SLOUGH BOROUGH COUNCIL

REPORT TO: Planning Committee DATE: 5th December 2018

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WARD(S): ALL

PART I
FOR DECISION

UPDATE ON THE REVIEW OF THE LOCAL PLAN FOR SLOUGH 2016 – 2036 - INCLUDING A NEW SPATIAL STRATEGY FOR ACCOMMODATING GROWTH AT HEATHROW

1. Purpose of Report

1.1 The purpose of this report is to update Member’s about the progress that has been made in reviewing the Local Plan for Slough and set out proposed future work. It also contains an “Emerging Spatial Strategy for Accommodating Growth at Heathrow” which sets out our planning principles for the development of the Colnbrook and Poyle area, if the proposed third runway at Heathrow goes ahead.

2. Recommendation(s)

The Committee is requested to resolve:

a) That the progress in reviewing the Local Plan for Slough be noted

b) That the “Emerging Spatial Strategy for Accommodating Growth at Heathrow” in Appendix A be approved.

3. The Slough Joint Wellbeing Strategy, the JSNA and the Five Year Plan

3a. Slough Joint Wellbeing Strategy Priorities

The Local Plan will have an impact upon the following SJWS priorities:

1. Protecting vulnerable children
2. Increasing life expectancy by focusing on inequalities
3. Improving mental health and wellbeing
4. Housing

3b. Five Year Plan Outcomes

Ensuring that development is properly planned in Slough will contribute to the
following Outcomes:

- Our children and young people will have the best start in life and opportunities to give them positive lives.
- Our people will become healthier and will manage their own health, care and support needs.
- Slough will be an attractive place where people choose to live, work and visit.
- Our residents will have access to good quality homes.
- Slough will attract, retain and grow businesses and investment to provide jobs and opportunities for our residents

4. **Other Implications**

(a) **Financial**

There are no financial implications.

(b) **Risk Management**

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<tr>
<th>Recommendation</th>
<th>Risk/Threat/Opportunity</th>
<th>Mitigation(s)</th>
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<td>That the Committee note the progress on the Local Plan and approve the Emerging Preferred Spatial Strategy for accommodating growth at Heathrow.</td>
<td>Failure to progress the Local Plan will affect the Council’s ability to plan for development in the most sustainable way.</td>
<td>Agree the recommendations.</td>
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(c) **Human Rights Act and Other Legal Implications**

There are no Human Rights Act Implications as a result of this report.

(d) **Equalities Impact Assessment**

There are no equality impact issues

5. **Supporting Information**

Introduction

5.1 The Review of the Local Plan for Slough will guide the future development of the Borough over the next twenty years. In doing so it has to deal with some major issues, many of which are outside of the control of the Council. These include planning for the comprehensive regeneration of the town centre, promoting the proposed Northern Expansion of Slough and accommodating the proposed third runway at Heathrow.
5.2 We have been advised that we should not submit the Local Plan until a decision has been made about Heathrow in order to avoid the Local Plan Hearing overlapping with and duplicating the one that will be held for the proposed third runway. This does not mean that progress cannot be made on the Local Plan, particularly where it is needed to promote new development.

5.3 An important part of the Local Plan is the emerging Preferred Spatial Strategy, which we are continuing to develop and gather evidence for.

5.4 As part of this we have published the Slough Northern Extension report that was produced by Atkins in September 2017 and have identified the Strategic Housing Sites.

5.5 We have now also produced an “Emerging Spatial Strategy for Accommodating Growth at Heathrow” which sets out our planning principles for the development of the Colnbrook and Poyle area, if the proposed third runway at Heathrow goes ahead. The full document is included in Appendix A of this report.

5.6 Looking forward we are proposing to produce a detailed “Centre of Slough Development Strategy” in the new year which will take account of a new transport strategy which is being developed.

5.7 In the meantime we will continue to use the work that we have done on the review of the Local Plan to promote development and guide decisions on individual planning applications.

Background

5.8 The starting point for the review of the Local Plan for Slough was the Issues and Options consultation that we carried out in 2017.

5.7 This has produced an agreed Vision for Slough in 2036 and a set of Objectives for the Local Plan. The overall strategy is to deliver balanced cohesive growth which meets local needs as far as possible given all of the constraints to development. Our ambition is for Slough to become a place where people want to “live, work, rest, play and stay”. 

5.8 The main conclusion from the Issues and Options consultation was that there are no reasonable spatial options or combination of options that would allow Slough to meet all of its identified housing and employment needs within its boundaries.

5.9 As a result we have prepared the emerging Preferred Spatial Strategy in accordance with the Local Plan Objective of meeting housing needs either within the Borough or as close as possible to where the need arises within a balanced housing market.

Revised National Planning Policy Framework and Housing Need
5.10 The review of the Local Plan for Slough has to be prepared in accordance with the National Planning Policy Statement (NPPF). In July 2018 the Government published a revised National Planning Policy Statement which replaced the 2012 version. The implications of this were reported to this Committee in September.

5.11 The main conclusion was that the Local Plan’s overall strategy of delivering balanced growth which meets local needs as far as constraints will allow, is consistent with the revised NPPF.

5.12 With regards the emerging Preferred Spatial Strategy it was concluded that the revised NPPF is fully supportive of the Council’s proposal to deliver major comprehensive redevelopment within the “Centre of Slough”; it provides sufficient justification for the Council to continue to protect the built and natural environment of Slough including the suburbs and is helpful in setting out how the Council’s promotion the Northern Expansion of Slough in the form of a “Garden Suburb” can be progressed.

5.13 One of the most significant changes in the NPPF is that it requires local housing needs to be calculated using the government’s “standard methodology”.

5.14 The Local Plan for Slough has up until now been prepared on the basis of the objectively assessed housing need calculation in the Berkshire and South Bucks Strategic Housing Market Assessment (SHMA). As a result Local plan Objective A seeks to provide 927 dwellings within the Borough or as close as possible to where the need arises within a balance housing market.

5.15 Using the Government’s new standard methodology, with the 2014 based Household Projections, Slough’s housing need figure was calculated to be 912 dwellings a year.

5.16 New 2016 based Household Projections have recently been produced, using a different methodology, which have resulted in a significant reduction in projected need across the country. Using these projections within the standard methodology would also mean that the Government’s national target of building 300,000 houses a year would not be met. As a result the Government has announced that the latest Household Projections should not be used which means that the 2014 based data will continue to provide the demographic base line for assessing local needs.

5.17 There is not much difference between the figures and so there is no need to reassess the basis upon which the Local Plan for Slough is being prepared. This means that there is still a need for the Northern Expansion of Slough, not only to meet the housing target but also to ensure that there is a balanced housing market in Slough with new family housing being built in the Garden Suburb to compliment the flats that will be built in the centre of Slough.
5.18 It is, however suggested that in order to avoid confusion, Local Plan Objective A should state that 912 rather than 927 dwellings a year should be built in the Borough or as close as possible to where the need arises.

New Transport Strategy

5.19 One of the issues raised in the Issues and Options consultation was how we can deal with the problem of traffic congestion and ensure that people can travel around Slough.

5.20 The Issues and Options report stated that the Local Plan will have to develop new solutions for how people can get around, particularly for short trips and make journey times more reliable. This may involve adopting radical measures that restrain the use of the private car.

5.21 The draft Spatial Plan for the proposed Slough Northern Extension, produced by Atkins in September 2017, was based upon developing a new transit route through the garden suburb which would form part of a broader Slough-wide network built upon the current Mass Rapid Transit scheme for the A4.

