacity will be utilised, therefore indicating that an increase in rail movements will not occur. This therefore led to the scoping out of rail emissions. This response is accepted.

The impact of the construction phase has not been considered in the assessment, stating that a Construction Environmental Management Plan (CEMP), including a dust assessment, will be conditioned. To justify the omission of a construction traffic assessment, predicted construction vehicle movements (HGVs and staff vehicles) should be provided to demonstrate that thresholds within EPUK / IAQM guidance are not exceeded.

The applicant’s response explains that vehicle movements associated with access, demolition and construction will vary throughout the construction programme, with short peaks of HGV movements, which reduce when averaged over a full year. It has still not been clarified however how many vehicles are expected during these peak periods. The applicant has confirmed that a CEMP will be implemented, which considers HGV and other construction traffic movements, including details of routing and times of day of movements. As the construction vehicle volumes have not been confirmed, the CEMP will need to include measures which protect air quality in Slough. As such, the CEMP will also need to include the following:

- No construction vehicles shall access the site via Brands Hill or Colnbrook, to avoid travelling through Slough’s AQMA 2.
- All construction vehicles shall meet Euro 6/VI emission standards.
- All NRMM shall meet Stage IIIB, in line with Table 10 of the Slough Low Emission Strategy.
- The CEMP shall outline details of dust and noise control during the construction programme and will reference dust control measures presented in IAQM “guidance on the assessment of dust from demolition and construction”, January 2024.

Guidance and methodology - Section 2 of the AQA presents the legislation, policy and guidance considered in the assessment. All information presented is appropriate and is accepted.

Section 3 of the AQA presents the methodology followed in the assessment. The assessment considers the impact of the proposed development using a baseline year of 2022, modelling the existing baseline and a 'do something' scenario. The report explains that 2022 has been used to reduce uncertainties associated with future year vehicle emissions and background pollutant concentrations. This along with the uncertainties and assumptions outlined in Section 3.4 and air quality impact significance criteria outlined in Section 3.5 are accepted.

Baseline environment - the baseline environment is outlined in Section 4 of the AQA, including a description of the study area, sensitive receptor locations (both existing and proposed) and ambient air quality. The choice of receptors has been clearly explained and focuses on junctions where traffic impacts are expected to be the greatest, with a supporting map shown in Appendix F.

Predicted impacts - in relation to site suitability, presented in Section 5.1, concentrations of pollutants have been modelled at the three selected proposed receptors to determine whether they will be impacted by exposure to existing air quality. Table 5-1 indicates that NO₂, PM₁₀ and PM_{2.5} concentrations are all below their respective objective levels and are therefore considered acceptable. The applicant has explained that the complete development modelling has been based on 2022 emission factors and background concentrations, which includes the baseline scenario and the full permanent application development flows. The resultant concentrations at receptors PR1 to PR3 are below the relevant AQOs, therefore demonstrating that detrimental impacts are not expected at these receptors. This response is accepted.

The operational phase road traffic emission impact assessment, presented in Section 5.2, considers the impacts at six existing worst-case receptors. The applicant has confirmed that 60 HDVs travel west along the Colnbrook Bypass and 40 HDVs travel east along the Colnbrook Bypass, and this is the arrangement that has been assessed in the air quality assessment.

Results from the modelling of pollutant concentrations without and with the development are presented in Tables 5-2 to 5-4 for NO₂, PM₁₀ and PM_{2.5}, with each showing the change in emissions at 0%, which is considered negligible. As such, no mitigation is proposed (although it is noted in the

transport assessment that electric vehicle charging infrastructure will be provided to support the uptake of EVs).

Receptor R3 appears to be located closest to Slough Borough Council's continuous monitor in Brands Hill (SLH 11), within approximately 40m. Within Table 5-2, the predicted concentration in 2022 without the development was $21.9\mu\text{g}/\text{m}^3$. The grid reference indicates that this point is approximately 6.5m from the roadside. Monitored data for SLH 11 indicates the annual average for 2022 was $36.8\mu\text{g}/\text{m}^3$, which when distance corrected to the nearest receptor (8.4m from the monitor), was $32.2\mu\text{g}/\text{m}^3$. This is still over $10\mu\text{g}/\text{m}^3$ more than the model has predicted, despite this receptor being further from the road than R3. It is understood that the model has limitations, however this discrepancy does not give the council confidence in the results and there is potential that the impact may be greater than presented.

The applicant has provided a short review of the monitoring data at SLH 11 and the activity occurring nearby the monitoring station, to explain the elevated levels recorded in 2022. The applicant stated that construction works resulted in "putting traffic closer to the monitor location which had resulted in the higher concentrations being recorded in 2021 and 2022", however the westbound traffic that is nearest the monitoring station had not moved during this period. It is correct however that significant construction works were ongoing during this time, and it is possible that traffic congestion due to the reduction in vehicle lanes had contributed towards an increase in concentrations during 2021 and 2022.

To compare, receptor R2 most closely aligns with SBCs monitoring location SLO 32. The modelled concentration at R2 in 2022 was $25.2\mu\text{g}/\text{m}^3$, whereas the monitored data at SLO 32 was $22.2\mu\text{g}/\text{m}^3$. Likewise, receptor R1 which most closely corresponds with SLO 28 had a modelled result of $28.1\mu\text{g}/\text{m}^3$, and a monitored result of $28.8\mu\text{g}/\text{m}^3$. This therefore suggests that the $>10\mu\text{g}/\text{m}^3$ discrepancy only exists at the SLH 11 site, likely as a result of isolated local influences. As such, this response is accepted.

The model verification process is presented in Appendix D, which compares the modelled concentrations to the monitored concentrations at four diffusion tube sites in the study area. It is stated in Table D-1 that SLH 11 and the accompanying triplicate diffusion tubes were not considered for verification due to the presence of a bus stop. It is understood that the temporary bus stop at this location was introduced in 2023, therefore this site remains suitable for verification. The sites chosen for model verification were SLO 10, SLO 28, SLO 23 and SLO 39. The Root Mean Square Error (RMSE) was calculated at $3.4\mu\text{g}/\text{m}^3$, which falls within the acceptable range defined by Defra.

As requested, the applicant has re-run the verification exercise with the SLH 11 site included. The calculated Root Mean Square Error (RMSE) has

increased to 5.1µg/m³, which remains within the acceptable range defined by Defra (0-10µg/m³). The with and without development scenario results show an increase in concentrations relative to the previous assessment, however the increase as a result of the scheme remains low (maximum 0.1µg/m³ increase). As such, the conclusions of the assessment remain the same. This is therefore accepted.

Summary – overall, all matters are resolved, pending acceptance of additional requirements for the CEMP.

- Noise

Assessment scope - a Noise Impact Assessment (NIA) has been prepared by Stantec in support of this application (dated February 2024). The assessment aims to assess the likely noise impacts at nearby noise sensitive receptors and determine the mitigation required to meet the proposed assessment criteria outlined in Section 2.

It is acknowledged in Section 2.4 that the site is located next to other industrial uses and the M25, with the nearest dwellings approximately 500m to the south-west. As such, activities such as loading of HGVs which occurs within the warehouse are not likely to be audible at the nearest receptor. The report therefore focuses on road traffic noise increase resulting from increased vehicle movements only.

Road traffic noise impact - the traffic noise assessment considers the change in AAWT 18-hour traffic flows on 11 road links, with and without the development in the opening year of 2024, following DMRB guidance. The calculations indicate that at most, noise levels increase by +0.1dB on four road links, whilst all others show no change. The report states that this is indicative of a negligible impact. This is accepted.

HGV pass-by impact - the assessment has also considered the impact of HGV pass-by noise during the night. The baseline has been quantified using Defra noise mapping data, which is based on road traffic flows and does not include industrial or commercial noise sources. As such, it is likely that the baseline noise level is higher than presented in the noise maps. The noise maps indicate that noise levels at residential properties 10m from the Colnbrook Bypass are 65dB LAeq8h. If a single HGV pass-by is considered to be 82dB at 10m, the report states that all 60 HGVs travelling at night would result in a sound level of 55dB LAeq8h at 10m at Colnbrook Bypass, which is 10dB below existing sound levels. This would be indicative of low impact. The calculations are accepted.

Additional considerations - the assessment has not considered the construction phase of the development; however, it is expected that a

Construction Environmental Management Plan (CEMP) will be adequate in controlling noise on site, which will be required via condition.

The assessment has also not considered the noise levels that may impact the new purpose-built facility. Typically noise monitoring is conducted on site to determine the required specifications for glazing and ventilation, to ensure internal noise levels specified within BS8233 can be met. This information will therefore be required via condition.

Summary - the information provided in the report indicates that the noise impact of the development on existing receptors is low, and this has been demonstrated by supporting calculations.

Noise impacts during construction have not been considered, however a CEMP will be sufficient to control noise during this phase. On site receptors have not been considered in the assessment and it is likely that future occupants will be impacted by noise unless mitigated. This is therefore required as a condition.

8.3 **SBC Urban Design Advisor:**

- The applicant has positively addressed comments made at pre-application stage. However, an alternative cladding option for the new Welfare Building should be explored which may be more appropriate for this industrial related use and additional details sought in respect to the proposed planted wall system to provide reassurance that the vegetation will remain viable longer-term.

The additional information submitted considers alternative materials and provides further justification for the use of the proposed cladding and details concerning the planted wall system. It is recommended that conditions are applied to any consent to ensure appropriate materials are selected and used and that the planted wall system is appropriately installed and managed.

8.3 **SBC Planning Policy:**

- Given facility has been there for so long operating in connection with Heathrow under the temporary permissions, it has demonstrated it is commercially viable/necessary and thus meets the Strategic Gap test that it is essential to be in that location. The agreement to a contribution to the CVP is also met in principle so no strategic objection.

8.4 **SBC Contaminated Land:**

- Based on the Phase 1 Desk Study prepared, it is recommended that further ground investigation is undertaken to determine the extent of the potential contaminants and soil gas. Appropriate planning conditions should therefore

be applied to the consent to ensure further work is carried out and any risks identified are mitigated appropriately.

8.5 SBC Local Flood Officer:

- No objection subject to appropriate planning conditions and informatives.

8.6 Berkshire Archaeology:

- There are no predicted archaeological impacts expected from this development, which is in an area previously impacted by gravel extraction.

8.7 Environment Agency:

- No objection subject to appropriate planning conditions.

8.8 Natural England:

- Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

No objection - based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.

8.9 Colne Valley Regional Park Authority (CVRPA):

- This application is to make permanent the existing temporary building. The site is within the Colne Valley Regional Park and the Green Belt. Very Special Circumstances (VSC) need to be demonstrated for this application to be approved.

We believe that as the building has been in situ for a considerable time and is still a vital piece of infrastructure for Heathrow Airport, it may now be considered a brownfield site within the GB. The VSC may now exist providing there is sufficient mitigation in place to compensate for loss of Green Belt and of land within the CVRP. See Slough Borough Plan policies CG1 and 2. The developer is also providing more than the minimum for biodiversity net gain, as well as landscaping.

The land in question is within the strategic gap in the Green Belt between the London Borough of Hillingdon and Slough Borough. This is significant, and previous applications on other sites have failed at this hurdle. However, due to its requirements in connection with the airport and in particular its rail access, VSC may apply to this site in terms of its essential location. Nevertheless, this strategic gap in the Green Belt is protected by Slough Local Plan Policy and should be compensated for.

The Colne Valley Regional Park is under significant pressure from cumulative developments all claiming Very Special Circumstances. This is harmful to the six objectives of the CVRP (of which Slough Borough Council is a supporter) and is contrary to the Slough Local Plan policy which seeks to:

- maintain and enhance the landscape and waterscape of the Park and
- resist urbanisation of the countryside and
- conserve nature conservation and
- provide opportunities for countryside recreation.

We believe S106 mitigation for this application can enable those aims to be achieved. It would need to be appropriate for the application's significant impact on the CVRP, ensuring specific outcomes – including those in the Green Infrastructure Strategy – are delivered.

The proposed package of works to be delivered via a Section 106 agreement is agreed including:

- A financial contribution of £80,000 to the Colne Valley Partnership for improvements to the Colne Valley Trail and rivers.
- An annual financial contribution of £28,000 to the Colne Valley Partnership for a period of five years (£140,000 total) for countryside management to enhance the landscape in the vicinity of the site.

Relevant payment shall be made upon commencement of development and be index linked.

8.10 Heathrow Airport:

- Heathrow supports this planning application on the basis that the CLC is retained for its sole use.

Heathrow has operated the CLC since 2003, first for the construction of Terminal 5, then for ongoing airport related projects such as Terminal 2 and other capital projects ranging from maintenance to investment. The CLC continues to perform an important and critical function for the operation and

development of the airport, and Heathrow needs the CLC to continue in its current role.

The CLC remains vital in its current capacity to successful operations across the Heathrow capital programme and wider operations. This maps forward into future requirements - Routine works supported are varied and range, not least, across new builds and demolition works, rebuilds, refurbishments and repairs. These occur across the whole airport site, including terminals, runways, taxi ways, control posts, security lanes and multistorey car parks. Multiple projects run simultaneously, involving landside and airside, tunnels and maintenance above and below ground. The Site is a vital mechanism in facilitating the correct output of staff and materials securely to each project location.

In terms of the future tempo of delivery for capital infrastructure, the site and capability remain an essential element of the planning process, saving significant vehicle and material movement. Operating day and night, it is consistently busy supporting not just the capital projects, but importantly engineering and maintenance requirements that keep Heathrow core functions operational. The site performs a rapid support and reaction role for fast moving and critical spares to get to the point of need at short notice.

In addition to capital projects, local engineering and operational support the slightly more sensitive element is support to the Home Office. The security screening of secure passengers is still conducted remotely from the airport on site and is conducted, prior to removal from the UK; this activity is also on an upward trajectory and keeps potentially volatile passengers away from the public.

In summary, amid a real time growing demand across all areas, any interruption to the CLC operation at Colnbrook, could have a significant impact on the successful delivery of Heathrow day to day operations and hence, to critical national infrastructure. It would be difficult to overstate the potential impact of such disruption.

Should the CLC cease operation, finding an alternative site of the same scale and level of accessibility to the airport would likely prove to be difficult. It is more likely that an alternate location would have to be found further from the airport, which would be sub-optimal in terms of efficiency and sustainability.

8.11 Heathrow Airport Limited - Aircraft Safeguarding:

- The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any permission granted is subject to the condition detailed below.

- Submission of a Glint & Glare Assessment
No solar panels shall be installed until a glint and glare assessment has been submitted to and approved in writing by the Local Planning Authority. No subsequent alterations to the approved scheme are to take place unless submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the development does not endanger the safe movement of aircraft or the operation of Heathrow Airport. The airport requires a glint and glare assessment to be completed to determine the full impact on Air Traffic Control Tower.

We will need to object to these proposals unless the above-mentioned condition is applied to any planning permission.

8.12 **National Highways:**

- Recommend that conditions should be attached to any planning permission that may be granted.

8.13 **Network Rail:**

- Network Rail has no objections in principle to the above application.

Network Rail have been in contact with SERGO regarding the creation of a new access route to access the railway at this location. Network Rail would welcome further updates from the developer on the progress of these discussions.

As part of the new proposed development there should be no stockpiling of materials and/or components as part of the testing, screening, delivery, [related to the construction of Heathrow projects] in proximity to the railway infrastructure.

This location is identified as being in the NR Landfill referral layer. Any new development should ensure that suitable mitigation is undertaken to prevent these soil gases affecting the new buildings/utilises etc.

8.14 **Health and Safety Executive:**

- This application does not fall within the Consultation Distance Zones of either a Major Hazard Site or Major Accident Hazard Pipeline.

This application does not fall within the Consultation Distance Zones of either a Major Hazard Site or Major Accident Hazard Pipeline.

The Health and Safety Executive (HSE) is a statutory consultee for certain developments within the consultation distance of Major Hazard Sites and Major Accident Hazard Pipelines.

HSE has no comment to make on the application.

8.15 Thames Water:

- With regard to surface water drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection.

Thames Water would advise that with regard to waste water network and sewage works infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

In relation to water supply, this comes within the area covered by the Affinity Water Company.

8.16 Cadent Gas Ltd:

- No response received.

8.17 Spelthorne Borough Council:

- No objection to the proposed development.

8.18 London Borough of Hillingdon:

- No response received.

8.19 Buckinghamshire County Council:

- No objection to the proposed development.

8.20 Royal Borough of Windsor and Maidenhead:

- No response received.

