

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

*- Planning history:*

10.38 The site's current use was first granted permission in 2001, as a logistics, pre-fabrication, and administrative centre to support the operational and associated construction and maintenance projects at Heathrow Airport. A number of temporary consents have been granted since, allowing the use to continue for over a 20-year period.

10.39 Fundamentally, the primary purpose of the site has not changed since these consents were granted, and the common underlying principle is that the site is of a significant scale and is well located to provide a crucial role in serving Heathrow Airport and maintaining it as a facility of national importance.

10.40 As highlighted previously, it should be noted that National Planning Practice Guidance (paragraph 21a-014) is clear that the grant of temporary planning permission is typically to enable a 'trial run' or where planning circumstances are likely to change at the end of the period. It goes on to note that subsequent or successive grants of temporary permission are generally only justifiable where changing circumstances provide a clear rationale for doing this.

*- Heathrow expansion:*

10.41 Following a legal challenge by Friends of the Earth (and others), the Supreme Court ruled that the Government acted lawfully in formulating the Airports National Policy Statement. The Heathrow Airport Consultation (June 2019) is clear that the third runway proposal will include the relocation of the Colnbrook Railhead, which will run parallel to the third runway beyond the Airport boundary and will support Cargo and Freight Forwarding, Aircraft Maintenance and, in the longer term, Hotels and Offices

10.42 Regarding the provision of the third runway, the Airport's official position that it still intends to pursue the project, and it is therefore evident that the long-term intention for the application site is development, notwithstanding its designation as Green Belt, Strategic Gap and Colne Valley Regional Park. Furthermore, the Consultation Document defines an 'Indicative Construction Programme' including a series of 'Anticipated Early Works'. The applicant has stated that confirm that the site and its associated infrastructure is likely to have a significant role to play in the Third Runway's construction, at least until such a time as the site itself is required to be developed.

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

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

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

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

*- Alternative options and sites:*

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

- 10.55 As previously mentioned, Government planning guidance highlights that the grant of temporary planning permission is typically to enable a 'trial run' or where planning circumstances are likely to change at the end of the permitted period. The guidance goes on to note that subsequent or successive grants of temporary permission are generally only justifiable where changing circumstances provide a clear rationale for doing this. The circumstances relating to the site and use haven't, as far as the applicant is concerned materially changed and in fact the alterations proposed as part of the permanent solution sought represent an improvement in relation to the facility, its appearance and condition and impact.
- 10.56 In assessing the appropriateness of a permanent consent for the facility in this location, the applicant has also considered comparable cases granted permission across the country including large commercial schemes in Hounslow, Warwick and Solihull. As with the CLC, these concerned Green Belt locations and were reliant on identifying very special circumstances based on need, locational advantages, lack of alternative sites, economic benefits and reduction in traffic movement and associated impacts.
- *Economic benefits:*
- 10.57 The applicant states that there are significant economic benefits associated with the development. A Socio-Economic Statement has been submitted with the application which details both the local and strategic socio-economic benefits of the site and the proposed development.
- 10.58 As noted in the Statement, the CLC currently employs a core staff of 159, of which there is an approximate range of 80 to 100 shifts active per day (in a 24-hour period). 98% of the current staff are estimated to originate from local boroughs. It is envisaged that the proposed development will involve a new building, the construction of which will sustain approximately 175 gross direct jobs and a further 70 gross indirect jobs throughout the construction period. Of these, approximately 130 direct jobs and 50 indirect jobs could be occupied by the labour force within the labour market catchment area. Similarly, the development could generate a direct GVA of approximately £12.6m and a further £4.3m indirect GVA throughout the estimated construction period.
- 10.59 The Socio-Economic Statement also highlights that the CLC plays a key role in supporting the wider operation of the Airport. It states that the total trade through Heathrow is forecasted to increase to over £204bn by 2025, equivalent to a growth rate of 8.9% during this period. By 2025, it states that the value of trade through Heathrow as a share of all UK trade of goods and goods and services is expected to grow to 21.2% and 14.6% respectively.
- 10.60 The Statement highlights that Heathrow is a major transportation hub in the UK responsible for over a fifth of the UK's trade of goods by value. Prior to the onset



