Revision Record

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Basis of Report

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1.0 Introduction

1.1 Background and Purpose of this Report

SLR Consulting Limited (SLR) was commissioned at the instruction of Juniper Energy Limited to carry out a (shadow) Habitats Regulations Assessment (HRA) in relation to an electrical cabling project on land between Manor Farm, Slough and National Grid (NG) Land at Laleham Surrey ("the Proposed Development").

This report is intended to provide sufficient information for the Competent Authority/Authorities (in this case assumed to be Spelthorne Borough Council, Slough Borough Council and the London Borough of Hillingdon) to determine whether the proposed works could have a Likely Significant Effect (LSE) on European or Ramsar sites with regard to their conservation objectives without mitigation.

1.2 Project Overview

It is proposed that the application seek permission for the installation of underground and overground electrical connection and communication cables extending between land at Manor Farm, Poyle Road, Slough and the Laleham Substation, with temporary construction compounds, and associated infrastructure and works

The land at Manor Farm will support a data centre and battery energy storage system (BESS). The data centre/BESS site is located approximately 6.5km from Laleham substation, as the crow flies. The length of the cable route is approximately 8.4km.

The cabling from the substation will provide the power required for the data centre to operate and a connection to the national grid for the BESS.

The cable installation works for the Laleham corridor will involve the following:

- The excavation of a temporary trench to accommodate the cabling infrastructure consisting of up to two 132 kV dual circuits, together with associated communications cabling – unless:
    - A trenchless solution is proposed, e.g. under the M25 J14 or under a watercourse; or
    - Open cut watercourse.
- The construction trench will be up to 1.0m wide and up to 3m deep, the depth is expected to vary due to existing buried services (specially designed trenchless solutions such as the M25 Junction 14 crossings may result in an increase in the installation depth);
- The construction trench will be infilled once the required cabling components have been laid; and
- At circa. 500m intervals along the grid connection route, it is necessary to install a junction box where lengths of the cable can be joined together. Each junction box would be below ground level and would measure c.500mm x 300mm.

The route between the substation and the data centre/BESS site is predominantly urban in nature, thereby limiting the potential available route options. As a result, a significant length of this route is along public highway.

It is intended that the cable laying operation will be undertaken on a phased basis with an identified section being excavated and reinstated prior to moving on to a new section.

For areas of verge and unmade ground, the excavation and reinstatement will be carried out using existing excavated materials where possible. If the original 'turf' is unable to be re-laid or is of a poor quality, then new topsoil and grass seed will be used. Digging will be undertaken using mechanical aids except where trees or other obstructions exist when sensitive installation technique such as hand digging, vacuum excavation or horizontal directional drilling will be employed.

When installing cables within hard surfaced areas (such as roadway, footpaths or cycleways), these sections will be open cut using a floor saw and/or a mechanical pecker to break up the top surface. No percussive piling is proposed for the project.

Mechanical means would then be used to remove the subsurface and associated materials to the correct depths. Once the cable is installed, the original surface would then be reinstated to the relevant specifications for the type of surface in agreement with the council.

Machinery and materials will be kept at temporary laydown areas, the location of which will be agreed as part of a Construction Management Plan (CMP). Machinery may also be temporarily stored overnight at the location of the previous day's completed cable trench. In this instance, the machinery would be located behind secure fencing.

All construction methodology details will be agreed with the local authorities through the submission of a CMP.

The location of the cabling route is shown in **Figure 1** in **Annex A**.

1.3 Relevant Legislation and Policy

The requirement for an Appropriate Assessment (AA) is set out within Article 6 of the Habitats Directive 92/43/European Economic Community (EEC) of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora, which was most recently transposed into English law by the Conservation of Habitats & Species Regulations 2017 (as amended), also known as the 'Habitats Regulations'.

1.3.1 The Conservation of Habitats and Species Regulations 2017 (as amended)

The Habitats Regulations afford protection to European sites and their interest features. Part 6 of the Conservation of Habitats and Species Regulations 2017 (as amended) sets out the requirements for screening assessments, the circumstances under which an AA is required and the further implementation of Article 6(3) and 6(4) of the Habitats Directive.

The UK left the European Union (Brexit) on Exit Day, 31st January 2020, followed by Completion Day on 31st December 2020. The EU Exit Regulations (2019) establish any EU Exit-related changes to the Habitats Regulations (2017), with these considered to have no material implications on the requirement or process for a HRA of the Proposed Development. After Brexit, UK sites designated under the Habitats Regulations became part of the National Site Network (as defined in the interpretation sections of the Habitat Regulations (2017)), with a focus on maintaining ecological coherence throughout the UK.

1.3.2 National Planning Policy Framework

In addition to the Habitats Regulations, UK Government policy (Office of the Deputy Prime Minister Circular 06/2005) states that internationally important wetlands designated under the Convention on Wetlands 1971, called the Ramsar Convention (Ramsar sites) are afforded the same protection as Special Protection Areas (SPAs) and Special Areas of Conservation (SACs) for the purpose of considering development proposals that may affect them. The Government in England also affords the same level of protection to potential SPAs (pSPAs), possible SACs (pSACs) and proposed Ramsar sites and to sites identified,

or required, as compensatory measures for adverse effects on any of the above sites, through planning policy such as the National Planning Policy Framework[1].

Paragraphs 194 and 195 relate to European sites (referred to as habitats sites) and state:

"*The following should be given the same protection as* [European] *sites:*

a) potential Special Protection Areas and possible Special Areas of Conservation;

b) listed or proposed Ramsar sites; and

c) sites identified, or required, as compensatory measures for adverse effects on [European] *sites, potential Special Protection Areas, possible Special Areas of Conservation, and listed or proposed Ramsar sites.*

The presumption in favour of sustainable development does not apply where the plan or project is likely to have a significant effect on a [European] *site (either alone or in combination with other plans or projects), unless an appropriate assessment has concluded that the plan or project will not adversely affect the integrity of the habitats site*."

1.3.3 Local Planning Policy

The majority of the Laleham route lies within the Spelthorne Borough Council area; smaller section in the north of the route lies within Slough Borough Council and one short section lies within London Borough of Hillingdon.

Relevant policies are outlined below:

1.3.3.1 Spelthorne Borough Council[2]

Policy EN8: Protecting and Improving the Landscape and Biodiversity

The Council will seek to protect and improve the landscape and biodiversity of the Borough by:

a) safeguarding sites of international and national importance,

b) working with partners in the public, private and voluntary sectors to develop and secure the implementation of projects to enhance the landscape and create or improve habitats of nature conservation value, and to secure the more effective management of land in the Borough,

c) ensuring that new development, wherever possible, contributes to an improvement in the landscape and biodiversity and also avoids harm to features of significance in the landscape or of nature conservation interest,

d) refusing permission where development would have a significant harmful impact on the landscape or features of nature conservation value,

e) safeguarding the Borough's Common Land and working with other interested parties to protect and where appropriate enhance its nature conservation and recreational value.

[1] Department for Levelling Up, Housing & Communities (2024) National Planning Policy Framework. Available at: https://assets.publishing.service.gov.uk/media/67aafe8f3b41f783cca46251/NPPF_December_2024.pdf https://assets.publishing.service.gov.uk/media/65a11af7e8f5ec000f1f8c46/NPPF_December_2023.pdf [Accessed: 25/4/25].

[2] Core Strategy and Policies, Development Plan Document, Adopted February 2009, Spelthorne Borough Council. (It should be noted that the Emerging Local Plan 2024-2039 was still being consulted on at the time of writing and relevant policies are not yet available).

1.3.3.2 Slough Borough Council[3]

Core Policy 9 (Natural and Built Environment)

Development will not be permitted unless it:

- Enhances and protects the historic environment.
- Respects the character and distinctiveness of existing buildings, townscapes and landscapes and their local designations.
- Protects and enhances the water environment and its margins.
- Enhances and preserves natural habitats and the biodiversity of the Borough, including corridors between biodiversity rich features.

1.3.3.3 London Borough of Hillingdon[4]

Biodiversity and Geological Conservation

SO8: Protect and enhance biodiversity to support the necessary changes to adapt to climate change. Where possible, encourage the development of wildlife corridors.

Policy EM7: Biodiversity and Geological Conservation

The Council will review all the Borough grade Sites of Importance for Nature Conservation (SINCs).

Hillingdon's biodiversity and geological conservation will be preserved and enhanced with particular attention given to:

1. The conservation and enhancement of the natural state of: Harefield Gravel Pits, Colne Valley Regional Park, Fray's Farm Meadows, Harefield Pit.
2. The protection and enhancement of all Sites of Importance for Nature Conservation. Sites with Metropolitan and Borough Grade 1 importance will be protected from any adverse impacts and loss. Borough Grade 2 and Sites of Local Importance will be protected from loss with harmful impacts mitigated through appropriate compensation.
3. The protection and enhancement of populations of protected species as well as priority species and habitats identified within the UK, London and the Hillingdon Biodiversity Action Plans.
4. Appropriate contributions from developers to help enhance Sites of Importance for Nature Conservation in close proximity to development and to deliver/ assist in the delivery of actions within the Biodiversity Action Plan.
5. The provision of biodiversity improvements from all development, where feasible.
6. The provision of green roofs and living walls which contribute to biodiversity and help tackle climate change.
7. The use of sustainable drainage systems that promote ecological connectivity and natural habitats.

[3] Slough Local Development Framework, Core Strategy 2006-2026 (December 2008), Development Plan Document.

[4] A Vision for 2026, Local Plan: Part 1, Strategic Policies (Adopted November 2012), London Borough of Hillingdon.

1.4 Evidence of Technical Competence and Experience

The assessment was undertaken by Paul Clack, PhD, BSc (Hons), CEnv, MCIEEM, a Technical Director with SLR. Paul has over 20 years of experience as a professional ecologist, which has included preparing and overseeing assessments under the Habitats Regulations/Directive for multiple projects, including small and large infrastructure projects, across the UK.

This report has been subject to internal review by Dr Andrea Wilcockson, BSc (Hons), MSc, CEnv, MCIEEM a Technical Director of Ecology & Biodiversity at SLR. Andrea has over 20 years of experience in ecological consultancy, including in HRAs and AAs as well as ecological surveys, licensing, mitigation and impact assessments.

2.0 Methodology

2.1 Habitats Regulations Assessment

The methodology used in this report is based on and in accordance with guidance[5] provided by the Department for Environment, Food & Rural Affairs (Defra). The guidance describes three stages, which may not all need completing, depending on decisions at each stage. The stages are:

1 Screening - to check if the proposal is likely to have a significant effect on the site's conservation objectives. If not, there is no need to go through the appropriate assessment or derogation stages.

2 Appropriate assessment - to assess the likely significant effects of the proposal in more detail and identify ways to avoid or minimise any effects such that they will not have an adverse effect on the integrity of any listed or proposed European or Ramsar site.

3 Derogation - to consider if proposals that would have an adverse effect on a listed or proposed European or Ramsar site qualify for an exemption.

In accordance with the law and policy, the assessment includes any areas secured as sites compensating for damage to a European site if the proposal will affect any of these.

2.2 Baseline Data Gathering

An Ecological Impact Assessment (EcIA)[6] of the Proposed Development has been undertaken and is reported separately. Baseline data gathering includes a desk study, a UKHab survey, and consideration of potential impacts to protected species.

All baseline data gathering for the Proposed Development was undertaken in spring/summer 2025. SLR undertook a Preliminary Ecological Appraisal (PEA) that included an extended habitat survey to identify and map habitats contained within the cable route area using UK Habitat Classification (UKHab).

The habitat survey was conducted according to the methods described in the UKHab user manual[7], with habitats present (including those of conservation concern) recorded and mapped onto digital tablet devices and/or Ordnance Survey (OS) or aerial maps. Target notes were recorded to describe any notable features such as rare flora, habitats too small to map, or invasive non-native species.

The survey focussed on the cable alignment and accessible buffer (up to 20m, where access was possible) for the presence of protected or notable species or habitats that had the potential to be affected by the development.

The cable route follows the highway network, and the predominant habitat types include sealed surfaces and hardstanding and modified grasslands (highway verges). Mature trees are present close by, along with other habitats including hedgerows and watercourses.

The potential for the Proposed Development to impact protected and notable species was considered. No evidence of species such as badger were recorded. Additionally, no

[5] Defra (2023) Guidance Habitats regulations assessments: protecting a European site. Available at: https://www.gov.uk/guidance/habitats-regulations-assessments-protecting-a-european-site.

[6] SLR (2025) Ecological Impact Assessment, Manor Farm Cables, Laleham Route Corridor.

[7] UKHab Ltd (2023). *UK Habitat Classification Version 2.0 (at https://www.ukhab.org)*

evidence of riparian mammals (otter and water vole) was found at the one watercourse crossing (the Wraysbury River).

An additional survey for bat roost potential in trees close to the route was undertaken in June 2025, as some groups of trees were identified as having roost potential. This confirmed 13 trees do contain potential roost features. However, the scheme has been designed to avoid tree loss so these specimens will be retained. Additionally, works close to the trees will not create significant noise and vibration. No impacts to bats are predicted.

Data generated have been used to inform scheme design and Biodiversity Net Gain requirements.

3.0 Stage one: Screening

3.1 Conservation Management

The Proposed Development is an electricity cabling development and therefore it is not directly connected with or necessary to the management, for the purposes of maintaining or restoring the conservation interest, of any European or Ramsar site. Therefore, it cannot be screened out of further assessment on that basis.

3.2 European and Ramsar Sites

There are five listed European or Ramsar sites within 10 km of the Project Site (see **Figure 1**):

- South West London Waterbodies SPA – located adjacent to the Project Site;
- South West London Waterbodies Ramsar site - located adjacent to the Project Site;
- Windsor Forest and Great Park SAC – located 5.4 km west;
- Thursley, Ash, Pirbright and Chobham SAC – located 8.9 km southwest; and
- Thames Basin Heaths SPA – located 8.9 km southwest.

The qualifying features, sensitivities and conservation objectives of the identified European sites are given below, where available online.

There are no proposed European or Ramsar sites within 10 km.

3.2.1 South West London Waterbodies SPA

The South West London Waterbodies SPA comprises a series of embanked water supply reservoirs and former gravel pits which support a range of man-made and semi-natural still, open-water habitats. The complex is situated to the west of London on the broad floodplain of the River Thames.

Qualifying individual species listed in Annex I of the Wild Birds Directive (Article 4.2) include:

- A051 Gadwall, *Mareca strepera*, (non-breeding)
- A056 Northern Shoveler, *Spatula clypeata*, (non-breeding)

The SPA data form[8] also outlines the most important threats and pressures impacting the site, which include:

- I01 Invasive non-native species (both inside and outside).
- K01 Abiotic (slow) natural processes (inside)
- M02 Changes in biotic conditions (both inside and outside)
- F01 Marine and Freshwater Aquaculture (both inside and outside)
- G01 Outdoor sports and leisure activities, recreational activities (inside)

[8] JNCC STANDARD DATA FORM for sites within the 'UK national site network of European sites' SITE UK9012171 South West London Waterbodies last update December 2015, available at https://jncc.gov.uk/jncc-assets/SPA-N2K/UK9012171.pdf

3.2.1.1 Conservation Objectives[9]

With regard to the SPA and the natural habitats and/or species for which the site has been designated (the 'Qualifying Features' listed previously), and subject to natural change, the conservation objectives are to:

Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the aims of the Wild Birds Directive, by maintaining or restoring:

- The extent and distribution of the habitats of the qualifying features
- The structure and function of the habitats of the qualifying features
- The supporting processes on which the habitats of the qualifying features rely
- The population of each of the qualifying features, and,
- The distribution of the qualifying features within the site.

The Supplementary Advice on Conservation Objectives (SACOs) also presents attributes which are ecological characteristics or requirements of the designated species and habitats within a site. The listed attributes are considered to be those which best describe the site's ecological integrity and which if safeguarded will enable achievement of the Conservation Objectives. These attributes have a target which is either quantified or qualified depending on the available evidence. The SACOs for South West London Waterbodies SPA were last updated on 29th January 2018[10].

3.2.1.2 Potential Impact Pathways

One potential pathway has been identified and is described below, which considers the threats / adverse impacts identified within the designated site citation.

1 The boundary of the SPA is within 10m of the cable route at its closest point, when the route passes between the two Staines Reservoirs and King George VI Reservoir, along the A3044 highway. At this distance, construction activities have the potential to disturb the Annex I species present within the SPA and affect the distribution of the qualifying features within the site.

   Source: Construction

   Pathway: Disturbance (acoustic and/or visual)

   Receptor: Gadwall (Annex 1 reference A051) and Northern shoveler (Annex 1 reference A056).

Other pathways have been excluded since:

- There are no direct hydrological links between the Proposed Development Site and the SPA. The single watercourse that may be open cut by the Proposed Development is the Wraysbury River at Horton Road, but this is not directly connected to the SPA. Additionally, the crossing will be undertaken using standard good practice pollution and sedimentation control measures, captured in the Project

[9] Natural England European Site Conservation Objectives for South West London Waterbodies Special Protection Area Site Code: UK9012171 published 21 February 2019 (version 3) available at https://publications.naturalengland.org.uk/publication/4901473695563776

[10] Natural England (2019) European Site Conservation Objectives: Supplementary advice on conserving and restoring site features South West London Reservoirs Special Protection Area (SPA) Site Code: UK9012171 Date of Publication: 29 January 2018 available at https://designatedsites.naturalengland.org.uk/TerrestrialAdvicePDFs/UK9012171.pdf

Construction Environmental Management Plan. With these measures in place no effect is likely to occur;

- Qualifying features of the SPA do not occur at the Proposed Development Site; and
- The Proposed Development will give rise to no additional illumination beyond the site boundary during construction, and there is no lighting proposed during operation.

Due to the identified pathway, further screening consideration is given in **Section 3.3**.

3.2.2 South West London Waterbodies Ramsar Site

The South West London Waterbodies Ramsar site comprises a series of reservoirs and former gravel pits that support internationally important numbers of wintering wildfowl. The Ramsar site boundary is the same as the South West London Waterbodies SPA.

The site qualifies under Ramsar criterion 6 due to the presence of internationally important numbers of the following qualifying species:

- A051 Gadwall, *Mareca strepera*, (non-breeding)
- A056 Northern Shoveler, *Spatula clypeata*, (non-breeding)

The Information Sheet on Ramsar Wetlands (RIS) for this site[11] does not identify any factors that are currently adversely affecting the site's ecological character, including changes in land (including water) use and development projects. A previous version of the RIS[12] identified adverse factors including 'general disturbance from human activities' and 'unspecified development: industry' that were currently affecting the Ramsar site.

The Ramsar site boundary is the same as the South West London Waterbodies SPA, with the same qualifying features.

3.2.2.1 Conservation Objectives

There are no conservation objectives set for the Ramsar site, therefore consideration will be given to the conservation objectives for the South West London Waterbodies SPA when assessing impacts on the features of the Ramsar site.

3.2.2.2 Potential Impact Pathways

One potential pathway has been identified and is described below, which considers the threats / adverse impacts identified within the designated site citation and that for the SPA that covers the same area and species.

1 The boundary of the Ramsar site is within 10m of the cable route at its closest point, when the route passes between the two Staines Reservoirs and King George VI Reservoir, along the A3044 highway. At this distance, construction activities have the potential to disturb the qualifying species present within the Ramsar site and affect the distribution of the qualifying features.

   Source: Construction

   Pathway: Disturbance (acoustic and/or visual)

   Receptor: Gadwall and Northern shoveler.

[11] Information Sheet on Ramsar Wetlands (RIS), South West London Waterbodies, version 3.0, 13th June 2008, available at: https://jncc.gov.uk/jncc-assets/RIS/UK11065.pdf

[12] Ramsar Information Sheet for Wetlands of International Importance, South West London Waterbodies, dated 9th October 2000. Available at: https://rsis.ramsar.org/RISapp/files/RISrep/GB1038RIS.pdf

Other pathways have been excluded since:

- There are no direct hydrological links between the Proposed Development Site and the Ramsar site. The single watercourse that may be open cut by the Proposed Development is the Wraysbury River at Horton Road, but this is not directly connected to the Ramsar site. Additionally, the crossing will be undertaken using standard good practice pollution and sedimentation control measures, captured in the Project Construction Environmental Management Plan. With these measures in place no effect is likely to occur;
- Qualifying features of the Ramsar site do not occur at the Proposed Development Site; and
- The Proposed Development will give rise to no additional illumination beyond the site boundary during construction, and there is no lighting proposed during operation.

Due to the identified pathway, further screening consideration is given in **Section 3.3**.

3.2.3 Windsor Forest and Great Park SAC

Windsor Forest and Great Park is internationally important for its dry oak-dominated landscape and internationally rare invertebrates, in particular beetles and other invertebrates strongly associated with ancient tree and dead wood habitat.

The site is designated under Article 4(4) of the Directive (92/43/EEC) as it hosts the following habitats listed in Annex I:

- Annex I habitats that are a primary reason for selection of this site: 9190 Old acidophilous oak woods with *Quercus robur* on sandy plains;
- Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site: Atlantic acidophilous beech forests with *Ilex* and sometimes also *Taxus* in the shrub layer (*Quercion robori-petraeae* or *Ilici-Fagenion*); and
- Annex II species that are a primary reason for selection of this site: Violet click beetle *Limoniscus violaceous*.

The SAC data form[13] also outlines the most important threats and pressures impacting the site, which include:

- I01 Invasive non-native species (both inside and outside);
- H04 Air pollution, air-borne pollutants (both inside and outside);
- K04 Interspecific floral relations (inside); and
- B02 Forest and Plantation management & use (inside).

3.2.3.1 Conservation Objectives[14]

With regard to the SAC and the natural habitats and/or species for which the site has been designated (the 'Qualifying Features' listed previously), and subject to natural change, the conservation objectives are to:

[13] JNCC STANDARD DATA FORM for sites within the 'UK national site network of European sites' SITE UK0012586 Windsor Forest and Great Park last update December 2015, available at https://jncc.gov.uk/jncc-assets/SAC-N2K/UK0012586.pdf

[14] Natural England European Site Conservation Objectives for Windsor Great Park Special Area of Conservation Site Code: UK0012586 published 27 November 2018 (version 3) available at https://publications.naturalengland.org.uk/publication/5175000009015296

Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring:

- The extent and distribution of qualifying natural habitats and habitats of qualifying species;
- The structure and function (including typical species) of qualifying natural habitats;
- The structure and function of the habitats of qualifying species;
- The supporting processes on which qualifying natural habitats and the habitats of qualifying species rely;
- The populations of qualifying species, and,
- The distribution of qualifying species within the site.

The Supplementary Advice on Conservation Objectives (SACOs) also presents attributes which are ecological characteristics or requirements of the designated species and habitats within a site. The listed attributes are considered to be those which best describe the site's ecological integrity and which if safeguarded will enable achievement of the Conservation Objectives. These attributes have a target which is either quantified or qualified depending on the available evidence. The SACOs for Windsor Great Park SAC were last updated on 12th January 2019[15].

3.2.3.2 Potential Impact Pathways

All potential pathways to this SAC have been excluded since:

- There is 5.5 km separation distance between the Proposed Development Site and the SAC;
- There are no direct hydrological links between the Proposed Development Site and the SAC. The single watercourse that may be open cut by the Proposed Development is the Wraysbury River at Horton Road, but this is not directly connected to the SAC. Additionally, the crossing will be undertaken using standard good practice pollution and sedimentation control measures, captured in the Project Construction Environmental Management Plan. With these measures in place no effect is likely to occur; and
- Qualifying features of the SAC do not occur at the Proposed Development Site.

Due to the lack of pathways, no further screening consideration is required for this Site.

3.2.4 Thursley, Ash, Pirbright and Chobham SAC

Thursley, Ash, Pirbright and Chobham SAC is an extensive complex of heaths in the southeast of England with extensive areas of wet and dry heath, acid mire and bog pools.