5.22 We have now developed the new Slough Transport model which has enabled us to begin to test various scenarios. The results of this will be fed into a revised Transport Strategy which is intended to be reported for consideration by Cabinet in February. It is envisaged that this will include a new Vision for the way in which transport led regeneration could take place in the Town Centre.

5.23 The revised Transport Strategy and Vision will, however, be used to inform the Centre of Slough Development Strategy which is proposed to be produced in the new year. It will also feed into our response to the proposals for the third runway at Heathrow and will be integrated into the proposed Northern Extension of Slough.

Emerging Preferred Spatial Strategy

5.24 The emerging Preferred Spatial Strategy was agreed in November 2017. This brought forward most of the options that had been the subject of public consultation in the Issues and Options document.

5.25 It was developed using some basic 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.

5.26 As a result the emerging Preferred Spatial Strategy has the following five key elements:

- **Delivering** major comprehensive redevelopment within the “Centre of Slough”;
- **Selecting** other key locations for appropriate development;
- **Protecting** the built and natural environment of Slough including the suburbs;

- **Accommodating** the proposed third runway at Heathrow and mitigating the impact;

- **Promoting** the northern expansion of Slough in the form of a “Garden Suburb”;

5.27 The Preferred Spatial Strategy can be seen in the Key Diagram in Figure 1 below along with a map showing the 24 Strategic Housing sites which are shown in Figure 2.

5.28 An update on where we have got to with each of the main elements of the Preferred Spatial Strategy is set out below.

Delivering major comprehensive redevelopment within the “Centre of Slough”;

5.29 In order to set out in detail how we intend to deliver major comprehensive redevelopment we will be producing a “Centre of Slough Development Strategy” in the new year.

5.30 This will have to take account of the revised Transport Strategy and Vision which, in addition to dealing with the problems of congestion, will help us to determine what the appropriate scale of growth should be in the centre of Slough could be.

5.31 One of the main issues identified at the issues and options stage was how we can revitalise the town centre as a major retail, leisure and commercial centre. One of the keys to this is the future of the Queensmere and Observatory shopping centres. Unfortunately the new owners have not been able to bring forward their proposals for the redevelopment of the shopping centres as quickly as we would like and so we will have to continue to work with them to make sure that we get the sort of transformational facilities that Slough needs. Detailed proposals for the former TVU site have also not come forward yet.

5.31 With regards to other key sites, the Horlicks site has been acquired by Berkeley Homes and the Akzo Nobel site is about to be sold to a developer. We have recently agreed the development of the Octagon site for high quality high rise residential towers and a new hotel which will begin to set the scene for the area.
Figure 2 – Map of Sites
5.32 The Centre of Slough Development Strategy will set out a strategy for dealing with all of these sites to ensure that they come forward in a properly planned comprehensive manner.

5.33 This will take on board the proposed new Transport strategy with regard to the need for modal shift, access and circulation requirement and car parking provision.

5.34 The new Development Strategy will establish the appropriate mix and scale of uses and identify character areas within the centre. It will include a building height policy and identify key linkages that need to be provided or improved. It will set out a strategy for improving public space and the public realm, including the enhancement of heritage assets. It will also identify the necessary infrastructure that will be required and the possible phasing of development.

5.35 The overall objective will be to promote and protect investment in the comprehensive regeneration of the centre.

Selecting other key locations for appropriate development:

5.36 Selecting other key locations for appropriate development is one of the core parts of the emerging Spatial Strategy. Three areas of the town have been identified beyond the centre of Slough where substantial redevelopment could take place. The progress on these sites since they were identified in November 2017 is set out below.

New Cippenham Central Strip (Bath Road)

5.37 This strategic residential development site comprises former Trade Sales car dealership sites, car rental, retail or trade sales warehouses and car dealerships. Some are vacant. It is understood that the main owner may be intending to dispose of these sites and so it will be important to ensure that the area is redeveloped comprehensively.

Chalvey Regeneration Area

5.38 As reported to Cabinet on 19th November some schemes are already being progressed such as Grove Academy a new secondary school with sports hall for community use, replacement of the community centre plus a new health centre and extra care residential development on the former SSE site.

5.39 Planning applications are expected next year for redevelopment of Tower and Ashbourne House, Montem site residential development, conversion of St. Martins Place office to flats. Discussions are now taking place about the Tuns Lane site which is now a strategic residential development site. A bid has been made to Thames Valley Berkshire Local Enterprise Partnership to fund a new railway halt at Chalvey.
Expanding Langley Centre

5.40 The key requirements for the redevelopment of Langley Business Centre were reported to the February 2018 Planning Committee. It has been identified as a strategic residential development site which includes some employment, retail and community uses. There have been no recent discussions with the site owner.

5.41 The buildings along Waterside Drive had been identified as part of the Langley Centre expansion when the Issues and Options, of the review of the Local Plan, were considered in 2016. It contains relatively modern business accommodation. This site has not been identified as a strategic residential development site as there is a need to retain employment uses as well. Whilst some of the existing commercial buildings might get converted to residential development under the Permitted Development rights there is at present no intention of promoting residential development on this site.

5.42 Canal Wharf Industrial area had been identified as part of the expanded Langley Centre but it has not been identified as a strategic residential development in the near future. It can still be considered as a potential redevelopment site longer term subject to progress with the northern expansion of Slough (which it abuts) or a review of employment land needs. The site is potentially suitable for residential use being close to the railway station (and Langley village centre) thus providing an opportunity for sustainable residential development i.e. residents will be less reliant on the car.

5.43 The proposal for a rail maintenance depot on the former oil terminal site is not now going ahead. However instead of it reverting to a potential residential site Network Rail now propose using it for flood mitigation in connection with the Western Rail Link.

Accommodating the Proposed Third Runway at Heathrow and Mitigating the Impact

5.44 There have been some important developments in the last year with regards to the proposed third runway at Heathrow.

5.45 In January Heathrow Airport produced its first Airport Expansion Consultation Document. This set out the options that it is considering to build the new north west runway.

5.46 This Council responded to this and its main comments were about the scale of land take for the expanded airport, the raising of the proposed runway by 3 to 5 metres, the potential loss of businesses in Slough, the diversion of the M25 westwards into the Borough.

5.47 The Council also objected to all four options which showed the A3044 being diverted through Colnbrook and Poyle on transport and environmental grounds.
5.48 In June 2018 the Government approved the Airports National Policy Statement. This establishes the need for the expansion of Heathrow and confirms the principle of a north-west runway and the principle planning policies that should be applied to it. This means that Heathrow can now proceed with preparing its application for the expansion of the airport through the Development Consent Order (DCO) process.

5.49 This will involve the Planning Inspectorate examining the application and then making a recommendation to the Secretary of State for Transport who will then decide whether or not the third runway should go ahead. A final decision is not expected until 2020.

5.50 The emerging Spatial Strategy agreed in November 2017 contained the following principles that should be applied to the expansion of Heathrow:

- Protect Colnbrook and Poyle villages in a “Green Envelope” and enhance the Conservation Area and built realm.
- Prevent all through traffic but provide good public transport and cycle routes to the airport.
- Provide for the replacement of Grundon energy from waste plant and the rail depot north of the new runway.
- Ensure that there are good public transport links into Heathrow from Slough.
- Enlarge the Poyle Trading Estate for airport related development but with access only from the M25.
- Provide mitigation for the Colne Valley Park and ensure that existing connectivity is maintained through Crown Meadow.
- Develop tangible measures to improve air quality in the Heathrow area.
- Ensure that all homes in the Borough that are eligible for noise insulation are provided for under the Quieter Homes Scheme.
- Ensure measures to address flood risk from the proposals include mitigation to reduce the risk of existing flooding for residents and businesses in Colnbrook and Poyle.