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

- *Other benefits:*

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

- 10.67 Positive weight is afforded to the matters raised in the overall planning balance.
- 11.0 **Design and impact on character and appearance of the area**
- 11.1 The NPPF states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- 11.2 It states more specifically that planning policies and decisions should ensure that developments:
- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
  - b) be visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- 11.3 Core Policy 8 of the Core Strategy sets out that in terms of design, all development should:
- a) Be of high quality design that is practical, attractive, safe, accessible and adaptable;
  - b) Respect its location and surroundings;
  - c) Provide appropriate public space, amenity space and landscaping as an integral part of the design; and
  - d) Be in accordance with the Spatial Strategy in terms of its height, scale, massing and architectural style.
- 11.4 Policy EN1 of the Adopted Local Plan states that all development proposals are required to reflect a high standard of design and must be compatible with and/ or improve their surroundings in terms of scale, height, massing/ bulk, layout, siting, building form and design, architectural style, materials, access points and servicing, visual impact, relationship to nearby properties, relationship to mature trees; and relationship to watercourses. Poor designs which are not in keeping with their surroundings and schemes that overdevelop the site will not be permitted.
- 11.5 The application seeks the permanent retention of the Logistics Centre which has been in operation on a temporary basis for over 20 years. The general layout and form of the proposed development will broadly reflect the site as it currently exists, albeit there are a number of important alterations including new replacement buildings and hard and soft landscaping.



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

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

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

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



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

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

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



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

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

**12.0     Amenity of neighbouring occupiers / uses**

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



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

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

13.0 **Transport, highways and parking**

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

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

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



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

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

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

#### 14.0 **Air Quality**

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

- 14.2 Core Policy 8 of the Core Strategy states that development shall not give rise to unacceptable levels of pollution including air pollution, dust and odour. It also highlights that proposals should not be located on polluted areas affected by air pollution unless the development incorporates appropriate mitigation measures to limit the adverse effects on occupiers and other appropriate receptors.
- 14.3 The Council has adopted the Slough Low Emission Strategy on a corporate basis, which forms part of the local air quality action plan incorporating initiatives to be delivered by the Council and will set the context for revising the Local Development Plan Policies. Measures in the Low Emission Strategy include reducing traffic and requiring electric charging points within new developments. The Low Emission Strategy is a material planning consideration, but it does not form part of the current local development plan.
- 14.4 An Air Quality Assessment (AQA) and a supplemental technical note have been prepared in support of the application taking into account the requirements of relevant local and national guidance, policy and legislation. It describes existing air quality within the study area and assesses the impact of the operational use of the proposed development on air quality in relation to sensitive human receptors including AQMAs.
- 14.5 The AQA highlights that main air pollutants of concern during the operational period are NO<sub>2</sub> (Nitrogen dioxide), PM<sub>10</sub> (Particulate Matter 10) and PM<sub>2.5</sub> (Particulate Matter 2.5) emissions associated with proposed and existing road traffic.
- 14.6 For the operational phase road traffic emission assessment, the study area (based on EPUK / IAQM, 2017 guidance) includes the site, all roads (and adjacent properties) within 250m of the site boundary and any other roads (and adjacent properties) predicted to exceed the screening criteria set out in the guidance). Based on these criteria, six existing residential properties within the study area and three proposed receptors within the development itself have been identified as worst-case receptors for the assessment. The locations of these receptors have been chosen to represent locations where impacts from road traffic generated by the proposed development are likely to be the greatest i.e. as a result of development traffic at junctions.
- 14.7 The site is not located within an AQMA. The closest AQMA to the is Hillingdon AQMA which covers the southern half of the Borough and is located immediately east. The nearest in Slough is at Brands Hill.
- 14.8 An energy for waste (EfW) facility is located approximately 45 m west of the site. The EfW state is permitted by the Environment Agency (permit reference EPR/BT7116IW). As part of their Environmental Permit, the EfW facility has a number of control measures to minimise emissions of air, including an abatement system, air quality monitoring and an appropriate stack height (75 m). As such the EfW facility is not considered to represent a constraint to the development.