The site is designated under Article 4(4) of the Directive (92/43/EEC) as it hosts the following habitats listed in Annex I:

- Annex I habitats that are a primary reason for selection of this site:

[15] Natural England (2019) European Site Conservation Objectives: Supplementary advice on conserving and restoring site features Windsor Great Park Special Area of Conservation (SAC) Site Code: UK0012586 Date of Publication: 12 January 2019 available at https://designatedsites.naturalengland.org.uk/TerrestrialAdvicePDFs/UK0012586.pdf

- H4010. Northern Atlantic wet heaths with *Erica tetralix*; Wet heathland with cross-leaved heath;
- H4030. European dry heaths; and
- H7150. Depressions on peat substrates of the *Rhynchosporion*.

The SAC data form[16] also outlines the most important threats and pressures impacting the site, which include:

- J02 Human induced changes in hydraulic conditions (both inside and outside);
- A04 Grazing (inside);
- K02 Biocenotic evolution, succession (inside);
- H04 Air pollution, air-borne pollutants (both inside and outside); and
- G05 Other human intrusions and disturbances (inside).

3.2.4.1 Conservation Objectives[17]

With regard to the SAC and the natural habitats and/or species for which the site has been designated (the 'Qualifying Features' listed previously), and subject to natural change, the conservation objectives are to:

Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring:

- The extent and distribution of qualifying natural habitats;
- The structure and function (including typical species) of qualifying natural habitats; and
- The supporting processes on which qualifying natural habitats rely.

The Supplementary Advice on Conservation Objectives (SACOs) also presents attributes which are ecological characteristics or requirements of the designated species and habitats within a site. The listed attributes are considered to be those which best describe the site's ecological integrity and which if safeguarded will enable achievement of the Conservation Objectives. These attributes have a target which is either quantified or qualified depending on the available evidence. The SACOs for Thursley, Ash, Pirbright and Chobham SAC were last updated on 29th February 2016[18].

3.2.4.2 Potential Impact Pathways

All potential pathways to this SAC have been excluded since:

- There is 8.9 km separation distance between the Proposed Development Site and the SAC;

[16] JNCC STANDARD DATA FORM for sites within the 'UK national site network of European sites' SITE UK0012793 Thursley Ash, Pirbright and Chobham last update December 2015, available at https://jncc.gov.uk/jncc-assets/SAC-N2K/UK0012793.pdf

[17] Natural England European Site Conservation Objectives for Thursley, Ash, Pirbright and Chobham Special Area of Conservation Site Code: UK0012793 published 27 November 2018 (version 3) available at https://publications.naturalengland.org.uk/publication/5141075941392384

[18] Natural England (2018) European Site Conservation Objectives: Supplementary advice on conserving and restoring site features Thursley, Ash, Pirbright and Chobham Special Area of Conservation (SAC) Site Code: UK0012793 Date of Publication: 29 February 2016 available at https://designatedsites.naturalengland.org.uk/TerrestrialAdvicePDFs/UK0012793.pdf

- There are no direct hydrological links between the Proposed Development Site and the SAC. The single watercourse that may be open cut by the Proposed Development is the Wraysbury River at Horton Road, but this is not directly connected to the SAC. Additionally, the crossing will be undertaken using standard good practice pollution and sedimentation control measures, captured in the Project Construction Environmental Management Plan. With these measures in place no effect is likely to occur; and
- Qualifying features of the SAC do not occur at the Proposed Development Site.

Due to the lack of pathways, no further screening consideration is required for this Site.

3.2.5 Thames Basins Heath SPA

The Thames Basin Heaths SPA covers an area of 8,275 ha across Hampshire, (the former county of) Berkshire and Surrey. It is part of a complex of heathlands in Southern England that support important populations of breeding birds.

Qualifying individual species listed in Annex I of the Wild Birds Directive (Article 4.1) include:

- A224 European nightjar, *Caprimulgus europaeus* (Breeding);
- A246 Woodlark, *Lullula arborea* (Breeding); and
- A302 Dartford warbler, *Sylvia undata* (Breeding).

The SPA data form[19] also outlines the most important threats and pressures impacting the site, which include:

- H04 Air pollution, air-borne pollutants (both inside and outside);
- G05 Other human intrusions and disturbances (inside);
- B02 Forest and Plantation management & use (inside);
- K02 Biocenotic evolution, succession (inside); and
- G01 Outdoor sports and leisure activities, recreational activities (inside).

3.2.5.1 Conservation Objectives[20]

With regard to the SPA and the individual species and/or assemblage of species for which the site has been classified (the 'Qualifying Features' listed previously), and subject to natural change.

Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the aims of the Wild Birds Directive, by maintaining or restoring:

- The extent and distribution of the habitats of the qualifying features;
- The structure and function of the habitats of the qualifying features;
- The supporting processes on which the habitats of the qualifying features rely;

[19] JNCC STANDARD DATA FORM for sites within the 'UK national site network of European sites' SITE UK9012141 Thames Basins Heaths last update December 2015, available at https://jncc.gov.uk/jncc-assets/SPA-N2K/UK9012141.pdf

[20] Natural England European Site Conservation Objectives for Thames Basins Heaths SPA Site Code: UK901214 published 21 February 2019 (version 3) available at https://publications.naturalengland.org.uk/publication/4952859267301376

- The population of each of the qualifying features, and
- The distribution of the qualifying features within the site.

The Supplementary Advice on Conservation Objectives (SACOs) also presents attributes which are ecological characteristics or requirements of the designated species and habitats within a site. The listed attributes are considered to be those which best describe the site's ecological integrity and which if safeguarded will enable achievement of the Conservation Objectives. These attributes have a target which is either quantified or qualified depending on the available evidence. The SACOs for Thames Basin Heaths SPA were last updated on 9th May 2016[21].

3.2.5.2 Potential Impact Pathways

All potential pathways to this SPA have been excluded since:

- There is 8.9 km separation distance between the Proposed Development Site and the SPA;
- There are no direct hydrological links between the Proposed Development Site and the SPA. The single watercourse that may be open cut by the Proposed Development is the Wraysbury River at Horton Road, but this is not directly connected to the SPA. Additionally, the crossing will be undertaken using standard good practice pollution and sedimentation control measures, captured in the Project Construction Environmental Management Plan. With these measures in place no effect is likely to occur;
- Qualifying features of the SPA do not occur at the Proposed Development Site; and
- Habitats on site do not provide a supporting function for populations of qualifying features of the SPA.

Due to the lack of pathways, no further screening consideration is required for this Site.

3.3 Likely Significant Effects

3.3.1 South West London Waterbodies SPA

3.3.1.1 For the Project Alone

Installation of the cable close to the South West London Waterbodies SPA could potentially disturb birds using the adjacent reservoirs, given proximity. However, it is noted that:

- The installation of the cable between the two Staines Reservoirs and King George VI Reservoir along the A3044 highway will be undertaken in a relatively short period (estimated at 8-10 weeks);
- Works will typically occur during daylight hours only. Any work in the hours of darkness will include minimum necessary task lighting that will be directional and not impacting the reservoirs;
- The works will not include methods that generate significant levels of noise and vibration (percussive piling for example);

[21] Natural England (2018) European Site Conservation Objectives: Supplementary advice on conserving and restoring site features Thames Basins Heaths Special Protection Area (SPA) Site Code: UK9012141 Date of Publication: 29 February 2016 available at https://designatedsites.naturalengland.org.uk/TerrestrialAdvicePDFs/UK9012141.pdf

- This work area is within the highway boundary, that already experiences high background levels of disturbance from traffic. Additionally, the works are close to Heathrow airport with associated overflying aircraft that contribute to background noise levels; and
- The two Staines Reservoirs and King George VI Reservoirs are raised significantly above the highway. No open water is visible from the highway and any waterfowl on the reservoir will not have a line of sight to the works (**See Photograph 1**).

Photograph 1: View of the A3044 with reservoirs raised above road level.

As a result, disturbance factors at the Proposed Development Site will result in no effect and would not have implications for the SPAs conservation objectives. **Likely significant effect can therefore be ruled out**.

3.3.1.2 For the project in combination with other projects and plans

There are no effects which have implications for the SPA's conservation objectives and no potential for LSE as a result of the project alone. **Therefore, there can be no in-combination effects with other projects or plans.**

3.3.2 South West London Waterbodies Ramsar Site

3.3.2.1 For the Project Alone

The South West London Waterbodies Ramsar Site cover the same waterbodies as the SPA discussed in Section 3.3.1 and shares the same qualifying features.

Accordingly, the same disturbance effects discussed in Section 3.3.1.1 could potentially occur. However, for the same reasons as outlined for the SPA, the same conclusion is reached.

As a result, disturbance factors at the Proposed Development Site will result in no effect on the Ramsar site and would not have implications for the associated conservation objectives. **Likely significant effect can therefore be ruled out**.

3.3.2.2 For the project in combination with other projects and plans

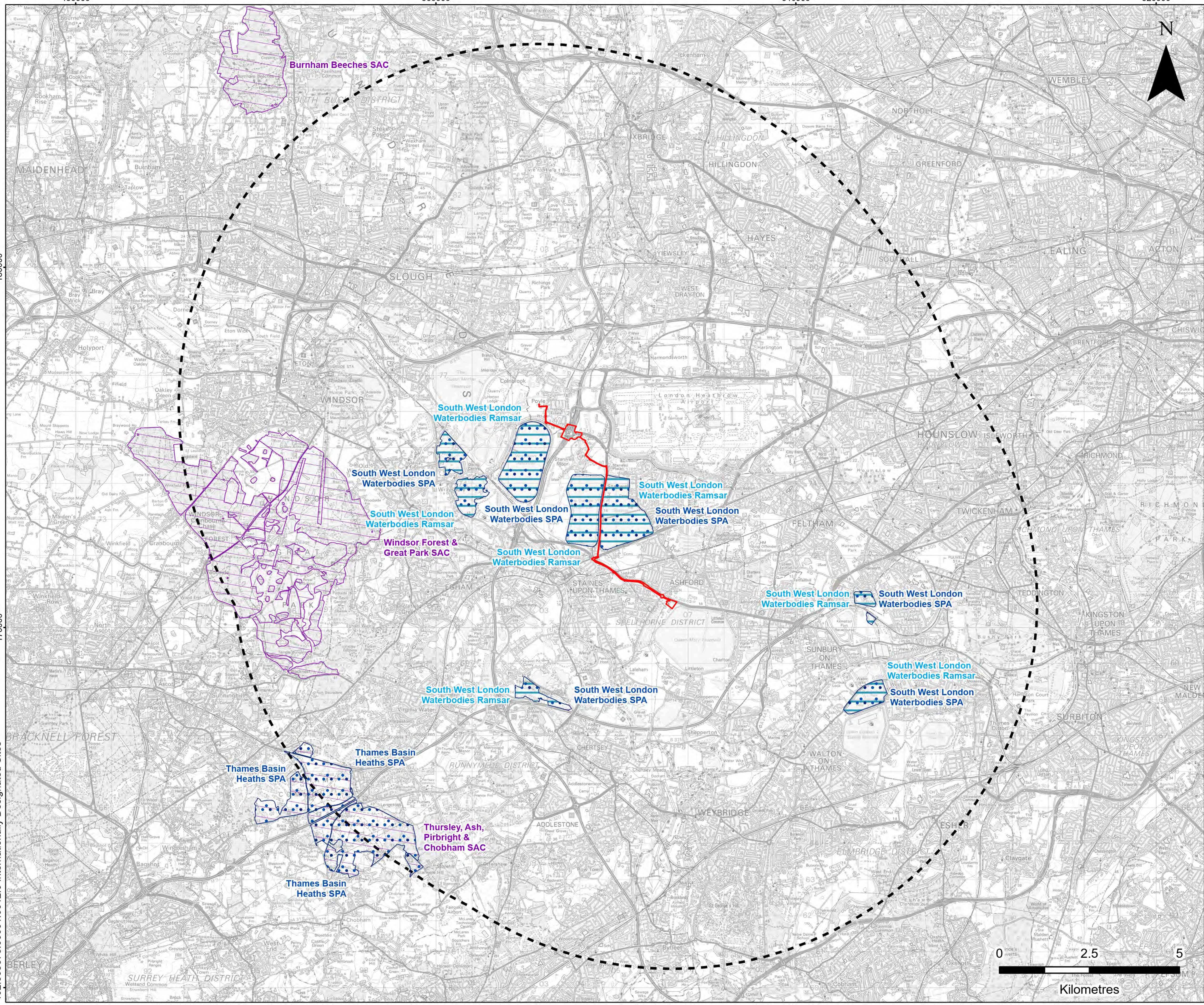
There are no effects which have implications for the Ramsar Site, having consideration of previously identified threats and associated conservation objectives from the South West London Waterbodies SPA, and no potential for LSE as a result of the project alone.

Therefore, there can be no in-combination effects with other projects or plans.

3.4 Stage one: Conclusions and Recommendations

It is demonstrated, beyond reasonable scientific doubt, that the project would not, alone or in combination with any other Project or Plan, undermine the conservation objectives of any listed or proposed European or Ramsar site, or compensation site, and therefore likely significant effects on any such site can be excluded. Therefore, there is no requirement to progress to Stage 2, Appropriate Assessment and there will not be an adverse effect on the integrity of any listed or proposed European or Ramsar site, without mitigation.

Figure 1



LEGEND

- 132kV Site Boundary
- 132kV Site Boundary 10 km Buffer
- Ramsar
- Special Area of Conservation (SAC)
- Special Protection Area (SPA)

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SLR

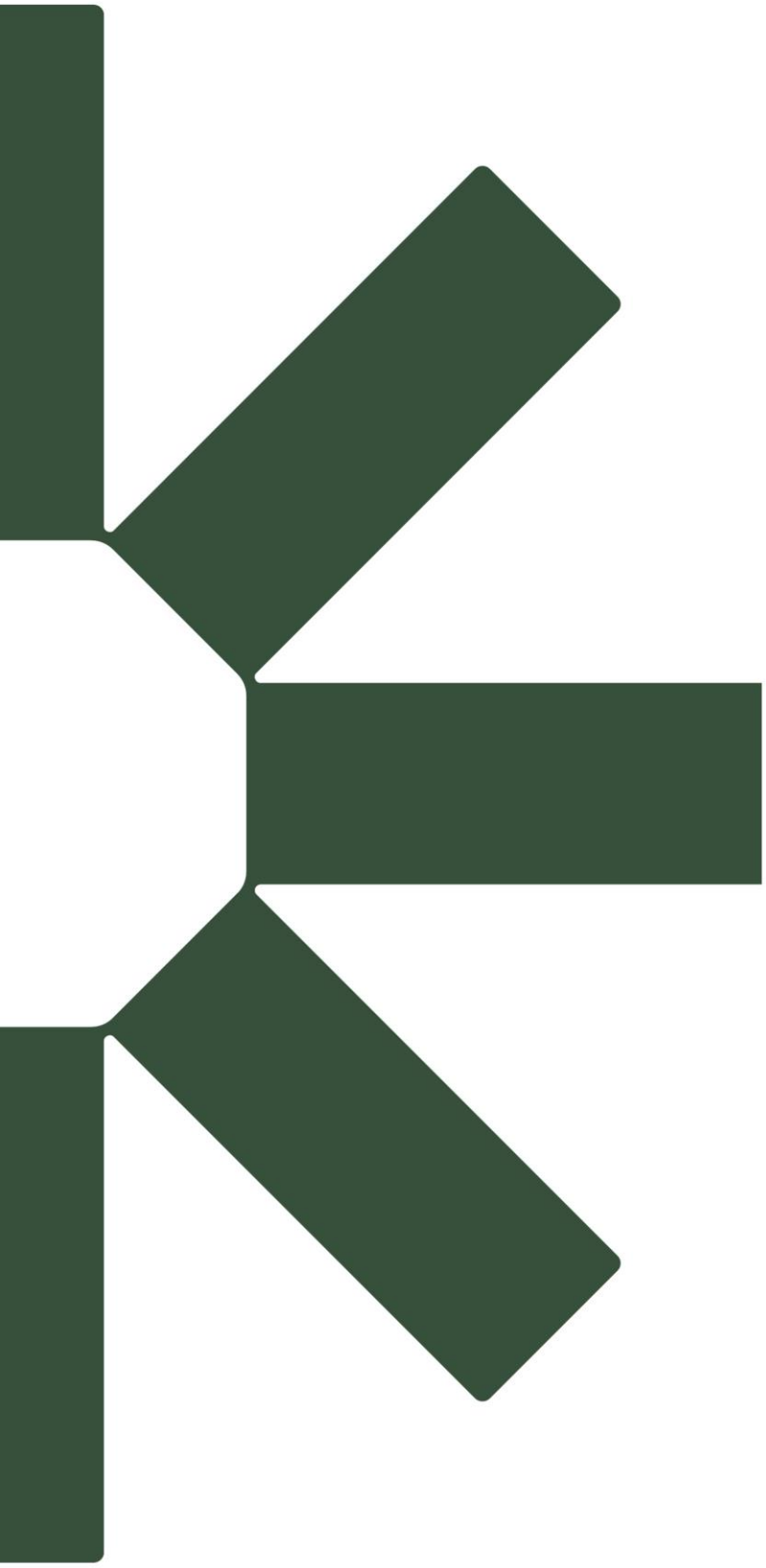
MANOR FARM CABLES:
LALEHAM SUBSTATION CORRIDOR

HRA SCREENING

INTERNATIONALLY DESIGNATED SITES WITHIN 10KM

FIGURE 1

Scale	Date
1:100,000 @ A3	SEPTEMBER 2025



Making Sustainability Happen

Manor Farm Cables: Laleham Substation Corridor

Historic Environment Desk Based Assessment

Juniper Energy Ltd

Prepared by:

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SLR Project No.: 402.065673.00001

3 September 2025

Revision: 04

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
01	16 July 2025	LT + HM	AS	JT
02	15 August 2025	LT + HM	JT	JT
03	27 August 2025	LT + HM	JT	JT
04	3 September 2025	HM	JT	JT

Basis of Report

This document has been prepared by SLR Consulting Limited (SLR) with reasonable skill, care and diligence, and taking account of the timescales and resources devoted to it by agreement with Juniper Energy Ltd. (the Client) as part or all of the services it has been appointed by the Client to carry out. It is subject to the terms and conditions of that appointment.

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Acronyms & Abbreviations

aOD	above Ordnance Datum
BGS	British Geological Survey
CIfA	Chartered Institute for Archaeologists
FAME	Federation of Archaeological Managers and Employers
HEDBA	Historic Environment Desk-Based Assessment
HER	Historic Environment Record
MCIfA	Member of the Chartered Institute for Archaeologists
NGR	National Grid Reference
NHLE	National Heritage List for England
NPPF	National Planning Policy Framework

1.0 Introduction

SLR Consulting Limited (SLR) has been commissioned by Juniper Energy Ltd. ('the Client'), to undertake a Historic Environment Desk Based Assessment (HEDBA) to support a planning application for a proposed approx. 8.4km cable route ('the Site') which will form a grid connection from the proposed data centre/Battery Energy Storage System, (BESS) site at Manor Road, Slough (Planning Ref: P/10076/013), to Laleham substation (**Figures 1 and 2**).

The proposed cable route passes through the following Local Planning Authorities: Slough, Hillingdon and Spelthorne. Archaeological advice for the Local Planning Authorities is provided by Greater London Archaeological Advisory Service (GLAAS) and Surrey Historic Environment Planning Team (Surrey County Council). Berkshire Archaeology were approached for comment, however did not respond prior to submission.

This report includes a consideration of both built heritage and below ground archaeological effects.

1.1 Pre-Application Consultation

Following the completion of the scoping studies, pre-application consultation with the Archaeological Advisors to the relevant Local Planning Authorities was undertaken, summarised as follows:

- Greater London Archaeology Advisory Service have confirmed that the indicative cable route within the London Borough of Hillingdon is not considered to have archaeological potential (*pers. comm.* Sandy Kidd, Archaeology Advisor and Team Leader at GLAAS, 17th June 2025)
- Surrey Historic Environment Planning Team advised that works within the highways would not require archaeological consideration. The general area has some significant archaeological potential, so further consultation would be recommended on any off highway works (*pers. comm.* Matt Saywood, Archaeological Officer at SHEPT, 29th May 2025)
- Berkshire Archaeology advised that archaeological mitigation would be required for the non-road areas, along with any compounds, haulage routes, easements etc. (*pers. comm*. Linden Ellicott Archaeological Officer Berkshire Archaeology, 3rd September 2025).

1.2 Purpose of Report

This report presents the results of an appraisal of the Site's archaeological context. It identifies key potential archaeological constraints (and opportunities) pertaining to the Site, sufficient to inform the pre-application process in relation to archaeological potential, including:

- known and potential buried archaeological remains within the Site, such as might be susceptible to physical truncation;
- known built heritage/assets with above ground remains within the footprint of the Site, such as might be susceptible to physical impacts. As the cable is entirely below ground, no effects in relation to setting and associated significance will result from the proposed development.

1.3 Site Description

The Proposed Development generally follows the highway, running from the proposed data centre/ BESS, following the highway network bordered by an industrial estate, crossing the M25 motorway at junction 14, again following the highway network along minor roads before

passing between Staines and King George VI reservoirs. It then runs southwards along the A308 and A3044 before entering the Laleham substation site (Figures 1 and 2).

The Site boundary covers a larger area at the M25 junction and at Laleham, however, the below ground impacts are restricted to that detailed below. The larger areas allow for flexibility in cable route location.

1.4 Details of the Proposed Development

The cabling from the substation will provide the power required for the data centre to operate and a connection to the national grid for the BESS.

- The cable installation works for the Laleham corridor will involve the following:
- The excavation of a temporary trench to accommodate the cabling infrastructure consisting of up to two 132 kV dual circuits, together with associated communications cabling – unless:
    - A trenchless solution is proposed, e.g. under the M25 J14 or under a watercourse; or
    - Open cut watercourse.
- Each 132kV circuit will consist of one strand per phase, with each strand located in a separate duct (for reference this means 8 ducts incl. communications).
- The construction trench will be up to 1.0m wide and up to 3m deep, the depth is expected to vary due to existing buried services (specially designed trenchless solutions such as the M25 Junction 14 crossings may result in an increase in the installation depth);
- The construction trench will be infilled once the required cabling components have been laid; and
- At 500m intervals along the grid connection route, it is necessary to install a junction box where lengths of the cable can be joined together. Each junction box would be below ground level and would measure c.500mm x 300mm.
- The route between the substation and the data centre/BESS site is predominantly urban in nature, thereby limiting the potential available route options. As a result, a significant length of this route is along public highway.
- It is intended that the cable laying operation will be undertaken on a phased basis with an identified section being excavated and reinstated prior to moving on to a new section.. Typically, a construction zone of approximately 75m will be established where practicable, a linear trench of 50m will be excavated, with cabling being laid and the trench being reinstate while the remaining 25m is prepared for excavation.
- For areas of verge and unmade ground, the excavation and reinstatement will be carried out using existing excavated materials where possible. If the original ‘turf’ is unable to be re-laid or is of a poor quality, then new topsoil and grass seed will be used. Digging will be undertaken using mechanical aids except where trees or other obstructions exist when sensitive installation technique such as hand digging, vacuum excavation or horizontal directional drilling will be employed.
- When installing cables within hard surfaced areas (such as roadway, footpaths or cycleways), these sections will be open cut using a floor saw and/or a mechanical pecker to break up the top surface. No percussive piling is proposed for the project.
- Mechanical means would then be used to remove the subsurface and associated materials to the correct depths. Once the cable is installed, the original surface would

then be reinstated to the relevant specifications for the type of surface in agreement with the council.

- Machinery and materials will be kept at temporary laydown areas, the location of which will be agreed as part of a Construction Management Plan (CMP). Machinery may also be temporarily stored overnight at the location of the previous day's completed cable trench. In this instance, the machinery would be located behind secure fencing.
- All construction methodology details will be agreed with the local authorities through the submission of a CMP.

1.5 Methodology

The high-level research used to inform this appraisal has comprised the following:

- a review of Historic England's National Heritage List for England (NHLE), to identify designated heritage assets, the significance of which might be affected by change to setting;
- a review of three regional Historic Environment Record (HER) datasets; Berkshire, Greater London and Surrey, to identify any known non-designated heritage assets within the Site and its environs; and
- a desk-based review of other sources within the public domain, to assist in characterising the Site's historic landscape context and archaeological potential.