5.51 We have now developed this into an “Emerging Spatial Strategy for Accommodating Growth at Heathrow” which is included in Appendix A. This sets out our planning principles for how the Colnbrook and Poyle area could be developed, if the proposed third runway at Heathrow goes ahead. It also contains a Key Diagram showing where development could take place which is shown in Figure 3.
Figure 3- Key Diagram for accommodating growth at Heathrow in Colnbrook and Poyle.
5.52 This is primarily a “land use” planning document which needs to be seen in the context of all of the other Council statements about the future of Heathrow. It is based upon information that was provided in the January Consultation, the work that has been produced by the Heathrow Strategic Planning Group and the information that was in the recent Community Consultation exercise for Colnbrook and Poyle.

5.53 The overriding principle is that if the third runway goes ahead it should be planned in the most comprehensive and sustainable way possible.

5.54 It is hoped that this will be reflected in the Preferred Master Plan which Heathrow are preparing which will be the subject of public consultation in the summer. It will also be important that the relevant elements are included within the Development Consent Order application whilst other parts will have to be brought forward through the Local Plan.

5.55 It appears that the most important issue that is likely to arise is whether or not the A3044, which currently runs east of the M25, should be relocated through Colnbrook and Poyle as a through route which could act as a link between the M25 and M4.

5.56 The Council’s position is that whilst a link is needed for public transport access to the airport and there needs to be a direct link from the Poyle Trading Estate into the airport, there should not be a new through route.

5.57 Another important issue is the need to create more jobs in Slough as a result of the expansion of Heathrow. As a result the Emerging Spatial Strategy proposes that the Poyle Trading Estate should be expanded and transformed into an area for more airport related development. We will work collaboratively on a vision for the Poyle Industrial area to set some clear direction in terms of how it will connect into Heathrow to support logistics and other large scale commercial operations.

5.58 The Strategy also highlights the need to relocate the Grundon energy from waste plant at Lakeside and the rail depot.

5.58 It is considered that the production of the “Emerging Spatial Strategy for Accommodating Growth at Heathrow”, which will be published as an evidence document, is an important piece of work for progressing the Review of the Local Plan.

5.59 It should be noted that the construction of a third runway will also require changes to the way airspace is used around Heathrow. Changes to airspace and flight paths are determined under a separate consenting process by the Civil Aviation Authority (CAA) and will be subject to separate consultation in January 2019.
5.60 One of the key parts of the emerging Preferred Spatial Strategy is the promotion of a northern extension of Slough into South Bucks District in the form of a “Garden Suburb”. This is considered to be the most sustainable way of meeting Slough’s unmet needs because of its proximity to existing jobs, facilities and community facilities. It also makes use of major national infrastructure investment such as the Crossrail service on the Elizabeth Line.

5.61 It could also help to solve some existing transport problems by providing major new infrastructure to promote public transport. It would provide a range of housing including a large supply of affordable and family housing. It would therefore help to rebalance Slough’s housing market and meet local needs.

5.62 In order to promote the proposed new “Garden Suburb” we commissioned a high level spatial plan for the Slough Northern Extension which was produced by Atkins in September 2017.

5.63 This attracted strong objections from South Bucks District Council for a number of reasons which included the fact that the release of Green Belt land has not been justified. As a result they have not agreed that there is a need to meet any of Slough’s unmet housing needs within South Bucks.

5.64 The revised NPPF states that when determining the minimum number of homes needed “any needs that cannot be met within neighbouring areas should be taken into account in establishing the amount of housing to be planned for”. (60) It recommends that joint working should help to determine where additional infrastructure is necessary, and whether development needs that cannot be met wholly within a particular plan area could be met”. (26)

5.65 In order to help to resolve this important cross boundary issue we have obtained Government funding for a Joint Growth Study along with Windsor & Maidenhead, South Bucks and Chiltern Councils.

5.66 The first part of the work is to establish the geography for a wider area growth study which can be agreed by the authorities for sound for plan-making purposes.

5.67 Work on the first stage is being undertaken by Peter Brett Associates whose brief is to define a growth area, or study area, that may potentially accommodate unmet development needs from the four client local authorities. They will produce a final report in February.

5.68 Once the study area has been agreed, the second phase of the work is to develop and test various scenarios for meeting development needs at a strategic level. All appropriate options will then be tested in order to produce a preferred solution.

5.69 One of the options that will be tested at this stage will be the Northern Expansion of Slough. The outcome from the Wider Growth Study will therefore
be of critical importance for the development of the Slough Local Plan spatial strategy. The Growth Study will also feed into the Local Plans, or review of Local Plans, that Windsor & maidenhead and South Bucks/Chiltern are progressing.

5.70 It should be noted that the Government has now announced that Buckinghamshire will be made into a single unitary authority in April 2020 which could affect progress on individual Local Plans.

5.71 A key part of the proposed Northern Extension is the creation of a new transit network which would run though the garden suburb and connect into the Borough wide Mass Rapid Transit system, which will include links to Heathrow airport. As part of this it will be necessary to create new bridges over the canal and Great Western railway line west of Langley.

5.72 As a result, as part of our response to the proposed Western rail link to Heathrow, we have requested that Network Rail should grant provision a new bridge over the railway line. Consultants have been jointly commissioned by us, Buckinghamshire County Council and Heathrow to carry out the initial work to identify where this bridge should be located.

5.73 It will also be important that the emerging proposals for the development of the third runway, with its associated infrastructure and mitigation work, are fully integrated with the proposed Northern Extension.

5.74 Overall it is considered that, as a result of the work on the Joint Growth Study, we are now making progress with the promotion of the northern expansion which remains as this Council’s preferred option for meeting Slough’s unmet needs.

Overall Strategy

5.75 The strategy for the Colnbrook and Poyle area, which is set out in Appendix A, forms part of the overall emerging Spatial Strategy for Slough. When combined with other elements, such as the Atkin’s plan for the proposed Northern Extension, the potential overall pattern of development in and around Slough can be seen in the map in Figure 4 below. The Development Strategy for the Centre of Slough, which we will be producing in the new year, will also form an important part of the overall Local Plan strategy.
Figure 4 Overall Strategy.
Conclusion

6.1 This report shows how we are making progress with the Review of the Local Plan and includes an Emerging Spatial Strategy for Accommodating Growth at Heathrow which sets out how the Colnbrook and Poyle area could be planned if the proposed third runway goes ahead.

7. Appendices Attached

‘A’ - “Emerging Spatial Strategy for Accommodating Growth at Heathrow

8. Background Papers

‘1’ - Review of the Local Plan for Slough – Issues and Options Consultation Document 16th January 2017

‘2’ - Airport Expansion Consultation Document - January 2017
THE FOLLOWING ALTERATIONS AND AMENDMENTS HAVE BEEN RECEIVED SINCE THE PLANNING OFFICER’S REPORT WAS PRESENTED TO MEMBERS
Update on new spatial strategy for accommodating growth at Heathrow  Agenda Item 11

Update to officer’s report:
The key diagram has been updated with an updated legend and an alternative route for the Colne Valley Trail to connect with the proposed Northern Expansion. The text needs some factual updates.

Change to recommendation: Delegate final report to Planning Policy Lead in order to make minor changes before publishing, including replacing references to Grundon with ‘Lakeside’ as Grundon is the commercial operator, and the site is part owned and operated by Viridor.
Appendix A

The Emerging Spatial Strategy for accommodating growth at Heathrow (Colnbrook with Poyle)
The Emerging Spatial Strategy for accommodating growth at Heathrow

(Colnbrook and Poyle)

Introduction

The Council’s policy is to continue to support the expansion of Heathrow; working with Heathrow Airport and local business to maximise the training, employment and travel opportunities available to local people.