- 14.9 The AQA has assessed the suitability of the site for its proposed end uses has been undertaken at proposed sensitive receptors. It highlights that most of the monitoring locations closest to the site have been below the annual mean NO<sub>2</sub> since 2019. In addition, there has been no exceedances of the 1-hour NO<sub>2</sub> mean, PM<sub>10</sub> annual and daily mean and PM<sub>2.5</sub> annual mean recorded at any of the monitoring sites since 2019. Moreover, DEFRA predicted background concentrations at the site are all below the relevant NAQOs (National Air quality Objectives) for NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> in 2022. As such, the impact of existing air quality on future users of the Proposed Development is judged as 'not significant' and no further mitigation measures are required.
- 14.10 Specifically, the impacts of road traffic associated with the operational phase of the proposed development on local air quality have been assessed and the detailed modelling of road traffic has been undertaken at a number of worst-case locations representing existing properties adjacent to the road network. The traffic data modelled within this assessment has been based on a cap of 2,000 HDVs a month required by HAL for the current and proposed future use of the site.
- 14.11 Predicted concentrations of NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> are all well below the relevant NAQOs at all modelled receptor locations with the proposed development in place. The AQA concludes that the air quality effects of road traffic on local air quality particularly the Borough's Brands Hill AQMA during the operational phase of the proposed development are considered as negligible and 'not significant' and such, no additional traffic mitigation is required.
- 14.12 It should be noted that the specific heating systems to be used as part of proposals have not been agreed yet and have not therefore been included in the AQA. The AQA recommends however that an assessment is undertaken at the detailed design stage of the development should a centralised combustion-based heating plant be proposed. It goes on to state that detailed design measures such as limiting emission concentrations and the provision of a suitable stack height to disperse emissions are readily available and would be used if necessary to ensure that no significant effects would arise from any on-site combustion emissions. In any event, it is expected that any heating system that comes forward will comply with the Council's Low Emission Strategy as a minimum, and this is secured via a planning condition.
- 14.13 Whilst the site adjoins a railway line, emissions from rail sources have also not been assessed. The AQA reiterates DEFRA guidance which highlights that railways can be a source of emissions of NO<sub>2</sub> and SO<sub>2</sub> from idling locomotives in stations and depots, as well as mobile locomotives on busy lines with a significant number of diesel or coal-fired trains. The assessment provides a summary of emissions associated with railway lines, making reference to SBCs own monitoring in proximity to railway lines, and explained that DEFRA have not identified the railway line to the west as having a high proportion of diesel trains. Emissions from the railway line are not expected therefore to impact the proposed development. The report also mentions of course that the line is not currently used by the site and that despite

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

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

## 15.0 **Noise**

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

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

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

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

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

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

16.0 **Landscaping, ecology and biodiversity**

*- Landscaping:*

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

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

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

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

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

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

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

*- Ecology:*

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



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

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

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

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

- *Biodiversity Net Gains:*

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

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

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

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

- *Off-site highway works:*

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

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

17.0 **Ground conditions and land contamination**

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

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

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

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

18.0 **Flood Risk and drainage**

18.1 The NPPF states that when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment (footnote 63). It goes on to state that applications which could affect drainage on or around the site should incorporate sustainable drainage systems to control flow rates and reduce volumes of runoff, and which are proportionate to the nature and scale of the proposal. These should provide multifunctional benefits wherever possible, through facilitating improvements in water quality and biodiversity, as well as benefits for amenity.

18.2 Core Policy 8 of The Slough Local Development Framework, Core Strategy, Development Plan Document states that development must manage surface water arising from the site in a sustainable manner which will also reduce the risk of flooding and improve water quality. Core Policy 10 states that development will only be allowed where there is sufficient existing, planned or committed infrastructure including water, sewerage and drainage and that all new infrastructure must be sustainable. This is also reiterated by Local Plan Policy EN34 (Utility Infrastructure)

18.3 The application site area exceeds the one-hectare threshold referred to in footnote 63 of the NPPF and consequently a Flood Risk Assessment (FRA) has been submitted with the planning application.

18.4 The FRA identifies that the site is located within Flood Zone 1 (Low Probability – having less than 1 in 1,000 annual probability of flooding from rivers or sea). Furthermore, the surrounding road and rail networks appear to informally protect the site from flooding from surrounding watercourses. The FRA also highlights that the site is also at very low to medium risk of surface water flooding.

18.5 The proposed development is classified as ‘More Vulnerable’ under the Planning Practice Guidance. The Flood Risk Assessment provides that all types of development, including that classified as ‘More Vulnerable’, are considered appropriate within Flood Zone 1 and that the proposed development is therefore appropriately located in flood risk terms.