A 250m study area has been utilised for built heritage and archaeological remains. This is considered appropriate to determine initial archaeological potential within the Site and identify those built heritage assets which have potential to be susceptible to physical impacts. The study area used is based on the indicative cable route.

Built Heritage Assets are listed in Appendix A and mapped on **Figure 1;** Archaeological Assets are listed in Appendix A and mapped on **Figure 2.**

The report will present the policy and heritage baseline for each Local Planning Authority in the following order (north to south):

- Slough;
- Hillingdon; and
- Spelthorne.

1.6 Standards & Guidance

This appraisal has been undertaken in accordance with the applicable industry guidance documentation, including relevant standards and guidance provided by the Chartered Institute for Archaeologists (CIfA), as applicable.

The appraisal has been undertaken, and the report prepared, by Lauren O'Toole, ACIfA, Senior Consultant – Archaeology & Heritage, SLR and Helen MacQuarrie, MCIfA, Principal Consultant – Archaeology & Heritage, SLR. The report has been reviewed and approved by Alice Sargent, ~ACIfA, Associate Consultant – Archaeology and Heritage, SLR.

SLR Consulting Limited is a member of the Federation of Archaeological Managers and Employers (FAME).

2.0 Slough Borough Council

2.1 Introduction

Approximately 916m of the proposed cable route falls within the Slough authority area (**Figure 1** and **2**). The proposed route runs along an existing access road to Manor Road (within the limit of the proposed data centre/BESS site), along Poyle Road and Horton Road, north of Wraysbury Reservoir to the Wraysbury River which forms the boundary with Hillingdon.

2.2 Policy & Guidance

2.2.1 Statute and National Planning Policy

Relevant statute and national planning policy pertaining to designated and non-designated heritage assets is provided in **Appendix B**, however as a high level overview, it comprises the following;

- Ancient Monuments and Archaeological Areas Act 1979;
- Planning (Listed Building and Conservation Areas) Act (1990); and
- National Planning Policy Framework (Revised 2025)

2.2.2 Local Planning Policy

Local planning policy comprises the Slough Local Development Framework; Core Strategy 2006-2026 (adopted 2008) with the relevant sections provided in **Appendix B**;

- Core Policy 9: Natural and Built Environment
- EN17 (Locally Listed Buildings)

2.3 Geology and Topography

Within this borough, the proposed cable route is entirely underlain by bedrock of the London Clay Formation, comprising clay, silt and sand, overlain by Shepperton Gravel Member sands and gravels, as well as alluvial deposits. The site of the proposed data centre/BESS site and associated cable route, is located within an area of former restored mineral extraction land.

Topographically, the section of the cable route within Slough LPA is located at c. 21m above Ordnance Datum (aOD), the topography generally defined by the river valley formed by the River Colne and the Colne Brook. The Colne Brooks is located c. 300m north of the Manor Road. The route crosses the Wraysbury River on the boundary with Hillingdon.

2.4 Designated Heritage Assets

There are no designated assets within the Application Boundary. The following designated assets are recorded within the 250m study area:

- Grade II Listed The Hollies (NHLE 1187063) adjacent to proposed cable route.

2.5 Non-designated Assets

2.5.1 Locally Listed Buildings

Locally Listed Buildings for the Slough Borough Council are found in Appendix six of the Slough Local Plan (adopted March 2004) Saved Policies (2011). Saved Local Plan Policy EN17 relates to Locally Listed Buildings.

There are no Slough Borough locally listed buildings within the 250m buffer.

2.5.2 Non-designated Heritage Assets / Other Buildings

The Berkshire Historic Environment Record (BHER) has been reviewed as part of this assessment, for relevant built heritage structures that have the potential to meet the criteria of local listing or be considered a locally listed heritage asset by the LPA.[1] A review of the BHER identified no additional historic structures for consideration in this assessment.

Whilst no buildings are recorded on the BHER the following assets have been identified from the Surrey Historic Environment Record (SHER):

- Manor Farm, Poyle Road (SHER MSE21877). The HER description is as follows:

  Manor Farm is a historic farmstead located off Poyle Road, Poyle. The farm can first be identified on third edition Ordnance survey Maps published circa 1914, as a regular multiyard type farmstead comprised of two distinct courtyards. Fourth edition OS maps, published circa 1935, show no changes to the footprint of the farmstead. Present day mapping and aerial imagery indicate that portions of the original courtyard structures remain extant.

  This asset survives extant within the limit of the proposed data centre/BESS Application. The proposed cable route will have no direct effect on this asset.

- Poyle Farmhouse, Pyle Road (SHER MSE10815). The HER description is as follows:

  Late 17th century/early 18th century. Two storeys. Tiled roof with colour banding, one end hipped. End chimney with off sets. Five windows, flush framed glazing bar sashes. Central 6 panel door, flush lower panels, raised and fielded central panels, glazed upper panels. Modern porch. Red brick window dressings and quoins, gauged brick flat arches. Three window extension to rear with side porch.

  The proposed cable route will have no direct effect on this asset.

At the boundary of Slough and Hillingdon, the route crosses Lintell's Bridge over Wraybury River. This section of the river is open; the bridge is modern in date and not considered of heritage value.

2.5.3 Archaeological Assets/HER Records

The BHER has been reviewed as part of this assessment.[2] There are eight HER entries with unique reference numbers located within the 250m study area within the Slough borough area, prefixed with 'MSL' or 'MRM' and depicted on **Figure 2**. The full gazetteer of HER assets is presented in **Appendix A.**

There are no Areas of High Archaeological Potential (AHAPs) or Archaeological Priority Zones (APZs) within the study area for the route within this borough.

There are several recorded polygons within the study area which represent features identified via cropmarks or buildings in historic aerial photographs or satellite imagery, for which no HER number has been assigned. Where relevant to the determination of archaeological potential, these polygons are referred to in relation to surrounding features and by their grid reference (i.e. TQ 1234 5678).

[1] HER data retrieved from Berkshire Archaeology, 16.04.2025

[2] HER data retrieved from Berkshire Archaeology, 16.04.2025

2.6 Scoping

The majority of recorded heritage assets within the study area are sufficiently distant from the narrow cable route corridor such that;

- direct effects to the assets/remains (i.e. truncation) are unlikely; and
- the assets/remains have no relevance to the determination of archaeological potential within the footprint of the proposed cable route.

Table 1 lists the recorded assets that have been identified within or adjacent to the proposed cable route. These include sites and finds recorded from archaeological investigations (therefore have been removed) or represent site or monuments known from historic sources which indicate the potential for below ground archaeological remains (still surviving). These have been used to determine the archaeological potential of the cable route. No built heritage assets have been identified as being sensitive to the proposals.

Table 1: Slough Scoping

Asset Name	Ref No	Period	Distance from proposed route	Further information/ Reasoning
Neolithic / Bronze Age / Iron Roman cropmarks	TQ 02947 76019	Neolithic / Bronze Age / Iron Roman	Adjacent	An area of cropmarks is recorded south of Manor Farm and west of Poyle Road. The HER data does not provide a reference number of description. For the purposes of this report it is recorded as (TQ 02947 76019). It is noted that this is recorded as an area of infilled gravel extraction on geological mapping.
Two Later Post-Medieval Ditches - Poyle Site 14, Industrial Estate, Slough Berkshire	MRM17583	Post Medieval	16m north	Two ditches were revealed during an archaeological investigation comprising a boundary and the other used for drainage.
Previously unrecorded early prehistoric finds, features and quaternary deposits associated within the Wraysbury.	N/a	Prehistoric to post-medieval		Whilst there is general theoretic potential for buried geoarchaeological deposits within the wider floodplains of the Colne and Wraysbury, given the lack of early prehistoric findspots in this vicinity the potential is considered low for significant remains. There is no evidence for later historic features associated within the river crossing outside the footprint of the existing bridge.

2.6.1 Summary of Archaeological Potential and Significance

The available evidence has been assessed to determine the nature and extent of any previous impacts upon any potential below ground archaeological deposits, which may survive within the bounds of the proposed cable route.

The proposed cable route within Slough is proposed within the existing highway, which generally will have removed surface archaeological evidence. On this basis the potential for well-preserved archaeological remains of all periods within the cable route footprint is considered negligible.

The areas adjacent to the existing highway, within the redline, have been considered as these may be used for compounds etc. These areas are either in areas of existing hardstanding, highway embankment, woodland or former disturbance. On this basis, the archaeological potential for the cable route footprint within Slough is considered negligible.

2.7 Impacts / Effects

The open trench construction technique is proposed within the Slough section; the cable route is proposed within the existing highway or easement, with the exception of an open channel crossing of Wraysbury River, on the border with Hillingdon. Both open cut or trenchless engineering solutions are being explored at this location.

2.7.1 Designated Heritage Assets

No physical impact to any designated heritage asset would result from the proposals.

2.7.2 Non-designated Heritage Assets

No effects have been identified in relation to locally listed, known or potential non-designated built heritage assets.

The assessment has identified negligible potential for below ground archaeological remains within the application boundary. No archaeological effects are considered likely in relation the proposed works in Slough.

3.0 London Borough of Hillingdon

3.1 Introduction

A very small portion – approximately 280m – of the proposed cable route falls within the London Borough of Hillingdon, at Junction 14 of the M25 southeast of Heathrow Airport (**Figures 1.1** and **1.4**.). The redline has been increased to include a section of the A3113, Airport Way.

3.2 Policy & Guidance

3.2.1 Statute and National Planning Policy

Relevant statute and national planning policy pertaining to designated and non-designated heritage assets is provided in **Appendix B**, however as a high level overview, it comprises the following;

- Ancient Monuments and Archaeological Areas Act 1979;
- Planning (Listed Building and Conservation Areas) Act (1990); and
- National Planning Policy Framework (Revised 2025)

3.2.2 Local Planning Policy

Local planning policy comprises the following documents with the relevant sections provided in **Appendix B**;

- Policy HE1 Heritage, Hillingdon Local Plan Part 1: Strategic Policies (Adopted November 2012)
- Hillingdon Local Plan Part 2: Development Management Policies (Adopted January 2020)
    - Policy DMHB 1: Heritage Assets;
    - Policy DMHB 2: Listed Buildings;
    - Policy DMHB 3: Locally Listed Buildings; and
    - Policy and DMHB 7: Archaeological Priority Areas and Archaeological Priority Zones

3.3 Geology and Topography

Within this borough the proposed cable route is entirely underlain by bedrock of the London Clay Formation, comprising clay, silt and sand. This bedrock is overlain by alluvial deposits due to the route's location within the valley basin of the River Colne. The watercourse intersects with the proposed cable route on its trajectory southwards towards Spelthorne Borough. The topography along this short length of the cable route is stable, at around 22m aOD.

3.4 Designated Heritage Assets

There are no designated assets within the Application Boundary or 250m study area within the Hillingdon Borough Council area (**Figure 1**).

3.5 Non-designated Assets

3.5.1 Locally Listed Buildings

Locally Listed heritage assets for Hillingdon Council area are found within an online map[3] provided by the council. Policies regarding the protection of Locally Listed Buildings are found within Hillingdon's Unitary Development Plan (Saved Policies September 2007). Policies BE8 and BE12 reference Locally Listed Buildings.

After an appraisal of the locally listed buildings within the Hillingdon Council Area, it was established that there are no Locally Listed Buildings within the 250m study area.

3.5.2 Non-designated Heritage Assets / Other Buildings

The Greater London Historic Environment Record (GLHER) has been reviewed as part of this assessment, for relevant built heritage structures that have the potential to meet the criteria of local listing or be considered a locally listed heritage asset by the LPA.[4] A review of the GLHER identified no historic structures for consideration in this assessment.

At the boundary of Slough and Hillingdon, the route crosses Lintell's Bridge over Wraybury River. This section of the river is open; the bridge is modern in date and not considered of heritage value.

3.5.3 Archaeological Assets/HER Records

The GLHER has been reviewed as part of this assessment. [5] There are 8 HER entries with unique reference numbers located within the 250m study area within the Hillingdon Borough area, prefixed with 'MLO' and depicted on **Figure 2**. The full gazetteer of HER assets is presented in **Appendix A.**

The proposed cable route does not fall within an Archaeological Priority Zone (APZ) within the Hillingdon Borough. The Heathrow APZ is recorded *c.*250m to the north-east of the proposed cable route (**Figure 2**). The area is recorded as an archaeological priority area due to the potential for multi-period prehistoric evidence recorded during historic mineral extraction and excavations associated with Heathrow Terminal 5.

3.6 Scoping

Several heritage assets are recorded in the vicinity of the Junction 14 of the M25 within Hillingdon Borough Council:

- Former Poyle Halt, Near Lintell's Bridge, Slough (GLHER MSE23251);
- Stains to West Drayton Railway Line (disused) (GLHER MSE15385); and
- Anti-Aircraft Battery, Airport Way (GLHER MSE6883).

Evidence associated with these features are not anticipated due to the construction of the M25 Junction.

[3] https://www.hillingdon.gov.uk/heritage-map

[4] Data retrieved from Greater London Archaeological Advisory Service, 7.4.2025

[5] Data retrieved from Greater London Archaeological Advisory Service, 7.4.2025

3.6.1 Summary of Archaeological Potential and Significance

The available evidence has been assessed to determine the nature and extent of any previous impacts upon any potential below ground archaeological deposits, which may survive within the bounds of the proposed cable route.

The proposed cable route within Hillingdon is proposed within the existing highway and Horizontal Directional Drilling (HDD) under the M25 junction. The route is within a heavily disturbed area which generally will have removed surface archaeological evidence. On this basis the potential for well-preserved archaeological remains of all periods within the cable route footprint is considered negligible.

The areas adjacent to the existing highway, within the redline, have been considered as these may be used for compounds etc. These areas are either in areas of existing hardstanding, highway embankment, woodland or former disturbance. On this basis, the archaeological potential for the redline within Hillingdon is considered negligible.

3.7 Impacts / Effects

Horizontal Directional Drilling (HDD) will be undertaken for the M25 junction crossing. Open trench construction technique is expected in the areas outwith the junction, with the exception of an open channel crossing of Wraysbury River, on the border with Slough. Both open cut or trenchless engineering solutions are being explored at this location.

The requirement for ancillary works, for example compound construction, has not been detailed.

3.7.1 Designated Heritage Assets

No physical impact to any designated heritage asset would result from the proposals.

3.7.2 Non-designated Heritage Assets

No effects have been identified in relation to locally listed, known or potential non-designated built heritage assets.

There is considered negligible potential for buried archaeological deposits within the proposed cable route within Hillingdon Borough Council due to past impacts.

4.0 Spelthorne District Council

4.1 Introduction

Approximately 7.2km of the cable route is located within Spelthorne Borough (**Figures 1 and 2**). The route utilises the existing highway of Horton Road and Kingston Road / underground works or boxing into overpasses. Aside from small, wooded sections near to the Junction 14 roundabout of the M25/A3113 interchange and the Staines Bypass overpass of Woodthorpe Road, the route utilises the existing road network. This includes *c.*2km between the King George VI Reservoir and Staines Reservoirs along Stanwell Moor Road. The route continues on the A308 to Fordbridge.

Watercourse crossings within the Spelthorne District includes: Hithermoor Stream, under Horton Road (L-5), River Colne, under Horton Road (L-7), unnamed River Colne tributary under Horton Road (L-9), River Ash (L-10, L-14 and L-16). The route also requires a crossing of a Thames Water Aqueduct.

4.2 Policy & Guidance

4.2.1 Statute and National Planning Policy

Relevant statute and national planning policy pertaining to designated and non-designated heritage assets is provided in **Appendix B**, however as a high-level overview, it comprises the following;

- Ancient Monuments and Archaeological Areas Act 1979;
- Planning (Listed Building and Conservation Areas) Act (1990); and
- National Planning Policy Framework (Revised 2025)

4.2.2 Local Planning Policy

Relevant local planning policy comprises the Spelthorne Core Strategy and Policies Development Plan Document (Adopted February 2009) with the relevant sections provided in **Appendix B**;

- ***Strategic Policy SP6: Maintaining and Improving the Environment***
- ***Policy BE24***
- ***Policy BE25***
- ***Policy BE26***

4.3 Geology and Topography

Within this borough, the proposed cable route is entirely underlain by bedrock of the London Clay Formation, comprising clay, silt and sand. At the northern tip of the route in Spelthorne Borough, this bedrock is overlain by Shepperton Gravel Member sands and gravels, as well as alluvial deposits, for *c.*800m. For the remainder of the route to the south, the overlying superficial deposits largely comprise sands and gravels of the Taplow and Kempton Park Member, with a pocket of Langley Member Clay and Silt within the historic core of Staines.

The northernmost part of the route on the west side of the M25 is the highest elevational point of the Site within the borough, at around 21-22m aOD. This elevation remains fairly stable until the northern entrance to the corridor road between the reservoirs (Stanwell Moor Road), across which the elevation gradually drops to *c.*15m aOD at the southern reservoir

corridor exit. The remainder of the route within Staines is topographically flat, generally remaining between 13.5-15m aOD.

The route requires crossing the following water courses: Hithermoor Stream, under Horton Road (L-5 – currently modern culverted); River Colne, under Horton Road (L-7– current reinforced river wall along northern edge and embanked along south; modern bridge of the river); unnamed River Colne tributary under Horton Road (L-9 – to the north of Horton Road this is an open channel; to the south it is formed of a timber revetment (modern) with modern crossings); Bridge crossing of the River Ash (L-10); Bridge crossing of the river Ash (L-14 – assumed open channel, based on Google Earth); and bridge crossing of the River Ash L-17 – assumed open channel, based on Google Earth). The route also required a crossing of a Thames Water Aqueduct.

4.4 Designated Heritage Assets

There is a single Scheduled Monument within the 250m study area, 'Caesar's Camp' within the playing field of Matthew Arnold School (NHLE 1005919), *c.*150m south of the proposed cable route (**Figure 1**). Whilst initial speculation was that the double-ditched enclosure was Roman, archaeological investigations in 1989 and 1992 (the latter by Surrey County Archaeological Unit) indicated that the earthworks were likely medieval in date, constructed in the 12th century and backfilled by the 14th (Bird, Crocker, and McCracken 1992). It is noted that other prehistoric and Roman remains were recorded during the aforementioned investigations.

There are four Listed Buildings within the 250m buffer, all Grade II. The locations of the Listed Buildings are illustrated in **Figure 1**.

Due to distance there is no anticipated effects to the identified listed buildings within Spelthorne District Council. No further assessment or consideration of listed buildings is considered necessary.

Due to the proximity of the Scheduled Monument, this is considered below in **Table 2**.

4.5 Non-designated Heritage Assets

4.5.1 Locally Listed Buildings

Locally Listed buildings within Spelthorne are outlined in the *Local List of Buildings and Structures of Architectural or Historic Interest* (February 2004, updated 2016).

There are 11 Locally Listed Buildings within Spelthorne Council area within the 250m buffer.

The assets and their distances from the Cable Route are listed in **Appendix 1** and shown in **Figure 1**.

The majority of locally listed assets within the study area are sufficiently distant that no direct or indirect effects are considered likely. The following assets have been identified as having the potential to be affected by the proposed development:

- Locally Listed Stanwell Upper mill located adjacent to the proposed cable route.

4.5.2 Non-designated Heritage Assets / Other Buildings

The SHER has been reviewed as part of this assessment, for relevant built heritage structures that have the potential to meet the criteria of local listing or be considered a locally listed heritage asset by the LPA.[6] A review of the SHER identified the following two

[6] Data received from Surrey County Council, 15.4.2025.

structures as having the potential to be affected by the proposed development, these are listed in **Appendix 1** and mapped on **Figure 1**.

- Stanwell Place, Stanwell (SHER MSE15237) - route aligned along former boundary of parkland for c.500m north of Horton Road (TQ 04488 74597) and partially to the south on the east side of Stanwell Moor Road (TQ 04760 74282). No part of any boundary wall exists in these areas, with former boundary comprised of vegetation or modern fencing.
- Staines to West Drayton Railway Line (disused) (SHER MSE15385) located adjacent to the proposed cable route. The route crosses over former railway line at TQ 03582 75485. The tracks have been removed, however the feature survives as earthwork embankment in places.

4.5.3 Archaeological Assets/HER Records

The SHER has been reviewed as part of this assessment.[7] There are 83 HER entries with unique reference numbers located within the 250m study area in the Spelthorne borough area, prefixed with 'MSE and depicted on **Figure 2**. The full gazetteer of HER assets is presented in **Appendix A**.

Nine Areas of High Archaeological Potential (AHAPs) are also included within the 250m study area, which are also depicted on Figures **2** and catalogued in **Appendix A**.

4.6 Scoping

The majority of recorded heritage assets within the study area are sufficiently distant from the narrow cable route corridor such that;

- direct effects to the assets/remains (i.e. truncation) are unlikely; and
- the assets/remains have no relevance to the determination of archaeological potential within the footprint of the proposed cable route.

Table 2 lists the recorded assets that have been identified within or adjacent to the proposed cable route. These include sites and finds recorded from archaeological investigations (therefore have been removed) or represent site or monuments known from historic sources which indicate the potential for below ground archaeological remains (still surviving). These have been used to determine the archaeological potential of the cable route.

Table 2: Spelthorne Archaeology Scoping

Asset Name	Ref No	Period	Status	Distance from proposed route	Further information/ Reasoning
Stanwell Upper mill		Post-medieval	Locally Listed Stanwell Upper mill	Adjacent	Based on the assumption that the proposed works will be within the existing highway and result in no physical impact to the above heritage asset, no effects are considered likely. The construction phase of the development will result in construction activity within the immediate setting of the asset, however this is temporary and as the cable route will be below

[7] Data received from Surrey County Council, 15.4.2025.

Asset Name	Ref No	Period	Status	Distance from proposed route	Further information/ Reasoning
					ground there will be no effects during operation of the cable route.
Stanwell Place, Stanwell	SHER MSE15237	Post-medieval	Non-designated asset / other	Route aligned along former boundary of parkland for c.500m north of Horton Road (TQ 04488 74597) and partially to the south on the east side of Stanwell Moor Road (TQ 04760 74282).	No part of any boundary wall exists in these areas, with former boundary comprised of vegetation or modern fencing. Based on the assumption that the proposed works will be within the existing highway and result in no physical impact to the character of Stanwell Place, no effects are considered likely.
Staines to West Drayton Railway Line (disused)	SHER MSE15385	Post-medieval	Non-designated asset / other	Adjacent	The route crosses over former railway line at TQ 03582 75485. The tracks have been removed, however the feature survives as earthwork embankment in places. The disused Staines to West Drayton Railway Line is not designated, nor formally locally listed. The feature has some limited local value in relation to its physical and plan form, recognising the exist of the local historic railway network. The embankment itself is not likely to be of archaeological interest, therefore, based on the reinstatement of any impacted sections of the embankment, the historic value of the feature will remain intact. As such, no harm is anticipated in relation to the heritage asset of some local significance.
Neolithic, Bronze Age and Iron Age remains, Woodthorpe Road, Ashford	AHAP SP042	Prehistoric	Non-designated	15m	Excavations at HMS Bronzefield in 2001-2002 (ESE2329, ESE158) indicated potential continuation of activity westwards; as such this AHAP was designed. Given proximity of boundary of AHAP to proposed route, may be some modest potential for related prehistoric remains.
Middle-Late Bronze Age ditches and roundhouse, Middle Iron Age settlement, trackway and other features, New Spelthorne Fire	MSE23020, MSE23021 AHAP SP045	Prehistoric	Non-Designated	30m	Prehistoric activity identified during SMS in 2016 to the south of northernmost route through Staines (TQ 06372 70774) (Event number ESE15999) AHAP designed to the west of the SMS area (SP045) which is also in close proximity to the Site (*c.*2m at its closest). May be some potential for related prehistoric remains.