Whilst it will provide opportunities for Slough, the construction of the third runway and its associated infrastructure will have an impact upon the eastern part of the Borough. Part of the new runway, the realigned M25, other roads and rivers will have to be routed through the Colnbrook and Poyle area including areas of the Green Belt and Colne Valley Park. In order to construct the runway there will have to be the demolition of some businesses including the Grundon energy from waste plant. The realignment of the roads could potentially result in the loss of some residential and business properties. The construction and operation of the expanded airport could have an impact upon traffic congestion, noise pollution, air quality and local biodiversity.

As a result it is important that expansion proposals are managed properly so that if the third runway goes ahead it is planned in the most comprehensive and sustainable way possible.

The need for the expansion of the airport is recognised in the Review of the Local Plan for Slough and a key element of the Emerging Preferred Spatial Strategy is to “accommodate the proposed third runway at Heathrow and mitigate the Impact”.

The purpose of this document is to set out our principles as to how the Colnbrook and Poyle area should be developed if the third runway goes ahead. It also contains a Key Diagram to show how this could happen.

It should be noted that it is primarily a “land use” planning document and should be read in conjunction with all of the other statements and suggestions that the Council has made about the future of Heathrow.

The proposed opening date for the new runway is 2026; with construction starting soon after the DCO is approved (at present planned for in 2021). The increase in capacity and operation will be phased to ensure growth does not impact on the existing commercial operations or other critical services such as the M25, Lakeside Energy from Waste.

Airports National Policy Statement (NPS)

The Government have been considering how to increase airport capacity in the South East for a long time. The final decision to choose the option for a north-west runway at Heathrow Airport to provide this was approved by Government in June 2018 and justified in the dedicated Airport National Policy Statement: new runway capacity and infrastructure at airports in the South East of England. The proposed third runway will enable Heathrow to increase its air transport movements (ATMs) by up to 260,000 a year (from 480,000 to at least 740,000); and from around 76 million passengers per year (mppa) in 2016 to around 130mppa in the future. It will also bring economic benefits and jobs to the local area and across the UK, and gives the potential to deliver a modern sustainable airport that is an asset for the local communities.

National Policy Statements are used to set out planning policy in relation to applications for nationally significant infrastructure projects (NSIPs). NSIPs require approval via a
Development Consent Order, and are judged by a special planning process managed directly by the Planning Inspectorate.

The Airports National Policy Statement includes an illustrative Masterplan showing where the runway should go and sets out the policy requirements that will have to be met in order to get approval through the Development Consent Order (DCO) process.

**Heathrow Consultation 1**

Heathrow Airport Limited published its "Airport Expansion Consultation Document" in January 2018 which was known as “Consultation 1”. This was carried out at a time when the draft version of the Airports National Policy Statement had been published for publication.

The consultation presented Heathrow’s options for expanding the airport and building a new north west runway and covered topics such as:

- the length of the runway
- location of terminals and taxiways
- alignment of the M25 and junction arrangements
- diversion of local roads including A4 and A3044
- river diversions
- airport supporting facilities
- airport related development
- construction
- surface access
- air quality
- natural and historic environment

The publication of all of the information in the consultation document highlighted that there were some potentially serious implications as a result of elements of the proposed design which were not clear before.

The proposed realignment of the M25 was much further to the west than had been assumed, potentially affecting residential property at Elbow Meadow as well as the Galleymead Trading Estate.

All of the four main options in Consultation 1 replace the A3044 Stanwell Moor Road and the Western Perimeter Road with a new road through Colnbrook and Poyle.

The Council opposed all of the options for the A3044 on the grounds that the increase in traffic will have serious impacts upon the environment and amenities of residents. All options would increase congestion in the area without improving accessibility for local people or improving public transport access to the airport.

In addition to taking all of the diverted traffic it would provide an alternative local route between the M4 and M25. All of this traffic would pass through the Brands Hill Air Quality Management Area. Some property would also be lost resulting in a loss of employment premises and homes.

Consultation 1 showed that there was a need to raise the runway and taxiways up to 5 metres above ground level as they cross the M25. This will make the impact upon nearby residential property and upon Pippins School even more serious in terms of visual impact, increased noise and worsening air pollution.
There were no proposed public transport or cycling routes from Colnbrook and Poyle to the airport to compensate for the closure of the Old Bath Road. This means that residents will have much worse access to jobs and flights.

New infrastructure and airport related construction or operational development was proposed within the “Green Envelope” around Colnbrook that will impact on the visual and environmental quality of an already urban area.

At the same time none of the proposed new road networks would provide as direct access for buses from Langley and Slough as there is at present. There were no dedicated public transport links proposed and all routes will take much longer to get to the terminals. As a result it is not clear how Heathrow will be able to meet the modal shift targets that it has been set.

The location of the 3rd runway creates a new Public Safety Zone that extends over residential properties in Brands Hill.

If unresolved, all of these issues will have to be considered through the DCO approval process.

**Neighbourhood Consultation – Colnbrook, Poyle and Brands Hill, November 2018**

In November Heathrow Airport Limited held bespoke “Heathrow Expansion and your Neighbourhood” consultation events for adjacent communities. These are ahead of and to inform local aspects of the consultation on the Preferred Master Plan in summer 2019. One event was held for Colnbrook, Poyle and Brands Hill. This showed in more detail their emerging proposals grouped into five elements:

1. Diverted roads and junctions – M25 tunnel and realignment, A3044 diversion, A4 diversion
2. Diverted Rivers – Longford, Duke of Northumberland, Wraysbury, and Colne Brook
3. The new runway – the new boundary of the airport and the third runway
4. Proposed uses of Land – areas for industrial use, the rail head and extension of Poyle trading estate
5. Green Routes and Spaces – building on and connecting those that already exist

**The Development Consent Order (DCO) Process**

The scale of the expansion project means it is defined as a Nationally Significant Infrastructure Project. This means that Heathrow will have to make an application for the proposed third runway through the Development Consent Order (DCO) process. Heathrow may not submit the DCO until 2020 because of the amount of front loaded work that has to go into the process.

The DCO application will be considered by the Planning Inspectorate on behalf of the Secretary of State and there will be a public examination period of 6 months. It will be judged against the specific requirements set out in the Airports National Policy Statement (NPS). Following the Examination, the Planning Inspectorate will make a recommendation to the Secretary of State for Transport who will then decide whether or not to make the Development Consent Order which will allow the third runway to go ahead.

If approval for the third runway is granted the mitigation and support packages set out in the DCO will become planning requirements and/or planning obligations. As a “Host Authority” Slough will have a role in enforcing these.
It is anticipated that the DCO will contain proposals for:

- New north-west runway and supporting taxiway network;
- New terminal and apron capacity to enable processing of the additional passengers;
- Provision and relocation of critical airport related infrastructure such as fuel depots and pipelines;
- Re-alignment of the M25 and alterations to the local junctions;
- Diversion of local roads including the A4 and A3044;
- Diversion of local rivers, re-provision of flood storage and ecological mitigation around the airport;
- New hotels, offices, cargo sheds, car parking, flight catering facilities, and other ancillary facilities (e.g. aircraft maintenance) to enable the expanded airport to operate;
- Temporary works to enable the construction of an expanded Heathrow; and
- Measures for avoiding, minimising and/or mitigating adverse environmental effects likely to arise in connection with the construction and operation of the Project.