18.6 The Flood Risk Assessment confirms that the existing on-site infrastructure is sufficient to meet the needs of the development, but that there was also an opportunity for betterment. In demolishing Buildings B and C and the associated landscaping scheme a number of previously impermeable areas will be made permeable. Surface water run-off rates can be restricted to a level equivalent to a greenfield site (2l/s) through the use of flow control chamber with attenuation in the form of a modular crate system, pipes and manholes.

- 18.7 The drainage strategy contained in the Flood Risk Assessment provides that the proposed development can be accommodated, in relation to surface water, by the existing drainage system which “ultimately outfalls to the Old Bingley Ditch”. The proposed approach accommodates existing overland flow routes to reduce the residual risk from surface water and groundwater; this is consistent with the discharge hierarchy.
- 18.8 The Flood Risk Assessment concludes there will be no change to the existing peak surface water runoff rates or volume of run-off and therefore additional surface water management measures are not required.
- 18.9 The Council’s Flood Risk officer, the Environment Agency and Thames Water have been consulted on the planning application and have confirmed that they have no objection to the proposed development subject to appropriate conditions and informatives.
- 18.10 Based on this assessment, it is considered that there are no flooding and drainage related constraints to the development of the site and the proposals are an appropriate development in this location. The proposed drainage arrangements would ensure that the site and development is safe from surface water flooding and would not increase flooding elsewhere. The application is therefore compliant with Core Policies 8 and 10 of the adopted Slough Core Strategy, Local Plan Policy EN34, the NPPF and corresponding drainage guidance contained in the PPG.
- 18.11 Positive weight is applied to this matter in the overall planning balance.
- 19.0 **Economic impact**
- 19.1 The NPPF states that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential.
- 19.2 It goes on to state that planning policies and decisions should also recognise and address the specific locational requirements of different sectors. This includes making provision of storage and distribution operations at a variety of scales and in suitably accessible locations that allow for the efficient and reliable handling of goods, especially where this is needed to support the supply chain, transport innovation and decarbonisation and the expansion or modernisation of other industries of local, regional or national importance to support economic growth and resilience.

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

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

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

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

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

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

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

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

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



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

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

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

## 21.0 **Equalities considerations**

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

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

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

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

## 22.0 **Section 106 Requirements**

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

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

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

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

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

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

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

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

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

#### 24.0 **Conclusion**

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

### **PART C: RECOMMENDATION**

#### 25.0 **Recommendation**

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

A) For approval subject to:

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

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

## **PART D: CONDITIONS**

### **Time Limit for Implementation**

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

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

### **Approved Plans**

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

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

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

### **Occupation**

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

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

### **Biodiversity Net Gain**

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

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

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

### **Energy Strategy**

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

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

### **Sustainable Development Design Stage Certificate**

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

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

### **Sustainable Development Post-Construction Review Certificate**

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

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

### **Improved Vehicle and Pedestrian Access**

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

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

### **Cycle Parking**

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

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

### **Car Parking**

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

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

### **Electric Vehicle Charging**

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

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



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

### **Travel Plan**

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

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

### **Delivery and Servicing Plan**

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

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

### **HGV Restrictions**

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

Exceptions to the restrictions on deliveries are as follows:

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

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

#### **HGV Movements**

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

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

#### **Demolition Environment Management Plan (DEMP)**

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

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

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

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

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

### **Construction Environmental Management Plan (CEMP)**

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

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

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

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

### **Materials**

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

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

### **Phase 2 Intrusive Investigation Method Statement**

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

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

### **Phase 3 Quantitative Risk Assessment and Site-Specific Remediation Strategy**

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

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

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

#### **Phase 4 Remediation Validation**

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

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

#### **Unexpected contamination**

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

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

#### **Infiltration drainage**

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

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

### **Foul drainage**

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

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

### **Piling**

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

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

### **Surface Water Drainage**

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

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

### **SuDS as Built and Maintenance Details**

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

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

### **Details of Hard and Soft Landscaping**

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

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



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

### **Landscaping and Ecology Management Plan**

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

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

### **Maintenance plan**

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

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

### **Details of Temporary Accommodation**

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

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

### **Vacation of Temporary Accommodation**

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

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

### **Lighting**

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

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

### **Plant Equipment and Ventilation**

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

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

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

### **Heating System**

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

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

### **Submission of a Glint & Glare Assessment:**

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

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

### **Ancillary offices**

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

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