8.21 Colnbrook with Poyle Parish Council:

- Advise that following the application being discussed at the Parish Council meeting on 10th September, no objections or questions were raised as to the details of the application.

PART B: PLANNING APPRAISAL

9.0 Policy Background

9.1 The following policies are considered most relevant to the assessment of this application:

9.2 The National Planning Policy Framework (NPPF) 2024

The relevant chapters within the National Planning Policy Framework are:

Chapter 2. Achieving sustainable development

Chapter 4. Decision-making

Chapter 6: Building a strong, competitive economy

Chapter 8. Promoting healthy and safe communities

Chapter 9. Promoting sustainable transport

Chapter 10: Supporting high quality communications

Chapter 11. Making effective use of land

Chapter 12. Achieving well-designed places

Chapter 13: Protecting Green Belt land

Chapter 14: Meeting the challenge of climate change, flooding and coastal change

Chapter 15: Conserving and enhancing the natural environment

Chapter 16: Conserving and enhancing the historic environment

Paragraph 11 of the NPPF states that decisions should apply the presumption in favour of sustainable development which means:

- approving development proposals that accord with an up-to-date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date granting permission unless:
 - the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed (footnote 7); or
 - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Footnote 7 notes that the policies referred to are those in the NPPF (rather than those in development plans) relating to: habitats sites (and those sites listed in paragraph 180) and/or designated as Sites of Special Scientific Interest; land designated as Green Belt, Local Green Space, an Area of Outstanding Natural Beauty, a National Park (or within the Broads Authority) or defined as Heritage Coast; irreplaceable habitats; designated heritage

assets (and other heritage assets of archaeological interest referred to in footnote 67); and areas at risk of flooding or coastal change.

9.3 The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, (December 2008)

Core Policy 1 – Spatial Strategy
Core Policy 2 – Green Belt and Open Spaces
Core Policy 5 – Employment
Core Policy 7 – Transport
Core Policy 8 – Sustainability and the Environment
Core Policy 9 – Natural and Built Environment
Core Policy 10 – Infrastructure
Core Policy 11 – Social Cohesiveness
Core Policy 12 – Community Safety

9.4 The Local Plan for Slough, Adopted March 2004

Policy CG1 – Colne Valley Park
Policy CG9 – Strategic Gap
Policy EN1 – Standard of Design
Policy EN3 – Landscaping Requirements
Policy EN5 – Design and Crime Prevention
Policy EN6 – Interference with Telecommunication Signals
Policy EN17 – Locally Listed Buildings
Policy EN22 – Protection of Sites with Nature Conservation Interest
Policy EN34 – Utility Infrastructure
Policy EMP2 – Criteria for Business Developments
Policy EMP7 – Slough Trading Estate
Policy T2 – Parking Restraint
Policy T8 – Cycle Network and Facilities
Policy T11 (Protection of the West Drayton to Staines Line)
Policy T12 (Rail Freight Transfer Facilities)

9.5 Slough Local Development Plan and the NPPF

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission are determined in accordance with the development plan unless material considerations indicate otherwise. Annex 1 to the National Planning Policy Framework advises that due weight should be given to relevant policies in existing plans according to their degree of consistency with the Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).

The relevant Local Development Plan Policies in relation to determining this application are largely considered to comply with the National Planning Policy Framework 2023.

9.6 The Proposed Spatial Strategy (Nov 2020)

Under Regulation 18, the Proposed Spatial Strategy for the Local Plan for Slough was the subject of public consultation in November 2020. This sets out a vision and objectives along with proposals for what the pattern, scale and quality of development will be in Slough.

The consultation document contained a revised Local Plan Vision which supports the Council's vision for Slough as a place where people want to "work, rest, play and stay."

It should be noted that the consultation document for the Proposed Spatial Strategy does not contain any specific planning policies or allocate any sites. It made it clear that the existing planning policy framework for Slough would remain in force until replaced by new Local Plan policies in the future. Nevertheless, it sets out the most up to date statement of the Council's position with regards to strategic planning issues.

9.7 Emerging Preferred Spatial Strategy for the Local Plan for Slough

The emerging Preferred Spatial Strategy has been developed using guiding principles which include locating development in the most accessible location, regenerating previously developed land, minimising the impact upon the environment and ensuring that development is both sustainable and deliverable. The site is not allocated in this Strategy.

9.8 Other relevant documents

- Slough Local Development Framework Proposals Map 2010
- Slough Borough Council Developer's Guide Parts 1-4
- Slough Low Emission Strategy 2018 – 2025
- DEFRA Technical Guidance TG (16). (Air quality).
- Sustainable Drainage Systems Non-statutory technical standards for sustainable drainage systems (March 2015)
- Airports National Planning Policy Statement (June 2018)
- Heathrow Airport Consultation (June 2019)

9.9 Planning (Listed Buildings and Conservation Areas) Act 1990

Section 66 of the 1990 Act imposes a general duty on the Council as respects listed buildings in the exercise of its planning functions. In considering whether to grant planning permission for development which affects a listed building or its setting, the Council shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

9.10 Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021)

Under Schedule 7A of the Act, since 2 April 2024 developers of major development and small sites must deliver a Biodiversity Net Gain (BNG) of 10%, meaning that the development results in more or better-quality natural habitat than existed before.

The Local Planning Authority is currently preparing a draft Strategy for Biodiversity Net Gain which will set out in detail the Council's approach to ensure that habitats for wildlife on-site and/or off-site are left in a measurably better state than before development takes place.

9.11 Equality Act

In addition, Section 149 of the Equality Act (2010) which sets a Public Sector Equality Duty (PSED) came into force in April 2011 and requires the Council to consider the equality impacts on all protected groups when exercising its functions. In the case of planning, equalities considerations are factored into the planning process at various stages. The first stage relates to the adoption of planning policies (national, strategic and local) and any relevant supplementary guidance. In coming to a recommendation, officers have considered the equalities impacts on protected groups in the context of the development proposals as set out in paragraph 21.0 of this report.

9.12 The main planning issues relevant to the assessment of this application are as follows:

- Principle of development and land-use
- Design and impact on character and appearance of the area
- Amenity of neighbouring occupiers / uses
- Transport, highways and parking
- Air quality
- Noise
- Landscaping, ecology and biodiversity
- Land contamination
- Flood risk and drainage
- Economic impact
- Sustainability, energy, design and construction
- Equalities considerations
- Section 106 Requirements
- Presumption in Favour of Sustainable Development and Planning Balance

10.0 Principle of development and land use

10.1 The fundamental aim of Green Belt policy as highlighted in the NPPF is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence. Based on the NPPF, the proposed development, including the permanent use of the site, the retention of existing buildings and hardstanding, and the erection of a replacement building, new

footpath and landscaping works, would constitute inappropriate development within the Green Belt which is considered contrary to the Development Plan (Core Strategy Policies 1 and 2 and Local Plan Policies CG1 and CG9).

10.2 The NPPF states that Green Belt serves five purposes:

- a) to check the unrestricted sprawl of large built-up areas;
- b) to prevent neighbouring towns merging into one another;
- c) to assist in safeguarding the countryside from encroachment;
- d) to preserve the setting and special character of historic towns; and
- e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

10.3 The NPPF, advises when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt, including harm to its openness. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. It goes on to state that 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations. This advice is reflected in local Core Policies 1 and 2 of the Core Strategy.

10.4 It should be noted that following the latest update to the NPPF in December 2024, which post-dates the submission of the planning application, applicant now considers the site to comprise 'grey belt' land and does not therefore constitute inappropriate development within the Green Belt. As such, the applicant advises that the development is no longer required to demonstrate 'very special circumstances' which in turn no longer need to be weighed against potential harm to the Green Belt or other harm resulting from the proposal.

10.5 Notwithstanding this view however, given that the proposed development remains within the Green Belt, the applicant considers the impact of the proposal upon the Green Belt remains a relevant consideration within the planning balance.

10.6 Whilst understood, SBC Planning Officers do not agree with the applicant's suggested approach and do not consider the land to be 'grey belt' as defined in the NPPF. Planning Officers maintain that the proposed development is inappropriate development within the Green Belt and Very Special Circumstances are relevant in determining its acceptability or otherwise in planning terms.

10.7 A Very Special Circumstances Report (VSC Report) has been submitted in support of the application. The report has assessed whether very special circumstances can be demonstrated and the potential impact of the proposed development on the Green Belt, Strategic Gap and Colne Valley Park.

10.8 The following sections briefly assess the key issues concerning the principle of the proposed development and use and its permanent retention against relevant

planning policies and guidance and other material planning considerations, appropriate to the determination of the application.

Green Belt impact

- 10.9 The proposed development will result in the permanent retention of a number of existing buildings and structures, some temporary, and new replacement buildings, which will result in a significant change to the character and appearance of the site and Green Belt, through loss of openness and built form.

- Landscape character:

- 10.10 In respect of Green Belt harm, a Landscape and Visual Impact and Green Belt Assessment has been submitted in support of the application to demonstrate that the harm to the Green Belt arising from the proposed development is limited, given the context of the site and character of the surrounding area. Although substantial weight is afforded to this harm, it is reasonable to consider this identified harm within the planning balance.
- 10.11 Under the former temporary planning consent, the existing works must be removed, and the site restored to grassland upon the expiry of the permission. The Assessment therefore considers as a baseline the character of the site as it would be on completion of restoration, in addition to its existing operational condition. The Assessment provides an overview of the location of the Site within Borough, adjacent to the western edge of London Borough (LB) of Hillingdon; the southern edge of Buckinghamshire District; and north-east and north edges of Windsor and Maidenhead District and Spelthorne District, respectively.
- 10.12 The Assessment considers a 'Study Area' encompassing a significant area of land from the mainline railway to the north of the M4 in the north, to Wraysbury Reservoir to the south; from the eastern extent of the built-up area of Slough in the west, to West Drayton, Harmondsworth, Longford and Stanwell Moor and Stanwell to the east, including the western end of Heathrow International Airport (HIA). The M25 and M4 dissect the Study Area north/south and east/west respectively.
- 10.13 It highlights that the majority of the Study Area is designated as Metropolitan Green Belt, with the exception of the substantial industrial areas at Colnbrook and Poyle and the existing settlement areas, such as Poyle and Colnbrook in the vicinity of the site, being excluded from the Metropolitan Green Belt, and that site also lies within the Strategic Gap and the Colne Valley Regional Park, as defined on the Slough Local Development Framework Proposals Map. It also indicates that approximately 1km to the south-east of the Site, beyond the M25, there is a collection of listed buildings at Harmondsworth and that approximately 1km to the south-west of the site is Colnbrook Conservation Area. The site is separated from the Conservation Area by the A4 Colnbrook Bypass and Lakeside Energy from Waste Plant with the Lakeside Estate.

- 10.14 It should be noted that whilst the site is located within the Colne Valley Regional Park, there are no Public Rights of Way across the site; and due to the severance created by the adjoining major transport road infrastructure and industrial and commercial development, the site is not connected to it physically. The site does not therefore contribute to the connectivity of the wider Colne Valley Regional Park nor its recreational function.
- 10.15 As part of Natural England's responsibilities in delivering the Natural Environment White Paper, Biodiversity 2020 and the European Landscape Convention, Natural England has developed a series of National Character Area (NCA) profiles. These NCA profiles include an outline of the key characteristics that define broad landscape character areas. The Site is located within NCA 115: Thames Valley. The site is also covered by the Berkshire Landscape Character Assessment. This Landscape Character Assessment categorises the Study Area in part as an Urban Area, and as Landscape Character Areas B5 Lower River Floodplain: Eton Thames and C4: Lower River with Open Water, Wraysbury Thames, with the site being located within the latter.
- 10.16 The landscape character of the Study Area is described as a flat, low-lying valley predominantly associated with the River Colne and its complex network of water channels. The area has been significantly altered by large reservoirs and lakes in former gravel pits, and is now dominated by infrastructure such as motorways, major roads, railway lines, and Heathrow Airport. The landscape is further influenced by substantial commercial and industrial development, such as the Lakeside Estate and Grondon Lakeside Energy from Waste Facility, the Poyle Industrial Estate and hotel and office development associated with the Airport, along with areas of settlement throughout the Study Area. Although fragmented by these elements of built form, there is a high proportion of open space within the Study Area which is variously in agricultural and leisure use, with two golf courses and parkland within the Colne Valley Park.
- 10.17 It is reasonable therefore, as indicated in the submitted Assessment that the site and surrounding area exhibit varying characteristics of the Green Belt, that is "openness and permanence". It should be noted that the Planning Officers report to Committee in respect to the last temporary consent granted in April 2019 for a 5 year period – ref: P/20367/000, stated that "Whilst the Site and immediate surroundings are located within the Green Belt, Strategic Gap and Colne Valley Regional Park on Slough's Local Development Framework Proposals Map, the construction of the CLC and ancillary works means that the site has a developed character."
- 10.18 The proposed development will result in the introduction of built form and hardstanding on approximately 76% of the site, with 24% (2.1 Ha) dedicated to 'green' open space which will be enhanced for amenity value, biodiversity and canopy cover. As noted earlier, the proposals will result in an overall reduction in built floorspace across the site and more 'open' space than existing. It is considered that the proposed built form will be generally in keeping with the scale and massing of the adjacent industrial buildings on Lakeside Road and to, with the existing main

logistics centre building to be retained, having a maximum height of 14m (equivalent approximately to a 4/5-storey residential building). Despite covering a large floor plan area (130m x 100m), the building has a low elevational profile.

- 10.19 The newly proposed combined and replacement office and welfare building to the south, will be lower at approximately 13m in height and designed to a high-quality with green walls and natural materials to introduce some architectural treatment on the exposed southern and eastern elevations. The landscape proposals will complement this approach with tree and woodland planting framing open amenity spaces and screening security fencing. The trees and woodland will screen views of ground level activities and car parking from within open spaces and soften the built form overall in the wider landscape.

- Visual amenity:

- 10.20 The introduction of built form has resulted in a pronounced change to the character of the site, through loss of openness and addition of built form on most of the site. The proposed built form will however be characteristic of surrounding development which is clearly visible along the site's unenclosed western boundary.
- 10.21 The Landscape and Visual Impact Assessment details indicates there are a very limited number of publicly accessible locations from which the site is visible from the surrounding roads, and these are fleeting and oblique. In the majority of publicly accessible views (i.e. from bridges crossing the M25 motorway), the proposed development will result in a limited addition of built form which will not result in a significant change to their composition. The value of the views of the site from the surrounding area, which is not covered by any specific scenic or cultural designations is therefore considered low.
- 10.22 The Assessment details how each of these views is strongly influenced by existing infrastructure, including the M25 and its gantries, the Grondon Lakeside Energy from Waste facility, the 30m high tower of Aggregates Industries and the Colnbrook bypass. The roofline of the existing main logistics building and the proposed replacement building may be seen in the wider views, but this will result in a small addition to wider existing built form. The use of high-quality and softer materials, including green walls for the proposed building, will mean that where visible, the new built form will provide an improved view than existing. Similarly, as trees within the proposed landscape mature, the amount of vegetation cover will increase, and the visibility of proposed buildings will reduce further.
- 10.23 The nearest view of the site is from the Colnbrook bypass itself, but this view is also inclusive of the Aggregate Industries Tower, the Grondon Lakeside Energy from Waste facility and the M25. In the centre of the view the temporarily consented buildings on the site are visible. In its restored state this area would be replaced by grassland. In the background, buildings on Lakeside Road form an abrupt edge with no softening vegetation to enclose the view. The proposed development will therefore bring forward the built form in the view and introduce fencing and car

parking areas. This would be set however within a structure of proposed trees and woodland which will screen ground level activities and the built form. The proposed replacement building will be the closest building in the view, and it is considered that with its better architecture, will on balance enhance the view. The existing main logistics building has a wide but low form faced in simple white panelling. It is also considered that the woodland and tree planting in the foreground and along the perimeter fencing line, parallel to the M25 will help to soften and assimilate the built form and create a greener outlook than currently exists or should the site be restored to grassland.

- 10.24 In this closest and clearest view, where the south-eastern corner of the site adjoins the bypass, the proposed development will result in a noticeable change in the view, resulting from the addition of built form. The negative effects of this change would however be mitigated for by the better architecture set within a wooded landscape and it is considered that the overall impact is acceptable in relation to visual amenity.