It is clear from the Illustrative masterplan in the NPS and the proposals being produced by Heathrow what the general layout of the northwest runway will be. We also know that there will be associated infrastructure and development in the Colnbrook and Poyle area. We do not, however, know how much of this will be included within the DCO application and what will have to be brought forward through the normal planning process.

Environmental Impact Assessment

The proposed Project is classified as an “environmental impact assessment (EIA) development” as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the “2017 EIA Regs”). A request for an EIA scoping opinion was submitted to the Planning Inspectorate on 21 May 2018 and a scoping opinion was received on 29 June 2018. An EIA is being undertaken to ensure the likely significant effects of the Project are understood and that appropriate mitigation of those effects is put in place where necessary. The results of the EIA will be set out in an Environmental Statement that will accompany the DCO application.

The Scoping report recognises the need to replace the Energy from Waste facility but this will have to be brought forward in a planning application in advance of the DCO.

In accordance with the requirements in Regulation 12 of the 2017 EIA Regs, the preliminary results of the EIA will be presented in a ‘Preliminary Environmental Information Report’ (PEIR).

Construction

The DCO will have to include the construction process which will take a significant amount of time and have considerable impacts on the area, including in combination with other major infrastructure projects in the area such as the Western Rail Access.

The planning and implementation of construction is being guided by the latest processes, technology and methods so it is done in the most sustainable way, and phased to reduce the impacts on the local area and airport operations.

One element will be that construction is carried out in logistics hubs away from the airport, with assembly carried out on site. This will be safer and quicker. It will also reduce the effects of a temporary local workforce as the majority of works will be carried out in custom
designing manufacturing hubs – possibly around the country. The pre-fab units can then ideally come by rail to Colnbrook.

As more information becomes available the Council will work to address the impacts and benefits of this.

**Review of the Slough Local Plan**

The Council is in the process of reviewing the Local Plan for Slough which will guide the future development of the Borough over the next twenty years. One of the big issues that this has to deal with is how to accommodate the proposed third runway at Heathrow.

The starting point for the review of the Local Plan for Slough was the Issues and Options consultation that was carried out in 2017.

This has produced an agreed Vision for Slough in 2036 and a set of Objectives for the Local Plan. The overall strategy is to deliver balanced cohesive growth which meets local needs as far as possible given all of the constraints to development. Our ambition is for Slough to become a place where people want to “live, work, rest, play and stay”.

One of the Objectives of the Local Plan is to ensure that growth at Heathrow delivers benefits for residents and businesses across the Borough and any negative impacts are avoided or mitigated.

The expansion of Heathrow will help deliver the following Local Plan objectives:

- **Objective D:** To ensure Slough’s economy creates wealth and retains its role as a competitive economic powerhouse by retaining its multinational HQs, having a diverse resilient economic base, and including opportunities for business start-ups and Smart technology
- **Objective E:** To create 15,000 jobs supported by a competitive local workforce who have the skills to meet businesses’ changing needs.
- **Objective F:** To ensure Crossrail, the Western Rail Link to Heathrow and growth at Heathrow deliver benefits for residents and businesses across the Borough.

The obvious benefit to Slough from the expansion of Heathrow would be the creation of new jobs on and off the airport. Initial work suggests that there may not be as many new airport related jobs located in Slough as we had assumed, based upon current trends. As a result it will be up to the Local Plan to create new opportunities.

The Eastern Berkshire Economic Needs Assessment (EDNA) produced by Nathaniel Lichfield in September 2016 identified that there could be a need for up to 160 hectares of industrial/warehousing land in Slough. The results of the Issues and Options Consultation showed that the only opportunity for releasing any land for this was in the Poyle area.

The expansion of the Poyle Trading Estate to provide for new airport related development would help to address the potential shortfall in jobs in the Borough and make up for the loss of employment land elsewhere.

The expansion of Heathrow can also spread benefits elsewhere. Slough town centre, which will be directly connected to the airport by the new passenger rail link (WRLtH), will be well placed to attract uses such as hotels or conference facilities which would create jobs and improve the vitality and viability of the centre. The excellent accessibility of the town centre...
to Heathrow will also make it attractive for inward investment and meet the Local Plan proposals for creating more office employment there.

Heathrow are committed to using more public transport to get colleagues and passengers to the airport, and to providing jobs both for local people but also across England.

These can then support a combination of surface access improvements (bus, train, bicycle and pedestrian) and investment initiatives to ensure our young and existing professional population has good access to apprenticeships, skills, training, job opportunities and career progression that existing and emerging technologies and airport operation will bring. Retraining for older people will also be important to address job losses that may result from technological advances and operational efficiencies.

The new routes and additional capacity delivered by expansion will also help retain the Borough’s excellent reputation as a place to do business and its important role as an employment generator and wealth creating town in the Thames Valley and the South East because businesses will choose to locate or grow here because of the connectivity it provides to Europe and Internationally.

The Thames Valley Berkshire LEP is currently developing a Berkshire Local Industrial Strategy in response to the Government’s Industrial White Paper and Slough’s direct and indirect relationships with Heathrow are an important element of attracting inward investment across Berkshire, and complementing the offer of the other Unitary Authorities.

The Council is also working with the Heathrow Strategic Planning Group. This is made up from all of the Local Authorities most directly affected by the expansion to enable collaborative working towards better spatial planning. The only exception is Hillingdon Borough Council which has declined to join the group.

The Group will continue to work together to deliver the best outcomes for residents, businesses and organisations affected by the proposed expansion of the airport. In addition to responding proposals from Heathrow, in the longer term it is also propose to prepare a non-statutory advisory sub-regional planning framework to support Local Plans.

**Emerging Preferred Spatial Strategy**

An important part of the Local Plan is the emerging Preferred Spatial Strategy which was agreed in November 2017. This brought forward most of the options that had been the subject of public consultation in the Issues and Options document.

It was developed using some basic guiding principles which include locating development in the most accessible location, regenerating previously developed land, minimising the impact on the environment and ensuring that development is both sustainable and deliverable.

As a result the emerging Preferred Spatial Strategy has the following five key elements:

- **Delivering** major comprehensive redevelopment within the “Centre of Slough”;
- **Selecting** other key locations for appropriate development;
- **Protecting** the built and natural environment of Slough including the suburbs;
- **Accommodating** the proposed third runway at Heathrow and mitigating the impact;
Accommodating the proposed third runway at Heathrow is therefore an important part of the emerging Preferred Spatial Strategy. In order to achieve this and secure the necessary mitigation, the Local Plan work has developed the following set of planning principles for development at Heathrow:

1. Protect Colnbrook and Poyle villages in a “Green Envelope” and enhance the Conservation Area and built realm.
2. Prevent all through traffic but provide good public transport and cycle routes to the airport.
3. Provide for the replacement of Grundons energy from waste plant and the rail depot north of the new runway.
4. Ensure that there are good public transport links into Heathrow from Slough.
5. Enlarge the Poyle Trading Estate for airport related development but with access only from the M25.
6. Provide mitigation for the Colne Valley Park and ensure that existing connectivity is maintained through Crown Meadow.
7. Develop tangible measures to improve air quality in the Heathrow area.
8. Ensure that all homes in the Borough that are eligible for noise insulation are provided for under the Quieter Homes Scheme.
9. Ensure measures to address flood risk from the proposals include mitigation to reduce the risk of existing flooding for residents and businesses in Colnbrook and Poyle.

