


Site Characteristics and General Information	
Site Name	SIFE
Address	Land to the north of the A4 (Colnbrook Bypass) - Proposed Slough International Freight Exchange (SIFE)
LPA	Slough Borough Council
Site Size (Hectares)	Circa 58.7 ha
Ownership details	Goodman Logistics Development (UK) Ltd and Slough Borough Council (Site also includes 2 small land parcels adjacent to the M4 owned by the Secretary of State for Transport)
Aerial Image	
Site Description / Current Use	Former gravel site restored to pasture (for horse grazing) between the M4 motorway to the north and the A4 Colnbrook Bypass to the south. The M25 motorway is some 500 metres (m) to the east.
Relevant Planning History	<ul style="list-style-type: none"> Outline Application ref: P/14961/000 Construction of a rail/road freight interchange comprising an inter-modal terminal and Class B8 distribution units, to include associated landscaping, access, parking and servicing areas. Lorry parking and facilities. Creation of two vehicular accesses of A4. Associated engineering operations. Refused. 08/09/2011. <p>Secretary of State recovered appeal refused 12/07/2016 <i>"Irreparable harm would be caused to this very sensitive part of the Green Belt. The benefits of the scheme do not clearly overcome the harm and so "very special circumstances" do not exist to justify the development."</i></p>

Emerging/Adopted Planning Designations

Local Plan for Slough - Proposals Map (2010)




Adjoining designations




Non- statutory Informal nature reserve

Current use(s)	None – former gravel pit
Objectives	Enhance biodiversity
Site Planning Requirements	Encourage habitat enhancement and/or creation Ensure public access if appropriate is managed to ensure it does not have a negative impact on biodiversity
Background	A semi natural habitat has evolved around the edges of these former gravel pits. There is no formal public access. Old Slade used to be a nature reserve many years ago. There is scope for them to be managed for wildlife to enhance their value and hopefully create a long term nature reserve with some public access. Their location in the Colne Valley Regional Park but close to intense urban activity means they are a valuable wildlife haven and wildlife link between the north and south parts of the Park. The expanse of open water is unusual in Slough and can bring in bird life not otherwise seen.
Existing Business Areas	CP5, EMP5, EMP6, EMP8, EMP10, EMP12



	<p>Berkshire Waste local Plan (1998)</p>  <p>SITE PLANNING REQUIREMENTS</p> <p>(i) General</p> <p>Use of the site for the recycling of inert and non-inert waste and for green waste composting would be acceptable on a temporary basis, pending the construction of the rail aggregates depot. Any application for the establishment of temporary waste management facilities at the site, or for the subsequent renewal of any temporary permission which may be granted, would be considered having regard (among other things) to the prospects at that time for the construction of the rail depot. The initiation or continuation of waste management uses on the site would not be appropriate if for any reason the rail depot proposal were abandoned.</p>
	<p><u>New Local Plan for Slough 2016-2036</u> <u>The Proposed Spatial Strategy Regulation 18 Consultation (November 2020)</u></p> <p><i>16.1 The Colnbrook with Poyle ward is the largest area of undeveloped land in the Borough and the only part which borders London and Heathrow...</i></p> <p><i>16.3 The Slough Core Strategy (2008) identified this part of the Borough as having an important role in retaining a “Strategic Gap” between Slough and Greater London and so had a restraint policy which prevented development taking place unless it was “essential to be in that location”. Core Policy 2 has been upheld by the Court of Appeal as intended to impose a “stringent test over and above ordinary Green Belt policy” to development than the “very special circumstances” test applied to Green Belt.</i></p> <p><i>16.4 As a result the Council has consistently refused commercial development or major infrastructure proposals, such as Strategic Rail Freight Interchanges, within the undeveloped areas, because of the adverse impacts that they would have.</i></p>

Green Belt Assessment	Not identified for Green Belt Release
Actively Marketed?	No known marketing
Physical Constraints	
Flood Zone	<p>Zone 1 (Low probability) Zone 2 (0.1% - 1.0%) / Zone 3 (>1%)</p> 
Heritage Assets (inc. Listed Buildings and Scheduled Ancient Monuments)	No
Archaeological Constraints	No
Air Quality Management Area	No.
Tree and hedgerows (TPOs)	The site is bordered by trees and adjoins Old Wood (woodland comprising mature and self-seeded trees) to the North East.
AONB	No
SSSI	No (but within SSSI Impact Risk Zone)
Local Nature Reserve	No
Land Contamination	Landfill, leachates and landfill gas requires mitigation.
Conservation Area	No
Historic Park or Garden	No

Public Right of Way	Yes
Green Belt	Yes
Green/Open Space	No
Landscape Character Area	Within “Colnbrook with Poyle Strategic Gap”
Agricultural Land (Grade 1, 2 or 3a)	Grade 1
Other	

Technical Specification

Proximity to electricity infrastructure

6.1 km to Iver Substation + 40% = 8.54 km
The site is beyond the 5km buffer



Connection to fibre possible?

Yes. The site is close to an existing fibre cable.



Is the Site Suitable, Available and Sustainable?

Criteria	Commentary	Red/Amber/Green
Suitability	<p>The site is close to an existing fibre cable and access to power should be possible despite being beyond the 5km buffer.</p> <p>Although the site is irregular in shape this is not a significant barrier to</p>	

	<p>development as it is large enough to accommodate the proposals, within a reduced developable area (that excludes the “rail arc” to the North).</p> <p>However, development of the site would prevent the delivery of a rail depot on the adjoining land. Extensive areas of the site are vulnerable to flooding and it is designated as Green Belt and within an area identified to be preserved as part of a “strategic gap” between settlements. A recent Secretary of state decision refused to grant permission for rail/road freight interchange on the site due to unacceptable impact to the green belt. A hyperscale data centre on the site is unlikely to have materially less impact to justify approval.</p>	
Availability	The site is unoccupied. Although in multiple ownerships, there would appear to be potential to align interests in order to secure development.	
Sustainability	Whilst the site has been restored to greenfield use, its size would appear to be sufficient to enable net biodiversity benefits to be realised. Although the site’s vulnerability to flooding is a concern, there would appear to be sufficient net developable area to accommodate the proposals and incorporate suitable flood mitigation measures to adequately reduce flood risk.	