- Strategic Gap:

- 10.25 The Strategic Gap between Slough and Greater London is defined in the Slough Local Plan as “the Green Belt in Langley, and all Green Belt east of Brands Hill to the Borough boundary by the M25”. The Strategic Gap designation is congruous with land within the Green Belt but has been afforded additional protection to prevent the merging of Slough with Greater London.
- 10.26 Given the permanent nature of the proposed development, it will result in a permanent loss of land within the strategic gap between Slough and Greater London, The Local Planning Authority affords ‘substantial weight’ to this designation and it therefore substantial weight is afforded to this permanent loss.
- 10.27 The Strategic Gap between Slough and Greater London comprises approximately 425 hectares of land, whilst the site only comprises 9.78 hectares. In percentage terms, the permanent development of the site will result in the loss of 2.3% of the Strategic Gap.
- 10.28 The site is immediately bounded by the M25 to the east, with a series of industrial uses (including Lakeside Energy from Waste, DPD Heathrow and DX Logistics). These industrial developments are designated as an ‘existing business area’, as defined by Core Policy 5 of the Core Strategy. Whilst Aggregate industries to the north of the site does fall within the Strategic Gap, it benefits from a permanent planning consent.
- 10.29 As set out in the next section in relation to Very Special Circumstances, the site is considered both essential in itself, and essential to be in this location and therefore accords with the relevant policy ‘test’ for the Strategic Gap, as defined by Core Policy 2 of the Core Strategy.
- 10.30 Whilst not as significant a consideration, given current uncertainties in relation to the project, the context of the proposals for the Heathrow expansion are of relevance.

The expansion as proposed will ultimately result in the permanent loss of the site and significantly more land within the Strategic Gap.

- 10.31 Having regard to these matters, whilst the development will result in a permanent loss of the Strategic Gap between Slough and Greater London, the impact of the permanent loss of this area of the Strategic Gap is considered to be limited. Substantial weight is nonetheless afforded to this loss in the overall planning balance.

- Colne Valley Park:

- 10.32 As noted earlier, the site is located within the Colne Valley Park, a large regional park which as a regional park which was made up of a large area of Green Belt land west of London.
- 10.33 Local planning policy seeks to maintain and enhance the landscape and waterscape of the park in terms of its scenic and conservation value and its overall amenity and provide opportunities for countryside recreation. Where development is permitted in the Park, measures to mitigate any visual impact and/or to enhance nature conservation and/or provision of new or improved access to the countryside will be sought by agreement and/or required by condition.
- 10.34 Whilst the site is located within the Park, the CLC has been operational for over 20 years and there are no Public Rights of Way across the site; and due to the severance created by the adjoining major transport road infrastructure and industrial and commercial development, the site is not connected to it physically. The site does not therefore contribute to the connectivity of the wider Colne Valley Regional Park nor its recreational function.
- 10.35 In seeking to mitigate the impact of the proposed development on the Park and contribute to its key objectives, the applicant has agreed with the Colne Valley Park Regional Authority and Local Planning Authority a funding package for a range of environmental improvement measures. The contributions agreed as part of this package will be secured via the s106 agreement as set out in the recommendation.

Very Special Circumstances

- 10.36 Whilst there is no specific definition of what constitutes VSC, as circumstances are particular to each individual case concerned, the nature of a very special circumstance and the weight to be afforded to it, is very much a matter of degree and planning judgement and each case should be decided on the planning balance qualitatively rather than quantitatively. It may be the situation where a number of factors, none of them 'very special' when considered in isolation, when combined together amount to very special circumstances. It should be noted that VSC have been previously demonstrated in respect to the CLC, most recently in the 2019 renewal of the temporary planning permission - P/12244/009 for the site.

- 10.37 The VSC report sets out the following matters of significance in justifying the proposed development and use on a permanent basis:

- Planning history:

- 10.38 The site's current use was first granted permission in 2001, as a logistics, pre-fabrication, and administrative centre to support the operational and associated construction and maintenance projects at Heathrow Airport. A number of temporary consents have been granted since, allowing the use to continue for over a 20-year period.
- 10.39 Fundamentally, the primary purpose of the site has not changed since these consents were granted, and the common underlying principle is that the site is of a significant scale and is well located to provide a crucial role in serving Heathrow Airport and maintaining it as a facility of national importance.
- 10.40 As highlighted previously, it should be noted that National Planning Practice Guidance (paragraph 21a-014) is clear that the grant of temporary planning permission is typically to enable a 'trial run' or where planning circumstances are likely to change at the end of the period. It goes on to note that subsequent or successive grants of temporary permission are generally only justifiable where changing circumstances provide a clear rationale for doing this.

- Heathrow expansion:

- 10.41 Following a legal challenge by Friends of the Earth (and others), the Supreme Court ruled that the Government acted lawfully in formulating the Airports National Policy Statement. The Heathrow Airport Consultation (June 2019) is clear that the third runway proposal will include the relocation of the Colnbrook Railhead, which will run parallel to the third runway beyond the Airport boundary and will support Cargo and Freight Forwarding, Aircraft Maintenance and, in the longer term, Hotels and Offices
- 10.42 Regarding the provision of the third runway, the Airport's official position that it still intends to pursue the project, and it is therefore evident that the long-term intention for the application site is development, notwithstanding its designation as Green Belt, Strategic Gap and Colne Valley Regional Park. Furthermore, the Consultation Document defines an 'Indicative Construction Programme' including a series of 'Anticipated Early Works'. The applicant has stated that confirm that the site and its associated infrastructure is likely to have a significant role to play in the Third Runway's construction, at least until such a time as the site itself is required to be developed.

- Need for the site's current location and the 'Essential' test:

- 10.43 The site's operational purpose requires it to be close to Heathrow and well connected to transport links. The site serves to screen and store materials required 'airside' at Heathrow Airport and the proximity of the site to the Airport is integral to

its successful operation in this area. The site is approximately 900m from Heathrow Airport's north-eastern boundary enabling discrete and swift access. This is only possible because of the site's proximity to Heathrow and the existing road connections. The site has a direct connection to the Colnbrook By-Pass (A4) which in turn provides a connection to the western side of Heathrow.

- 10.44 The need for the development will continue for the foreseeable future (if and until such a time as the Heathrow third runway expansion commences) to support the rolling upgrades and projects at Heathrow. There is a planned upgrade to security scanners, both runways are scheduled for resurfacing, and there is a rolling programme of refurbishment of the terminals (amongst other planned projects).
- 10.45 The proposed development will increase the site's capacity for pre-fabrication through the repurposing of the Cement Building and will retain and improve the wider operation of the site as 'last mile' storage facility. Many of the projects that the site serves to support are airside or otherwise security controlled and an alternative site located further away, were one to be identified, would not be as viable as noted by the applicant.
- 10.46 Rail-sidings that service industrial sites are uncommon features and provide a distinct advantage in capacity and operational ability as they afford the site the ability to handle goods of a size or in a quantity that would be difficult to accommodate by road. Therefore, rail linkage at the site (either the sidings immediately adjacent to the site or those at Aggregate Industries Asphalt Plant just to the north) supports the use of sustainable transport as part of the site's operations and is considered to be conducive to supporting the type of use envisaged for the site on a more permanent basis.
- 10.47 While the site does not currently make use of its rail sidings, there are arrangements with the neighbouring Aggregate Industries facility which enable the use of their sidings and rail capacity as required. Both the current arrangements with Aggregate Industries and any future plans which may rely on the use of site's own rail sidings are only possible in the site's current location.
- 10.48 The applicant and HAL state that the CLC is of considerable importance to Heathrow Airport, which in turn is of national and regional importance. The applicant has highlighted the crucial and highly specialised role that the facility plays in servicing the Airport and this is intrinsically linked to its location (see below). The applicant has also highlighted the importance of the continuation of the existing facility and the serious potential implications that a period of delay would have on Heathrow Airport's operation whilst an alternative location is found. The need for airport-related development at this location is therefore evident and it has been demonstrated that not only is the development itself essential, but it is also essential to be in this location, as per the requirements of Core Policy 2.

- Alternative options and sites:

- 10.49 The applicant has considered a range of alternative scenarios should a permanent existence at the current location not be an option. These include:
- 'Do Nothing' scenario
 - Disaggregation of existing uses.
 - Re-location of the facility
 - Further temporary planning permission.
- 10.50 Given the importance of the construction and maintenance projects that the CLC currently delivers at the Airport, in addition to its screening function, closure of the facility would, as highlighted by the applicant have significant operational, financial and security implications for the airport and is not a feasible option. Furthermore, as the applicant also points out, closure would lead to additional traffic on local roads, and associated impacts on air quality, noise and amenity as alternative provision is made to service the Airport.
- 10.51 Separating the various uses on-site would the applicant states, similarly, cause significant operational issues for the Airport. The synergies provided by having all elements of the operation together provide are related to efficiency, management and security. They also involve both highly trained staff and specialised equipment that are rationalised on-site. It is not sensible to divorce these operations that are complementary and required near the Airport and that would otherwise create security risks and generate more traffic movement locally.
- 10.52 An Alternative Sites Assessment has been undertaken and accompanies the planning application. The Assessment supports the wider very special circumstances case and sought to identify whether any suitable alternative sites located outside of the Green Belt were available. It follows the methodology agreed as part of the previous permission on the site - P/12244/009.
- 10.53 Based on key operational criteria and the location of Heathrow Airport, the Assessment considered alternative sites in and around the Boroughs of Slough and Spelthorne, and the London Boroughs of Hounslow and Hillingdon. The Assessment concluded that there are no suitable alternative sites available capable of accommodating the proposed development.
- 10.54 A permanent planning consent is sought by the applicant (as opposed to a further temporary consent) given the role and therefore the importance of the facility has remained largely unchanged since it was originally granted permission by the Secretary of State in 2001; a period of 22 years. Furthermore, the applicant advises that Heathrow Airport remains of national importance to the UK economy and will remain so for the foreseeable future. This would be further solidified following the enactment of the proposed expansion programme. By extension, Colnbrook Logistics Centre therefore remains of equal importance in continuing to support construction and maintenance projects within the Airport, as well the early stages of the expansion project.

10.55 As previously mentioned, Government planning guidance highlights that the grant of temporary planning permission is typically to enable a 'trial run' or where planning circumstances are likely to change at the end of the permitted period. The guidance goes on to note that subsequent or successive grants of temporary permission are generally only justifiable where changing circumstances provide a clear rationale for doing this. The circumstances relating to the site and use haven't, as far as the applicant is concerned materially changed and in fact the alterations proposed as part of the permanent solution sought represent an improvement in relation to the facility, its appearance and condition and impact.

10.56 In assessing the appropriateness of a permanent consent for the facility in this location, the applicant has also considered comparable cases granted permission across the country including large commercial schemes in Hounslow, Warwick and Solihull. As with the CLC, these concerned Green Belt locations and were reliant on identifying very special circumstances based on need, locational advantages, lack of alternative sites, economic benefits and reduction in traffic movement and associated impacts.

- Economic benefits:

10.57 The applicant states that there are significant economic benefits associated with the development. A Socio-Economic Statement has been submitted with the application which details both the local and strategic socio-economic benefits of the site and the proposed development.

10.58 As noted in the Statement, the CLC currently employs a core staff of 159, of which there is an approximate range of 80 to 100 shifts active per day (in a 24-hour period). 98% of the current staff are estimated to originate from local boroughs. It is envisaged that the proposed development will involve a new building, the construction of which will sustain approximately 175 gross direct jobs and a further 70 gross indirect jobs throughout the construction period. Of these, approximately 130 direct jobs and 50 indirect jobs could be occupied by the labour force within the labour market catchment area. Similarly, the development could generate a direct GVA of approximately £12.6m and a further £4.3m indirect GVA throughout the estimated construction period.

10.59 The Socio-Economic Statement also highlights that the CLC plays a key role in supporting the wider operation of the Airport. It states that the total trade through Heathrow is forecasted to increase to over £204bn by 2025, equivalent to a growth rate of 8.9% during this period. By 2025, it states that the value of trade through Heathrow as a share of all UK trade of goods and goods and services is expected to grow to 21.2% and 14.6% respectively.

10.60 The Statement highlights that Heathrow is a major transportation hub in the UK responsible for over a fifth of the UK's trade of goods by value. Prior to the onset

of the Covid-19 pandemic, Heathrow handled over 475,000 flights, £160 billion worth of cargo, and 80 million passengers moving through the airport annually. The Statement goes on to explain how Heathrow Airport also has a profound effect on the communities and business structure within the local area. It is evident that all types of firms in the accommodation and food services sector, and the transportation and storage sector are overrepresented within the area of Slough located within a 5km radius of the Airport. Businesses have strategically located themselves to interact with airport and sites such as CLC. This emphasises the need to support facilities such as CLC to sustain established and efficient operations. These functions support not only Heathrow Airport but the catalytic effect and established network of businesses clustering locally.

- Other benefits:

- 10.61 In addition to the Socio-Economic benefits of the development, the scheme will also deliver the following improvements:
- 10.62 *Biodiversity Net Gain (BNG)* - an Ecological Impact Assessment (EclA) has been prepared in support of the application and is supported by a Biodiversity Net Gains Assessment. The Assessments highlight that Biodiversity Net Gain resulting from the development will be significantly more than the 10% requirement mandated by the Environment Act and is a material benefit of the scheme.
- 10.63 *Improvement in the appearance of the site* - the application includes the demolition of two of the larger temporary structures on the site followed by the construction of a new modern replacement building. The new building will be permanent, sustainable and purpose built inclusive of green walls, and will improve the existing appearance of the site. The proposal also results in the permanent removal of several other ancillary buildings and structures. This, in conjunction with the proposed comprehensive landscaping scheme, will result in a significant improvement in the overall appearance of the site.
- 10.64 *Drainage* - by redeveloping the two buildings and the associated replacement landscaping scheme, a number of previously impermeable areas will be made permeable. Surface water runoff rates can be restricted to a level equivalent to a greenfield site (2l/s). The development proposals accordingly result in a reduction in hardstanding and betterment in drainage terms compared to the existing site.
- 10.65 Whilst the proposed development would constitute inappropriate development within the Green Belt, which is contrary and represents a departure to the Development Plan, the application has demonstrated that Very Special Circumstances exist which are considered to collectively outweigh the substantial harm identified to the Green Belt.
- 10.66 Given the assessment outlined above, it is considered that the proposed development is acceptable in principle subject to referral to the Secretary of State.

10.67 Positive weight is afforded to the matters raised in the overall planning balance.

11.0 **Design and impact on character and appearance of the area**

11.1 The NPPF states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

11.2 It states more specifically that planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) be visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

11.3 Core Policy 8 of the Core Strategy sets out that in terms of design, all development should:

- a) Be of high quality design that is practical, attractive, safe, accessible and adaptable;
- b) Respect its location and surroundings;
- c) Provide appropriate public space, amenity space and landscaping as an integral part of the design; and
- d) Be in accordance with the Spatial Strategy in terms of its height, scale, massing and architectural style.

11.4 Policy EN1 of the Adopted Local Plan states that all development proposals are required to reflect a high standard of design and must be compatible with and/ or improve their surroundings in terms of scale, height, massing/ bulk, layout, siting, building form and design, architectural style, materials, access points and servicing, visual impact, relationship to nearby properties, relationship to mature trees; and relationship to watercourses. Poor designs which are not in keeping with their surroundings and schemes that overdevelop the site will not be permitted.

11.5 The application seeks the permanent retention of the Logistics Centre which has been in operation on a temporary basis for over 20 years. The general layout and form of the proposed development will broadly reflect the site as it currently exists, albeit there are a number of important alterations including new replacement buildings and hard and soft landscaping.



Photographic visual of proposed new replacement building and landscaping at front of site

- 11.6 Consequently, the site as existing has resulted in a change to the character of the site and Green Belt, including the Strategic Gap and the Colne Valley Regional Park through loss of openness and built form, and will do so permanently should the proposed development be approved.
- 11.7 The layout of the site and the nature and form of buildings as existing and proposed are a direct response to the specific operational requirements of the use as a logistics centre serving Heathrow Airport. The scale/height for instance of the main warehouse building to be retained – Building A, is such to accommodate the secure storage of bulky goods and provide sufficient internal space and clearance for HGVs.
- 11.8 As highlighted previously a Landscape and Visual Appraisal and Green Belt Review has been prepared in support of the application which outlines the landscape character, landscape value and visual envelope of the site.
- 11.9 The Appraisal indicates that the site is generally of low sensitivity due to its low value and low susceptibility to the type of development proposed. The site is strongly influenced by the surrounding context, not least the adjoining strategic road network, the Lakeside Waste to Energy building to the west and Aggregate Industries to the north. In addition, the audible intrusion of planes overhead substantially reduces any perceived level of tranquillity.
- 11.10 The Appraisal more specifically highlights that there are a very limited number of publicly accessible locations from which the site and is visible from the surrounding roads, and these are fleeting and oblique. In its 'restored' state the site would be replaced by grassland, however in the background, the large buildings on Lakeside Road form an abrupt edge with no softening vegetation to enclose the view. In most publicly accessible views (i.e. from very close or short sections of the Colnbrook By-Pass and bridges crossing the M25 motorway), the proposed development has and will result in a built form which does not therefore significantly change to their

composition. The value of the views of the site from the surrounding area, which is not covered by any specific scenic or cultural designations is therefore considered low.