The purpose of this document is to set out what the detailed requirements are for each of these principles so that they can form part of the emerging Preferred Spatial Strategy.
Emerging Preferred Spatial Strategy for accommodating growth at Heathrow
1. **Protect Colnbrook and Poyle villages in a “Green Envelope” and enhance the Conservation Area and built realm.**

**Green Envelope**

The development of the new runway, with its taxiways and associated infrastructure, the diversion of the M25 and other roads and the overall increase in activity will have a potentially significant impact upon the amenities of residents in the Colnbrook and Poyle area. Whilst a number of measures can be put in place to seek to address the impact upon traffic congestion, noise pollution, air quality and local biodiversity, one of the simplest measures is to prevent development taking place adjacent to residential properties. As a result it is proposed to create a buffer area around Colnbrook and Poyle where no development can take place.

The Colnbrook and Poyle areas are deficient in open space, both its quality and quantity. The Parks and Open Spaces Framework (SBC 2012) identifies opportunities for existing sites to benefit from and contribute to better connectivity, specifically Crown Meadow with recreational reservoirs to the west, and Pippins Park through green belt to the east/north-east.

It is therefore proposed to positively use the buffer area as a “Green Envelope” which would integrate Pippins Park and Albany Park into a wide new strategic multi-functional green space. Although this will form part of the Colne Valley Park, it would primarily be used by local people for informal recreation. It can also contain any bunding or tree planting that is needed to screen new development and reduce noise.

Part of the ‘Green Envelope’ could respond to the local heritage by having a Cox’s Orange Pippin apple Orchard. It will be important that the whole of the Green Envelope is actively managed in perpetuity and properly funded.

**Enhancing the Colnbrook Conservation Area**

Colnbrook and Poyle have a strong community identity and the changes to the area from development and intensification from expansion may have a negative impact on local residents and their sense of home and community. Measures must be taken to ensure these are reduced or mitigated.

The centre of Colnbrook village is a Conservation Area of historic importance with many Listed Buildings from the stage coach era. In addition to providing facilities such as pubs, this gives the village its sense of identity. With the proposed airport related development taking place close by, it is all the more important that the Conservation Area, its setting and surrounds are enhanced. This should include making improvements to the whole of the public realm and where appropriate areas adjacent to the Conservation Area. Interpretation aids should also be provided to help people understand and fully appreciate the history and architecture of the area.

A review of Colnbrook Conservation area should therefore be carried out along with an assessment of its Listed Buildings and other structures of historical interest. That should investigate the historic significance of existing Listed Buildings across the area.
A report should be produced to provide evidence to update the Heritage England list of Listed Buildings. That should also include options for mitigation and compensation such as extending, improving, and connecting the Conservation Area and other assets; or other projects.

The DCO should then include measures to engage with local community about funding its implementation; and compensation include Conservation Projects with suggestions about what can be done and possible funding for the Community to choose and deliver them.

The setting and fabric of Conservation Areas is affected by factors such as noise and traffic and so it will be important that all through traffic should continue to be prevented through Colnbrook Village with additional enforcement applied.

2. **Prevent all through traffic but provide good public transport and cycle routes to the airport**

Through traffic

Transport infrastructure investment is a critical area to influence and integrate with Heathrow’s plans. The scale of the proposals offer the possibility to alter the way the area currently operates. If captured and directed successfully this can tackle congestion and reduce environmental impacts.

As currently proposed, through traffic will be able to pass through the Colnbrook and Poyle area along the realigned M25, the diverted A4 and a replacement for the A4033.

The Council accepts that, because of the need for new taxiways west of the current runways in order to make the airport operate efficiently, the M25 will have to be constructed to the west of the current route. It considers that both junctions 14 and 14a should be retained in order to allow maximum accessibility to the airport. As part of the strategic network the M25 should be used for all north/south through traffic.

The A4 currently provides a number of functions. It provides access to local properties, an important bus route, a secondary route from the M4 into the central terminals and, with the A312, A30 and A3044, the outer ring road for the Airport.

The Council supports the diversion of the A4 north of the airport boundary to maintain connectivity but remains concerned about the A4 being used as an alternative to the M4.

It should be noted that all traffic on the A4 to the west of the airport has to pass through the Brands Hill Air Quality Management Area and so this needs to be considered as a factor in terms of the amount of traffic that will be attracted to the diverted route.

The Council is proposing a Park and Ride at Brands Hill with access off the A4 to serve the existing business communities outside of the town centre. This could have 600 car parking spaces to support Phase 2 of the SMaRT investment programme to extend the mass transit service from Langley towards Heathrow. The scheme includes highway works to improve bus journey reliability on the M4 Junction 5 roundabout, along London Road and at the Sutton Lane gyratory.

All of the four main options in Consultation 1 involve replacing the A3044 Stanwell Moor Road and the Western Perimeter Road with a new road through Colnbrook and Poyle.
The Council is opposed all of the options for the A3044 on the grounds that the increase in traffic will have serious impacts upon the environment and amenities of residents. All options would increase congestion in the area without improving accessibility for local people or improving public transport access to the airport.

The stated main purpose of the proposed options appears to be to provide easy access for those making local journeys. It is considered that this is the basis upon which the proposed options should be judged with particular emphasis upon the need to provide improved bus routes.

In addition to taking all of the diverted traffic it would provide an attractive alternative route between the M4 and M25. All of this traffic would pass through the Brands Hill Air Quality Management Area.

The Council opposed all of the options for the A3044 which create a through route in Colnbrook and Poyle.

The current ban on all through traffic in Colnbrook High Street should be maintained and enforced.

Public Transport Links from Colnbrook and Poyle

There are currently major bus routes to Heathrow from Colnbrook and Poyle along the A4 and Colnbrook High Street/Old Bath Road. There is a limited service through the Poyle Trading Estate.

The proposed changes to the road network with the closure of the Old Bath Road, removal of the Perimeter Road with its bus link and diversion of the A4 to the north will mean that all of the bus services from Colnbrook and Poyle will be lost.

One of the Council’s main objections to Consultation 1 was that there was no proposed public transport of cycling routes from Colnbrook and Poyle to the airport to compensate for the closure of the Old Bath Road. This means that residents will have much worse access to jobs and flights.

Since many people living in the locality will do so because they work at the airport and car access will be limited and discourage, it is important that new direct convenient bus routes are provided into the airport serving all of the terminals and employment areas. This will require dedicated bus routes or lanes including direct access into Terminal 5 through a reconfigured spur off junction 14a of the M25.

Given its close proximity to Heathrow and the problems that there may be in running a viable 24 hour bus service from a small catchment area, provision for Demand Responsive Transport should be provided from the Colnbrook and Poyle area.

This could be provided free to all residents and have restricted use for non residents in order to prevent parking in the area. It will be necessary to have effective enforcement against all illegal parking in Poyle, Colnbrook, Brands Hill and Langley in residential streets and pre-pay passenger car parks.

A safe sustainable cycle network between Poyle/Colnbrook and Heathrow is also required to ensure those residents that choose to, can have safe and more direct routes to the terminals.
Emerging Preferred Spatial Strategy for accommodating growth at Heathrow

for work or travel. Provision of airport routes could be combined with commitments to deliver multi-functional green corridors for recreational use.

3. **Provide for the replacement of Grundon energy from waste plant and the rail depot north of the new runway**

The construction of the proposed runway will result in the demolition the Lakeside Energy from Waste Facility and some of the existing rail served facilities.

**Grundon Energy from Waste plant (EfW)**

The Energy from Waste plant is a sub-regional facility serving the wider area as well as Slough. There is a need for the facility to operate continuously in order to meet needs. This means that a new replacement plant will have to be built before the existing facility is decommissioned.

This means that a planning application for a replacement EfW will have to be made in advance of the Development Consent (DCO) application, in order to meet the necessary lead in times that will allow it to be built and fully commissioned before the existing plant is demolished. Although it will not be part of the DCO process it is important that the need to replace the Grundon EfW plant is fully integrated within the Master Planning process.