Asset Name	Ref No	Period	Status	Distance from proposed route	Further information/ Reasoning
Station, Ashford					
London-Silchester Roman Road	MSE3727 AHAP SP038	Roman	Non-Designated	0m	Proposed cable route roughly follows the potential route of Romano-British road for *c.*200m (TQ 04495 71975 - TQ 04291 71907). Related records shortly to the west of the cable route in this area also include possible track surface 45m west (MSE5068) and settlement activity 160m west (MSE5105). Area also covered by an AHAP SP038. Potential for related Roman remains.
Roman Camp, Matthew Arnold School's Playing Field, Staines	1005919/ MSE884 AHAPs SP001 and SP007	Roman/Medieval?	Scheduled Monument	140m	Whilst a distance away from the proposed route, may be modest potential for contemporary non-designated features closer to Site. Area also covered by two AHAPS; SP001 and SP007.
Stanwell Upper Mill	MSE19847	Post-medieval	Non-Designated	0m	Proposed cable route located c.70m northeast of the point data, however route aligned through historic mill complex (TQ 04142 75198). Some potential for related remains beneath ground level.
Stanwell Place, Stanwell	MSE15237	Post-medieval	Non-Designated	0m	Proposed cable route follows former park boundary from TQ 04304 74672 to TQ 04752 74262 – some possible modest remains for peripheral related features
Stains to West Drayton Railway Line (disused)	MSE15385	Modern	Non-designated	0m	Proposed cable route intersects with former railway line at TQ 03584 75485. Exists in some places as an earthwork embankment but the tracks have been removed – may be some potential for related remains

4.6.1 Summary of Archaeological Potential and Significance

The available evidence has been assessed to determine the nature and extent of any previous impacts upon any potential below ground archaeological deposits, which may survive within the bounds of the proposed cable route.

The proposed cable route is proposed within the existing highway, which generally will have removed surface archaeological evidence. On this basis the potential for well-preserved archaeological remains of all periods within the cable route footprint is considered negligible.

Off highways works within the following areas may require further consideration: potential for medieval and post-medieval remains at Stanwell Upper Mill / Horton Road; potential for prehistoric remains at Woodthorpe Road, Ashford; prehistoric remains at Fordbridge.

4.7 Impacts / Effects

Open trench construction technique is proposed within the Spelthorne section, with the exception of the southern terminus at Laleham where a trenchless solution may be required due to ecological constraints; the cable route is proposed within the existing highway or easement, with the exception of the river and bridge crossing which will require a combination of open-cut, on-bridge, culverted and trenchless solutions.

The requirement for ancillary works, for example compound construction, has not been detailed at the time of writing.

4.7.1 Designated Heritage Assets

No physical impact to any designated heritage asset would result from the proposals. The scheduled monument of the double-ditched enclosure (NHLE 1005919) is sufficient distant from the Site (*c.*150m to the south) such that the scheduled area would not be impacted by the proposals. Likewise, the boundary of the larger of the AHAPs surrounding the monument (SP007) is *c.*70m to the south of the proposed cable route. As such, it is considered unlikely that remains related/equivalent to the scheduled monument would be located within the footprint of the Site.

4.7.2 Non-designated Heritage Assets

The assessment has mapped and considered all designated and non-designated heritage assets within the proposed cable route corridor. Several assets lie in close proximity to the proposed cable route within Spelthorne District Council, which are mapped on Figure 1 and comprise:

- Locally Listed Stanwell Upper Mill;
- Stanwell Place, Stanwell (SHER MSE15237); and
- Staines to West Drayton Railway Line (disused) (SHER MSE15385).

Based on the proposed utilisation of the existing highway no effects to the identified heritage assets during construction or operation phase are identified.

Off highways works within the following areas may require further consideration: potential for medieval and post-medieval remains at Stanwell Upper Mill / Horton Road; potential for prehistoric remains at Woodthorpe Road, Ashford; prehistoric remains at Fordbridge and potential remains associated with the London-Silchester Roman Road. Based on available evidence such remains are likely to be of local significance and not form a design or planning constraint. Further archaeological evaluation or mitigation may be required as a condition of planning, in consultation with the LPA Archaeological Advisor.

5.0 Summary

No recommendations are made in reference to the proposed cable route in relation to Built Heritage. No further works are recommended to inform the future planning application.

Overall, it is SLR's recommendation that no archaeological assets of the highest significance are anticipated within the footprint of the proposed cable route. Below ground remains of negligible to local significance may be encountered, however, such remains would not be considered a design or planning constraint.

The development thus conforms with the relevant provisions of the NPPF (2025), and the relevant provisions of the Slough Core Strategy 2006-2026 (adopted 2008); the Hillingdon Local Plan; and Spelthorne Core Strategy and Policies Development Plan Document (Adopted February 2009).

Off highways works within the localised areas in Spelthorne may require further archaeological consideration as a condition of planning, in consultation with the LPA Archaeological Advisor and the Construction Management Plan (CMP) which will detail the final cable route and associated enabling works including compounds.

6.0 Bibliography

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502000 503000 504000 505000

177000 176000

1319362 1317757 1124405 1244863 1124369 1124368 1124403 1317805 1204965 1187059 1204982 1298903 1187060 1124367 1280920 1187061 1187062

Slough Local Authority
Windsor and Maidenhead Local Authority

Poyle
Poyle Channel
Colne Brook
Eric Mortimer Rayner Memorial Lakes
Poyle Road
Willow Piggeries
Moorbridge Bungalow
Bath Road
Longford River
River Colne
Stanwell Moor Road
Western Perimeter Road
Spout Lane North
Instrument House
Stanwell Road
Wraysbury River
Stanwell Moor
Thermill Road

1280897 1187063 1451400 1298905 1204906 1298897 LL/073 LL/072 MSE15385 MSE15237

Slough Local Authority
Hillingdon London Boro Local Authority
Spelthorne District Local Authority
Windsor and Maidenhead Local Authority

14 A3113 A3044

N

0 0.5 1
Kilometres

LEGEND

- 132kV Site Boundary
- 132kV Indicative Route 250 m Buffer
- Local Authority Boundary
- Watercourse Crossing

Heritage Designations

Listed Building (Grade)

- II
- II*
- Conservation Area
- Locally Listed Building Location
- Other Historic Environment Record (HER) Line
- Other Historic Environment Record (HER) Area

JUNIPER ENERGY LTD

SLR

MANOR FARM CABLES:
LALEHAM SUBSTATION CORRIDOR

HISTORIC ENVIRONMENT
DESK BASED ASSESSMENT

BUILT HERITAGE ASSETS MAPPING

FIGURE 1.1

Scale 1:10,000 @ A3

Date SEPTEMBER 2025

402.065673.00001.0004.0 Built Heritage Assets Mapping

503000
504000
505000
506000
175000
174000

Wraysbury River
Stanwell Moor
1204906
1298897
LL/072
MSE15237
Hillingdon London Boro Local Authority
Spelthorne District Local Authority
Southern Perimeter Road
Duke of Northumberland River
Oaks Road
High Street
Stanwell
Clare Road
B378
Town Lane
M25
MSE15385
Lower Mill Farm
King George VI Reservoir
Staines Moor
Bonehead Ditch
LL/120
Staines Reservoirs
River Colne

N

0
0.5
1
Kilometres

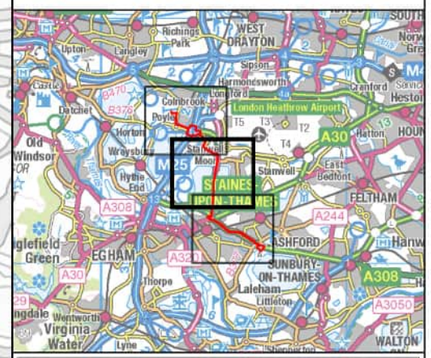
LEGEND

- 132kV Site Boundary
- 132kV Indicative Route 250 m Buffer
- Local Authority Boundary
- Watercourse Crossing

Heritage Designations

Listed Building (Grade)

- II
- Locally Listed Building Location
- Other Historic Environment Record (HER) Line
- Other Historic Environment Record (HER) Area



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MANOR FARM CABLES:
LALEHAM SUBSTATION CORRIDOR

HISTORIC ENVIRONMENT
DESK BASED ASSESSMENT

BUILT HERITAGE ASSETS MAPPING

FIGURE 1.2

Scale 1:10,000 @ A3

Date SEPTEMBER 2025

402.065673.00001.0004.0 Built Heritage Assets Mapping

504000 505000 506000 507000

172000 171000

LEGEND

132kV Site Boundary

132kV Indicative Route 250 m Buffer

Watercourse Crossing

Heritage Designations

Listed Building (Grade)

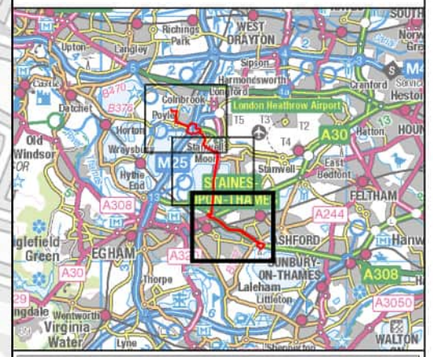
II

Scheduled Monument

Locally Listed Building Location

N

Staines-By-Pass
London Road
Stanwell Road
Ashford
Birch Green
1240403
1240382
River Ash
LL/121
A30
Fairfield Avenue
Shortwood Pond
Woodthorpe Road
ES-UPON-THAMES
LL/122
LL/123
LL/124
Staines
LL/016
LL/047
Gresham Road
Kingston Road
Knowle Green
Fordbridge Road
LL/005
LL/004
A308
1005919
Sweep's Ditch
Worple Road
Ashford Road
Laleham Road
B377
ubbing Mill
0 0.5 1
Kilometres



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MANOR FARM CABLES:
LALEHAM SUBSTATION CORRIDOR

HISTORIC ENVIRONMENT
DESK BASED ASSESSMENT

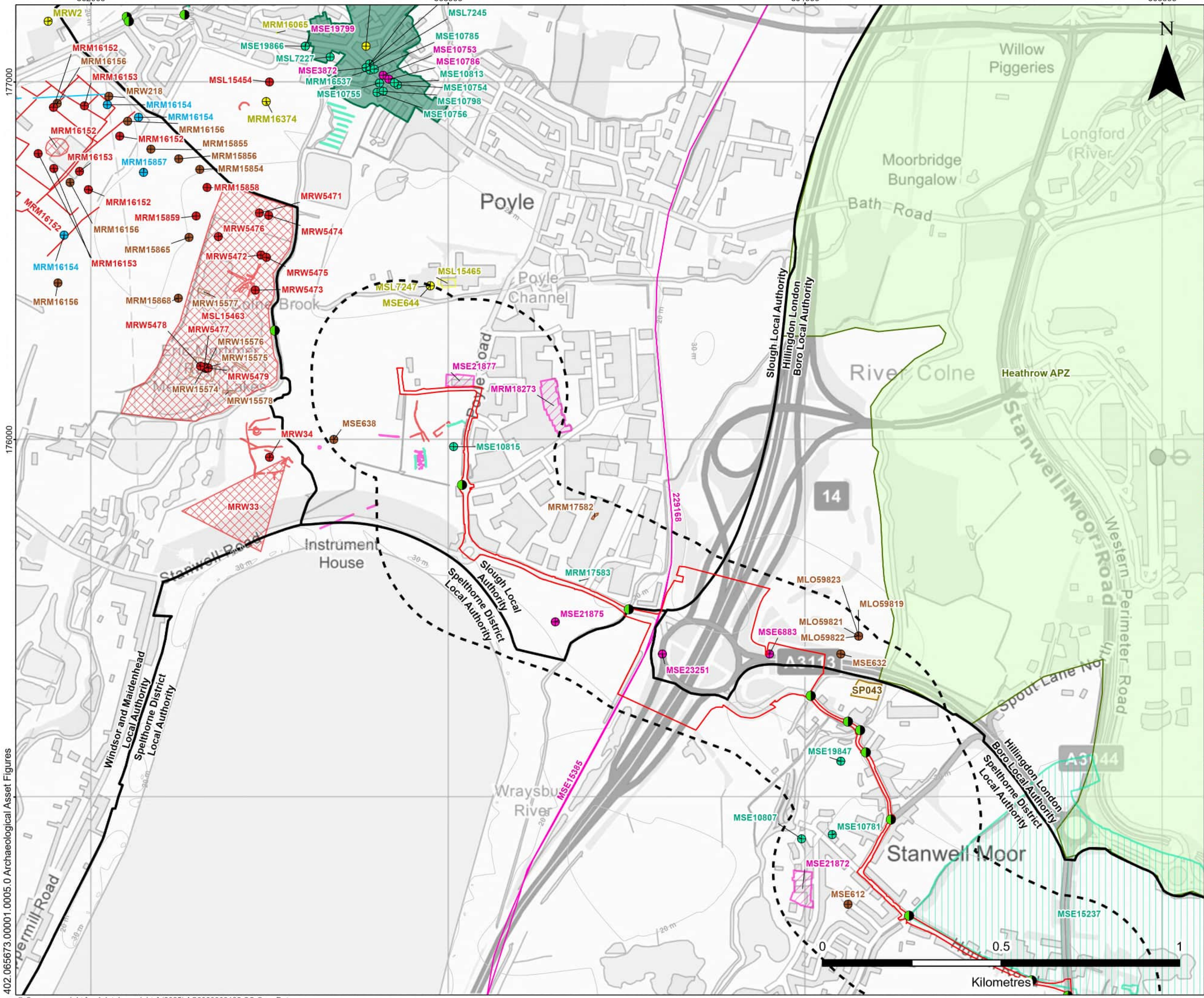
BUILT HERITAGE ASSETS MAPPING

FIGURE 1.3

Scale 1:10,000 @ A3

Date SEPTEMBER 2025

402.065673.00001.0004.0 Built Heritage Assets Mapping



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Poyle
Poyle Channel
Colne Brook
Instrument House
Stanwell Road
Moorbridge Bungalow
Bath Road
Willow Piggeries
Longford River
River Colne
Heathrow APZ
Stanwell Moor
Stanwell Moor Road
Western Perimeter Road
Spout Lane North
Wraysbury River
A3113
A3044
14
Slough Local Authority
Hillingdon London Boro Local Authority
Spelthorne District Local Authority
Windsor and Maidenhead Local Authority
229168
MSE15385
MRW2
MRM16065
MSE19799
MSL7245
MSE10785
MSE10753
MSE10786
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MSE10756
MSE19866
MSL7227
MSE3872
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MRM18273
MSE638
MSE10815
MRM17582
MRM17583
MSE21875
MSE23251
MSE6883
MLO59823
MLO59819
MLO59821
MLO59822
MSE632
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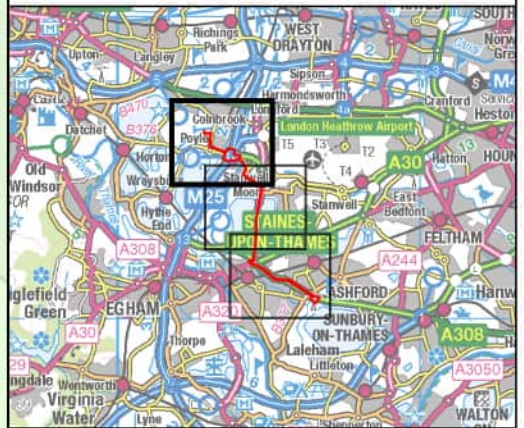

LEGEND

- 132kV Site Boundary
- 132kV Indicative Route 250 m Buffer
- Local Authority Boundary
- Watercourse Crossing

Heritage Designations

- Conservation Area
- Archaeological Priority Zone (APZ) or Archaeological Notification Area (ANA)
- Area of High Archaeological Potential

Historic Environment Record Location

- Prehistoric
- Roman
- Medieval
- Post-medieval
- Modern
- Undated

Historic Environment Record Line

- Prehistoric
- Roman
- Post-medieval
- Modern
- Undated

Historic Environment Record Area

- Prehistoric
- Medieval
- Post-medieval
- Modern
- Undated

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MANOR FARM CABLES:
LALEHAM SUBSTATION CORRIDOR

HISTORIC ENVIRONMENT
DESK BASED ASSESSMENT

ARCHAEOLOGICAL ASSETS MAPPING

FIGURE 2.1

Scale 1:10,000 @ A3

Date SEPTEMBER 2025

402.065673.00001.0005.0 Archaeological Asset Figures

503000 504000 505000 506000

175000 174000

Wraysbury River
MSE10807
MSE10781
MSE21872
MSE612
Stanwell Moor
Heathrow APZ
MSE15237
Hillingdon London Boro Local Authority
Spelthorne District Local Authority
Horton Road
Oaks Road
High Street
Stanwell
Park Road
MSE613
M25
MSE15385
229168
Lower Mill Farm
King George VI Reservoir
B378
Clare Road
Town Lane
Staines Moor
Bonehead Ditch
Staines Reservoirs
River Colne
SP038
MSE3727
229168
MSE15385

N

LEGEND

- 132kV Site Boundary
- 132kV Indicative Route 250 m Buffer
- Local Authority Boundary
- Watercourse Crossing

Heritage Designations

- Archaeological Priority Zone (APZ) or Archaeological Notification Area (ANA)
- Area of High Archaeological Potential

Historic Environment Record Location

- Post-medieval
- Undated

Historic Environment Record Line

- Roman
- Modern

Historic Environment Record Area

- Post-medieval
- Modern

0 0.5 1
Kilometres

402.065673.00001.0005.0 Archaeological Asset Figures

JUNIPER ENERGY LTD

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MANOR FARM CABLES:
LALEHAM SUBSTATION CORRIDOR

HISTORIC ENVIRONMENT
DESK BASED ASSESSMENT

ARCHAEOLOGICAL ASSETS MAPPING

FIGURE 2.2

Scale 1:10,000 @ A3

Date SEPTEMBER 2025

504000 505000 506000 507000

172000 171000

LEGEND

132kV Site Boundary
132kV Indicative Route 250 m Buffer
Watercourse Crossing

Heritage Designations

Scheduled Monument
Area of High Archaeological Potential

Historic Environment Record Location

Prehistoric
Roman
Medieval
Post-medieval
Modern
Undated

Historic Environment Record Line

Roman

Historic Environment Record Area

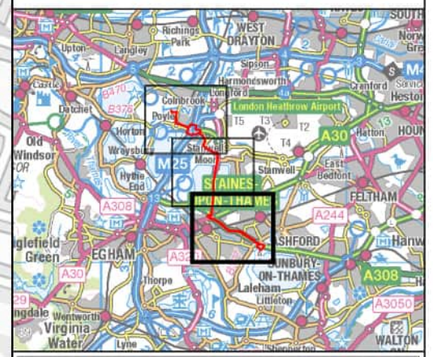
Early-medieval
Post-medieval

N

Staines-By-Pass
Birch Green
London Road
Stanwell Road
Ashford
Shortwood Pond
Woodthorpe Road
ES-UPON-THAMES
Staines
Gresham Road
Kingston Road
Knowle Green
Sweep's Ditch
Worple Road
Laleham Road
Ashford Road
Fordbridge Road
A308
B377

MSE3727 SP038 MSE21232 MSE5767 MSE5149 MSE19834 MSE19838 MSE19872 MSE22846 MSE5104 MSE5105 MSE5106 MSE5107 MSE5063 SP044 MSE19862 MSE5018 MSE5103 MSE5017 MSE768 MSE5102 MSE5101 MSE5016 MSE21079 MSE14799 MSE2934 SP031 MSE3119 MSE5108 MSE2922 MSE17258 MSE10792 MSE10793 MSE19780 MSE22630 MSE19830 MSE5152 MSE5151 MSE5153 MSE5154 MSE5155 MSE5150 SP042 MSE19803 MSE19804 SP048 MSE23320 MSE20765 MSE5130 SP007 MSE18427 MSE19076 SP001 1005919 MSE18407 MSE884 MSE23021 MSE23022 SP045 MSE23020

0 0.5 1
Kilometres



JUNIPER ENERGY LTD

SLR

MANOR FARM CABLES:
LALEHAM SUBSTATION CORRIDOR

HISTORIC ENVIRONMENT
DESK BASED ASSESSMENT

ARCHAEOLOGICAL ASSETS MAPPING

FIGURE 2.3

Scale 1:10,000 @ A3

Date SEPTEMBER 2025

402.065673.00001.0005.0 Archaeological Asset Figures

Appendix A Gazetteers

Designated Heritage Assets

NHLE Ref	Name	Type	Distance from Site
Slough			
N/A	Colnbrook Conservation Area	CA	77m
Hillingdon			
N/A	Cowley Lock Conservation Area	CA	120m
Spelthorne			
1005919	Roman Camp, Matthew Arnold School's Playing Field, Staines	SM	150m

Non-designated Heritage Assets

MonUID	PrefRef	Name	MonType	Period	Distance from Site (m)
Slough					
MRM17582	MRM17582	Palaeochannel - Poyle Site 14, Industrial Estate, Slough Berkshire	Palaeochannel	Unknown	192
MRM17583	MRM17583	Two Later Post-Medieval Ditches - Poyle Site 14, Industrial Estate, Slough Berkshire	Boundary Ditch; Drainage Ditch?	Post Medieval	16
MRM18273	MRM18273	Mckay Trading Estate, Blackthorne Road, Poyle, Slough	Industrial Estate; Warehouse	Late 20th Century	173
MSL15465	SL15465	Poyle Manor/ Poyle House, Poyle, Slough, Berkshire	Building; Ditch	Medieval To Post Medieval	236
MSL7247	06036.00.000	Poyle Manor, Poyle, Slough, Berkshire	Moat?; Manor House; Garden Feature?	Medieval To Post Medieval	227
MSE10815	10815	Poyle Farmhouse, Poyle Road, Stanwell	Farmhouse; Farm; Courtyard Plan		35
MSE21875	21875	Poyle Place, Horton Road, Poyle	Farm		112
MSE21877	21877	Manor Farm, Poyle Road, Poyle (SHER)	Farm; Courtyard Plan		0
Hillingdon (Greater London)					
DLO36182	77820	Heathrow Apz	N/A	N/A	143
DLO36183	78417	Colne Valley Apz	N/A	N/A	80
MLO59822	99795	Hillingdon (Pit Of Uncertain Date)	Pit	[17369] Uncertain	213
MLO59821	110852	Airport Way (Linear Feature Of Uncertain Date)	Linear Feature	[17369] Uncertain	213
MLO59819	124711	Airport Way (Enclosure Of Uncertain Date)	Enclosure	[17369] Uncertain	213
MLO59823	125922	Airport Way (Ring Ditch Of Uncertain Date)	Ring Ditch	[17369] Uncertain	213
MLO98172	139351	Units 300/305, 310/315/320/325 And 400 (Palaeolithic Layer)	Layer	[17288] Palaeolithic, [17262] Mesolithic	224

MonUID	PrefRef	Name	MonType	Period	Distance from Site (m)
MLO23945	139947	Cowley Mill Road (Early Mesolithic Buried Land Surface)	Flint Scatter, Buried Land Surface	[17317] Early Mesolithic, [17317] Early Mesolithic	163
N/A	229168	Staines West Branch Railway (Victorian Railway)	Railway	[17314] Victorian, [17314] Victorian, [17332] Mid-20th Century	0
N/A	N/A	Ridge And Furrow		Medieval / Post-Medieval	85
Spelthorne					
MSE10753	10753	Badminton House, Post Office, Adjoining House And Hampton House, Park Street, Colnbrook	House; Carriageway; Post Office; Shop		218
MSE10754	10754	Kenilworth And Adjoining House, Park Street, Colnbrook	Carriageway; House		245
MSE10755	10755	Star And Garter Public House, Park Street, Colnbrook	Public House; Coaching Inn		200
MSE10756	10756	Barn To King John's Palace, Park Street, Colnbrook	Barn; Carriageway		185
MSE10757	10757	The Hollies, Poyle Road, Stanwell	Timber Framed House; House; House		14
MSE10781	10781	Old Oak Cottage, 311 Hithermoor Road, Stanwell	Timber Framed House; House		124
MSE10785	10785	1, 2 And 3 Park Street, Colnbrook	Terraced House; Terrace		205
MSE10786	10786	Fairmead And The Haven, Park Street, Colnbrook	Carriageway; House		228
MSE10792	10792	Engine House, Thames Water Station, Off A30, Staines	Engine House		116
MSE10793	10793	Building Adjoining Engine House To North East Thames Water Station, Off A30, Staines	Water Pumping Station		116
MSE10797	10797	City Post, Poyle Manor Lane, Stanwell	Boundary Marker		35
MSE10798	10798	King John's Palace, Park Street, Colnbrook	Jettied House; Palace; Wall; Gate; Barn; Palace; Palace		202
MSE10807	10807	The Croft, 281 Hithermoor Road, Stanwell	House; House; House		194
MSE10813	10813	Abington, Park Street, Colnbrook	House; House		238
MSE10815	10815	Poyle Farmhouse, Poyle Road, Stanwell	Farmhouse; Farm; Courtyard Plan		35
MSE14799	14799	Malthouse In The Oast House Complex, Kingston Road, Staines	Malt House; Malt House; Oasthouse; Brewery; Granary		205
MSE15237	15237	Stanwell Place, Stanwell	Fishpond; Lawn; Park; Formal Garden; Kitchen Garden; Lake; Pond; Gravel Pit		0