- 11.11 In its 'restored' state the site would be replaced by grassland, however in the background, the large buildings on Lakeside Road form an abrupt edge with no softening vegetation to enclose the view. The proposed development will therefore bring forward the built form in those limited views and introduce fencing and car parking areas. This would be set however within a structure of proposed trees and woodland which will screen ground level activities and the built form.
- 11.12 The existing main logistics building to be retained has a very wide but low form, faced in simple white/grey panelling and dominates the site. The other buildings and structures that will remain are much smaller and mainly ancillary. Collectively they are in keeping with the commercial character and scale of the surrounding industrial buildings in the wider Colnbrook and Poyle area or are consistent with their use as ancillary buildings typical of sites of this nature.
- 11.13 It should be noted that as part of seeking a permanent use the logistic centre, applicant has sought to rationalise the number of buildings and structures on-site, as far as is practical and this has led to a small reduction in overall built footprint over that existing.



Existing and proposed elevations – south-east (top) and south-west (bottom)

- 11.14 The proposed new replacement building will cover and extend the existing footprint of Building B and at 3-storeys high will be one-storey storey higher. It will however

accommodate the same quantum of floorspace as Building B and Building C combined and therefore consolidate built form on-site.



Proposed new replacement building – south-west and south-east elevations

- 11.15 The roofline of the proposed replacement building will sit slightly lower than that of the existing main logistics building and whilst it would more readily be seen in the wider but limited views highlighted above, represents a minor addition to wider existing built form. The use of high-quality and softer materials, including green walls for the proposed building, will mean that where visible, the new built form will provide an improved view than existing. Similarly, as trees within the proposed landscaping scheme mature, the amount of vegetation cover will increase, and the existing and proposed buildings will become less visible.
- 11.16 The Landscape and Visual Appraisal concludes that the development, as proposed, whilst resulting in a local loss of openness, will on balance have positive effects on landscape character of the site by introducing a robust canopy structure and a variety of biodiverse habitats. Within its limited visual envelope, the proposed development will result in very small addition of improved built form in relation to that existing and be set within an improved landscaped environment which seeks to minimise the adverse impacts on visual amenity.
- 11.17 More strategically, the Appraisal considers the site makes a limited contribution to the purposes of the Green Belt and its essential characteristics (i.e. openness and permanence) are compromised, and as such finds that the site could be permanently developed as proposed without adversely affecting the functions and essential characteristics of the surrounding Green Belt. The separation between Slough and Greater London, provided by the Strategic Gap, and the scenic quality and recreational use of the Colne Valley Park, will be largely unaffected due to existing development and its limited visibility.
- 11.18 The proposed development will permanently change the nature and character of the site. Having regard however to the layout, form and setting of the development, and the nature and scale of adjoining infrastructure and established industrial uses nearby, its overall design approach and impact on the character and appearance of the surrounding area is considered reasonable and acceptable and broadly compliant with local and national planning policy and guidance.
- 11.19 Neutral weight is given to this matter in the overall planning balance.

12.0 **Amenity of neighbouring occupiers / uses**

- 12.1 The National Planning Policy Framework states that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. It goes on to state that planning decisions should ensure developments function well and add to the overall quality of the area and are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.
- 12.2 This general approach is reflected in Core Policy 8 of the Core Strategy and Local Plan Policies EN1 and EMP2.
- 12.3 As described previously the site is close to Heathrow Airport and bound by industrial/commercial uses to the north and west, Colnbrook By-Pass to the south and the M25 to the east. The nearest residential properties dwellings to the site are over 500m to the south-west in Poyle across open land, the By-Pass and further industrial/commercial development.
- 12.4 The proposed development has the potential to impact the local area in several ways during both the construction and operational phases. Impacts relate to matters including visual amenity, highway safety, noise, air-quality, lighting, drainage and ecology.
- 12.5 The proposals have been designed to respect and enhance local amenity and mitigate against potential adverse impacts. The application is supported by a range of detailed technical assessments demonstrating how the proposed development can be satisfactorily accommodated in this location without compromising local amenity and existing environmental conditions.
- 12.6 Whilst close to the site, having regard to the nature and scale of the of neighbouring commercial/industrial uses, it is not considered that these would be affected. Given the distance and intervening land-uses between the nearest residential properties, again it is not considered that these would be affected.
- 12.7 The LVIA clearly shows that the proposed development would have very limited impact in respect to visual amenity and the proposed lighting strategy has carefully considered the site's setting and immediate environment and illumination along the site's boundaries will be restricted to minimise light spill.
- 12.7 The Air Quality Assessment submitted with the application demonstrates that subject to appropriate mitigation, local air quality would not be adversely affected by the proposed development. The submitted Noise Impact Assessment similarly highlights that the proposed development would not generate unacceptable levels of noise. These matters are discussed in detail later in this report.
- 12.8 The construction works associated with the proposed development would be managed carefully via a Demolition Environment Management Plan (DEMP) and

Construction Environment Management Plan (CEMP), secured by planning conditions to safeguard local amenity during the temporary build period.

- 12.9 The accompanying Flood Risk Assessment and Drainage Strategy outlines how the proposed development would improve existing conditions by reducing surface water run-off and flood risk using more sustainable urban drainage measures including substantial new landscaping/planting.
- 12.10 The submitted Transport Assessment details how the proposed development would not result unacceptable levels of vehicular traffic including HGV movements and would provide sufficient parking and encourage sustainable transport modes to ensure existing road and parking conditions, and highway safety are not affected and local environmental amenity safeguarded. These matters are discussed in detail later in this report.
- 12.11 Having regard to the potential impacts and mitigation measures associated with the proposals, it is not considered that the amenity of neighbouring nor local occupiers and uses would be adversely affected. In many respects, it is considered that the proposed development would enhance local amenity and environmental quality.
- 12.12 It should be noted that no representations have been received following the two rounds of public consultation undertaken.
- 12.13 Based on the above assessment, and subject to appropriate planning conditions, the proposal is considered to comply with the relevant requirements of Core Policy 8 of The Core Strategy, Policies EN1 and EMP2 of The Local Plan for Slough, and the requirements of the NPPF.
- 12.14 Neutral weight is afforded to this matter in the overall planning balance.

13.0 **Transport, highways and parking**

- 13.1 The National Planning Policy Framework advises that in assessing specific applications for development, it should be ensured that:
 - a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
 - b) safe and suitable access to the site can be achieved for all users;
 - c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
 - d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.
- 13.2 It goes onto state that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be

severe, taking into account all reasonable future scenarios. In addition, it highlights that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.

- 13.3 Policy T2 of The Adopted Local Plan for Slough 2004 seeks to restrain levels of parking in order to reduce the reliance on the private car through the imposition of parking standards.
- 13.4 A Transport Assessment (TA) has been prepared in support of the application. The TA considers the development proposal in relation to its functions, location and accessibility, and local and national planning policy and guidance. A Travel Plan has also been prepared which provides additional detail on the sustainable travel provision for the site.
- 13.5 The site is approximately 900m from Heathrow Airport's north-eastern boundary enabling discrete and swift movement via specific security access points. It is well connected to the strategic road network with convenient access to the Colnbrook Bypass, M25 and M4. The site access also serves the 'Aggregate Industries' site to the north. The application does not propose the change or removal of vehicle access for the Aggregate Industries site, and it is understood that vehicle access to Aggregate industries will continue unchanged.
- 13.6 The Logistics Centre function supports the wider supply chain for Heathrow Airport and the site's operational purpose requires it to be close to Heathrow and well connected to transport links. The site serves to screen, store and assemble materials, required 'airside' at Heathrow Airport, in addition to screening passengers and its proximity to the Airport is integral to its successful operation in this area.
- 13.7 Given the location of the site in proximity to the major road networks, addition to rail connections, this consolidation mitigates congestion reaching the local roads and associated disruption and pollution.
- 13.8 The site currently generates typically 300 – 650 two-way HGV movements per month (period between April 2022 and March 2023) and there are approximately 1,000 two-way delivery trips by cars and van per month. While vehicle movements will be minimised where possible, the site's continued operation having regard to future growth will require the continuation of a similar level HGV movements approved under the temporary permission (ref: P/12244/007) in 2010. The TA forecasts 100 two-way HGV trips which would equal 2,200 monthly two-way HGV Trips (22 working days) and represents a 10% increase in HGV numbers compared to the cap of 2,000 monthly HGV movements permitted in 2010. As with the previous temporary consents a condition is imposed restricting the number of HGV movements per month. Further details will also be required for approval in relation to routing plans, a monitoring strategy and the provision of ANPR cameras to monitor direction of HGV traffic travelling to/from the site.

- 13.9 A Logistics/Delivery and Servicing Plan has been submitted with the application which sets out a methodology for monitoring HGV traffic routing, routing plan, emissions control methods and is compliant with FORS (Fleet Operator Recognition Scheme) and CLOCS (Construction Logistics and Community Safety) accreditation schemes. The applicant states that the site is carefully managed to ensure optimum efficiency and minimum impact on the surrounding road network, and the very function of the site as a consolidation hub for Heathrow Airport results in impacts on reducing traffic, particularly that caused by HGVs, on roads in the vicinity of the airport. A planning condition is attached requiring the submission of a comprehensive Delivery and Servicing Plan to ensure all these matters can be appropriately covered, agreed and monitored.
- 13.10 As part of the proposals, a new pedestrian access will be provided adjacent to the vehicular access into the site north of the A4 (from the A4 eastbound). This will involve provision of an on-site route which will connect south to works within the public highway. A new off-site controlled crossing of the A4 would then link south to the existing shared foot / cycleway provided to the south of the A4. The new off-site signalised controlled crossing across the A4 would link between the on-site provision and the existing A4 route which provides a connection west to the local bus stops and Slough.
- 13.11 A detail design of the elements of the new footpath, including crossing which are off-site within the public highway will be prepared following the approval of the application and be agreed with SBC. Whilst has been demonstrated that suitable visibility can be provided in each direction from the crossing in accordance with the 50mph speed limit on this section of the A4, a Road Safety Audit will also be undertaken at this stage. The applicant will deliver the off-site works as part of a s.278 Highway Agreement and S106 associated with the permanent planning permission.
- 13.12 The application is also supported by a Sustainable Travel Plan which will seek to further encourage employees to travel by sustainable modes and reducing, for instance single occupier car journeys as far as is practicable in partnership with the wider travel initiatives associated with the Airport. A Staff Travel Plan will be secured as via a planning condition.
- 13.13 As highlighted earlier in this report, the rail sidings on the site's western boundary are not currently used operationally owing in part to existing investment programmes and to the limited capacity on the wider rail network, nor is this anticipated as being likely to change in the foreseeable future. However, the potential for use of the rail sidings in the future will be retained by the proposed permanent permission for the site and HAL has secured use of the rail sidings at Aggregate Industries, the neighbouring the site in the shorter term, as required. Additionally, the use of the rail sidings is anticipated as part of the potential construction of the Heathrow third runway expansion. Clearly, the potential use of the railway to facilitate possible future major capital projects at the Airport should provide significant benefits in respect to

consolidating movement and limiting traffic on the road network. An obligation will be included with the s106 agreement requiring the rail sidings to be maintained in an operational state of repair, to maintain the status of the site as rail linked, which in effect, will serve to maintain this asset in perpetuity.

- 13.14 The proposals incorporate appropriate car and cycle parking provision including EV charging, as part of the reconfiguration the site, and maintain appropriate servicing, circulation and parking space for HGVs and other operational vehicles. Car and cycle parking details are secured via a planning condition.
- 13.15 To ensure that the construction and associated works proposed are carried out in an appropriately managed way, a Demolition Environment Management Plan (DEMP) and Construction Environment Management Plan (CEMP) are secured via a condition. These Plans will set out measures specifically concerning construction related activity and traffic including site set-up, delivery hours, routing and emissions to minimise impact on the local area and maintain highway safety.
- 13.16 The Councils Transport/Highways officers have reviewed the application and associated documentation and are satisfied with the proposals subject to appropriate conditions and s.106 related obligations, as set out in the recommendation.
- 13.17 The continued use of the Colnbrook Logistics Centre is not expected to have a significant impact on the local highway network. To meet the future operational demands of the Airport, the increase in monthly HGV trips can be accommodated. The proposals will not result in an unacceptable impact on highway safety or a residual cumulative impact. The proposals will provide an improved access for active travel providing safe and suitable access for all users and pursuing opportunities to promote walking, cycling and public transport use.
- 13.18 Subject to appropriate planning conditions and informatics and planning obligations, the proposals are considered acceptable in relation to transport, highway and parking related matters and would comply with local and national planning policy and guidance.
- 13.19 Neutral weight is given in relation to these matters in the overall planning balance.

14.0 **Air Quality**

- 14.1 The National Planning Policy Framework states that Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. It goes on to state that planning decisions should contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas (AQMA) and Clean Air Zones, and the cumulative impacts from individual sites in local areas.

- 14.2 Core Policy 8 of the Core Strategy states that development shall not give rise to unacceptable levels of pollution including air pollution, dust and odour. It also highlights that proposals should not be located on polluted areas affected by air pollution unless the development incorporates appropriate mitigation measures to limit the adverse effects on occupiers and other appropriate receptors.
- 14.3 The Council has adopted the Slough Low Emission Strategy on a corporate basis, which forms part of the local air quality action plan incorporating initiatives to be delivered by the Council and will set the context for revising the Local Development Plan Policies. Measures in the Low Emission Strategy include reducing traffic and requiring electric charging points within new developments. The Low Emission Strategy is a material planning consideration, but it does not form part of the current local development plan.
- 14.4 An Air Quality Assessment (AQA) and a supplemental technical note have been prepared in support of the application taking into account the requirements of relevant local and national guidance, policy and legislation. It describes existing air quality within the study area and assesses the impact of the operational use of the proposed development on air quality in relation to sensitive human receptors including AQMAs.
- 14.5 The AQA highlights that main air pollutants of concern during the operational period are NO₂ (Nitrogen dioxide), PM₁₀ (Particulate Matter 10) and PM_{2.5} (Particulate Matter 2.5) emissions associated with proposed and existing road traffic.
- 14.6 For the operational phase road traffic emission assessment, the study area (based on EPUK / IAQM, 2017 guidance) includes the site, all roads (and adjacent properties) within 250m of the site boundary and any other roads (and adjacent properties) predicted to exceed the screening criteria set out in the guidance). Based on these criteria, six existing residential properties within the study area and three proposed receptors within the development itself have been identified as worst-case receptors for the assessment. The locations of these receptors have been chosen to represent locations where impacts from road traffic generated by the proposed development are likely to be the greatest i.e. as a result of development traffic at junctions.
- 14.7 The site is not located within an AQMA. The closest AQMA to the is Hillingdon AQMA which covers the southern half of the Borough and is located immediately east. The nearest in Slough is at Brands Hill.
- 14.8 An energy for waste (EfW) facility is located approximately 45 m west of the site. The EfW state is permitted by the Environment Agency (permit reference EPR/BT7116IW). As part of their Environmental Permit, the EfW facility has a number of control measures to minimise emissions of air, including an abatement system, air quality monitoring and an appropriate stack height (75 m). As such the EfW facility is not considered to represent a constraint to the development.

