

***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 Grondon 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

designed 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. Re training 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:

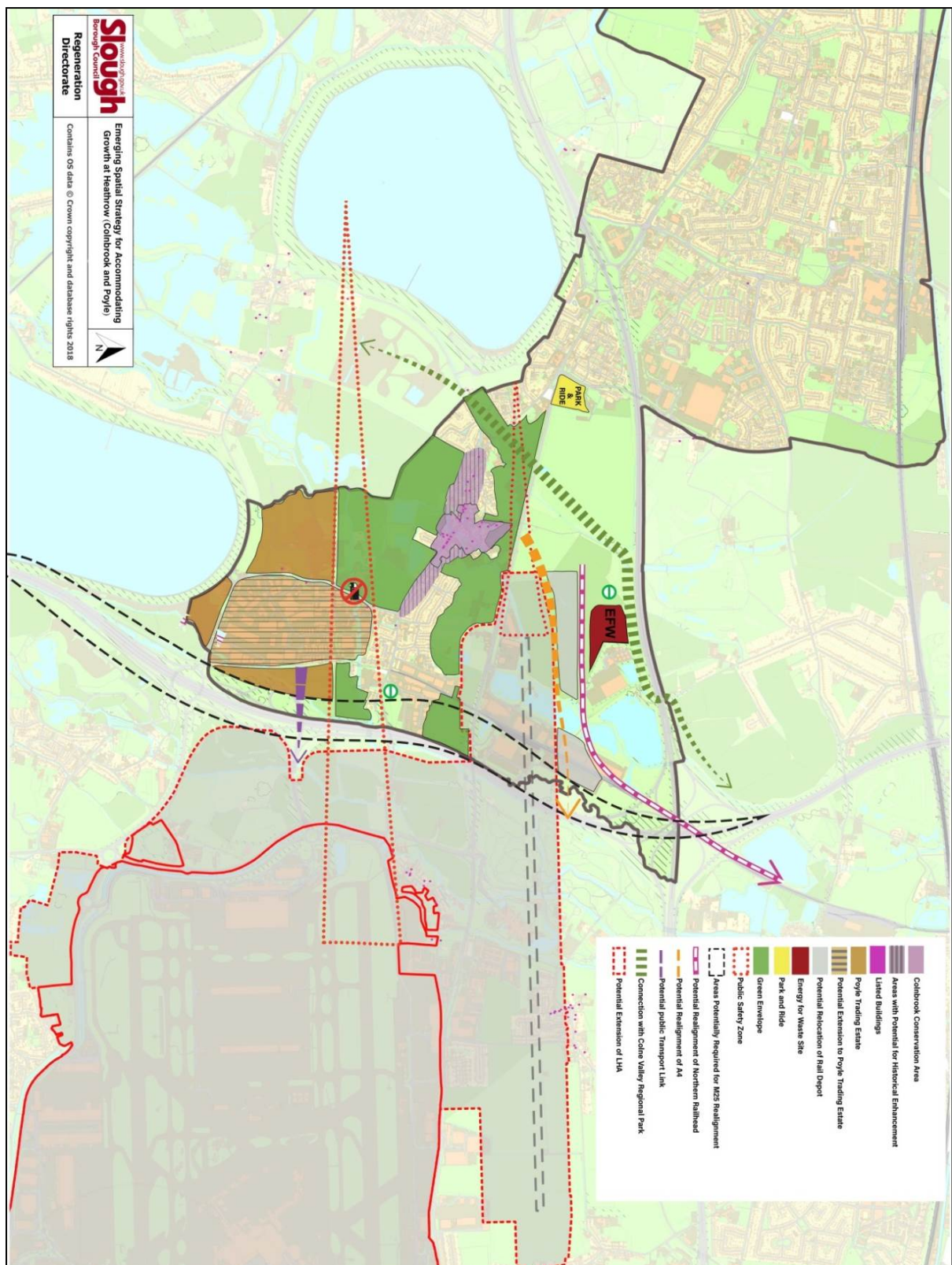
- ***Delivering*** major comprehensive redevelopment within the "Centre of Slough";
- ***Selecting*** other key locations for appropriate development;
- ***Protecting*** the built and natural environment of Slough including the suburbs;
- ***Accommodating*** the proposed third runway at Heathrow and mitigating the impact;

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

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.



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

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 Iwer 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 enhance 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 overflowed 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.