MonUID	PrefRef	Name	MonType	Period	Distance from Site (m)
MSE15385	15385	Staines To West Drayton Railway Line (Disused)	Railway; Railway Embankment; Goods Station		0
MSE17258	17258	Aircraft Crash: Staines	Aircraft Crash Site		115
MSE18407	18407	Roman Tessellated Floor: 44 Edinburgh Drive, Staines	Mosaic; Tessellated Floor		209
MSE18427	18427	Prehistoric Activity, Matthew Arnold School, Staines	Occupation Site; Findspot; Findspot; Structure; Ditch		180
MSE19076	19076	Early Neolithic Pit And Pottery: Matthew Arnold School, Staines	Pit; Findspot		180
MSE19780	19780	Staines Railway Station And Goods Yard, Staines	Railway Station; Goods Yard; Goods Shed; Railway Siding; Railway Platform; Footbridge		198
MSE19799	19799	Milestone, High Street, Colnbrook	Milestone		127
MSE19803	19803	Ashford Swimming Pool (Demolished), Ferndale Road, Ashford	Swimming Pool		11
MSE19804	19804	Site Of Staines Swimming Pool, Staines	Swimming Pool		198
MSE19810	19810	Stanwell Place (Site Of), East Of Horton Road, Stanwell	Country House; Manor House; Detached House		128
MSE19830	19830	Sykes Machine Tool Company (Demolished), Staines	Machine Tool Engineering Works; Machine Tool Engineering Works		221
MSE19834	19834	Middlesex And Surrey Laundries, Staines	Laundry; Well		2
MSE19838	19838	Crooked Billet And Billet Bridge, London Road, Staines	Inn; Inn; Inn; Aqueduct; Bridge		37
MSE19847	19847	Stanwell Upper Mill, Stanwell	Watermill; Watermill; Corn Mill; Paper Mill; Pharmaceutical Works; Watermill		68
MSE19862	19862	Staines Bus Garage, Staines	Bus Station		123
MSE19866	19866	The Ostrich Inn, Colnbrook	Coaching Inn; Coaching Inn; Coaching Inn Stable		127
MSE19872	19872	Taylor's Mineral Water Factory, Staines	Mineral Water Factory; Mineral Water Factory; Mineral Water Factory		102
MSE20765	20765	War Memorial, Christ Church, Staines	War Memorial		46
MSE21079	21079	19th- And 20th-Century Features, 29-31 Kingston Road, Staines	Wall; Drainage System		193
MSE21232	21232	Staines Pumping Station, Birch Green, Staines	Pumping Station		183

MonUID	PrefRef	Name	MonType	Period	Distance from Site (m)
MSE21872	21872	Calcutts Farm, Hithermoor Road, Stamwell	Farm; Courtyard Plan		180
MSE21875	21875	Poyle Place, Horton Road, Poyle	Farm		112
MSE21877	21877	Manor Farm, Poyle Road, Poyle	Farm; Courtyard Plan		0
MSE22630	22630	Our Lady Of The Rosary Church, Staines	Roman Catholic Church		215
MSE22846	22846	Oyster Shells, 79 London Road, Staines	Artefact Scatter		150
MSE23020	MSE23020	Middle To Late Bronze Age Ditches And Probable Roundhouse, New Spelthorne Fire Station, Ashford	Boundary Ditch; Field Boundary?; Coaxial Field System; Waterhole; Boundary Ditch; Ditched Enclosure?; Round House (Domestic)?; Pit		46
MSE23021	MSE23021	Middle Iron Age Settlement, Trackway And Other Features, New Spelthorne Fire Station, Ashford	Gully; Round House (Domestic); Fence?; Gully; Post Hole; Granary?; Trackway		28
MSE23022	MSE23022	Late 18th/Early 19th Century Building, Well And Soakaway, New Spelthorne Fire Station, Ashford	Building; Soakaway; Well		32
MSE23251	MSE23251	Former Poyle Halt, Near Lintell's Bridge, Slough	Railway; Railway Station		63
MSE23320	MSE23320	Staines Hospital (Demolished), Kingston Road, Staines	Hospital; Cottage Hospital		33
MSE2922	2922	Roman Coin Of Constantine: Greenlands Road, Staines	Findspot		133
MSE2934	2934	Romano-British Brooch: Shotwood Common	Findspot		128
MSE3119	3119	4th-Century Ce Roman Coin, Georgian Close, Staines	Findspot		39
MSE3727	3727	London-Silchester Roman Road	Road		0
MSE3860	3860	Corporation Of London Tax Post, Colne Brook, Poyle	Coal Duty Boundary Marker		44
MSE3871	3871	Corporation Of London Tax Post, Bath Road, Colnbrook	Coal Duty Boundary Marker		203
MSE3872	3872	Corporation Of London Tax Post, Bath Road, Colnbrook	Coal Duty Boundary Marker		189
MSE5016	5016	Prehistoric Material, 18-32 London Road, Staines	Findspot		245
MSE5017	5017	Roman Material, 18 - 32 London Road, Staines	Linear Feature		246
MSE5018	5018	Medieval Material, 18 - 32 London Road, Staines	Findspot; Ditch		246
MSE5068	5068	Possible Roman Track Surface, Bus Garage, London Road, Staines	Findspot; Trackway		47

MonUID	PrefRef	Name	MonType	Period	Distance from Site (m)
MSE5101	5101	Bronze Age Finds, 18-32 London Road, Staines	Findspot		245
MSE5102	5102	Roman Inhumation Burials, 18-32 London Road, Staines	Inhumation; Burial		245
MSE5103	5103	11th - 14th Century Occupation, 18-32 London Road, Staines	Settlement		245
MSE5104	5104	Prehistoric Settlement, 42-54 London Road, Staines	Findspot		164
MSE5105	5105	Roman Settlement, 42-54 London Road, Staines	Settlement		164
MSE5106	5106	Medieval Settlement, 42-54 London Road, Staines	Settlement		164
MSE5107	5107	Early Medieval Inhumation Cemetery, 42-54 London Road, Staines	Inhumation Cemetery		148
MSE5108	5108	Late Bronze Age Gully And Finds, Land West Of Leacroft Close, Staines	Findspot; Gully		125
MSE5130	5130	Possible Iron Age Banjo Enclosure And Kiln Site, Matthew Arnold School, Staines	Banjo Enclosure; Ditch; Kiln		190
MSE5149	5149	Bronze Age Flint Thumbnail Scraper, London Road, Staines	Findspot		67
MSE5150	5150	Mesolithic Flint Blade, Woodthorpe Road, Ashford	Findspot		210
MSE5151	5151	Mid/Late Neolithic Ring Ditch And Possible Post-Built Structure, Woodthorpe Road, Ashford	Findspot; Ring Ditch; Barrow; Hengiform Monument		210
MSE5152	5152	Bronze Age Field System, Woodthorpe Road, Ashford	Field System		210
MSE5153	5153	Middle Iron Age Settlement, Woodthorpe Road, Ashford	Round House (Domestic); Settlement; Pit		210
MSE5154	5154	Roman Field System, Woodthorpe Road, Ashford	Field System		210
MSE5155	5155	Rectangular Post-Built Structure With Internal Division, Unknown Date, Woodthorpe Road, Ashford	Building		210
MSE5767	5767	Post-Medieval Wells: 203--211 London Road, Staines	Well		66
MSE612	612	Rectangular Enclosure Cropmark, Stanwell	Ring Ditch; Enclosure		91
MSE613	613	Undated Ring Ditch Cropmark, West Of Stanwell Moor Road, Stanwell	Ring Ditch; Pit		76
MSE632	632	Enclosure And Ditch Feature Cropmarks, Stanwell	Ring Ditch; Enclosure; Pit; Rectilinear Enclosure		145
MSE638	638	Linear Ditch Cropmarks, Stanwell	Ditch; Linear Feature		152

MonUID	PrefRef	Name	MonType	Period	Distance from Site (m)
MSE644	644	Homestead Moat, Poyle Manor	Moat; Manor House; Moat		227
MSE6883	6883	Anti Aircraft Battery, Airport Way, Stanwell	Anti Aircraft Battery		69
MSE768	768	Roman Pottery, Staines	Findspot		116
MSE884	884	Caesar's Camp - Medieval Enclosure, Staines	Occupation Site; Enclosure; Enclosure; Ditch		243
SP001		Caesars Camp Enclosure, Unknown Date, Matthew Arnold School, Staines	AHAP		171
SP007		Prehistoric, Roman and Medieval remains, Matthew Arnold School, Staines (associated with CSAI SP001)	AHAP		72
SP031		Bronze Age, Iron Age and Roman Occupation, land west of Hengrove Farm, Staines	AHAP		207
SP038		London to Silchester Roman Road, A30, Ashford	AHAP		0
SP042		Neolithic, Bronze Age and Iron Age remains, Woodthorpe Road, Ashford	AHAP		16
SP043		Neolithic or Bronze Age activity site, south Airport Way, Stanwell	AHAP		71
SP044		Staines Historic Core: Prehistoric and Roman occupation site	AHAP		0
SP045		Bronze Age and Iron Age Occupation site, Ford bridge, Ashford	AHAP		3
SP048		Bronze Age Barrow cemetery and multi period features, Land South Spelthorne Leisure Centre, Knowle Green	AHAP		183

Appendix B Policy and Legislation

Statute

Scheduled Monuments are protected from physical development effects under the **Ancient Monuments and Archaeological Areas Act 1979**.

Listed Buildings and Conservation Areas are protected under the **Planning (Listed Building and Conservation Areas) Act (1990)**. In relation to development proposals, the legislation states that:

Section 66 '*in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the secretary of state shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses'*

With regards to Conservation Areas, it states that:

***Section 72** 'special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area'*

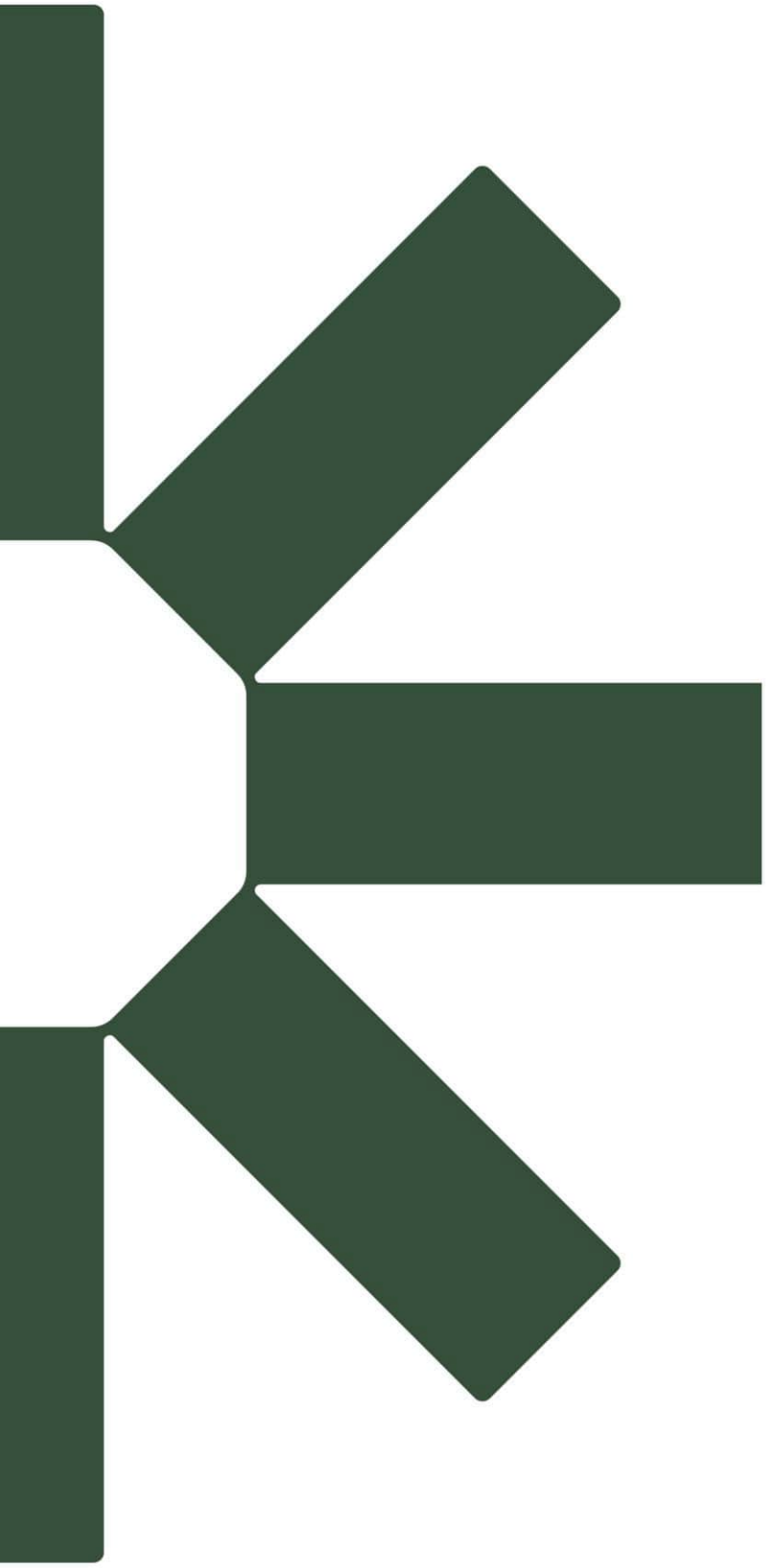
Planning Policy

National Planning Policy Framework (Revised 2025)

Applicable national policy comprises the National Planning Policy Framework (NPPF 2025), and specifically the following paragraphs:

Paragraph 207 '*In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a Site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation*.'
Paragraph 208 '*When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance*.'
Paragraph 209 '*Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:* *a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional;* *b) assets of the highest significance, notably scheduled monuments, protected wreck Sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional*.'

Paragraph 214 '*Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:* *a) the nature of the heritage asset prevents all reasonable uses of the Site; and* *b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and* *c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and* *d) the harm or loss is outweighed by the benefit of bringing the Site back into use*.'
Paragraph 215 '*Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.*'
Paragraph 216 '*The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.'*



Making Sustainability Happen

Screening Appraisal

Manor Farm Cable Route

Juniper Energy Limited

Prepared by:

SLR Consulting Limited

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SLR Project No.: 402.065673.00001

12 September 2025

Revision: 02

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
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03	9 July 2025	GC	AF	AF
04	18 August 2025	GC	AF	AF
05	2 September 2025	GC	PC	AF
06	10 September 25	GC	PC	PC

Basis of Report

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Tables in Text

Appendices

Acronyms and Abbreviations

Abbreviation	Definition
AGLV	Area of Great Landscape Value
AONB	Area of Outstanding Natural Beauty (also called National Landscapes)
BESS	Battery Energy Storage Scheme
CEMP	Construction Environmental Management Plan
CTMP	Construction Traffic Management Plan
EcIA	Ecological Impact Assessment
EIA	Environmental Impact Assessment
ES	Environmental Statement
FRA	Flood Risk Assessment
HER	Historic Environment Record
HEDBA	Historic Environment Desk Based Assessment
IAQM	Institute of Air Quality Management
LPAs	Local Planning Authorities
LVIA	Landscape and Visual Impact Assessment
PDAS	Planning, Design, and Access Statement
PEA	Preliminary Ecological Appraisal
PPG	Planning Practice Guidance
PRoW	Public Right of Way
SAC	Special Area of Conservation
SPA	Special Protection Area
SSSI	Site of Special Scientific Interest
SuDS	Sustainable Drainage System
TA	Transport Assessment

1.0 Introduction

SLR Consulting was commissioned by Juniper Energy Limited ("Juniper") ('the Applicant') to prepare an EIA Screening Appraisal for Slough Borough Council, Buckinghamshire Council, Royal Borough of Windsor and Maidenhead Council, London Borough of Hillingdon Council and Spelthorne Borough Council (collectively referenced as 'LPAs' within this document) relating to a proposed c.25 km cable route (the 'Site') to connect a Data Centre and Battery Energy Storage System ("BESS") development[1] to the existing Iver Substation to the north and Laleham Substation to the south. This report sets out the reasons why the Applicant considers that an Environmental Impact Assessment (EIA) as defined within the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (the 'EIA Regulations') would not be required. For the purposes of this Screening Appraisal, the proposed development, is the power supply to the datacentre and the BESS, i.e. only the cable connections to the two National Grid Substations (the 'Proposed Development').

The proposed Data Centre and BESS located at Land at Manor Farm and land north of Wraysbury Reservoir, Slough are subject to a separate planning process (P/10076/013 Slough Borough Council (SBC) and PINS Appeal ref. APP/J0350/W/25/3366043). These proposals are known as 'Manor Farm'. The Proposed Development includes two separate substation connections for power supply because both connections are needed. The Site of the proposed cable route passes through five different planning authorities (Slough Borough Council, Buckinghamshire Council, Royal Borough of Windsor and Maidenhead Council, London Borough of Hillingdon Council and Spelthorne Borough Council). Whilst it is normally the case in the context of EIA Screening that a proposed development should be considered on its own merits, the EIA Planning Practice Guidance (PPG) provides guidance to local planning authorities on situations where an *".. application should not be considered in isolation if, in reality, it is an integral part of a more substantial development."*[2]

The principal purpose of this provision within the PPG, and the associated referenced case law, is to prevent the sub-division of development projects into smaller parcels with the intention of avoiding the need for EIA (commonly referred to as 'salami-slicing'), and to ensure that the Screening process can properly consider the likelihood of significant environmental effects.

In this context, it is acknowledged that by providing power supply and grid connection, the Proposed Development is an integral part of a larger project comprising the proposed Manor Farm Data Centre and BESS. Those components of the wider project are subject to a separate EIA Screening Opinion (**Appendix C)** from SBC dated 06/11/2024 (Ref: P/11442/011), which confirmed that EIA would not be required.

In order to provide a comprehensive appraisal and full information to the LPAs, this Screening Appraisal assesses the likelihood of significant effects from (1) the Proposed Development, and (2) the wider project (i.e. cumulatively with the Manor Farm Data Centre and BESS elements.

This Screening Appraisal has been provided alongside the planning application for the Proposed Development to support the LPAs in fulfilling their duties under regulation 8(1) of the EIA Regulations. The Screening Appraisal is consistent with the statutory requirements

[1] Slough Borough Council Planning Application Reference: P/10076/013, which has been appealed under Ref APP/J0350/W/25/3366043

[2] *Planning Practice Guidance, Environmental Impact Assessment* Paragraph 025 Reference ID: 4-025-20170728, MHCLG (May 2020)

of Regulation 6 of the EIA Regulations and has regard to the EIA Planning Practice Guidance (May 2020)[3]. Accordingly, the following information is provided:

- a plan sufficient to identify the land (plans for the Proposed Development and Manor Farm Data Centre and BESS are provided in **Appendix B**);
- a description of the location of the development, with particular regard to the sensitivity of the geographical areas likely to be affected (**Section 2.0**);
- a description of the development, including its physical characteristics (**Section 3.0**);
- a description of the aspects of the environment likely to be significantly affected by the development (**Sections 4.0 and 5.0**);
- to the extent the information is available and relevant, a description of the likely significant effects of the development on the environment resulting from expected residues and emissions, production of waste and the use of natural resources (**Section 5.0**);
- such other information or representations as the person making the request may wish to provide or make, including any features of the Proposed Development or any measures envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment (**Sections 4.0 and 5.0** of this Request); and
- conclusions on the potential of the development for significant environmental effects (**Section 6.0**).

To assist this process, the checklist used by the National Planning Casework Unit and the Planning Inspectorate when screening for EIA has been used within **Appendix A** of this document.

2.0 Site and Surrounds

2.1 Description of the Site – Cable Route

The Proposed Development comprises a cable route of approximately 25.4km which would connect the proposed Manor Farm Data Centre and BESS to two substations: the National Grid Iver Substation to the north (described in Section 2.1.1) and the National Grid Laleham Substation in Spelthorne to the southeast (described in Section 2.1.2).

2.1.1 Iver Cable Corridor (Northern Corridor)

The extent of the proposed cable route is shown on **Figure 2.1** with site constraints shown on **Figure 2.2a** and **Figure 2.2b.** The Iver cable route is c.17km in length and crosses the administrative boundaries of Buckinghamshire Council, Slough Borough Council, the Royal Borough of Windsor & Maidenhead, and London Borough of Hillingdon. The Iver cable route exits the proposed Manor Farm Data Centre from the east, travels south for c.400m via Poyle Road, where the route passes by two Grade II Listed buildings (‘The Hollies’ Ref 1187063 and **‘**Poyle Farmhouse’ Ref 1298905). The route then follows Stanwell Road for c.1.9km. The route passes Wraysbury Reservoir SSSI and SNCI, South West London Waterbodies Ramsar and SPA which are located south of Stanwell Road. The route crosses two statutory Main Rivers with areas of the route falling into Flood Zone 3. Before the route connects onto Horton Road, the route passes an area with a cluster of Grade II listed buildings and a singular Grade I listed building (ref 1117644).

[3] https://www.gov.uk/guidance/environmental-impact-assessment

The route follows Horton Road for 1.7km and diverges across an adjoining field before joining Bath Road. Areas of the field are located within Flood Zone 3.

The proposed route follows Bath Road and London Road to reach Junction 5 M4 motorway roundabout, also referred to as Langley Roundabout. As the route joins London Road, the route exits Colne Valley Regional Park as defined within the Slough Local Plan. There is a Grade II listed building (Milestone, Ref: 1113383) as London Road reaches the roundabout.

After the Langley Roundabout, the cable route continues along London Road before moving in a northerly direction via the B470 (High Street) to reach Langley, whilst passing near a Grade II Listed building (Ref 1251377). The route then follows Parlaunt Road/North Park and enters into Buckinghamshire Council (BC) Local Authority boundary and enters an area defined as Colne Valley Park (CP9) in the Local Plan. The route passes through a watercourse located on North Park before travelling in a north easterly direction via Syke Claun and Syke Ings. There is a Scheduled Monument (Ref 1006944 '*Two concentric ditches showing as crop marks*') located c.0.55km east of the route. The route then crosses the railway via the highway and bridge.

The route then travels c.1.25km north via Thorney Lane South and Thorney Lane North, before reaching B470 (Iver Lane). Whilst traversing north, the route passes in between areas of historical landfill, areas of deciduous woodland and also crosses over the Grand Union Canal Arm Slough via a bridge. The route also passes by a Public Right of Way (PRoW) which terminates as Colne Orchard meets Thorney Lane North. At this point, the route traverses through the Iver Conservation Area as defined within BC Local Plan, with its cluster of Grade II listed buildings, a singular Grade I Listed building (Ref 1332743) and a PRoW which terminates at Iver Lane. The route then crosses Colne Brook, beneath an area of deciduous woodland and continues below ground under the M25 before joining Ford Lane.

The route passes a PRoW and area of deciduous woodland before rejoining Iver Lane where the route passes by another PRoW. The route travels in a northerly direction via Iver Lane for 1.2km before reaching A408 (High Street). The cable route diverges south off Iver Lane and avoids using Cowley Bridge to cross the Grand Union Canal. The route follows the High Street for c.100m before adjoining Cleveland Road via Station Road.