- 14.9 The AQA has assessed the suitability of the site for its proposed end uses has been undertaken at proposed sensitive receptors. It highlights that most of the monitoring locations closest to the site have been below the annual mean NO₂ since 2019. In addition, there has been no exceedances of the 1-hour NO₂ mean, PM₁₀ annual and daily mean and PM_{2.5} annual mean recorded at any of the monitoring sites since 2019. Moreover, DEFRA predicted background concentrations at the site are all below the relevant NAQOs (National Air quality Objectives) for NO₂, PM₁₀ and PM_{2.5} in 2022. As such, the impact of existing air quality on future users of the Proposed Development is judged as 'not significant' and no further mitigation measures are required.
- 14.10 Specifically, the impacts of road traffic associated with the operational phase of the proposed development on local air quality have been assessed and the detailed modelling of road traffic has been undertaken at a number of worst-case locations representing existing properties adjacent to the road network. The traffic data modelled within this assessment has been based on a cap of 2,000 HDVs a month required by HAL for the current and proposed future use of the site.
- 14.11 Predicted concentrations of NO₂, PM₁₀ and PM_{2.5} are all well below the relevant NAQOs at all modelled receptor locations with the proposed development in place. The AQA concludes that the air quality effects of road traffic on local air quality particularly the Borough's Brands Hill AQMA during the operational phase of the proposed development are considered as negligible and 'not significant' and such, no additional traffic mitigation is required.
- 14.12 It should be noted that the specific heating systems to be used as part of proposals have not been agreed yet and have not therefore been included in the AQA. The AQA recommends however that an assessment is undertaken at the detailed design stage of the development should a centralised combustion-based heating plant be proposed. It goes on to state that detailed design measures such as limiting emission concentrations and the provision of a suitable stack height to disperse emissions are readily available and would be used if necessary to ensure that no significant effects would arise from any on-site combustion emissions. In any event, it is expected that any heating system that comes forward will comply with the Council's Low Emission Strategy as a minimum, and this is secured via a planning condition.
- 14.13 Whilst the site adjoins a railway line, emissions from rail sources have also not been assessed. The AQA reiterates DEFRA guidance which highlights that railways can be a source of emissions of NO₂ and SO₂ from idling locomotives in stations and depots, as well as mobile locomotives on busy lines with a significant number of diesel or coal-fired trains. The assessment provides a summary of emissions associated with railway lines, making reference to SBCs own monitoring in proximity to railway lines, and explained that DEFRA have not identified the railway line to the west as having a high proportion of diesel trains. Emissions from the railway line are not expected therefore to impact the proposed development. The report also mentions of course that the line is not currently used by the site and that despite

there being an agreement between HAL and Aggregate Industries for its use in the future, only the existing rail capacity will be utilised, indicating that a significant increase in overall rail movements is unlikely to occur.

- 14.14 The air quality implications associated with the construction of the new replacement buildings on-site and other works has not been considered by the NIA. A Demolition and Construction Environment Management Plan (DEMP) and Construction Environment Management Plan (CEMP) will however be required via planning conditions to ensure that the demolition and construction works are appropriately managed and do not adversely affect air quality. The Plans will cover a range of relevant matters including air quality and dust control and monitoring, construction vehicle movements/routing, wheel washing and vehicular and machinery emissions.
- 14.16 The Councils Environmental Services officers have reviewed the application and associated documentation and are satisfied with the proposals subject to appropriate conditions and s.106 related obligations, as set out in the recommendation.
- 14.17 Based on the assessment above, the proposals are considered to be in accordance with the requirements of national and local and planning policy and guidance regarding air quality.
- 14.18 Neutral weight is applied to this matter in the overall planning balance.

15.0 **Noise**

- 15.1 The National Planning Policy Framework states that planning policies and decisions should ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In particular, they should reduce to a minimum potential adverse impact resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life.
- 15.2 Core Policy 8 of the Core Strategy states that development shall not give rise to unacceptable levels of pollution including noise. It also highlights that proposals should not be located in noisy environments unless the development incorporates appropriate mitigation measures to limit the adverse effects on occupiers and other appropriate receptors.
- 15.3 The planning application is accompanied by a Noise Impact Assessment (NIA). This establishes the potential sources of noise from the proposed development, assesses likely noise impacts at nearby noise sensitive receptors and determines what mitigation is required, if necessary. has been informed by national and local policy and guidance and the Transport Statement.

- 15.4 The NIA describes that the site is bound by industrial uses to the north and west, Colnbrook By-Pass to the south and the M25 to the east and highlights that the nearest dwellings to the site are approximately 500m to the south-west. As such, the assessment presented focuses on noise change as a result in the change of traffic flows off-site on the local road network. It states that there is a very low likelihood of noise impact resulting from activities such as loading/unloading taking place on-site, which take place within the existing warehouse facility.
- 15.5 The Assessment considers the change in AAWT (Annual Average Weekday Traffic 18-hour traffic flows on 11 road links, with and without the development in the opening year of 2024, following National Highways guidance. The calculations indicate that at most, noise levels increase by +0.1dB on four road links, whilst all others show no change. The report determines that the increase in vehicular movements on the surrounding road network should not noticeably increase the sound level at noise sensitive receptors and is indicative of the proposed development having a negligible impact on noise sensitive receptors.
- 15.6 The Assessment has also considered the impact of HGV pass-by noise during the night. The baseline has been quantified using Defra noise mapping data, which is based on road traffic flows and does not include industrial or commercial noise sources. As such, it is likely that the baseline noise level is higher than presented in the noise maps. The figure indicates that residential properties close to Colnbrook By-Pass (at approximately 10m away) are expected to experience sound levels of 65 dB LAeq,8hours at night.
- 15.7 For the purposes of the assessment a Single Event Level (LAE) for a single HGV pass-by is considered to be 82 dB at 10m. As an indication of potential noise impact, if all 60 HGVs, which are anticipated to pass on Colnbrook Bypass as a result of the development throughout the day and night, were to occur at night only, this is expected to result in a sound level of 55 dB LAeq,8hours at 10m from Colnbrook Bypass, which is 10 dB below the existing sound levels from Colnbrook Bypass. Based on this, adverse noise impact as a result of HGVs passing by due to the development are not anticipated to occur at residential properties along Colnbrook Bypass.
- 15.8 It should be noted that the NIA has not considered the noise levels associated with the provision of the new replacement buildings on-site and related works. Typically noise monitoring is conducted on-site to determine for instance the required specifications for glazing and ventilation, to ensure internal noise levels specified within the relevant national guidance can be met and future occupants will not be adversely impacted by noise. This information will however be obtained and assessed via a planning condition.
- 15.9 As with air quality, the assessment has not considered the demolition and construction phases of the development in respect to noise. The Demolition Construction Environmental Management Plan (DEMP) and Construction

Environmental Management Plan (CEMP), secured via planning conditions will however ensure that noise is adequately controlled.

15.10 The Council's Environmental Services officers have reviewed the application and associated documentation and are satisfied with the proposals and associated assessment subject to appropriate conditions and s.106 related obligations, as set out in the recommendation.

15.11 Based on the assessment above, the proposals are considered to be in accordance with the requirements of national and local and planning policy and guidance regarding noise.

15.12 Neutral weight is applied to this matter in the overall planning balance.

16.0 **Landscaping, ecology and biodiversity**

- Landscaping:

16.1 The NPPF Planning policies and decisions should ensure that developments function well and add to the overall quality of the area and are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.

16.2 This approach is reflected in Core Policy 8 of Slough's Core Strategy and Adopted Local Plan Policies EN1 and EMP2 which emphasise the need for high standard of design and for development proposals to be compatible with and / or improve their surroundings.

16.3 The proposed landscaping for the site has been considered carefully from a visual and an ecological perspective, to minimise any potential impacts derived from the site's permanent use, enhance its setting and appearance, and promote greening and biodiversity.

16.4 Having regard to the layout and buildings to be essentially retained as existing, in addition to the proposed changes, the landscaping scheme seeks to present a comprehensive site-wide treatment providing for a substantial and wide range of planting. In particular, enhanced landscaping is proposed along the southern and eastern boundaries of the site, separating the site and the A4 and M25. Native shrubs and trees will be planted to reinforce the existing site boundaries including a mix of extra heavy standard trees with heights of between 4-5m. The proposed planting is of a scale and density so as to screen the car park, yard areas and retained buildings. Around the proposed trees and shrubs, wildflowers will be planted to improve the biodiversity of the site.

16.5 Further landscaping is proposed in the area currently occupied by one of the main temporary buildings to be replaced - Building C to create a 'break out' space for staff. This will be formed by informal paths, benches and tables, and areas of wildflowers. The area south of the large main warehouse building to be retained - Building A and

enclosed by the access roads, and other underutilised areas of the site, will be planted with wildflowers and where possible trees to improve visual amenity and biodiversity.

- 16.6 The existing landscaping on the site's northern boundary will be reinforced by additional native shrub planting. Ornamental planting is proposed adjacent to the eastern access and southern access will be tree-lined. Around the proposed trees and shrubs, wildflowers will be planted to improve the biodiversity of the site.
- 16.7 It should also be noted that the new welfare/administrative building proposed to replace the existing temporary Buildings B and C will incorporate green walls on its south-east and south-west elevations where there will be residual views of the site from the Colnbrook By-Pass. This again will assist in softening the appearance of the site and provide additional greening.

- Ecology:

- 16.8 In accordance with the Natural Environment and Rural Communities Act 2006 Local Planning Authorities have a statutory duty to show regard for conserving biodiversity in the exercise of all public functions.
- 16.9 The NPPF states that planning decisions should contribute to and enhance the natural and local environment and require development to minimise impacts on and providing net gains in biodiversity.
- 16.10 Core Policy 9 relates to the natural environment and similarly requires new development to preserve and enhance natural habitats and the biodiversity of the Borough, including corridors between biodiversity rich features.
- 16.11 In England, Biodiversity Net Gain (BNG) recently became mandatory under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021). Under the statutory framework for biodiversity net gain, subject to some exceptions, every grant of planning permission is deemed to have been granted subject to the condition that the biodiversity gain objective is met ("the biodiversity gain condition"). This objective is for development to deliver at least a 10% increase in biodiversity value relative to the pre-development biodiversity value of the on-site habitat.
- 16.12 An Ecological Impact Assessment (EclA) has been submitted with the application, in addition to a Biodiversity Net Gains Assessment. The EclA establishes the baseline ecological conditions of the site, identifies ecological mitigation measures incorporated into the design of the development, establishes what mitigation measures are required during construction, identifies residual ecological effects and the mitigation measures required to off-set them, makes recommendations on how to secure mitigation measures, sets out ecological enhancement measures that will come forward as part of the proposed development, and provides the information

required to determine whether the project accords with relevant nature conservation policies and legislation

- 16.13 The EclA confirms that a desk study was undertaken in January 2024, which identified one internationally designated site within 6km of the Site, two nationally designated sites, and one regionally designated site. The Site also falls within several Site of Special Scientific Interest Impact Risk Zones, but the proposed development does not meet the criteria for consultation with Natural England.
- 16.14 Having regard to the size and scale of the proposed development, together with the existing level of separation and containment due to the site's established boundaries and intervening development, the EclA concludes that it is unlikely that it would have a significant adverse impact on designated sites.
- 16.15 Habitat surveys were carried out onsite in December 2023 and confirmed that the site contains hardstanding, buildings, modified grassland, mixed scrub, lowland mixed deciduous woodland habitats and a wet ditch.
- 16.16 There are no records of amphibians within 2km of the site within the last 10 years and while there may be suitable areas for foraging on-site, the EclA concludes 'given the lack of records in an area continuously subject to development it is anticipated that there is a particularly low likelihood of Great Crested Newt presence, and other amphibian species.
- 16.17 There is some potential for reptiles on the site and in neighbouring areas of woodland, but this is limited by the site's boundaries which make movement into or across the site challenging.
- 16.18 The nature of the site's operations made it generally unsuitable for bats and none of the buildings or trees present on-site were suitable for roosting. The only limited potential being the woodland habitat serving as a foraging or commuting area. There is a negligible associated risk of disturbance.
- 16.19 Habitats featured on the site suitable for nesting birds, include dense scrub and lowland mixed deciduous woodland. In addition, the roof of the buildings present on Site provides nesting potential for gull species.
- 16.20 The only other protected species noted was West European Hedgehog. The site may be suitable for foraging and there are records of the presence of hedgehog in the immediate area, the most recent being 16.05.2022.
- 16.21 The lowland mixed deciduous woodland is identified as a Habitat of Principal Importance. The majority of habitat identified is to be retained with the principal habitat to be lost being mixed scrub and grassland to facilitate the landscape proposals support the replacement of the two existing administration buildings (Buildings B and C). This loss of habitat will be compensated for through the

landscaping scheme and areas of biodiversity enhancement, particularly the creation of areas of wildflowers.

- 16.22 Limited potential risks are identified in relation to the construction phase and those risks that are identified can be mitigated through appropriate precautionary measures. It suggests that should any mitigation measures be deemed necessary these are secured under a Demolition and Environmental Management Plan (DEMP) and a Construction and Environmental Management Plan (CEMP) subject to an appropriate condition. Officers have recommended conditions requiring the submission of a DEMP and CEMP including necessary safeguarding measures and mitigation.

- Biodiversity Net Gains:

- 16.23 In relation to biodiversity enhancement specifically, the Net Gain Assessment indicates that the development will achieve a net gain in biodiversity more than 10%, as set out in the summary table below:

Unit Types	Units Gained	Net Percentage Change
Area Units	+9.32	+123.60%
Watercourse Units	+0.51	+31.71%
Linear Units	+1.65	+100%*
As the baseline linear biodiversity units for the Site was zero, any increase in linear biodiversity units in the proposed scheme will result in a 100% net change in linear biodiversity.		

- 16.24 The main contributor to this net gain is the neutral grassland planting and native shrub planting that is to occur throughout the site, as well as the enhancement of the ditch towards the southern extent of the site, and the native hedgerow planting which will significantly increase the provision of linear habitats and therefore the connectivity on Site. These increases in all types of biodiversity units have the potential to benefit a range of species.

- 16.25 It should be noted that any habitat creation is required to be managed in perpetuity to ensure habitats meet the target conditions (which for the purposes of BNG is considered to be 30 years). Monitoring of this should be implemented through an appropriate LEMP which Officers have included within the recommendation.

- Off-site highway works:

- 16.26 As highlighted previously, a new pedestrian route would be provided adjacent to the vehicular access into the site north of the A4 (from the A4 eastbound). This will involve provision of an on-site footway which will continue beyond the application red line boundary into the public highway, and lead to a new off-site controlled crossing of the A4 would then link south to the existing shared foot / cycleway provided to the south of the A4.

- 16.27 A concept design has been prepared in discussions with SBC Transport/Highways Officers and form part of the submitted application plans. The proposed works would result in the loss of approximately 350sqm of verge within the site, and 500sqm of combined verge and deceleration lane beyond the application boundary. It should be noted that the off-site area to be lost includes a 3-metre-wide tolerance to allow for construction works and other build tolerances, which is not necessary within the site as the footway would be constructed from the internal access road.
- 16.28 The combined works will require localised land profiling, within the existing grassed verge to the south and north of the access road and will avoid the loss of any more substantial vegetation, in particular the mature vegetation and trees surrounding the waterbodies to the south of the site. The proposed pedestrian footway is intended to be incorporated into the wider landscape masterplan and landscape proposals for the site.
- 16.29 Following a desk-based review, the applicant has confirmed that the area to be lost comprises ruderal vegetation (grasses and weeds) within the highway verge with limited ecological or amenity value. Whilst a requirement to deliver biodiversity net gain is only applicable within the application red line, the loss of 500sqm of ruderal vegetation equates to approximately 0.2 area units within the biodiversity metric. In the context of the Biodiversity Net Gains described above, the loss is therefore considered negligible.
- 16.30 Importantly, the proposal will avoid the loss of any substantial vegetation, in particular the mature vegetation and trees surrounding the waterbodies to the south of the site.
- 16.31 Having regard to the location, nature and characteristics of the site, the proposed landscaping and associated ecological/biodiversity enhancements are considered reasonable and appropriate. The application has satisfactorily demonstrated that the proposed development would not have a significant local environmental impact and nor in relation to any of the designated sites in the wider area.
- 16.32 Based on the above assessment, the proposal would comply with local planning policies and the requirements of the National Planning Policy Framework.
- 16.33 Positive weight is applied to this matter in the overall planning balance.

17.0 **Ground conditions and land contamination**

- 17.1 The National Planning Policy Framework requires that planning decisions should contribute to and enhance the natural and local environment by preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. It goes on to state that development should, wherever possible,

help to improve local environmental conditions and remediate and mitigate despoiled, degraded, derelict, contaminated and unstable land, where appropriate.