It is considered that the plant should be replaced upon a “like for like” basis, close to where the current facility is, with the option of it being rail linked.

As a result the site west of the Iver South sewage works south of the M4 is preferred. This will have to take account of the need to accommodate the proposed shaft and compound for the Western Rail link to Heathrow.

It will also have to ensure that it does not impact upon Old Wood and makes provision for the Colne Valley Trail to the north.

It is understood that because of its proximity to the runway a lower stack will have to be provided compared to the current one. The lower stack height means atmospheric dispersion ground borne particulate levels will be higher, and the highest concentrations will occur a shorter distance from the stack than the current design, unless the abatement systems are radically altered and enhanced.

It is assumed that vehicular access will be from the rerouted A4. Traffic modelling and ADMS modelling will be required to assess the air quality impact from vehicle movements.

It is recognised that the proposed location for the new plant is within the Green Belt and Colne Valley Park. As a result the planning application will have to demonstrate that there are very special circumstances to allow it to go ahead.

**Rail Terminal**

Part of the existing rail way line which serves the oil depot, the Colnbrook Logistics Centre, London Concrete and Aggregates Industries will be lost as a result of the construction of the new runway. It is important that a rail depot is retained in this location for these sorts of uses as well as for the construction of the proposed runway and associated facilities. This can ensure that bulk construction materials and pre-fabricated elements from the remote Logistics Hubs can be delivered to the construction site without having to use the roads. This
will require the reconfiguration of the Rail terminal in order to ensure that it can accommodate full length goods trains.

Once the construction of the third runway is completed, consideration will have to be given as to how it should be used for the continued importation of minerals and as a logistics depot for Heathrow. It could also provide a rail link to the relocated Energy from Waste plant.

To avoid congestion and environmental impacts the railhead will not be allowed to be used as a distribution centre for other goods.

4. Ensure that there are good public transport links into Heathrow from Slough.

One of the main direct benefits of the expansion will be the creation of jobs at the airport and its surrounding areas. As a result it will be important that Slough residents have easy access to Heathrow. Given the targets to reduce congestion and private car use, the Council considers that new direct public transport services are needed with improve journey time and reliability from Slough Town centre, Langley and the proposed Northern Extension of Slough.

The Council supports the Surface Access Strategy commitments to no overall increase in the amount of airport related traffic on the road; reduce, from a 2013 baseline, all staff car trips by 25% by 2030 and 50% by 2040; at least 50% Surface Access Passengers arriving or departing by public transport by 2030 (increasing to 55% by 2040). The Strategy will prioritise initiatives including promoting public transport access for passengers; a commuter program for staff and ensuring local communities benefit from improvements to local and regional connections and phasing the works to minimise the effects on road users.

There will be a need to provide dedicated public transport links to ensure local routes from Langley and Slough provide direct airport access and take less time to get to the terminals than private cars.

As explained above, the proposed changes to the road network, which include the closure of the Old Bath Road, removal of the Perimeter Road with its bus link and diversion of the A4 to the north will mean that many of the existing bus routes into Heathrow from the west will be lost.

The current proposals do not provide any new bus links into Heathrow to compensate for the ones that are lost. No new dedicated bus routes have been shown. It is assumed that all bus services coming from Slough and Langley will have to go along the diverted A4 and the proposed new A4033. It is not clear which option will be taken for the A4 but unless it involves tunnelling, it is likely to take longer to get into the central terminal area.

The Council objects to the provision of a new A30044 road through Colnbrook and Poyle if it is going to be a used a through route for traffic. It would, however, support the construction of a public transport link along this route, which could have an electric bus lane, which provided direct access to Terminal 5 via junction 14a of the M25. As currently proposed all buses would have to use the new A3044, along with other traffic, and pass through Junction 14 of the M25 before accessing Terminal 5 from the south. This is a much longer and less reliable route than exists at present and won't provide the necessary modal shift or the sort of service that Slough and Langley residents need.

Public transport for the airport will have to complement the SMaRT transport scheme being developed by Slough along the A4 and fit in with the proposals for a transit system serving the proposed Northern Expansion of Slough.
Western Rail Link

The Western Rail Link to Heathrow (WRLtH) allows direct services to Heathrow from Slough, Reading and the West. The service from between Slough and Heathrow will take seven minutes and operate four times per hour in each direction.

The link is supported by the Airports National Policy Statement but is being delivered under a separate DCO process. The Council supports Heathrow Airport Limited’s commitment to contribute to the cost, but considers the project is required by the current airport; and so must be delivered prior to expansion being completed to help with modal shift and to contribute to the economy. It is therefore vital that Heathrow Airport Ltd agree as a matter of urgency the contribution to provide a level of certainty on the delivery timescales.

The Heathrow DCO team will need to liaise with Network Rail on the construction and location of the new line and for example at present the tunnel to the existing rail line at Heathrow Terminal requires two shafts – these are shown on the key diagram for the area.

5. Enlarge the Poyle Trading Estate for airport related development but with access only from the M25.

Poyle Trading Estate

Poyle Trading Estate is well located and already has strong links with the airport. It is, however a congested and poorly planned Estate with few facilities and a mix of uses. It has parking and congestion problems and a poor environment. It is also not well served by public transport or well connected by other means of transport than the private car.

The northern part of the Estate is in a Public Protection Zone where intensification of use is not allowed.

The Trading Estate is in within the Colne Valley Park and surrounded by Green Belt. As a result it will be necessary to show that there are there are the exceptional circumstances need to change Green Belt boundaries. Much of the open land is currently degraded. It has waterways running through it and a SSSI to the south just outside the Borough boundary.

Working on the overriding principle is that if the third runway goes ahead it should be planned in the most comprehensive and sustainable way possible, and taking into account the need for more jobs in Slough, it is proposed that the Poyle Trading Estate should be enlarged and transformed to accommodate more airport related development which needs to be in this location.

Plans presented at the Colnbrook, Poyle and Brands Hill Neighbourhood consultation show proposals to expand Poyle to the west and south, along with land take needed for a diverted A3044 and four watercourses.

Of critical importance to this will be the need to ensure that there is a convenient and reliable route for freight into the airport which can meet the requirements for just in time deliveries.

The Council will work to understand the requirements of occupiers and operators to deliver airport related or support services such as in logistics. It will be important to consider wider market and technological trends, working with local providers and operators to manage the quantum and quality of such development, and in particular promote innovation around addressing the impacts of freight transport and to deliver commercially competitive...
supporting physical, social and utility infrastructure including superfast broadband or its successor.

We will therefore collaboratively on a vision for the Poyle Industrial area. Any proposals for regeneration of Poyle in the emerging spatial strategy will need to:

- Demonstrate a commitment to provide a range of local jobs, as part of the Emerging Spatial Strategy is to provide 15,000 new jobs within Slough for our expanding population
- Ensure new routing does not deliver an alternative to M25 for direct through route for the A4/A3044
- Consider reconfiguration of the internal road layout to deliver better operational accessibility and safety
- Ensure that all HGV access is via junction 14 of the M25 and not through the residential areas of Colnbrook and Poyle
- Enlarge and improve design, quality, amenity, green space and sustainability credentials of the Poyle Trading Estate to attract high value commercial users and possibly airport related co-located offices
- Ensure large scale modern services infrastructure to support competitive employment space: superfast Broadband and electricity, SMART buildings; EV capability
- Deliver commercially attractive (fast, direct) access to the airport: possibly via a low emission freight lane
- Consider range of industrial space to support diversity of supply chain services and passive provision for shared servicing such as two way load consolidation
- Deliver a positive connection with Colnbrook Village centre and the communities that live nearby.