The route traverses north for c.1.5km via Cleveland Road and Whitehall Road before reaching Hinton Road. As the cable route traverses north, it enters and exists Cowley Church (St Lawrence) Conservation Area.

The route then follows Cowley Road and Trumper Way (A4020) via a roundabout before adjoining New Windsor Street (A4007). The route passes by a cluster of Grade II and Grade II* listed buildings whilst crossing the roundabout.

As the route follows the A4007 and travels in a south westerly direction, it crosses over three statutory Main Rivers which are Fray's River, Grand Union Canal and River Colne. The route enters Green Belt as it crosses the River Colne and enters into Cherry Tree Lane. The route follows Cherry Tree Lane for c.350m before entering National Grid Iver Substation.

2.1.2 Laleham Cable Corridor (Southern Corridor)

The extent of Laleham cable route is illustrated on **Figure 2.1** and constraints shown on **Figure 2.2a** and **Figure 2.2b**. The route is c.8.4km in length and exits the proposed Manor Farm Data Centre at the east and travels south for c.400m via Poyle Road, where the route passes by two Grade II Listed buildings ('The Hollies' Ref 1187063 and **'**Poyle Farmhouse' Ref 1298905). This section of the route is located within Green Belt. As the route reaches Horton Road, South West London Waterbodies SPA and Ramsar site is located c.150m to the southwest of the route on the elevated Wraysbury Reservoir SSSI, along with Arthur

Jacob Nature Reserve located c.0.65km west of the route and an area of Staines Moor SSSI located c.100m south of the route.

The route then follows Horton Road until it reaches Junction 14 of the M25 motorway. Just before the gyratory and after the Wraysbury River, the route diverts off the highway and joins a paved track before traversing beneath the motorway junction, avoiding the woodland areas planted in the centre of the roundabout. During this stretch of cable, the route crosses the boundaries of SBC, LB Hillingdon and Spelthorne Borough Council.

As the route exists from under Junction 14 of the M25, there is a PRoW which the cable route runs adjacent to, the cable then follows a series of paths before joining Horton Road. The route crosses Hithermoor Stream and runs alongside a section of watercourse, parallel the Horton Road for c.50m. The route transects over the River Colne via a bridge then follows Horton Road for c.1.1km before reaching A3044 (Stanwell Moor Road).

The 1.1km section following the Horton Road crosses two statutory Main Rivers (Flood Zone 3 in areas) and runs alongside areas of Historic Landfill (situated north of Horton Road). The route then travels in a southerly direction for c.2.5km. During this section the route passes in between King George VI Reservoir and Staines Reservoir which are also part of the South West London Waterbodies SPA and Ramsar designations, and Staines Moor SSSI. Just north of the designated sites is a small area of deciduous woodland.

After bisecting the elevated reservoirs along Stanwell Moor Road, the route continues down Stanwell New Road until it reaches, and crosses, London Road. The route then travels along the A308 (Staines Bypass) for approximately 2.4km. The route enters into Laleham Substation via a private track for c.120m and crosses the Staines Aqueduct before entering into the National Grid Laleham Substation.

2.2 Description of the wider environment

The character of land and land use beyond the immediate surroundings of the Site is broadly comparable, comprising an urban dominated landscape of linked settlements, blocks of woodland and green space, large reservoirs, major road infrastructure, Heathrow Airport, universities and some leisure land uses including golf courses and tourist attractions.

3.0 The Proposed Development

3.1 Nature of the Proposed Development – Cable Route

3.1.1 Overview

The Proposed Development is for the construction of a c.25.4km cable route which connects the proposed Manor Farm Data Centre and BESS site to Iver Substation to the north of the data centre and Laleham Substation in Spelthorne to the south of the data centre. Cabling from each substation will provide the power required for the Manor Farm Data Centre to operate the facility and provide a connection to the national grid for both date centre and BESS elements.

Approximate National Grid References for the route are:

- northern end (Iver Substation): TQ444383503;
- southern end (Laleham Substation): TQ0642770689; and
- approximate mid-point (north of the Manor Farm Data Centre and BESS site): TQ0178677694.

An overview of the cable installation works for the Iver Cable Corridor is provided below:

- the excavation of a temporary trench to accommodate the cabling infrastructure consisting of two 33kV underground circuits, together with associated communications cabling (unless a trenchless solution is proposed e.g. under M25 Junction 24 Motorway, under a watercourse or open cut watercourse);
- each 33kV circuit will comprise of three strands of cables, with each cable in a separate duct;
- the construction trench will be approximately 0.6 m wide and a depth of up to 3m, the depth is expected to vary due to existing buried services (specially designed trenchless solutions such as the M25 crossing may result in an increase in the installation depth);
- the construction trench will be infilled once the required cabling components have been laid; and
- at intervals along the grid connection route, it is necessary to install a junction box where lengths of the cable can be joined together. Each junction box would be below ground level and would measure c.500mm x 300mm.

An overview of the cable installation works for the Laleham Cable Corridor is provided below:

- the excavation of a temporary trench to accommodate the cabling infrastructure consisting of up to two 132kV underground dual circuits, together with associated communications cabling;
- Each 132kV circuit will consist of one strand per phase, with each strand located in a separate duct (for reference this means 8 ducts incl. communications).);
- the construction trench will be approximately 1.0m wide and a depth of up to 3.0m the depth is expected to vary due to existing buried services (specially designed trenchless solutions such as the M25 Junction 14 crossings may result in an increase in the installation depth);
- the construction trench will be infilled once the required cabling components have been laid; and
- at circa 500m intervals along the grid connection route, it is necessary to install a junction box where lengths of the cable can be joined together. Each junction box would be below ground level and would measure c.500mm x 300mm.

3.2 Works within each authority

The length of the proposed cable corridor from proposed Manor Farm Data Centre and BESS Site to Iver and Laleham substations is approximately 17km and 8.4km respectively. **Table 3-1** states the cable distance by Local Planning Authority .

Table 3-1: Approximate cable distance by Local Authority

Local Authority	Approximate Cable Corridor Length for the Iver/Northern route	Approximate Cable Corridor Length for the Laleham/Southern route
Buckinghamshire Council (BC)	c.5,000m	-
London Borough of Hillingdon (LBH)	c.4,000m	c.500m

Local Authority	Approximate Cable Corridor Length for the Iver/Northern route	Approximate Cable Corridor Length for the Laleham/Southern route
Slough Borough Council (SBC)	c.5,000m	c.1,100m
Royal Borough of Windsor and Maidenhead (RBWM)	c.3,000m	-
Spelthorne Borough Council	-	c.6,800m

There are small sections along both Laleham and Iver routes where the methodology for cable route construction and installation is yet to be confirmed due to an evolving design process. These sections are numbered as L1-17 and I1-I17 on the plan included in **Appendix B**. Potential methods of construction are stated below in Section 3.3.

3.3 Construction Method

The cable route will be installed using a combination of methods including cut and fill trenching and trenchless techniques which are defined in more detail below.

The construction methodology employed for installation will be set out in a Construction Management Plan ("CMP") to be agreed with the various local planning and highway authorities and expected to be addressed by a pre-commencement condition on each consent.

The cable route construction timeline will be created in conjunction with a Section 50 licence confirmed by the relevant Highways Authority. Detailed timings of the construction programme will also be created in conjunction with local businesses which may potentially be affected by the works.

In general, it is intended that the cable laying operation will be undertaken on a phased basis with an identified section being excavated and reinstated prior to moving on to a new section. Typically, a construction zone of approximately 75m will be established where practicable, a linear trench of 50m will be excavated, with cabling being laid and the trench being reinstate while the remaining 25m is prepared for excavation.

The precise length of cable being laid on a given day will be dependent upon the nature of the ground encountered and its complexity, having regard to issues such as the presence of existing infrastructure and trees etc.

The decision as to the order in which route sections are constructed will be taken by the appointed contractor in consultation with the Highways Authority and having regard to any other identified constraints. This will be documented in the CMP.

For areas of verge and unmade ground, the excavation and reinstatement will be carried out using existing excavated materials where possible. If the original 'turf' is unable to be re-laid or is of a poor quality, then new topsoil and grass seed will be used. Digging will be undertaken using mechanical aids except where trees or other obstructions exist when sensitive installation technique such as hand digging, vacuum excavation or horizontal directional drilling will be employed.

The overall construction period for the works is projected to be 10-12 months.

During the construction phase, it will be necessary to provide temporary facilities for construction personnel; these will move along the progression of the proposed cable route. At this stage, the compound location(s) have not been confirmed, but the following facilities and machinery is likely to be utilised during the construction period:

- excavators (usually a variation of sizes);
- dumpers;
- cable wrench pullies;
- tractors/trailers;
- fuel cubes;
- herras fencing;
- forklift truck;
- storage container(s); and
- ground hog welfare units.

3.3.1 Cut and Fill Trenching

This method which involves digging a trench up 1m wide and up to 3m deep. Required trench depth will be influenced by specific localised conditions and land use and will also differ for each corridor.

indicative Trench cross sections for the two trench sizes are shown as **Image 3-1** and **Image 3-2** below.

Image 3-1: Indicative cable trench cross section – Iver Cable Corridor

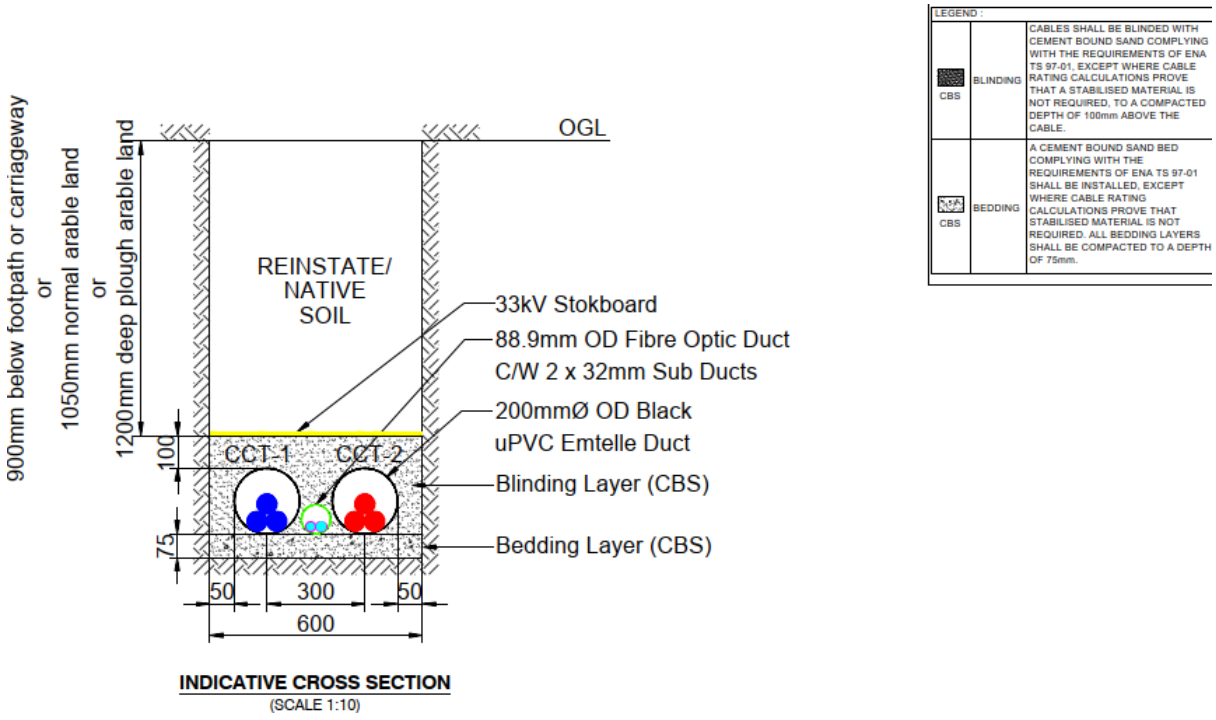
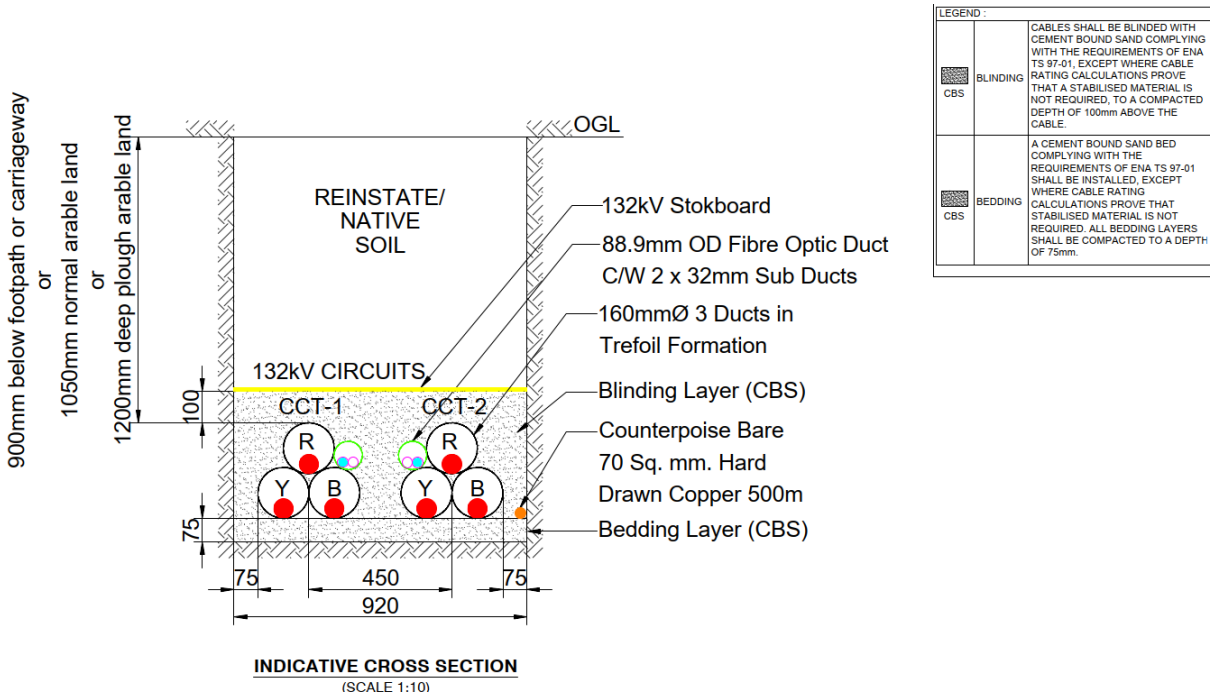


Image 3-2: Indicative cable trench cross section – Laleham Cable Corridor



Once the trench has been created and cable installed, the same materials will be used to reinstate the surface to its previous state. Areas of existing permeable surface therefore remain permeable. When installing cables within hard surfaced areas (such as roadway, footways and cycleways), these sections will be open cut using a disc cutter and/or a mechanical pecker to break up the top surface. Mechanical means would then be used to remove the subsurface and associated materials to the correct depths. If mechanical method is not appropriate for the location, alternative methods such as hand dig or the use of a Vacuum Excavator may be introduced. Once the cable is installed, the original surface would then be reinstated to the specifications for the type of surface in agreement with the relevant council.

Where open trench installation is used (i.e. for the majority of the proposed cable route), ducts will be typically installed in a standard meterage section (i.e. 25 metres long) and will then be back-filled as installation progresses.

The approximate working corridor for the cable route for sections not within highway will be between 10 and 15 metres depending on the specific plant and cable laying equipment used, and the specific local conditions and easements. Where cable is to be laid within the highway or highway verge, it is envisaged that the working corridor would be reduced to a minimum width of approximately 3.5 metres with appropriate traffic management (e.g. sectional short term lane closure with temporary signals).

3.3.2 Trenchless Construction Techniques

Where a trenchless solution is proposed, appropriate engagement with relevant stakeholders will take place. Following this, ground investigation surveys, ecological and environmental surveys will be undertaken as appropriate in order to produce a suitable design. Possible trenchless solutions may include, but are not limited to HDD, Auger boring, Vacuum Excavation and Micro tunnelling.

3.3.3 Watercourse Crossings

Open Cut

Where open cut trench crossing of watercourses is proposed, this will be undertaken within a temporary dammed section, of a bespoke design dependant on factors such as flow and depth. This will be heavily influenced by each stakeholder associated with the crossing. This would provide a dry working section across the watercourse. Such trench crossings would be preferentially programmed for a period of low rainfall to carry out the works when watercourses are lower, or potentially dry. If it is not possible to undertake the works when the watercourse is dry, a suitably sized pump will be set up to over pump the watercourse which will be as per the bespoke design. Should heavy rain be forecast or if the flow in the watercourse is high these works will be postponed until conditions are suitable.

The excavation and installation of the cable trench for open cut watercourse crossings shall be undertaken using an appropriate method for each location, to be determined following appropriate environmental and ecological surveys. A full RAMS will be produced following these.

The nature of the Proposed Development within Flood Zone 3 would be classed as '*Essential Infrastructure'* [4] and using either of the two options described above this would remain operational during flood events. There will be no change in impermeable area within the flood zone.

HDD

Where Horizontal Directional Drilling (HDD) is the proposed crossing method, extensive ground investigation surveys will be conducted and used in the design of the HDD. The launch and retrieval points, installation depth and the nature of the ground conditions will be established prior to commencing the operation and subject to approval by relevant stakeholders. The process involves the use of a steerable drilling rig which creates a pilot bore along the designed route which is subsequently be enlarged to the required diameter to accommodate the ducting before the pulling the power cables.

Due to the specialised nature of HDD crossings, a detailed execution plan and full RAMS will be shared with the relevant stakeholders and asset owners. Prior to commencing the operation, Toolbox Talks to discuss the RAMS will be held with the installation team.

3.3.4 Decommissioning

The cable will deliver electricity to the proposed data centre and electricity to and from the BESS for the design life of at least 40 years., In the event that the data centre and BESS cease operations, it is envisaged that the cable will be left buried underground to prevent unnecessary disturbance to the surrounding environment. In addition, any planting associated with landscaping and biodiversity net gain (BNG) would remain after decommissioning.

3.4 Summary of the Manor Farm Data Centre and BESS Planning Application[5]

A separate planning application P/10076/013 SBC[6] has been made by a separate Applicant for a hyperscale data centre and BESS with associated infrastructure and works. This

[4] Annex 3 to the National Planning Policy Framework (December 2024)

[6] This application is now at appeal stage (appeal submitted in June 2025)

application is currently at appeal stage. The site location for the Manor Farm Data Centre and BESS is shown in **Figure 2.1**.

The formal description of development within that planning application is as follows:

"Demolition of existing buildings and redevelopment to comprise a Data Centre (Use Class B8) and Battery Energy Storage System with ancillary sub station, offices, associated plant, emergency backup generators and associated fuel storage, landscaping, sustainable drainage systems, car and cycle parking, and new and amended vehicular and emergency access from Poyle Road and other associated works."

3.5 Known cumulative development

Within an EIA Screening context, it can be appropriate to consider whether there are likely cumulative effects associated with any of the identified topic areas. EIA Regulations Schedule 3 which refers to *"(g)the cumulation of the impact with the impact of other existing and/or approved development"* confirms the assessment of cumulative effects at the EIA Screening Stage. This would typically include consideration of potential physical interaction (e.g. for neighbouring sites that shared a boundary); intervisibility from the same receptors (e.g. for visual impact and setting effects on heritage assets); or off-site cumulative impacts on the same receptors (e.g. emissions to air, noise, traffic or water etc.).

Cable RouteA list of cumulative schemes relative to the Proposed Development has been included within **Appendix D**. Cumulatively it is possible, depending on construction programmes, that construction periods will overlap with some surrounding developments along the entire length of the route. However, due to the temporary nature of the works and the phased approach, which is planned during the construction period, it is likely that it will not result in any significant effects. A CTMP and CEMP will be produced to ensure impacts are appropriately controlled during construction. Engagement and consultation with the Highway Authorities will be carried out to ensure that the proposed cable route construction does not significantly impact or conflict with any other construction works programmed along the route. Operational effects have been discounted due to the nature of the Proposed Development.

Manor Farm Data Centre and BESS

The EIA Screening Request for the Manor Farm Data Centre and BESS identified one potential cumulative development:

Jupiter House, Horton Road (ref: P/09811/001) – Demolition of the existing buildings (Valerie House and Jupiter House) and the development of 7,320m² GEA of flexible light industrial, general industrial and storage and distribution employment floor space, with associated service yards, car parking and landscaping. – approximately 140 metres west - Approved April 2022

4.0 The EIA Screening process

4.1 Overview in the context of the EIA Regulations

The EIA Regulations are applied to certain types of development that are likely to have significant effects on the environment. Various development types are categorised in the EIA Regulations as Schedule 1 or Schedule 2 developments.

The first stage of the EIA screening process is to determine whether the Proposed Development is of a type described under Schedule 1 or Schedule 2 of the EIA Regulations. Development described under Schedule 1 must be subject to EIA. Development described under Schedule 2 may be EIA development, depending on whether it is likely to have significant effects on the environment.

EIA is only intended to be required for a small number of development proposals where significant environmental effects are likely. Within Schedule 1 of the EIA Regulations, there are a range of major projects for which EIA is mandatory.

In the case of Schedule 2 projects, the location of the development must be examined to determine if it is in a sensitive area. This is defined in the EIA Regulations as including:

- Sites of Special Scientific Interest (SSSIs);
- Land under nature conservation orders and international conservation sites (e.g. Special Protection Areas, Special Areas of Conservation and Ramsar sites);
- National Parks (including the Broads);
- Areas of Outstanding Natural Beauty (AONBs) (also called National Landscapes);
- World Heritage Sites; and
- Scheduled Monuments.

If the Site is classed as being within a sensitive area, then the screening criteria and thresholds in Schedule 2 are not applicable and the proposed development is examined to determine whether it is likely to have significant effects on the environment. If so, the development is an 'EIA Development' and an ES is required.

If the development is not in a sensitive area, the next stage in the screening process is to assess whether the development proposals meet or exceed any of the applicable thresholds and criteria for that type / class of development. These thresholds and criteria are related to the attributes (e.g. size of the site, production / output, capacity of a facility) of a type of development, and not exceeding or meeting them is a strong indication that an EIA is not required[7].

If the development exceeds or meets any of the applicable thresholds and criteria, then it is termed a Schedule 2 development, and the next stage is to assess if it is likely to have significant effects on the environment.

This Screening Appraisal follows the above screening process as it applies to this Proposed Development to form a professional view on whether it is an EIA development, and so requires the preparation of an ES to accompany any planning application. The flow chart

[7] Regulation 5(7) of the EIA Regulations enables the Secretary of State to direct that a development described in Schedule 2 is EIA development even if it falls below the exclusive thresholds. The local authority or a member of the public is able to make a request to the Secretary of State for such a direction.

from the EIA PPG (2014, as amended 2020) has been used as a guide to the various stages of the process.