- 17.2 This approach is also reflected in Core Policy 8 of the Core Strategy, which highlights that development should not cause contamination or a deterioration in land, soil or water quality, or be located on polluted land unless the development incorporates appropriate mitigation measures to limit the adverse effects on occupiers and other appropriate receptors.
- 17.3 A Phase 1 Desktop Study was submitted with the application which presents a preliminary assessment of the potential for land contamination to be present on the site. The assessment was informed by historical maps, geological and environmental database information, and borehole records.
- 17.4 The Study considered the risk of contamination from a number of sources and in relation to a range of receptors including human health, water, flora and building materials. It concludes that there is likely to be some risk to human health (end users of the site and workers required during the construction phase) from soil contamination beneath the site and from soil gas where it is underlain by landfill.
- 17.5 It concluded that in advance of any redevelopment it would be prudent to carry out a ground investigation, which should determine the thickness and nature of made ground/landfill across the site and check the near surface soil and water for potential contaminants and soil gas.
- 17.6 The risk associated with the movement of contaminants from landfill into water was assessed as being minimal in the context of the geology of the site. In addition, the Study advised that existing drainage systems should be checked to ensure their integrity and redundant infrastructure removed and remaining effluent appropriately disposed of off-site.
- 17.7 The Study notes that ground conditions are unlikely to be suitable for tradition or raft foundations and piling or ground improvements may be necessary to enable the proposed development.
- 17.8 A detailed Unexploded Ordnance (UXO) Risk Assessment was also submitted with the application which concluded that there is an overall low risk from unexploded ordnance on the site.
- 17.9 The Councils Contaminated Land Officer and the Environment Agency have raised no objections in respect to these matters subject to appropriate safeguarding planning conditions.
- 17.10 Based on the above assessment and subject to conditions, the proposal is considered to comply with Core Policy 8 of the Core Strategy, and the requirements of the National Planning Policy Framework in respect to land contamination. Neutral weight is applied to this matter in the overall planning balance.

17.11 Neutral weight is applied to this matter in the overall planning balance.

18.0 **Flood Risk and drainage**

- 18.1 The NPPF states that when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment (footnote 63). It goes on to state that applications which could affect drainage on or around the site should incorporate sustainable drainage systems to control flow rates and reduce volumes of runoff, and which are proportionate to the nature and scale of the proposal. These should provide multifunctional benefits wherever possible, through facilitating improvements in water quality and biodiversity, as well as benefits for amenity.
- 18.2 Core Policy 8 of The Slough Local Development Framework, Core Strategy, Development Plan Document states that development must manage surface water arising from the site in a sustainable manner which will also reduce the risk of flooding and improve water quality. Core Policy 10 states that development will only be allowed where there is sufficient existing, planned or committed infrastructure including water, sewerage and drainage and that all new infrastructure must be sustainable. This is also reiterated by Local Plan Policy EN34 (Utility Infrastructure)
- 18.3 The application site area exceeds the one-hectare threshold referred to in footnote 63 of the NPPF and consequently a Flood Risk Assessment (FRA) has been submitted with the planning application.
- 18.4 The FRA identifies that the site is located within Flood Zone 1 (Low Probability – having less than 1 in 1,000 annual probability of flooding from rivers or sea). Furthermore, the surrounding road and rail networks appear to informally protect the site from flooding from surrounding watercourses. The FRA also highlights that the site is also at very low to medium risk of surface water flooding.
- 18.5 The proposed development is classified as ‘More Vulnerable’ under the Planning Practice Guidance. The Flood Risk Assessment provides that all types of development, including that classified as ‘More Vulnerable’, are considered appropriate within Flood Zone 1 and that the proposed development is therefore appropriately located in flood risk terms.
- 18.6 The Flood Risk Assessment confirms that the existing on-site infrastructure is sufficient to meet the needs of the development, but that there was also an opportunity for betterment. In demolishing Buildings B and C and the associated landscaping scheme a number of previously impermeable areas will be made permeable. Surface water run-off rates can be restricted to a level equivalent to a greenfield site (2l/s) through the use of flow control chamber with attenuation in the form of a modular crate system, pipes and manholes.

- 18.7 The drainage strategy contained in the Flood Risk Assessment provides that the proposed development can be accommodated, in relation to surface water, by the existing drainage system which “ultimately outfalls to the Old Bingley Ditch”. The proposed approach accommodates existing overland flow routes to reduce the residual risk from surface water and groundwater; this is consistent with the discharge hierarchy.
- 18.8 The Flood Risk Assessment concludes there will be no change to the existing peak surface water runoff rates or volume of run-off and therefore additional surface water management measures are not required.
- 18.9 The Council’s Flood Risk officer, the Environment Agency and Thames Water have been consulted on the planning application and have confirmed that they have no objection to the proposed development subject to appropriate conditions and informatics.
- 18.10 Based on this assessment, it is considered that there are no flooding and drainage related constraints to the development of the site and the proposals are an appropriate development in this location. The proposed drainage arrangements would ensure that the site and development is safe from surface water flooding and would not increase flooding elsewhere. The application is therefore compliant with Core Policies 8 and 10 of the adopted Slough Core Strategy, Local Plan Policy EN34, the NPPF and corresponding drainage guidance contained in the PPG.
- 18.11 Positive weight is applied to this matter in the overall planning balance.

19.0 **Economic impact**

- 19.1 The NPPF states that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential.
- 19.2 It goes on to state that planning policies and decisions should also recognise and address the specific locational requirements of different sectors. This includes making provision of storage and distribution operations at a variety of scales and in suitably accessible locations that allow for the efficient and reliable handling of goods, especially where this is needed to support the supply chain, transport innovation and decarbonisation and the expansion or modernisation of other industries of local, regional or national importance to support economic growth and resilience.

- 19.3 One of the main aims of the Core Strategy is to ensure that Slough continues to fulfil its regional role in maintaining a competitive, sustainable and buoyant economy, whilst at the same time providing a diverse range of jobs for local people. Core Policy 5 (Employment) states that the location, scale and intensity of new employment development must reinforce the Spatial Strategy and transport strategy and specifically highlights that major warehousing and distribution developments will be located in the eastern part of the Borough and in Existing Business Areas that have good access to the strategic road and rail network.
- 19.4 The Local Plan for Slough states that the Borough is an important employment centre in the region, not just for Slough residents but also for surrounding areas. Good rail and road links, and proximity to Heathrow Airport make Slough an ideal employment centre. It highlights that high large proportion of Slough residents who work outside of the town are employed at Heathrow in airport related jobs.
- 19.5 The Local Plan also highlights that there has been considerable development in Poyle and Colnbrook, relating, in particular to warehousing and distribution resulting in increased employment generating activity, due to the close proximity of the M25, the A4 and Heathrow Airport.
- 19.6 The application is accompanied by a Socio - Economic Statement, which sets out the key economic benefits that would and could be delivered by the proposed development and the value of the site at the local, regional and national level.
- 19.7 Current operations at the site support a core staff of 159, of which there is an approximate range of 80 to 100 shifts active per day (in a 24-hour period). 98% of the current staff are estimated to originate from local boroughs.
- 19.8 The proposed development will involve a new building, the construction of which will sustain approximately 175 gross direct jobs and a further 70 gross indirect jobs throughout the construction period. Of these, approximately 130 direct jobs and 50 indirect jobs could be occupied by the labour force within the labour market catchment area and are therefore again 'local jobs'. Similarly, this development could generate a direct GVA of approximately £12.6m and a further £4.3m indirect GVA throughout the estimated construction period. The total local employment effect to the labour market catchment area resulting from the development of the replacement building is estimated to be just over 180 FTE jobs.
- 19.8 Strategically, the Logistics Centre plays a critical role in supporting the wider operation of Heathrow Airport. The total trade through Heathrow is forecasted to increase to over £204bn this year, equivalent to a growth rate of 8.9% during this period. The value of trade through Heathrow as a share of all UK trade of goods and goods and services is expected to grow to 21.2% and 14.6% respectively in 2025.
- 19.9 Heathrow is a major transportation hub in the UK by value. Over 90% of the UK's trade by volume is transported by sea, but due to the higher value cargo that is transported by air, Heathrow is responsible for over a fifth of the UK's trade of goods by value. Prior to the onset of the Covid-19 pandemic, Heathrow handled over

475,000 flights, £160 billion worth of cargo, and 80 million passengers moving through the airport annually. In the years following the pandemic, the Airport is recovering back to these pre-pandemic levels. Furthermore, over 140,000 jobs are set to be supported by Heathrow and its broad supply chain this year.

19.18 Having regard to the location and nature of the Logistics Centre, its permanent retention and associated changes, are considered to be appropriate to secure its longer-term viable economic use and provide significant wider economic benefit. The scheme aligns with the policies in the Local Plan in relation to promoting new investment and employment opportunities within existing business areas, as well as the objectives of the NPPF which seeks to build a strong, responsive and competitive economy by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure.

19.8 Positive weight is applied to this matter in the overall planning balance.

20.0 **Sustainability, energy and design and construction**

20.1 The National Planning Policy Framework highlights that the planning system should support the transition to net zero by 2050 and take full account of all climate impacts. It states that it should help to shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources and support renewable and low carbon energy and associated infrastructure.

20.2 Core Policy 8 of the Core Strategy states that all development in the Borough shall be sustainable, of a high-quality design, improve the quality of the environment and address the impact of climate changes. The Policy also seeks to minimise the consumption and unnecessary use of energy; generate energy from renewable resources; and incorporate sustainable design and construction techniques. The Core Strategy states proposals for non-residential development should achieve a BREEAM rating of 'Very Good' or 'Excellent'.

20.3 The Developers Guide Part 2 expects commercial development of 10,000 sqm or more to achieve a BREEAM rating of 'Excellent', along with low or zero carbon energy generation equivalent to approximately 10% of the developments carbon emissions.

20.4 The site has been in use as a logistics centre for over 20 years, and the application seeks its permanent use and a number of physical and operational improvements including modern replacement buildings, landscaping and pedestrian access. The use provides critical logistical support for the ongoing maintenance of Heathrow Airport and capital project works, in addition to the secure screening of persons and goods. The scale of the logistics centre and its proximity to the Airport allows for significant operational consolidation and efficiencies and ensures related vehicular movement is kept to a minimum. The proposed re-purposing of the cement building

as a Design for Manufacture and Assembly (DfMA) facility, will enable further consolidation.

- 20.5 The proposals involve rationalising the existing buildings/facilities on site including their retention and re-use, removal and replacement. The site currently accommodates 14 buildings and ancillary buildings/structures with a total approximate floorspace of 17204sqm. As proposed it will accommodate 10 buildings including a new permanent building, reducing total floorspace by approximately 155sqm.
- 20.6 Most of these buildings and structures are industrial in nature and appearance including of significance the main logistics centre and cement shed, and their basic form will remain unchanged. They will serve to accommodate the core operational processes associated with the overall use of the site as a logistics centre for Heathrow Airport.
- 20.7 A key part of the proposals however involves the removal of two existing temporary administration buildings and associated structures and the construction of a single purpose-built building providing offices and welfare, IT and storage facilities.
- 20.8 An Energy Strategy Sustainability Report and a Preliminary BREEAM Assessment has been submitted with the application, in addition, to a Lifecycle Carbon Assessment to respond to the requirements of Core Policy 8 and associated policy guidance.
- 20.9 The Report outlines how the energy strategy in respect to the proposed new building can achieve carbon and energy reductions through the inclusion of energy efficient measures and low and zero carbon technologies in the form of solar panels (PV) and air source heat pumps. It demonstrates that the energy strategy will improve upon the Building Regulations Part L2 baseline by 17.2% via the use of low and zero carbon technologies and that the building will achieve a BREEAM Excellent rating, as required by local policy and an Energy Performance Certificate (EPC) rating of A. Materials specified are recognised for their low environmental impact and are responsibly sourced.
- 20.10 In addition, the Report states that energy improvement measures will be undertaken to the existing buildings to be retained on-site. These include the installation of renewable energy systems in the form of roof mounted solar panels (PV) and upgrades to energy efficient LED lighting (in lieu of the fluorescent fittings) which will minimise internal heat gains and reduce energy expenditure. Several smaller ancillary buildings for which an EPC rating does not apply will also have their heating and lighting upgraded. Given the nature and use of the larger key buildings to be retained, namely the logistics warehouse and cement shed, it is not feasible to comprehensively upgrade their environmental performance, as per a new-build, however the proposed improvements will noticeably enhance their energy efficiency.

- 20.11 As part of the permanent use of the site, the application also proposes a minimum of 20% of all parking spaces to incorporate electric vehicle charging, additional disabled parking bays and 48 covered and lit cycle parking spaces. With the provision of the proposed pedestrian access, the site will therefore enable more sustainable forms of movement.
- 20.11 Based on the above assessment, having regard to the location, nature and purpose of the site, it is considered that the applicant has satisfactorily demonstrated that the proposals represent sustainable development. The development will minimise the consumption of energy; maximise the generation of energy from renewable resources (noting the constraints associated with a number of the existing buildings on-site); and incorporate sustainable design and construction measures to comply with the objectives of Core Policy 8 of the Core Strategy and the NPPF.
- 20.12 Positive weight is applied to this matter in the overall planning balance.

21.0 **Equalities considerations**

- 21.1 Throughout this report, due consideration has been given to the potential impacts of development, upon individuals either residing in the development, or visiting the development, or who are providing services in support of the development. Under the Council's statutory duty of care, the local authority has given due regard for the needs of all individuals including those with protected characteristics as defined in the 2010 Equality Act (e.g. age (including children and young people), disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. In particular, regard has been had with regards to the need to meet these three tests:
- Remove or minimise disadvantages suffered by people due to their protected characteristics;
 - Take steps to meet the needs of people with certain protected characteristics; and;
 - Encourage people with protected characteristics to participate in public life (et al).
- 21.2 The proposed development supports a number of important aspects relevant to these considerations. Access to the site and its buildings would, for instance be safe and suitable for all users, and lift and wheelchair accessible car parking provided. More strategically, the development will retain and provide new employment space and create new local employment opportunities, in addition of course to supporting the ongoing operational needs of Heathrow Airport and the wider social and economic benefits it brings.
- 21.3 There may be temporary (but limited) adverse impacts upon all individuals with protected characteristics, whilst the development is under construction, by virtue of the construction works taking place. People with the following characteristics have the potential to be particularly disadvantaged because of the construction works

associated with the development e.g. people with disabilities, those pregnant, younger and older children, and elderly residents/visitors. It is also considered that noise and dust from construction has the potential to cause nuisances to people sensitive to noise or dust. Measures, however, are incorporated in the proposed recommended Construction Environment Management Plan condition to minimise these impacts.

21.4 In conclusion, it is considered that the needs of individuals with Protected Characteristics have been fully considered by the Local Planning Authority exercising its public duty of care, in accordance with the 2010 Equality Act.

21.5 Positive weight is applied to this matter in the overall planning balance.

22.0 **Section 106 Requirements**

22.1 It is noted within the report, that to make the development acceptable in planning terms, the following obligations are required:

- i. Provision of new footpath link to A4 and pedestrian crossing.
- ii. Future use and maintenance of rail sidings
- iii. Construction vehicle routing strategy.
- iv. Financial contribution of £6,000 for Travel Plan Monitoring Fee.
- v. Financial contribution of £80,000 to the Colne Valley Partnership for improvements to the Colne Valley Trail and rivers.
- vi. Annual financial contribution of £28,000 to the Colne Valley Partnership for a period of five years for countryside management to enhance the landscape in the vicinity of the site.

22.2 The above obligations would comply with Regulation 122 of The Community Infrastructure Levy Regulations 2010 in that the obligations are considered to be:

- a) necessary to make the development acceptable in planning terms;
- b) directly related to the development; and
- c) fairly and reasonably related in scale and kind to the development.

23.0 **Presumption in Favour of Sustainable Development and Planning Balance**

23.1 At the heart of the National Planning Policy Framework is a 'presumption in favour of sustainable development'. It confirms that for decision taking this means approving development proposals that accord with an up-to-date development plan without delay. For the purposes of this application, the Development Plan is up to date. The report identifies that the proposal broadly complies with all the up to date and important relevant saved policies in the Development Plan, and relevant sections of the NPPF.

23.2 As required by the NPPF, the harm associated with a development and any benefits, and other material considerations must be weighed against one another. As described in the report, whilst substantial weight must be afforded to the identified

harm to the Green Belt, it remains that this harm is limited. When considering other harm arising as a result of the development, the proposal will result of the permanent loss of an area of the Strategic Gap, and affect the Colne Valley Park, the impacts of which have been demonstrated to be limited. Substantial weight is again nonetheless afforded to the harm identified. The development will also result in a minor adverse landscape and visual effect, to which limited weight is afforded given the existing context of the site.