It should be noted that in the short term the Council will continue to rigorously apply Green Belt and Strategic Gap policies to any proposals that come forward in advance of the future of the airport being resolved. This will prevent development happening in an unplanned way.

6. Provide mitigation for the Colne Valley Park and ensure that existing connectivity is maintained through Crown Meadow.

Slough Borough Council is supportive of the expansion of the airport but is aware of the adverse impacts that this will have on the role of the Colne Valley Regional Park as a result of development taking place in one of its narrowest points.

The Park is made up of land in various ownership and diverse uses, including agricultural, managed natural parkland, rivers and waterbodies. The Park is managed by the Colne Valley Park Community Interest Company (CVP CIC) who are actively involved in the HSPG and liaising with us to get the best for the Park as a whole as well as the element in Slough.

Green infrastructure, and particularly improving current spaces, connectivity and urban quality can have a strong positive impact on both health and wellbeing and also perceptions of the area, supporting ‘active transport’ (walking and cycling) accessibility.

The Regional Park is important for the varied roles Green Infrastructure can contribute in addition to informal recreation such as visual landscape amenity, historic landscape, biodiversity, agriculture, and flood alleviation. The part of the Regional Park in the Colnbrook and Poyle is the most accessible to Slough residents and a gateway to the wider opportunities that the Park offers for informal recreation.
The use of land for the relocated Energy from Waste Plant, Rail terminal and Poyle trading estate could all take land currently designated as CVP.

However the Park in this location is protected by its designation as Green Belt and Strategic Gap policies which will continue to be applied until the future development needs have been agreed. Decisions affecting waterbodies will need to meet the requirements in the Water Framework Directive.

Expansion will affect the existing natural environment but the Council supports Heathrow’s intention to create a positive legacy for high quality well connected “green and blue” infrastructure. This means measures that prioritise landscape, wildlife, plants, rivers, ponds, and streams in a connected way for the social, environmental and economic benefits.

Although in Slough the quality and quantity of open land in the Colne Valley Park will reduce, the identity should be retained. Retention of Crown Meadow is thus vital to maintain habitat and recreational connectivity as one of the ‘green corridors’ in land designated as the Strategic Gap to the west of the airport where the Green Belt and Colne Valley Regional Park is at its narrowest.

It is proposed to protect Colnbrook and Poyle with a “Green Envelope" which will be a multi-functional green space. Although this would primarily be used by local people for informal recreation it will contribute to the Colne Valley Park. It is proposed to enhanced the Colnbrook Conservation Area and deliver other benefits for local communities.

It is important that the Colne Valley Trail route which runs through Slough is retained and links into the proposed Green Loop around the airport, and connects with proposals for the park as a whole in the All London Green Grid.

The Trail will have to be diverted from its existing route. Given the intrusion of the third runway, it seems the best route is that running parallel to the south of the M4 and then south to cross through Crown Meadow. Whilst not ideal, there is the opportunity for best and innovative practice to make the route as attractive as possible to allow for walking, cycling and informal recreation; and to connect new and existing habitats for protected and other species.

Mitigation must be able to be sustained in perpetuity. Where mitigation is dependent upon land assets, it must be supported by land acquisition/long term land agreements. All mitigation must be able to resist future development pressures arising from or consequential to the expansion of the airport/associated other new infrastructure/land use demands.

It is, however, recognised that most of the compensation for Colne Valley Park will have to be delivered outside of Slough. The Colne Valley Park CIC are taking the lead with the HSPG on mitigation and compensation for the impact of the expansion proposals on the Park and producing a Landscape Framework and Spatial Vision to support HALs Green Infrastructure strategy.

Slough will support enhanced gateways to Slough and Colnbrook that support the purposes of the Colne Valley Park and the HSPG environmental principles where these do not conflict with the needs of Slough. At present this includes:

- A Green and Blue Infrastructure Plan which adopts a landscape-scale vision and multi-functional approach to mitigation. This should detail long-term management proposals, delivery and maintenance of mitigation and compensation measures, responsibilities and a comprehensive funding plan for affected areas
• A ‘Green Loop’ around the airport that provides a continuous habitat and recreational corridor, connecting to existing green and blue network that function effectively for both wildlife and recreation
• Integrated mitigation and compensation measures that improve access to the countryside, local opportunities for sport and recreation, and provide safe and attractive routes
• Within the Green Envelope(s) a programme of enhancement to maintain and enhance the historic character of key settlements
• Designed to improve physical connectivity for public access, including enhancing access and user experience around main infrastructure barriers. Gateways from surrounding areas should be improved including reducing severance due to major roads and railways.
• Maintenance of green connectivity through Crown Meadow to maintain habitat and recreational connectivity as one of the ‘green corridors’ to the west of the airport where the Green Belt and Colne Valley Regional Park is at its narrowest.

7. Develop tangible measures to improve air quality in the Heathrow area

A critical part of the National Policy Statement is to address air quality impacts, including on particularly sensitive receptors such as Pippins School, Brands Hill, and Colnbrook Village. While aircraft contribute to air quality problems in Slough the major source of these is the road network, and as such the issue will have to be dealt with in the surface access strategy.

Proposals will need to deliver sustainable solutions and improvements to air quality, and address noise (road and aircraft). Measures will also be needed to ensure routes for ‘active transport’ (walking and cycling) are attractive and where possible suitably segregated for safety, more direct access to the airport, or to other National Cycle Routes.

The DCO will need to integrate a comprehensive Air Quality Monitoring and Mitigation package of measures to reduce air pollution impacts. These could include EV charging infrastructure; sustainable transport contributions; a network compatible low emission zone and dedicated zero emission lanes for buses and possibly freight along the A4, A3055.

Heavy Duty Construction Traffic will need to meet EURO VI standards, and avoid Brands Hill AQMA and Colnbrook Village.

8. Ensure that all homes in the Borough that are eligible for noise insulation are provided for under the Quieter Homes Scheme.

The Government’s Airport National Policy Statement sets down requirements airport operators must meet in order to reduce noise impacts. There are:

a) Avoid significant adverse impacts on health and quality of life from noise;

b) Mitigate and minimise adverse impacts on health and quality of life from noise; and

c) Where possible, contribute to improvements to health and quality of life

The prioritisation of one of these principles will compromise the ability to use another. For example, designing routes that reduce the total number of people overflown by aircraft might mean more concentrated flight paths over less populated areas, increasing the frequency of overflight for those affected but impacting fewer people.

The Council requires:
- Noise insulation for all Slough residents, community buildings and school(s) affected by new aircraft noise and new noise take-off and landing routes (3rd runway) contours.
- That all the homes in the Borough eligible for noise insulation are provided for under the Quieter Homes Scheme.
- Construction traffic is limited to key routes and times to reduce noise/vibration impacts (and congestion).
- Night flight bans provide reliable respite. Note this element is connected to a secondary issue around the Government reorganising how airspace is organised.

9. Ensure measures to address flood risk from the proposals include mitigation to reduce the risk of existing flooding for residents and businesses in Colnbrook and Poyle.

At present parts of Colnbrook south of the A4 are subject to flooding. The Development Consent Order process does not require existing flooding to be addressed. The Council consider that given the disruption and potential adverse impact of development upon the Colnbrook and Poyle area, part of the mitigation should be that the risk of flooding is reduced.

The scale of flood compensation measures that will be required to ensure that the development goes ahead is such that reducing exiting flood risk to residents should be able to be achieved with minimal costs.

Flood risk mitigation and compensation should be multifunctional, provide and link strategic habitats and align and integrate with biodiversity and green infrastructure plans.