4.2 EIA Schedule 1

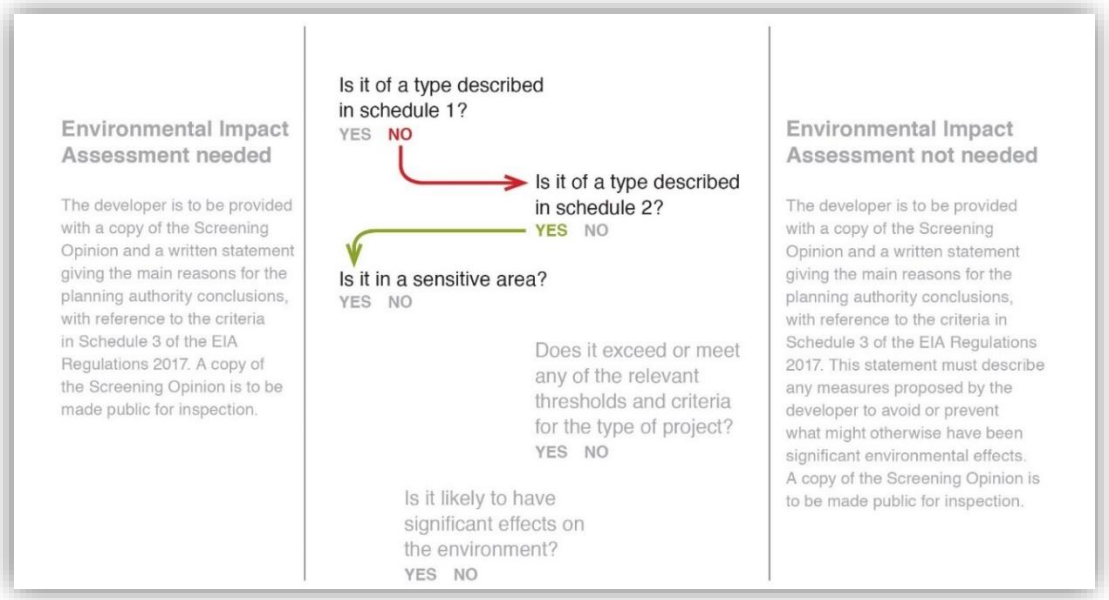
The Proposed Development (cable route) is not listed under Schedule 1 of the EIA Regulations. Therefore, the requirement for EIA is not mandatory.

4.3 EIA Schedule 2

Whilst there is not a specific type of development listed within Schedule 2 of the EIA Regulations covering the nature of the proposed cable route within the Site, case law has confirmed that the EIA Directive (and hence the UK Regulations) are intended to have a "*wide scope and broad purpose*" and that even where development types are not specifically described within the Schedules, EIA can still apply.

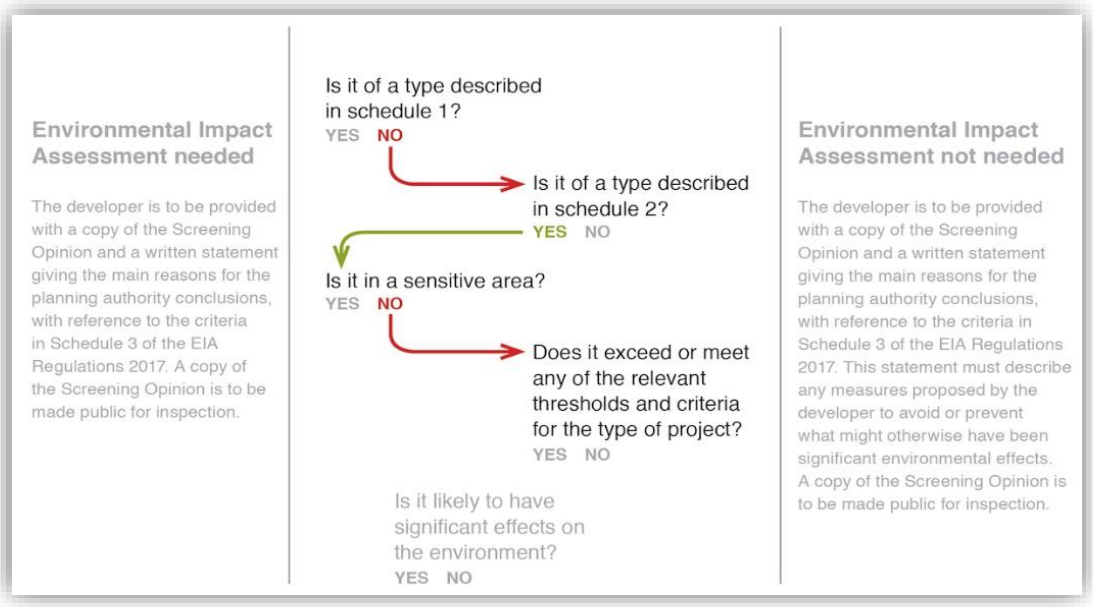
Taking a precautionary approach, although cables are not specifically mentioned in the Schedule 2 descriptions and will have differences compared to pipeline development, the linear nature of the construction phase of the Proposed Development is considered to be most comparable in character to the types described within Schedule 2 under category 3(b) *Installations for carrying gas, steam, and hot water*, or 10(k) *Oil and gas pipeline installations*.

Manor Farm Data Centre and BESS was screened as Schedule 2 under category 10(a) *Industrial estate development projects.*



4.4 Sensitive Areas

The Proposed Development is not located within a 'sensitive area', as defined in the EIA Regulations.

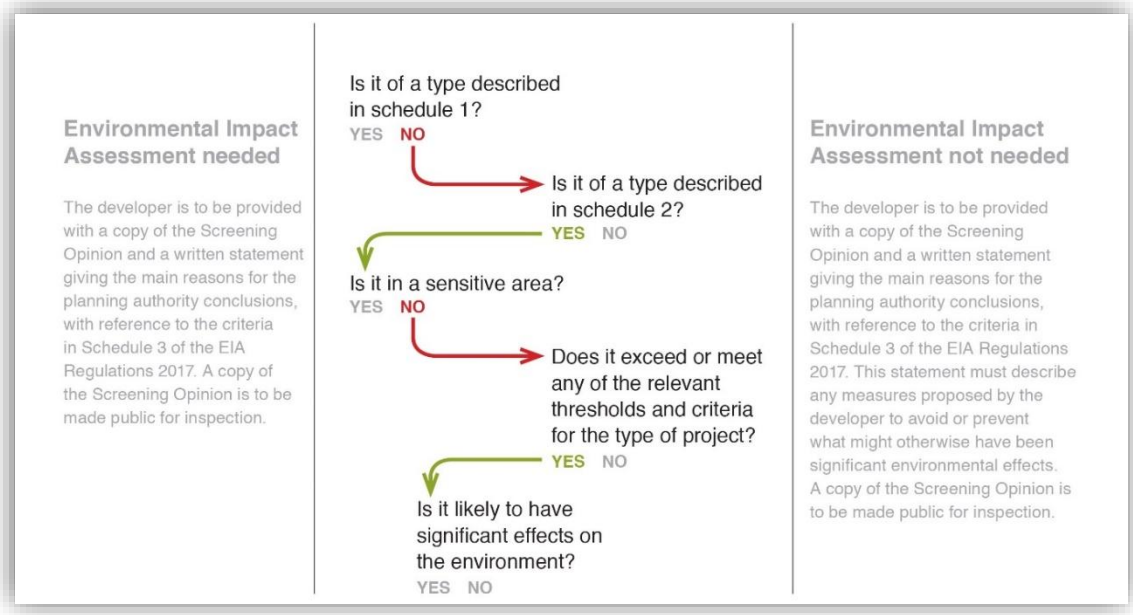


4.5 Applicable Thresholds

On the basis that there is no directly applicable category for the proposed cable route within Schedule 2, and hence no specific associated threshold, this Screening Appraisal has assumed that it would be above 'applicable thresholds' and the determination of whether EIA would be required for the Proposed Development will rest on the likelihood of significant environmental effects.

The applicable threshold for development within Category 10(a) is 0.5 hectares.

Whilst the proposed cable route is above its respective threshold, this is not an automatic trigger for EIA being required. Exceeding a Schedule 2 threshold does however indicate that consideration needs to be given to whether significant environmental effects are likely. This is provided within Section 5.0.



5.0 Assessment of likely environmental effects

5.1 Comparison with the PPG

The EIA PPG provides further indicative screening thresholds that can be helpful in determining whether significant environmental effects are likely for the Proposed Development.

5.1.1 Cable Route

There are no indicative criteria within the PPG for Category 3(b) but for development classified under Category 10(k) in Schedule 2, the PPG indicative criteria and thresholds suggest that the need for EIA is more likely as follows:

- *"Pipelines over 5 km long."*
- *"Environmental Impact Assessment is unlikely to be required for pipelines laid underneath a road, or for those installed entirely by means of tunnelling."*

Further key issues to consider are as follows:

- "*For underground pipelines, the major impact will generally be the disruption to the surrounding ecosystems during construction."*[8]

As discussed above, the nature of construction for the Proposed Development is considered to be analogous to pipeline construction in the context of EIA Screening, however the post-construction / operational and decommissioning effects of a pipeline are likely to be more significant than for a cable route by virtue of the potential substances that may be conveyed through the pipeline.

Whilst the proposed cable route is in excess of 5km in length, environmental effects are only likely to occur during the construction phase. The PPG notes that ".. *it should not be presumed that developments above the indicative thresholds should always be subject to assessment, or those falling below these thresholds could never give rise to significant effects, especially where the development is in an environmentally sensitive location. Each development will need to be considered on its merits."*

The remainder of this Screening Appraisal considers the likely environmental effects of the Proposed Development, with reference to the criteria set out in Schedule 3 of the EIA Regulations. The potential for significant environmental effects arising from the wider project, comprising the Manor Farm Data Centre and BESS development are also considered.

5.2 Consideration of likely environmental effects

5.2.1 Ecology and Biodiversity

Cable Route

The proposed cable route will prioritise the use of existing highways where possible, which minimises the potential impacts on ecology, although works along the highway will generally be installed within grass verges and footpaths.

Habitats along and immediately adjacent to the proposed cable route are varied and include, but not limited to, deciduous woodland, good quality semi-improved grassland, and grassland within an urban context. Where the proposed cable route is shown to cross an area of woodland (e.g. west of the M25 to the south of Iver Lane) a trenchless solution has

[8] https://assets.publishing.service.gov.uk/media/5a75aa4440f0b67f59fcea7e/eia-thresholds-table.pdf

been proposed to avoid loss of the woodland habitat. The whole proposed cable route will be assessed for potential impact to trees and their associated root protection zones. Where the proposed cable route is in close proximity to any trees an arboricultural impact assessment will be undertaken with appropriate mitigation in accordance with prevailing British Standards guidance.

Any vegetation clearance work which may be required will either be carried out to avoid seasonal effects to breeding birds or suitable pre-work check will be carried out by a suitably qualified ecologist. A Preliminary Ecological Appraisal (PEA) will identify habitats present and potential for protected species. Where there is potential for protected species to be affected by the proposed cable route (e.g. trees with bat roosting potential) appropriate seasonal surveys will be undertaken with reporting in an Ecological Impact Assessment, and it is envisaged that the cable route would be micro-sited to avoid adverse effects to such features.

By virtue of the potential to micro-site the route in response to identified ecological features informed by seasonally specific ecological baseline assessments; the limited nature of the works proposed; the proposed methodology for open trench watercourse crossings; and the reinstatement of prevailing ground cover following installation of the cable, it is considered that there will be no likely significant effects on species and habitats due to the temporary nature of the works.

Although the proposed route passes in between South West London Waterbodies SPA and Ramsar and Staines Moor SSSI, this will be along Staines Moor Road. With the construction of the proposed route between the reservoirs being wholly within the highway, which is at lower level than the reservoirs, it is envisaged that there will be no likely significant effects on these designations. The Proposed Development will not impact on any non-statutory sites, priority habitat or irreplaceable habitat.

It is considered that there would not be a likely significant effect on ecology from the Proposed Development due to available mitigation and the temporary nature of the construction works. Likely mitigation measures would include species-specific provisions within a CEMP (which may include timing of construction works in specific areas of the Proposed Development) as well as following best practice and guidance.

Cumulative effects with the proposed Manor Farm Data Centre and BESS

With respect to biodiversity, the SBC EIA Screening Opinion (**Appendix C**) for the proposed Manor Farm Data Centre and BESS concluded that there would be no likely significant effects in EIA terms arising from these proposals.

By virtue of the nature of the cable route proposed, which is predominantly within highway and minimises loss of potential habitats; the proposed construction techniques; the ecological surveys underway and the scope to microsite the route it is considered that there would also be no likely significant ecology and biodiversity effects associated with the development of the wider project.

5.2.2 Traffic and Transport

Cable Route

During the construction phase, the Proposed Development will increase the number of daily traffic movements on roads in the vicinity of the Site, however these traffic movements will be of very small magnitude compared to prevailing local background traffic flows, temporary and over a relatively short period of time in any one section of the proposed route. The proposed scale of development will enable the magnitude of construction traffic flows during construction to remain well within daily variation on surrounding roads and as such is not considered to have the potential for significant impacts on the local road network.

The nature of the Proposed Development will be directly comparable in character to typical utilities work along sections of highway and will be undertaken in relatively short sections at a time. Where construction of the cable route requires temporary closure of road sections, the effects on driver, pedestrian and cyclist delay are not expected to be significant due to the relatively short lengths of road affected at any one time. Consideration of construction traffic management will be provided within a Construction Traffic Management Plan to be agreed with the planning authority and highway authority prior to the commencement of development.

Proximity of the cable route to Spelthorne Fire Station will require a protocol to be established between the Fire Service and the contractor to ensure that access to and from the Fire Station is not impacted at any time

Once operational, there would be no traffic movements associated with the Proposed Development, as no periodic maintenance for the cable route is required.

Taking account of the existing highway network and the scale/nature of Proposed Development it is not anticipated that it would generate significant adverse effects on traffic and transport.

Cumulative effects with the proposed Manor Farm Datacentre and BESS

With respect to air quality, the SBC EIA Screening Opinion **(Appendix C)** for the proposed Manor Farm Data Centre and BESS concluded that any impacts would likely generate limited traffic movement and the transport related impacts and appropriate mitigation would be considered as part of a Demolition and Construction Environment Management Plan, Construction Transport Management Plan, Transport Assessment and Travel Plan.

By virtue of the very limited daily traffic movements associated with the construction of the proposed cable route and the transitory nature of the route, with limited periods in any one area.It is considered that there would also be no likely significant traffic and transport effects associated with the development of the wider project should construction activities overlap.

5.2.3 Air Quality

Cable Route

The Site falls into the following Air Quality Management Areas (AQMAs):

- South Bucks District Council AQMA No 2 - (Pollutants declared - Nitrogen dioxide NO_2, Annual Mean).
- Slough AQMA No 1 - (Pollutants declared - NO_2, Annual Mean).
- Slough AQMA No 2 - (Pollutants declared - NO_2, Annual Mean).
- Hillingdon AQMA - (Pollutants declared - NO_2, Annual Mean).
- Spelthorne AQMA - (Pollutants declared - NO_2, Annual Mean).

Nitrogen dioxide is a gas that is mainly produced during the combustion of fossil fuels, with an increase in roadside concentrations linked to local road traffic[9]. Emissions from road traffic and plant during the construction phase will represent a very small and temporary contribution to background air quality, which is not considered likely to represent a significant impact.

[9] https://www.gov.uk/government/statistics/air-quality-statistics/ntrogen-dioxide

Dust emissions during construction can typically affect receptors within approximately 250 metres of the source. There are a number of sensitive receptors in the vicinity of the Site that could be affected by dust emissions and whilst the scale of construction works will be such that risk of significant dust deposition would be low, the impact of dust emissions associated with excavation, construction and track-out can be effectively mitigated through the implementation of commonly applied measures within a Dust Management Plan, such as those specified within Institute of Air Quality Management (IAQM) guidance. These measures would be included within a CEMP for the Proposed Development. On this basis the construction-phase dust impacts are not envisaged to be significant.

Post-construction, as there would be no process emissions and no requirement for periodic maintenance, there would be no effects to air quality. On this basis, no significant air quality effects are likely for the Proposed Development.

Cumulative effects with the proposed Manor Farm Datacentre and BESS

With respect to air quality, the SBC EIA Screening Opinion **(Appendix C)** for the proposed Manor Farm Data Centre and BESS concluded that any impacts would be unlikely to be significant. The Screening Opinion reported that the SBC Environmental Quality Officer was content that mitigation would be achieved through the implementation of a Demolition / Construction Environmental Management Plan and dust impact assessment as part of an air quality assessment. An Air Quality Assessment accompanies the planning application which confirms that construction and operation of the Manor Farm Data Centre and BESS would not lead to significant adverse effects.

By virtue of the nature of the cable route proposed, which will very have limited plant and machinery emissions during construction and no emissions following completion of construction it is considered that there would also be no likely significant air quality effects associated with the development of the wider project.

5.2.4 Noise and Vibration

Cable Route

Construction of the Proposed Development will have potential for elevated noise levels associated with the digging of the cable trench, movement of plant and machinery within the working corridor and construction vehicles. The nature of construction of the cable route is temporary and will involve phasing along the route. The scale and nature of potential construction noise would be comparable to typical utilities undertakings and will take place within a predominantly urban environment, with the associated background noise climate (such as Heathrow airport and surrounding major roads such as M25, which result in high levels of background noise).

Through best practicable means on construction noise implemented through a CEMP, agreed working hours and the short duration of construction works in the vicinity of individual receptor locations, no significant noise effects would be likely from this phase of the Proposed Development.

Once the Proposed Development has been installed there will be no noise generated by the operation of the cable route, and no significant noise effects would be likely from this phase of the Proposed Development.

Cumulative effects with the proposed Manor Farm Datacentre and BESS

With respect to noise, the SBC EIA Screening Opinion **(Appendix C)** for the proposed Manor Farm Data Centre and BESS concluded that any impacts would be unlikely to be significant. The Screening Opinion reported that the SBC Environmental Quality Officer was content that mitigation would be achieved through the implementation of a Demolition /

Construction Environmental Management Plan with a specific section on measures to control noise emissions, and a Noise Impact Assessment. A Noise Assessment accompanies the Manor Farm planning application which concludes that the operation of the development will not cause a significant or unacceptable impact of noise sensitive properties in the area,

By virtue of the nature of the cable route proposed, which will lead to very limited plant, machinery or traffic noise emissions during construction and no noise emissions following completion of construction it is considered that there would also be no likely significant noise effects associated with the development of both projects.

5.2.5 Heritage

Cable Route

A Historic Environment Desk Based Assessment (HEDBA) would be undertaken to identify and confirm/fully assess the predicted potential direct impacts to archaeological remains from the cable route. This would include reference to relevant Regional Historic Environment Records, historic mapping and a review of primary and secondary resources. Whilst the Proposed route is located generally within an area of theoretic archaeological potential for prehistoric to Roman remains (or medieval to post-medieval within localised areas), the archaeological potential is generally considered low due to the use of existing highway corridor. The off-highway potential will be considered within the Historic Environment Desk Based Assessment. Taking account of the potential mitigation options and nature of the Proposed Development where much of the route is located within the highway, there would be no likely significant effects to archaeology.

There would be no physical effects of the Proposed Development on any built heritage assets (such as Listed Building, Conservation Areas, Registered Parks and Gardens) due to the below ground nature of the cable route, and the temporary nature of the cable route installation works (Heritage assets are illustrated on **Figure 2.2a**). The construction of the Proposed Development is comparable to the nature of typical utility works, and once complete is unobtrusive. As such, adverse effect to their setting is not likely to be significant.

Cumulative effects with the proposed Manor Farm Datacentre and BESS

With respect to cultural heritage and archaeology, the SBC EIA Screening Opinion for the proposed Manor Farm Data Centre and BESS concluded that having regard to the height of the proposed development, it is considered potential impacts, and any required mitigation can be detailed within a Townscape and Visual and Heritage Impact Assessments in consultation with a conservation specialist and Historic England, as part of any planning application. With provision of this assessment, the Screening Opinion concluded that any impacts would be unlikely to be significant. A Built Heritage Impact Assessment and Archaeological Based Assessment accompanied the application which also conclude effects would not be significant.

By virtue of the nature of the cable route proposed, which avoids any direct interaction with built heritage assets during construction and will not have any effect on the setting of assets in proximity to the proposed cable route following completion of construction it is considered that there would also be no likely significant heritage effects associated with the development of both projects in relation to both designated and non-designated heritage assets.

5.2.6 Townscape and Visual Impact

Cable Route

The Proposed Development falls into Thames Valley National Character Area, key characteristics of the area include, but not limited to:

- *"Although densely populated and developed, pockets of woodland, open grassland, parkland, wetlands and intimate meadows provide escape and tranquillity, and include a variety of habitats supporting important populations of many species, notably stag beetle, shoveler, gadwall and other invertebrates and wildfowl.*
- *Towards London in the east, the natural character of the area is overtaken by urban influences: a dense network of roads (including the M25 corridor), Heathrow Airport, railway lines, golf courses, pylon lines, reservoirs, extensive mineral extraction and numerous flooded gravel pits."*[10]

Implementation of the cable route will not necessitate significant or extensive areas of construction activity because it will be laid in sections of approximately 25 metres in length. Temporary adverse visual effects are not likely to be significant due to the predominantly urban setting surrounding the cable route, which is defined within the characteristics of Thames Valley National Character Area.

Once construction is complete, ground surfaces would be reinstated on a like-for-like basis and there would be no visible infrastructure. As such, there would be no likely significant effects to landscape elements, landscape character or views associated with the operational phase of the Proposed Development.

Cumulative effects with the proposed Manor Farm Datacentre and BESS

With respect to townscape and visual effects the SBC EIA Screening Opinion **(Appendix C)** for the proposed Manor Farm Data Centre and BESS concluded that having regard to the long-established commercial / industrial area of the proposed development, potential impacts and any required mitigation can be detailed within a Townscape and Visual Impact Assessment and Design and Access Statement submitted as part of the planning application. With provision of this assessment, the Screening Opinion concluded that any townscape and visual impacts would be unlikely to be significant. A Landscape and Visual Impact Assessment accompanied the application which concluded effects would not be significant.

By virtue of the nature of the cable route proposed, which will have localised low-key visual effects during construction and will not have any significant above ground features along proposed cable route following completion of construction it is considered that there would also be no likely significant townscape and visual effects associated with the development of both projects.

5.2.7 Ground Conditions

Cable Route

During the construction phase, excavated soils will be temporarily stored on boards alongside the trench, then used to refill the trench once the cabling tasks have been complete. It is proposed that a watching brief will be undertaken for contaminated soils at locations identified by local authorities and by way of desktop and previous sample surveys as per latest regulations. If contaminated materials are found, these will be removed and

[10] https://nationalcharacterareas.co.uk/thames-valley/key-characteristics/

appropriately disposed and replaced with non-contaminated materials. Due to the majority of the route following the highway network, areas along the route for this to occur is limited. Best practice and mitigation measures will be employed during all times. No significant ground conditions effects are likely during this phase.

Where sections of the proposed route cross areas of historic landfill, surveys will be completed to ascertain the appropriate method of installation of the cables. A full RAMS will be produced following these as agreed with all associated stakeholders, ensuring that works are completed compliantly not to encounter the underlying waste or create new pathways for the migration of contaminants. Review of the nature of waste materials and the depth of capping layers will be undertaken prior to construction to inform the required trench depth and installation methods for these sections of the proposed cable route. Following this approach there would be no likely significant effect associated with the installation of the proposed cable route across former landfilled areas.

There will be substances used during the construction process that have the potential to contaminate the ground (e.g. fuels and lubricants) but the application of good-practice mitigation measures within the area of construction works (through the CEMP) will limit the potential for adverse effects in this respect. Due to the nature of the Proposed Development the potential for significant ground conditions effects is unlikely during this phase.

Once operational, there will be no additional activities associated with ground conditions and hence no likelihood of any significant ground conditions effects during this phase of the Proposed Development.

Cumulative effects with the proposed Manor Farm Datacentre and BESS

With respect to ground conditions, the SBC EIA Screening Opinion **(Appendix C)** for the proposed Manor Farm Data Centre and BESS concluded much of the Site will be covered with new buildings and hardstanding. As such, the risk to receptors (namely human health) was considered to be low and there would be no likely significant effects related to ground conditions or contamination. SBC considered that subject to the submission of appropriate technical reports to support a planning application, including a Flood Risk Assessment, Drainage Strategy/Scheme, Site Investigation/Contamination Study, and post-consent submission of a Demolition and Construction Environment Management Plan, these matters can satisfactorily address the risks of contamination of land or water.

With the proposed approach to mitigation described above for the cable route, use of a CEMP to manage potential contaminants during the construction, and no potential for contamination following completion of construction it is considered that there would also be no likely significant ground conditions effects associated with the development of both projects.

5.2.8 Water Environment

Cable Route

The majority of the Site lies within Flood Zone 1, with sections of the Proposed Development crossing Flood Zones 2 and 3 due to its close proximity to a number of watercourses, including Statutory Main Rivers.