- 23.3 On balance, when considered against the harm arising from the proposal and the weight that must be afforded to that harm, it is considered that the material considerations and benefits outweigh the harm identified. As such, in accordance with the NPPF, it is considered that on balance, very special circumstances exist, and that planning permission can be granted.

24.0 **Conclusion**

- 24.1 The proposals presented in this report represent a significant and important investment in the Borough, securing the permanent use of a site which has been operational for over 20 years supporting Heathrow Airport.
- 24.2 The proposed development would contribute to local, regional and national economic growth in supporting the significant operational requirements of the Airport and job creation and provide local environmental and ecological benefits.
- 24.3 On balance, the proposed development is considered to be acceptable in planning terms subject to securing appropriate planning obligations and planning conditions as set out in the recommendation.

PART C: RECOMMENDATION

25.0 **Recommendation**

- 25.1 Having considered the relevant policies set out above, and comments that have been received from consultees, and all other relevant material considerations it is recommended the application be delegated to the Planning Manager:

A) For approval subject to:

1. The application being referred to the Secretary of State Housing, Communities and Local Government and not being called in.
2. The satisfactory competition of a Section 106 to secure:
 - i. Provision of new footpath link to A4 and pedestrian crossing.
 - ii. Future use and maintenance of rail sidings.
 - iii. Construction vehicle routing strategy.
 - iv. Financial contribution of £6,000 for Travel Plan Monitoring Fee.

- v. Financial contribution of £80,000 to the Colne Valley Partnership for improvements to the Colne Valley Trail and rivers.
 - vi. Annual financial contribution of £28,000 to the Colne Valley Partnership for a period of five years for countryside management to enhance the landscape in the vicinity of the site.
3. Finalising Section 106 Heads of Terms and conditions with the applicant/agent and any other minor changes.
- B) Refuse the application if the completion of the above has not been satisfactorily completed by 31st October 2025 unless a longer period is agreed by the Planning Manager, in consultation with the Chair of the Planning Committee.

PART D: CONDITIONS

Time Limit for Implementation

1. The proposed works for which planning permission is granted shall commence before the expiration of three years from the date of this permission.

REASON: To prevent the accumulation of planning permissions, and to enable the Council to review the suitability of the development in the light of altered circumstances and to comply with the provisions of Section 91 of the Town and Country Planning Act 1990.

Approved Plans

2. The development hereby approved shall be implemented only in accordance with the following plans/drawings hereby approved by the Local Planning Authority:
 - a. Proposed Site Plan 010 B
 - b. Phasing Plan 011 B
 - c. Proposed Site Sections 310 A
 - d. Building A - Existing & Proposed Ground Floor Plan A-100 A
 - e. Building A - Existing & Proposed First Floor Plan A-102 A
 - f. Building A - Existing & Proposed Elevations A-200 A
 - g. Building D - Existing & Proposed Plans and Elevations D-100 A
 - h. Building E - Existing & Proposed Plans and Elevations E-100 A
 - i. Building F - Existing & Proposed Plans and Elevations F-100 A
 - j. (Building G) Proposed Roof Plan 5219669-ATK-XX-RF-SK-AR-011008 1.0
 - k. Building G Proposed Elevations 5219669-ATK-XX-XX-SK-AR-012003 1.0

- l. Building G Proposed Elevations 5219669-ATK-XX-XX-SK-AR-012004 1.0
- m. Building H - Existing & Proposed Plans and Elevations H-100 A
- n. Building I - Existing & Proposed Plans and Elevations I-100
- o. Building J - Existing & Proposed Plans and Elevations J-100 A
- p. Building L - Existing Plans and Elevations L-100 A
- q. Building M - Existing & Proposed Plans and Elevations M-100 A
- r. Building N - Existing Plans and Elevations N-100 A
- s. Welfare/Office - Proposed Ground Floor Plan WO-101 A
- t. Welfare/Office - Proposed First Floor Plan WO-102 A
- u. Welfare/Office - Proposed Second Floor Plan WO-103 A
- v. Welfare/Office - Proposed Roof Plan WO-104 A
- w. Welfare/Office - Proposed Elevations WO-201 A
- x. Welfare/Office - Proposed Cycle Shelter WO-202 A
- y. Landscape Overall GA RG-LD-100 P2
- z. Hard and Soft Landscape GARG-LD-200-01 P2
- aa. Hard and Soft Landscape GARG-LD-200-02 P2
- bb. Hard and Soft Landscape GARG-LD-200-03 P2
- cc. Hard and Soft Landscape GARG-LD-200-04 P2
- dd. Soft Landscape Schedule RG-LD-200-05 P2

REASON: To ensure that the site is developed in accordance with the submitted application and to ensure that the proposed development does not prejudice the amenity of the area and to comply with the Policies in the Development Plan.

Occupation

- 3. The development hereby approved shall be used in support of the operation of Heathrow Airport and construction projects associated with the Airport by the relevant airport operator (within the meaning of section 57A of the Airports Act 1986) only, and for no other purpose.

REASON: For the avoidance of doubt and to ensure that the land uses are strictly controlled in accordance with the planning permission, and to comply with Policies CG1 and CG9 of the Local Plan, Core Policies 1, 2, 8 and 9 of the Slough Local Development Framework Core Strategy 2006-2026 and to reflect the National Planning Policy Framework.

Biodiversity Net Gain

- 4. The development hereby approved shall deliver at least 10% Biodiversity Net Gain (BNG) on-site, in accordance with the Biodiversity Net Gain Assessment (Ref: 99286.665688 Rev 2 dated 03.03.2025) prepared by Delta-Simons.

REASON: In the interests of enhancing local ecology in accordance with Core Policy 8 of the Adopted Local Development Framework, Core Strategy

2006 - 2026, policies EN1 and EN3 of The Adopted Local Plan for Slough 2004, and the requirements of the National Planning Policy Framework.

Energy Strategy

5. The development hereby approved shall be carried out in accordance with the energy efficiency measures and Low or Zero Carbon technology as set out within the Energy and Sustainability Strategy (Ref: 23-LP-110 Rev P3 dated 13.03.2025) prepared by mba Consultants.

REASON: In the interest of sustainable development in accordance with policy 8 of the Core Strategy of the Core Strategy 2006 - 2026, and the requirements of the National Planning Policy Framework.

Sustainable Development Design Stage Certificate

6. Prior to the occupation of the relevant parts of development hereby approved, a Design Stage Certificate shall be submitted to and approved by the Local Planning Authority confirming that the development has been designed to achieve a standard of BREEAM Excellent (or equivalent standard).

REASON: In the interest of sustainable development in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the requirements of the National Planning Policy Framework.

Sustainable Development Post-Construction Review Certificate

7. Within 6 months of the occupation of the development hereby approved, a Post-Construction Review Certificate confirming the development hereby approved has been constructed to achieve a standard of BREEAM Excellent (or equivalent standard) shall be submitted to and approved the Local Planning Authority.
- 8.

REASON: In the interest of sustainable development in accordance with policy 8 of the Core Strategy of the Core Strategy 2008, and the requirements of the National Planning Policy Framework.

Improved Vehicle and Pedestrian Access

9. Within 6 months of planning permission being granted, the revised means of access shall be sited and laid out in accordance with the details to be submitted to and approved in writing by the local Planning Authority and constructed in accordance with Slough Borough Council's Design Guide. The means of access should be maintained in this form in perpetuity.

REASON: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.

Cycle Parking

10. Details of the cycle parking provision shall be submitted within 3 months of planning permission being granted by the Local Planning Authority (including location, housing and cycle stand details) have been submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be provided in accordance with the approved details prior to the occupation of the development and shall be retained at all times in the future for this purpose.

REASON: To ensure that there is adequate cycle parking available at the site in accordance with Policy T8 of The Local Plan for Slough 2004, and to meet the objectives of the Slough Integrated Transport Strategy, and the requirements of the National Planning policy Framework.

Car Parking

11. Details of the parking provision shall be submitted within 3 months of planning permission being granted by the Local Planning Authority have been submitted to and approved in writing by the Local Planning Authority. The car parking spaces shall be provided and made available for use in connection with the logistics centre use and maintained for the parking of cars thereafter. The car parking spaces shall not be used for any separate business, commercial or residential use.

REASON: In the interests of ensuring that the use benefits from satisfactory car parking provision in the interests of the amenities of the area in accordance with Core Policy 7 of the Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008 and the requirements of the National Planning Policy Framework.

Electric Vehicle Charging

12. Within 3 months of planning permission being granted, details of the active electric vehicle charging points (Type 2' socket and be rated to at least 7.2kW 16amp 0 7kW 30amp single phase), together with details of power supply and cable provision; shall be submitted to and approved in writing by the local planning authority. The approved details shall be fully installed, and the active charging points shall be fully operational within 6 months of planning permission being granted. The charging points shall be retained and kept in good working order in the future.

REASON: To provide mitigation towards the impacts on air quality in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008,

the Slough Low Emission Strategy 2018 – 2025 Technical Report, and the requirements of the National Planning Policy Framework.

Travel Plan

13. The development shall operate in accordance with the approved Travel Plan. Should the targets within the Travel Plan not be met, the operator should undertake whatsoever measures, as may first have been agreed in writing by the Local Planning Authority, as are necessary to cause a reduction in the number of car borne trips to ensure the targets are achieved. The Plan shall be under constant review by the Travel Plan Coordinator and the LHA with the completion of baseline surveys and surveys during the 3rd and 5th years of operation being used to inform further interventions to reduce car travel. An Annual Report providing a review of progress towards targets and of the implementation of the Travel Plan shall be sent to the Local Planning Authority after the completion of the baseline survey and the monitoring surveys.

REASON: In order to minimise danger, obstruction and inconvenience to users of the highway, to reduce travel by car in accordance with Policy T15 of the Slough Local Plan 2004 and to meet the objectives of the Slough Integrated Transport Strategy.

Delivery and Servicing Plan

14. Prior to occupation of the development, a site servicing strategy and Delivery and Servicing Plan (DSP) for the development including vehicle tracking, shall be submitted to and approved in writing by the Council. The DSP shall detail type of HGVs to be used on site, the hours of operation, a vehicle routing plan, ANPR cameras monitoring HGV routing, booking/management of deliveries, emergency access, collection of waste and recyclables, silent reversing methods/ location of drop-off bays and vehicle movement in respect of the development. The approved measures shall be implemented and thereafter retained for the lifetime of the development.

REASON: In order to ensure that satisfactory provision is made for deliveries, drop-offs and refuse storage and collection and to ensure that the amenity of occupiers of the development site and surrounding premises is not adversely affected by noise, in accordance with Policy T3 of The Adopted Local Plan for Slough 2004, Policies 7 and 10 of the adopted Core Strategy 2006-2026 and the guidance contained in the Council's Developer's Guide Part 3 (2008) and the National Planning Policy Framework.

HGV Restrictions

15. Other than respect of the exceptions listed below, the movement of HGVs shall be restricted from accessing and departing from the site except during the hours of 0900 to 1700 and 1900 to 2300 on Mondays to Fridays and 0700 and 1600 on Saturdays.

Exceptions to the restrictions on deliveries are as follows:

- a. The movement of abnormal loads as directed from time to time by the relevant control authority, and
- b. The movement of HGV consolidated loads associated with constructions projects within the Central Terminal Area which may access or depart from the site at any time other than the hours of 0700 to 0900 and 1700 to 1900 Monday to Friday.

REASON: To mitigate the unacceptable impact of development on highway safety in accordance with paragraph 116 of the National Planning Policy Framework.

HGV Movements

16. In line with the findings of the Transport Statement prepared by STANTEC (dated April 2024) as hereby approved, the number of two-way HGV lorry movements to and from the site, based on a 60/40 vehicle direction split on Colnbrook By-Pass, shall not exceed on average 2,200 lorry movements two-way per calendar month when calculated on an annual basis, and shall not in any event exceed a total of 2,750 lorry movements during any one calendar month. To ensure numbers of HGV movements do not exceed the stated figures six monthly statements shall be submitted, until the permitted use ceases, demonstrating that the stated maximum HGV deliveries are not being exceeded. The no. of HGV movements shall be recorded/provided by ANPR camera to demonstrate compliance. Should the average number of lorry movements two way exceed these monthly limits, and it is projected that the maximum delivery numbers will continue to do so then the prior written consent of the Local Planning Authority shall be required to continue operating at these limits.

Reason: To ensure that the level of traffic generated by the continued use of the Logistics Centre does not result in a worsening of air quality management within the Brands Hill Air Quality Management Area in accordance with Core Policy 8 of the Core Strategy 2006-2026 (2008) and the National Planning Policy Framework.

Demolition Environment Management Plan (DEMP)

17. Prior to the commencement of demolition works associated with the development hereby approved, a Demolition Management Plan shall be

submitted to and approved in writing by the Local Planning Authority. The Demolition Management Plan shall include the following details:

1. A site set up plan displaying hoarding/fencing extents, vehicle and pedestrian access points during construction, provision for storage of materials, waste and recycling facilities/areas, contractor parking, turning space for construction vehicles, unloading area for deliveries, site office and wheel cleaning facilities during the construction period.
2. Construction vehicles to ensure compliance with Euro VI Emissions Standard as a minimum and Non-road mobile machinery (NRMM) to ensure compliance with Table 10 of the Low Emissions Strategy Guidance.
3. Delivery hours and working hours. Deliveries shall be made outside peak hours of 0800 – 0900 and 1700 – 1800, and outside of 1430 – 1530 where the development is located in proximity to a school.
4. Details of traffic management measures to control deliveries to site and pedestrian movements on footways in proximity to the site in order to minimise the impact of construction on the safe operation of the surrounding highway network.
5. Vehicle routing plan for HGVs. HGVs shall avoid weight restrictions and AQMAs and local schools at collection/drop off time.
6. Details of dust control measures.
7. Details of noise control measures.
8. Details of how all temporary external lighting will not result in unacceptable amenity impacts or ecological impacts
9. Confirmation of whether any abnormal loads will be required for the construction or demolition. If so, the LHA must be notified of any abnormal loads at the following location:
<https://www.slough.gov.uk/licences-permits/abnormal-loads/1>.
10. Measures to be taken in relation to protecting ecology including trees.

The plan shall thereafter be implemented as approved before development begins and be maintained throughout the duration of the construction works period.

REASON: In the interests of local amenity, highway safety, air quality, the preservation of natural habitats and trees in accordance with Core Policies 7, 8 and 9 of the Adopted Local Development Framework, Core Strategy 2006 - 2026, policies EN1 and EN3 of The Adopted Local Plan for Slough 2004, and the requirements of the National Planning Policy Framework.

Construction Environmental Management Plan (CEMP)

18. Prior to the commencement of construction, a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Construction Management Plan shall include the following details:

1. A site set up plan displaying hoarding/fencing extents, vehicle and pedestrian access points during construction, provision for storage of materials, waste and recycling facilities/areas, contractor parking, turning space for construction vehicles, unloading area for deliveries, site office and wheel cleaning facilities during the construction period.
2. Construction vehicles to ensure compliance with Euro VI Emissions Standard as a minimum and Non-road mobile machinery (NRMM) to ensure compliance with Table 10 of the Low Emissions Strategy Guidance.
3. Delivery hours and working hours. Deliveries shall be made outside peak hours of 0800 – 0900 and 1700 – 1800, and outside of 1430 – 1530 where the development is located in proximity to a school.
4. Details of traffic management measures to control deliveries to site and pedestrian movements on footways in proximity to the site in order to minimise the impact of construction on the safe operation of the surrounding highway network.
5. Vehicle routing plan for HGVs. HGVs shall avoid weight restrictions and AQMAs and local schools at collection/drop off time.
6. Details of dust control measures and wheel washing facilities to be provided on site.
7. Details of noise control measure,
8. Details of how all temporary external lighting will not result in unacceptable amenity impacts or ecological impacts
9. Confirmation of whether any abnormal loads will be required for the construction or demolition. If so, the LHA must be notified of any abnormal loads at the following location:
<https://www.slough.gov.uk/licences-permits/abnormal-loads/1>.
10. Measures to be taken in relation to protecting ecology including trees.

The plan shall thereafter be implemented as approved before development begins and be maintained throughout the duration of the construction works period.

REASON: In the interest of minimising danger and inconvenience to vehicular traffic and pedestrian highway users in accordance with policies 7 and 8 of the Core Strategy 2008 and the requirements of the National Planning Policy Framework.

Materials

19. Prior to their installation, details of all facing materials to be used on all new buildings (including, where relevant, render colours, glazed facades, timber louvres, green walling, metal framing), boundary treatments and any other new external enclosures or structures shall be submitted to and approved in writing by the Local Planning Authority. Where requested by the Local Planning Authority, samples shall be displayed on site for inspection prior to their installation. The development shall then be completed in full accordance with the approved details.

REASON: To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy EN1 of the Adopted Local Plan for Slough 2004, and the requirements of the National Planning Policy Framework.

Phase 2 Intrusive Investigation Method Statement

20. Based on the findings of the Report on a Phase 1 Desk Study (ref. no. 104900), dated 2024 and prepared by Ground Engineering Ltd, below ground development works shall not commence until an Intrusive Investigation Method Statement (IIMS) has been submitted to and approved in writing by the Local Planning Authority. The IIMS shall be prepared in accordance with current guidance, standards and approved Codes of Practice including, but not limited to, BS5930, BS10175, CIRIA C665 & C552 and BS8576. The IIMS shall include, as a minimum, a position statement on the available and previously completed site investigation information, a rationale for the further site investigation required, including details of locations of such investigations, details of the methodologies, sampling and monitoring proposed. The Intrusive Investigation shall be subsequently implemented in accordance with the Method Statement hereby approved.

REASON: To ensure that the type, nature and extent of contamination present, and the risks to receptors are adequately characterised, and to inform any remediation strategy proposal and in accordance with Policy 8 of the Core Strategy 2008.

Phase 3 Quantitative Risk Assessment and Site-Specific Remediation Strategy

21. Below ground development works shall not commence until a Quantitative Risk Assessment (QRA) has been prepared for the site, based on the findings of the Intrusive Investigation undertaken pursuant to Condition 20. The risk assessment shall be prepared in accordance with the Land Contamination: Risk Management (LCRM) and Contaminated Land Exposure Assessment (CLEA) framework, and other relevant current guidance. This must first be submitted to and approved in writing by the Local Planning Authority and shall as a minimum, contain, but not limited to, details of any additional site investigation undertaken with a full review and update of the preliminary Conceptual Site Model (CSM) (prepared as part of the Phase 1 Desk Study), details of the assessment criteria selected for the risk assessment, their derivation and justification for use in the assessment, the findings of the assessment and recommendations for further works.

Should the QRA identify the need for remediation, then a proposed Site-Specific Remediation Strategy (SSRS) shall be submitted in writing to and approved by the Local Planning Authority. The SSRS shall include, as a minimum, but not limited to, details of the precise location of the remediation works and/or monitoring proposed, including earth movements, licensing and regulatory liaison, health, safety and environmental controls, and any validation requirements.

REASON: To ensure that potential risks from land contamination are adequately assessed and remediation works are adequately carried out, to safeguard the environment and to ensure that the development is suitable for the proposed use and in accordance with Policy 8 of the Core Strategy 2008.

Phase 4 Remediation Validation

22. No development within or adjacent to any area(s) subject to remediation works carried out pursuant to the Phase 3 QRA and SSRS shall be occupied until a full final Validation Report for the purposes of human health protection has been submitted to and approved in writing by the Local Planning Authority. The report shall include details of the implementation of the remedial strategy and any contingency plan works approved pursuant to the Phase 3 condition above. In the event that gas and/or vapour protection measures are specified by the remedial strategy, the report shall include written confirmation that all such measures have been implemented by a competent installer and then verified by a qualified independent third party/Building Control Regulator.

REASON: To ensure that remediation work is adequately validated and recorded, in the interest of safeguarding public health and in accordance with Policy 8 of the Core Strategy 2008.

Unexpected contamination

23. If, during development, contamination not previously identified is found to be present at the site, then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the local planning authority. The remediation strategy shall be implemented as approved.

REASON: To ensure that the development does not contribute to and is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site. This is in line with paragraphs 187, 196 and 197 of the NPPF.

Infiltration drainage

24. No drainage systems for the infiltration of surface water to the ground are permitted, other than with the written consent of the local planning authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by unacceptable levels of water pollution caused by mobilised contaminants. This is in line with paragraph 180 of the NPPF.

Foul drainage

25. The development shall be carried out in accordance with an approved non-mains foul drainage assessment including the following specific mitigation measures:
- a. The design of sealed cesspool that does not discharge to ground or water environment.
 - b. A monitoring and maintenance plan to ensure the cesspool is functioning as intended, including an approximate schedule of effluent collection to be agreed.
 - c. No siting of cesspool(s) within 50 metres or upslope of any well, spring or borehole used for private water supply.

REASON: To ensure that the proposed non-mains drainage system does not harm groundwater resources in line with paragraph 187 of the NPPF and Position Statements G5 and G6 of the Environment Agency's approach to groundwater protection.

Piling

26. Piling, deep foundations, or other intrusive groundworks (investigation boreholes/tunnel shafts/ground source heating and cooling systems) using penetrative methods shall not be carried out other than with the written consent of the local planning authority. The development shall be carried out in accordance with the approved details.

REASON: To ensure the proposed development does not harm groundwater resources in line with the Environment Agency's approach to groundwater protection. A foundation works risk assessment will be required, prepared with reference to the guidance presented in Piling into Contaminated Sites (Environment Agency, 2002) [ARCHIVED CONTENT] (nationalarchives.gov.uk).

Surface Water Drainage

27. Construction shall not begin until a detailed surface water drainage scheme for the site, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall include a Flood Exceedance Conveyance Plan.

REASON: To reduce the risk of flooding both on and off site in accordance with the NPPF and Core Policy 8 of the Core Strategy Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document by ensuring the satisfactory means of surface water attenuation and discharge from the site and to ensure the future maintenance of drainage systems associated with the development.

SuDS as Built and Maintenance Details

28. Prior to first occupation, a record of the installed SuDS and drainage scheme shall be submitted to and approved in writing by the Local Planning Authority for deposit with the Lead Local Flood Authority Asset Register. The details shall include:
- a. As built plans in .pdf or .shp file format;
 - b. Photographs to document each key stage of the drainage system when installed on site;
 - c. Photographs to document the completed installation of the drainage structures on site;
 - d. The name and contact details of any appointed management company information.

REASON: To ensure the installed SuDS and drainage scheme is satisfactory and in accordance with the approved reports for the development site and appropriately maintained.

Details of Hard and Soft Landscaping

29. Prior to any above ground floor works commencing, full details of the proposed hard and soft landscaping including samples of surface treatments, planting schedules and details of the species, height and maturity of any trees and shrubs and proposed landscape maintenance is required shall be submitted to and approved by the Local Planning Authority. The approved details shall be implemented in the next winter planting season following completion of the building works for the relevant phase of the development of part thereof, or before the occupation or use of that relevant phase, or part thereof, whichever is the earlier, and the landscaping shall thereafter be retained and maintained in accordance with the approved details.

REASON: To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality and to secure appropriate biodiversity in accordance with Core Policy 8 of The Slough Local

Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policies EN1 and EN3 of the Adopted Local Plan for Slough 2004, and the requirements of the National Planning Policy Framework.

Landscaping and Ecology Management Plan

30. Prior to the occupation of the development hereby permitted, a Landscaping and Ecology Management Plan (LEMP) shall be submitted to and approved by the Local Planning Authority. The maintaining of landscaping on site shall be undertaken in accordance with the approved LEMP thereafter. Within a five year period following the implement of the development hereby permitted, if any of the new trees or shrubs should die, are removed or become seriously damaged or diseased, then they shall be replaced in the next planting season with another of the same species and sized as permitted by the soft landscaping proposals hereby approved (as shown on drawings RG-LD-100 Rev P2, RG-LD-200-01 Rev P2, RG-LD-200-02 Rev P2, RG-LD-200-03 Rev P2, RG-LD-200-04 Rev P2, RG-LD-200-05 Rev P2)

Reason: To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality and to secure appropriate biodiversity in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policies EN1 and EN3 of the Adopted Local Plan for Slough 2004, and the requirements of the National Planning Policy Framework.

Maintenance plan

31. Prior to the occupation of the development hereby approved, a maintenance plan for the exterior of the development hereby approved including, external enclosures / structures and boundary treatments shall be submitted to and approved in writing by the Local Planning Authority. This maintenance plan shall set out a regular inspection and maintenance schedule and should include a timescale for the implementation of any remediation works required as a result from the maintenance inspection. The development shall thereafter be carried out in accordance with the approved details for the lifetime of the development.

REASON: To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policies EN1 and EMP2 of the Adopted Local Plan for Slough 2004, and the requirements of the National Planning Policy Framework.

Details of Temporary Accommodation

32. Prior to the installation of the Temporary Accommodation shown on approved Phasing Plan No. 4383 011 Rev B, details of the proposed Accommodation including floor plans, dimensioned elevations and external materials shall be submitted to and approved in writing by the Local Planning Authority.

REASON: To ensure the satisfactory delivery of the proposed development.

Vacation of Temporary Accommodation

33. The Temporary Accommodation approved by Condition 32 shall be vacated and removed from site not later than 6 months following the occupation of the permanent Welfare and Office Facility hereby approved. The land upon which the Temporary Accommodation is sited shall subsequently be landscaped in accordance with Hard and Soft Landscape Sheet 1 No. 00454 RG-LD-200 P2 hereby approved, the provisions of which shall be implemented no later than the next winter planting season following the removal of the Temporary Accommodation, and the landscaping shall thereafter be retained and maintained in accordance with the approved details.

REASON: To ensure the satisfactory delivery of the proposed development.

Lighting

34. Prior to their installation, details and specifications of any new external lighting to be used in the proposed development hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be completed in full accordance with the approved details.

REASON: To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality or detrimentally impact local ecology in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policies EN1 and EMP2 of the Adopted Local Plan for Slough 2004, and the requirements of the National Planning Policy Framework.

Plant Equipment and Ventilation

35. Prior to their installation, full details of any plant, heating or ventilation equipment, including schematic drawings indicating the locations of any units, ducts, extract and exhaust locations shall be submitted to and approved by the Local Planning Authority, prior to the occupation of the development. The

development shall be implemented in accordance with the approved details and thereafter maintained.

REASON: To reduce risk of impacts to future occupants of the development, mechanical ventilation with NOx filtration must be installed in Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, the Slough Low Emission Strategy 2018 – 2025 Technical Report, and the requirements of the National Planning Policy Framework.

Heating System

36. Any heating system proposed shall comply with the standards contained within Table 7 of the Slough Borough Council Low Emission Strategy as a minimum.

REASON: To ensure that the development hereby permitted is not detrimental to the amenity of the surrounding area due to unacceptable emissions, in accordance with Policy EN1 of in The Adopted Local Plan for Slough 2004, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, the Slough Low Emission Strategy 2018 – 2025, and the National Planning Policy Framework.

Submission of a Glint & Glare Assessment:

37. No solar panels shall be installed on any part of the site until a glint and glare assessment has been submitted to and approved in writing by the Local Planning Authority. No subsequent alterations to the approved scheme are to take place unless submitted to and approved in writing by the Local Planning Authority.

REASON: To ensure the development does not endanger the safe movement of aircraft or the operation of Heathrow Airport. The airport requires a glint and glare assessment to be completed to determine the full impact on Air Traffic Control Tower and pilots approaching the airport.

Ancillary offices

38. The office areas hereby permitted shall be used ancillary to the main use only and shall at no time be used as independent offices falling within E(g)(i) of the Town and Country Planning (Use Classes) Order 1987 (and in any provision equivalent to the Class in any statutory instrument revoking or re-enacting that order) and for no other purpose.

REASON: In order to ensure an appropriate use and to comply with Core Policies 5 and 8 of The Core Strategy 2008, and the requirements of the National Planning Policy Framework.

Permitted Development

39. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any Order revoking or re-enacting that Order with or without modification), no extensions or structures shall be erected on the site except those hereby approved by this planning permission.

REASON: To protect local amenity in accordance with local planning policy and the National Planning Policy Framework.

INFORMATIVES

S106 Agreement

A Section 106 Agreement forms part of this planning permission.

National Planning Policy Framework

It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework

Cranes

Due to the site being within 6km of Heathrow Airport the crane operator is required to submit all crane details such as maximum height, operating radius, name, and phone number of site manager along with installation and dismantling dates to the CAA Airspace Coordination and Obstacle Management Service (ACOMS) system.

For notification, please follow the link via CAA website:

Crane notification | Civil Aviation Authority (caa.co.uk)

Once crane notification has been received from the CAA, Heathrow Works Approval Team will assess and issue the necessary crane permit.

No cranes should operate on site until a crane permit has been issued.

Specific CAA guidance for crane lighting/marking is given in CAP1096: Guidance to crane users on the crane notification process and obstacle lighting and marking | Civil Aviation Authority (caa.co.uk)

Lighting

The development is close to the aerodrome and the approach to the runway. We draw attention to the need to carefully design lighting proposals. This is further explained in Advice Note 2, 'Lighting' (available at Advice-Note-2-Lighting-2016.pdf (aoa.org.uk)).

Please note that the Air Navigation Order 2005, Article 135 grants the Civil Aviation Authority power to serve notice to extinguish or screen lighting which may endanger aircraft.

Highways

No water meters will be permitted within the public footway. The applicant will need to provide way leave to Thames Water Plc for installation of water meters within the site.

The development must be so designed and constructed to ensure that surface water from the development does not drain onto the highway or into the highway drainage system.

The applicant is advised that if it is intended to use soakaways as the method of dealing with the disposal of surface water then the permission of the Environment Agency will be necessary.

The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding, skip or any other device or apparatus for which a license must be sought from the Highway Authority.

The applicant will need to take the appropriate protective measures to ensure the highway and statutory undertakers' apparatus are not damaged whilst undertaking the approved highway works.

Prior to commencing works the applicant will need to enter into a Section 278 Agreement (under the Highways Act 1980) with Slough Borough Council for the implementation of the works in the highway works schedule. The applicant should be made aware that commuted sums will be payable under this agreement for delivery of the approved works and for any requirements that burden the highway authority with additional future maintenance costs.

Network Rail

Safety - Any works on this land will need to be undertaken following engagement with Asset Protection to determine the interface with Network Rail assets, buried or otherwise and by entering into a Basic Asset Protection Agreement, if required, with a minimum of 3months notice before works start. Initially the outside party should contact assetprotectionwestern@networkrail.co.uk.

Demolition - The demolition works on site must be carried out so that they do not endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures and land. The demolition of the existing building, due to its close proximity to the Network Rail boundary, must be carried out in accordance with an agreed method statement. Approval of the method statement must be obtained from the Network Rail Asset Protection Engineer before the development and any demolition works on site can commence.

Plant, scaffolding and cranes - Any scaffold which is to be constructed adjacent to the railway must be erected in such a manner that, at no time will any poles or cranes over-sail or fall onto the railway. All plant and scaffolding must be positioned, that in the event of failure, it will not fall on to Network Rail land.

Landscaping - Where trees/shrubs are to be planted adjacent to the railway boundary these shrubs should be positioned at a minimum distance greater than their predicted mature height from the boundary. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary. We would wish to be involved in the approval of any landscaping scheme adjacent to the railway. Where landscaping is proposed as part of an application adjacent to the railway it will be necessary for details of the landscaping to be known and approved to ensure it does not impact upon the railway infrastructure. Any hedge planted adjacent to Network Rail's boundary fencing for screening purposes should be so placed that when fully grown it does not damage the fencing or provide a means of scaling it. No hedge should prevent Network Rail from maintaining its boundary fence. Lists of trees that are permitted and those that are not are provided below and these should be added to any tree planting conditions:

Permitted: Birch (Betula), Crab Apple (Malus Sylvestris), Field Maple (Acer Campestre), Bird Cherry (Prunus Padus), Wild Pear (Pyrus Communis), Fir Trees – Pines (Pinus), Hawthorne (Cretaeagus), Mountain Ash – Whitebeams (Sorbus), False Acacia (Robinia), Willow Shrubs (Shrubby Salix), Thuja Plicatata "Zebrina"

Not Permitted: Alder (Alnus Glutinosa), Aspen – Poplar (Populus), Beech (Fagus Sylvatica), Wild Cherry (Prunus Avium), Hornbeam (Carpinus Betulus), Small-leaved Lime (Tilia Cordata), Oak (Quercus), Willows (Salix Willow), Sycamore – Norway Maple (Acer), Horse Chestnut (Aesculus)

Hippocastanum), Sweet Chestnut (*Castanea Sativa*), London Plane (*Platanus Hispanica*).