For some watercourse crossings the proposed construction technique is using trenchless construction. For these sections, there would be no likely significant effects to the watercourse because of the required separation between the channel and either end of the trenchless section. The remaining watercourses will be either crossed using trenchless construction or open trench construction, following appropriate consultation with the Environment Agency and relevant landowners. Where open trench crossings are agreed, these will be undertaken in accordance with the methodology described in Section 3.3.3 of

this Appraisal and with this approach, there would be no likely significant effects on the watercourses. All construction projects have the potential to increase the risk of contamination to the water environment through leaks and spills, however these risks can be effectively controlled through the implementation of good construction practice (e.g. as set out in the EA Pollution Prevention Guidance) and implemented through the CEMP. Relevant Flood Risk Activity Permits and other permits for water crossings would be secured as appropriate.

The Proposed Development will be either wholly or principally below ground and would not result in any changes to the permeability of surfaces because all trench sections would be reinstated with comparable ground cover. As such, there would be no likelihood of increased on or off-site flood risk associated with the Proposed Development.

Taking the above into consideration, it is therefore envisaged there will be no significant effects in relation to flood risk and water management. Proposed Development will require submission of a Flood Risk Assessment (FRA) as part of any planning application. It is unlikely that any drainage measure such as Surface Water Drainage Strategies will be required for the Proposed Development.

Cumulative effects with the proposed Manor Farm Data Centre and BESS

With respect to water environment, the SBC EIA Screening Opinion **(Appendix C)** for the proposed Manor Farm Data Centre and BESS concluded that with the provision of a Drainage Strategy and Flood Risk Assessment with any planning application, planning conditions with post-consent submission of Demolition and Construction Environment Management Plan, and consultation with the Environment Agency and Lead Local Flood Authority it is considered that the proposal would be unlikely to result in significant effects on the water environment in EIA terms. The Flood Risk Assessment and Drainage Strategy Report which accompanies the planning application confirms the proposed redevelopment has an acceptable flood risk within the terms and requirements of the NPPF. Water resource use is not deemed a significant cumulative effect due to the scale and nature of the Proposed Development.

With the proposed approach to mitigation described above for the cable route, use of a CEMP to manage potential contaminants during construction, and no potential for contamination following completion of construction it is considered that there would also be no likely significant ground conditions effects associated with the development of both projects.

5.2.9 Human Health

Cable Route

The scale and nature of the Proposed Development is such that there will be no potential for significant human health effects. Potential implications of the Proposed Development for air quality and noise have been discussed in preceding sections of this report.

Cumulative effects with the proposed Manor Farm Data Centre and BESS

This Screening Appraisal and the previous Screening Request for the Manor Farm Data Centre and BESS both identify air quality and noise as the relevant potential human health topics. With the SBC EIA Screening Opinion **(Appendix C)** for the Manor Farm Data Centre and BESS concluding that there would be no likely significant effects for air quality or noise, and the proposed cable route being considered to have no likely significant effects for these topics because of the nature of the development proposed. It is considered that there would also be no likely significant effects for human health for the development of both projects.

5.2.10 Climate Change

Cable Route

The scale and nature of the Proposed Development is such that there will be no significant climate effects. Appropriate consideration of the predicted effects of climate change will be given within respective specialist assessments prepared as part of the planning application for the Proposed Development (e.g. biodiversity gain and flood risk assessment).

Cumulative effects with the proposed Manor Farm Data centre and BESS

The SBC EIA Scoping Opinion **(Appendix C)** made limited reference to climate change but concluded that significant effects of climate change from the Manor Farm Data Centre and BESS are not anticipated. With the very limited potential for any climate change effects from the installation of the proposed cable route it is considered that there would also be no likely significant climate change effects associated with the development of both projects.

5.2.11 Other topics

The EIA Screening Request for the Manor Farm Data Centre and BESS included three additional topics:

- microclimate: daylight/sunlight/overshadowing, light pollution and glare;
- microclimate: wind; and
- risk of Major Accidents and Disasters.

These topics are not relevant to the proposed cable route and as such there would not be any likely significant effects from the development of both projects.

5.2.12 Cumulative Effects

Cable Route

When taking the scale and nature of the development into consideration, it is expected that construction timelines will overlap temporarily with the construction of other surrounding developments. Engagement and consultation with the Highway Authorities will be carried out to ensure wherever practicable that the proposed cable route construction does not significantly impact or conflict with any other construction works programmed along the route. Construction impacts associated with the cable route will be restricted to the section being worked on at the time, will be similar to normal utility construction impacts and will be temporary in nature. It is therefore unlikely that the Proposed Development will result in significant cumulative effects.

Cumulative effects with the proposed Manor Farm Data centre and BESS

With respect to cumulative effects, the SBC EIA Screening Opinion **(Appendix C)** for the Manor Farm Data Centre and BESS concluded that the likely impacts in this regard are anticipated to be predominantly local in nature.

SBC anticipated that the cumulative impacts would not be of such an extent and complexity that the development would give rise to significant effects of an EIA scale.

With the very limited potential for any cumulative effects from the installation of the proposed cable route it is considered that there would also be no likely significant cumulative effects associated with the development of both projects.

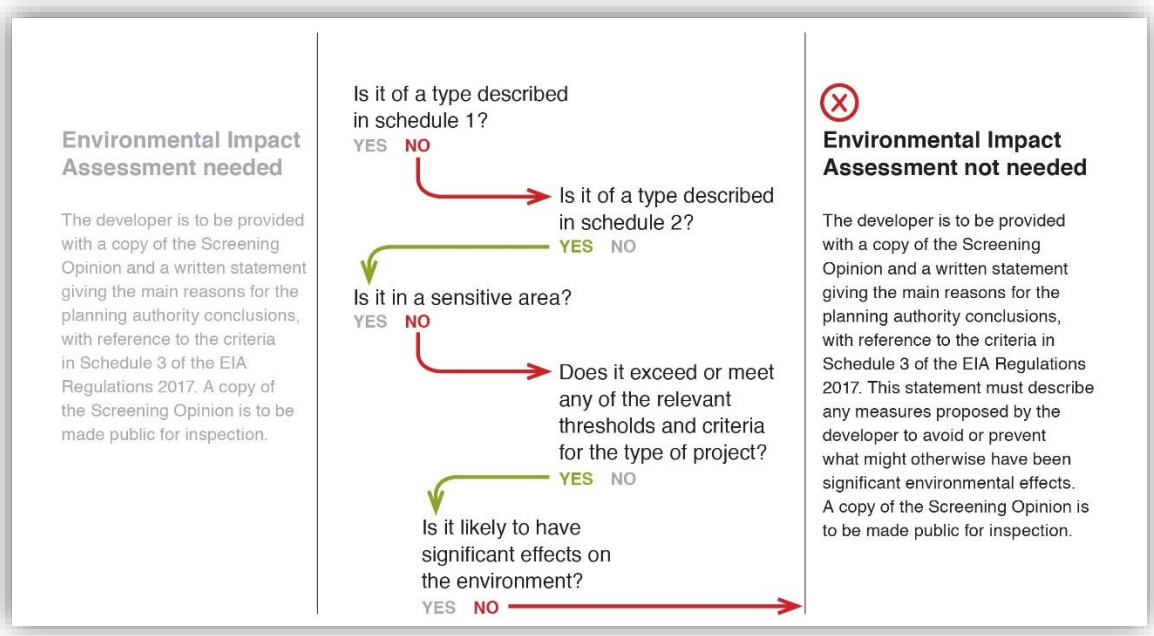
6.0 Conclusion

This Screening Appraisal has been prepared to provide a professional opinion on whether the Proposed Development (cable connections to two National Grid substations to provide power to the proposed Manor Farm Data Centre and BESS development) requires EIA and should be supported by an environmental statement or not.

It is acknowledged that the Proposed Development is associated with a more substantial development (i.e. the proposed Manor Farm Data Centre and BESS). The proposed data centre and BESS, which are subject to a separate planning process, are subject to an EIA Screening Opinion from SBC dated 06/11/2024 (Ref: P/11442/011), which confirmed that EIA would not be required. This Screening Appraisal has therefore been presented to show the likely effects of the Proposed Development; the findings of the previous EIA Screening process for the Manor Farm Data Centre and BESS development, and likely cumulative effects of both projects.

The Proposed Development has been assessed in accordance with the screening process set out in the EIA Regulations and this has concluded that:

- the Proposed Development is of a type described in Schedule 2;
- the Site is not located within a sensitive area;
- the Proposed Development is not considered to have significant environmental effects, either in isolation or combined with the proposed Manor Farm Data Centre and BESS; and
- the Proposed Development does not constitute EIA development and therefore does not require submission of an ES.



This report concludes that the Proposed Development including associated primary and secondary mitigation will not require an EIA, as it is considered unlikely to result in significant environmental effects.

The following technical assessments are proposed be submitted as part of two non-EIA planning applications for the Proposed Development, one for the Laleham corridor and another for the Iver corridor:

- Planning, Design, and Access Statement
- Flood Risk Assessment
- Arboricultural Impact Assessment
- Preliminary Ecological Appraisal / Ecological Impact Assessment
- Biodiversity Net Gain Assessment
- Shadow Habitat Regulations Assessment
- Historic Environment Desk Based Assessment (HEDBA)
- Construction Traffic Management Plan.
- Preliminary Land Quality Desk Study

Appendix A Assessment of the proposed cable route against the Planning Casework Unit criteria

Question	Likely/Unlikely and rationale	Is a significant effect likely?
Natural Resources		
1.1 Will construction, operation or decommissioning of the project involve actions which will cause physical changes in the topography of the area?	**Unlikely** The Proposed Development will not materially change the topography of the Site or its surrounding area.	**Not significant** The Proposed Development will not have a significant physical impact on topography.
1.2 Will construction or operation of the project use natural resources above or below ground such as land, soil, water, materials/minerals or energy which are non-renewable or in short supply?	**Likely** Energy and materials will be used in the construction of the Proposed Development.	**Not significant** Materials used are not in short supply and most components could be recycled on decommissioning (although it is noted that decommissioned cables are commonly left in situ).
1.3 Are there any areas on/around the location which contain important, high quality or scarce resources which could be affected by the project, e.g. forestry, agriculture, water/coastal, fisheries, minerals?	**Unlikely** No such important resources that could be affected by the Proposed Development are known to exist.	**No impact predicted** Not applicable.
Waste		
2.1 Will the project produce solid wastes during construction or operation or decommissioning?	**Likely** Waste will be produced during the construction phase of the project, although the nature of the Proposed Development and backfilling of arisings is expected to limit this potential. During operation, the Proposed Development will produce no waste.	**Not significant** Waste generated during the construction phase **will be managed in accordance with good construction practice, using the waste management hierarchy**.
Pollution and nuisances		
3.1 Will the project release pollutants or any hazardous, toxic or noxious substances to air?	**Likely** During construction, ollutants that might be released to air would be exhaust emissions from the vehicles moving to and, from the Site and plant operating within the Site.	**Not significant** Owing to the scale and nature of the Proposed Development with a small area of construction and limited plant at any one point in time, impacts are not expected to be adverse or significant and would not be expected to result in any significant changes to background concentrations.
3.2 Will the project cause noise and vibration or release of light, heat, energy or electromagnetic radiation?	**Likely** Temporary noise impacts are likely during construction. Inherently electrical cables will generate some heat, but high-voltage cables do not emit ionizing radiation or electromagnetic radiation in the traditional sense. Instead, they generate very low frequency electromagnetic fields.	**Not significant** Construction noise impacts will be temporary and controllable to industry standards **through the implementation of a Construction Environmental Management Plan.** The cable design / insulation and proposed means of installation will result in no significant effects associated with heat and electromagnetic fields.

3.3 Will the project lead to risks of contamination of land or water from releases of pollutants onto the ground or into surface waters, groundwater, coastal waters or the sea?	**Unlikely** The nature of the Proposed Development is such that there is low potential for substances that could cause the contamination of controlled waters. A CEMP will be followed, with particular reference to watercourse crossings.	**Not significant** The implementation of a CEMP will limit the potential for potential hazards to the water environment during construction and include provisions for the control of any spills or leaks.
3.4 Are there any areas on or around the location which are already subject to pollution or environmental damage, e.g. where existing legal environmental standards are exceeded, which could be affected by the project?	**Unlikely** None are known.	**No impact predicted** Not applicable.
Population and Human Health		
4.1 Will there be any risk of major accidents (including those caused by climate change, in accordance with scientific knowledge) during construction, operation or decommissioning?	**Unlikely** The Proposed Development is not known to be at risk of major accidents or have the potential to be the cause of a major accident.	**Not Significant** Appropriate health and safety procedures will be deployed to ensure site operatives are safeguarded during construction. Adherence to prevailing best practice guidance will minimise potential for adverse environmental effects during construction.
4.2 Will the project present a risk to the population (having regard to population density) and their human health during construction, operation or decommissioning? (for example, due to water contamination or air pollution)	**Unlikely** The characteristics of the Proposed Development are not likely to involve any substances that are harmful to human health or that could be perceived as a risk to human health.	**No impact predicted** Not applicable.
Water Resources		
5.1 Are there any water resources including surface waters, e.g. rivers, lakes/ponds, coastal or underground waters on or around the location which could be affected by the project, particularly in terms of their volume and flood risk?	**Possible** The route for the Proposed Development crosses various watercourses including Statutory Main Rivers. Some of these crossings will be trenchless and will not interact with the watercourse whereas others may comprise open trench crossings of the watercourse channel. There would be no changes within the associated flood zones that would result in an increased flood risk on or off site.	**Not significant** Where trenchless watercourse crossings are proposed there would be no potential for significant interaction with controlled waters during construction and operation. Where open trench crossings are proposed, with the working methodology for construction described in Section 3,3,3 of this Request and mitigation in the form of specified CEMP measures there would be no likely significant effects to watercourses.
Biodiversity (Species and Habitats)		
6.1 Are there any protected areas which are designated or classified for their terrestrial, avian and marine ecological value, or any non-designated / non-classified areas which are important or sensitive for reasons of their terrestrial, avian and marine ecological value, located on or around the location and which	**Likely** The Site is partly situated within a statutory designated site for nature conservation or (Staines Moor SSSI). Part of the proposed route along Staines Moor Road is adjacent is to the South West London Ramsar and SPA, and Staines Moor SSSI,	**Not significant** The proposed alignment of the cable route along existing worn recreational paths, in conjunction with consultation with Natural England and appropriate mitigation measures (such as through the **CEMP** and agreed construction methodology / reinstatement**)** will avoid any significant effects to designated areas.

could be affected by the project? (e.g. wetlands, watercourses or other waterbodies, the coastal zone, mountains, forests or woodlands, undesignated nature reserves or parks. (Where designated indicate level of designation (international, national, regional or local)).	however neither designation either side of this road is envisaged to be affected due to the proposed route and methods of construction.	
6.2 Could any protected, important or sensitive species of flora or fauna which use areas on or around the site, e.g. for breeding, nesting, foraging, resting, over-wintering, or migration, be affected by the project?	**Likely** The Site and its surrounding area have the potential to be used by protected species.	**Not significant** Appropriate surveys and assessments are being undertaken and will be submitted as part of the planning application for the Proposed Development. Identified mitigation for these species will be identified and appropriate details provided within the planning application to ensure that sensitive flora or fauna are protected from potential effects during the construction phase. It is expected that these mitigation measures will also be **detailed within the CEMP submitted pursuant to a planning condition imposed on any planning permission granted.** With appropriate mitigation in place, no significant effects are anticipated.
Landscape and Visual		
7.1 Are there any areas or features on or around the location which are protected for their landscape and scenic value, and/or any non-designated / non-classified areas or features of high landscape or scenic value on or around the location which could be affected by the project? Where designated indicate level of designation (international, national, regional or local).	**Unlikely** There are no areas or features of high landscape or scenic value on or within the immediate vicinity of the Proposed Development.	**Not significant** By virtue of the largely below ground nature of the Proposed Development and very limited low level above ground infrastructure, no significant effects are anticipated.
7.2 Is the project in a location where it is likely to be highly visible to many people? (If so, from where, what direction, and what distance?).	**Likely** The Site is predominantly within an urban area and as such the construction works are likely to be visible to the local community in each area the proposed cable route passes through.	**Not Significant** The periods of visibility during construction in any one location will be short term and temporary and the nature of the Proposed Development will be directly comparable to other utilities works. Following reinstatement of the cable trench and return of ground surfaces there would be no long-term visual impact of the Proposed Development.
Cultural Heritage and Archaeology		
8.1 Are there any areas or features which are protected for their cultural heritage or archaeological value, or any non-designated / classified areas and/or features of cultural heritage or archaeological importance on or around the location which could be affected by the project (including potential impacts on setting, and views to, from and within)? Where designated indicate level.	**Unlikely** There are built heritage assets in proximity to the Site including predominantly Grade II Listed Buildings, one Grade 1 building and two Scheduled Monuments, but the Proposed Development has limited potential to impact the setting of these.	**Not significant** There will be no physical effect to any of the identified built heritage assets. The separation between the proposed cable route; limited duration of construction in any one area of the route; and existing influences on the setting of these assets are such that there would be no likely significant effects.

Transport and Access		
9.1 Are there any routes on or around the location which are used by the public for access to recreation or other facilities, which could be affected by the project?	**Likely** Roads surrounding the Site are widely used by vehicles. The existing PRoW in proximity to the Site can be used by members of the public but may require temporary diversions during the construction phase of the development.	**Not significant** The scale of the Proposed Development is such that there will not be a significant impact on the local road capacity or surrounding PRoW. **Where temporary footpath diversions are required, these will be formally agreed with the local planning authority and appropriate provisions for management of interaction with footpath users will be established in the CEMP/CTMP.**
9.2 Are there any transport routes on or around the location which are susceptible to congestion, or which cause environmental problems, which could be affected by the project?	**Unlikely** There are no known congestion issues associated with the highways close to the Site that could be adversely affected by the Proposed Development.	**No impact predicted** Not applicable.
Land Use		
10.1 Are there existing land uses or community facilities on or around the location which could be affected by the project? E.g. housing, densely populated areas, industry / commerce, farm/agricultural holdings, forestry, tourism, mining, quarrying, facilities relating to health, education, places of worship, leisure /sports / recreation.	**Unlikely** The Proposed Development is not considered likely to affect current land uses in the vicinity of the Site.	**Not significant** The nature of the Proposed Development is not anticipated to have any adverse effects on the surrounding/adjacent land uses.
10.2 Are there any plans for future land uses on or around the location which could be affected by the project?	**Unlikely** There are no known plans for future land uses that could be affected by the Proposed Development.	**No impact predicted** Not applicable.
Land Stability and Climate		
11.1 Is the location susceptible to earthquakes, subsidence, landslides, erosion, or extreme /adverse climatic conditions, e.g. temperature inversions, fogs, severe winds, which could cause the project to present environmental problems?	**Unlikely** The area is not known to be susceptible to the aforementioned conditions.	**No impact predicted** Not applicable
Cumulative Effects		
12.1 Could this project together with existing and/or approved development result in cumulation of impacts together during the construction/operation phase?	**Unlikely** The Proposed Development's linear nature and transitory/phased approach to construction ensure there is limited potential for cumulative effects	**Not significant** The Proposed Development will consider the cumulative impacts associated with developments within the vicinity of the Site through various assessments submitted to support the planning application and consultation with the local planning authority. No significant cumulative effects are likely.
Transboundary effects		

13.1 Is the project likely to lead to transboundary effects?	**Unlikely** The nature and scale of the Proposed Development is such that the likelihood of transboundary effects is negligible.	**No impact predicted** Not applicable

In conclusion, there is no likely significant effects from the Proposed Development. No likely significant effects were identified within the Screening Opinion issued for Manor Farm Date Centre and BESS.

Appendix B Plans

500000

505000

510000

180000

175000

402.065673.00001.0014.0 Site Boundary

N

LEGEND

- Red Line Boundary
- Manor Farm Data / BESS Site
- Local Authority Boundary

Ealing London Boro Local Authority

Hillingdon London Boro Local Authority

Buckinghamshire Local Authority

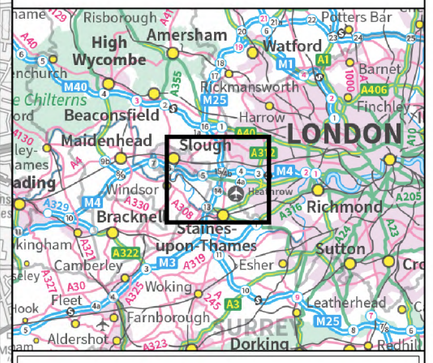
Slough Local Authority

Windsor and Maidenhead Local Authority

Spelthorne District Local Authority

Runnymede District Local Authority

Hounslow London Boro Local Authority



JUNIPER ENERGY LTD

SLR

MANOR FARM CABLES

SCREENING APPRAISAL

SITE BOUNDARY

FIGURE 2.1

Scale 1:50,000 @ A3

Date SEPTEMBER 2025

0 2.5 5 Kilometres

500000 502500 505000 507500

182500

180000

Framewood Road Conservation Area
Stoke Poges West End Conservation Area
Black Park Country Park
Rockingham Bridge Conservation Area
Old Uxbridge and Windsor Street Conservation Area
Uxbridge Moor Conservation Area
1392556
The Greenway Conservation Area
Hillingdon Village Conservation Area
Stoke Park Conservation Area
STOKE PARK Registered Park and Garden
Stoke Green Conservation Area
Stoke Place Registered Park and Garden
Langley Park Country Park
Langley Park Registered Park and Garden
Cowley Church (St Laurence) Conservation Area
Cowley Lock Conservation Area
Stockley Park: Business park Phases I and II, and country park and golf course Registered Park and Garden
Iver Conservation Area
1332743
Stockley Country Park
Sussex Place and Clifton Road Conservation Area
St Bernard's School Conservation Area
1135750
St Mary's Church, Langley Conservation Area
115
1006944
West Drayton Green Conservation Area
Thorney Park Country Park
1251379
Upton Park and Upton Village Conservation Area
No data available for publication by HE Conservation Area
Ditton Park Registered Park and Garden
1194332
Colnbrook Conservation Area
Harmondsworth Village Conservation Area
The Royal Estate, Windsor: Windsor Castle And Home Park Registered Park and Garden
Longford Village Conservation Area
The Royal Estate, Windsor: Frogmore Gardens Registered Park and Garden

0 1 2
Kilometres

402.065673.00001.0015.0 Constraints Plan

N

LEGEND

- Red Line Boundary
- Manor Farm Data / BESS Site

Heritage Constraint

- Scheduled Monument

Listed Building (Grade)

- I
- II
- II*
- Conservation Area
- Registered Park and Garden

Landscape Constraint

- Country Park
- Green Belt

National Landscape Character Areas

- 115: Thames Valley
- Public Right Of Way

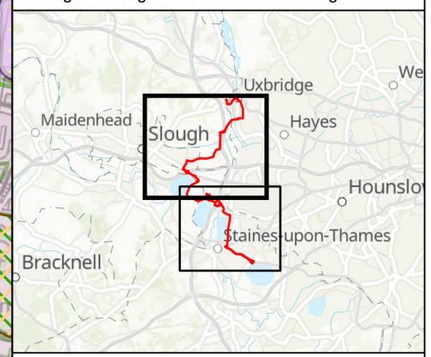
Hydrology Constraint

- Statutory Main River

Land Quality Constraint

- Historic Landfill Site
- Permitted Waste and Authorise Landfill Site

Note:
Ecological Designations are shown on Figure 2.2b



JUNIPER ENERGY LTD

SLR

MANOR FARM CABLES

SCREENING APPRAISAL

CONSTRAINTS PLAN

FIGURE 2.2a.1

Scale 1:30,000 @ A3

Date SEPTEMBER 2025

502500 505000 507500

175000 172500

N

LEGEND

- Red Line Boundary
- Manor Farm Data / BESS Site

Heritage Constraint

- Scheduled Monument

Listed Building (Grade)

- I
- II
- II*
- Conservation Area
- Registered Park and Garden

Landscape Constraint

- Country Park
- Green Belt

National Landscape Character Areas

- 115: Thames Valley
- 129: Thames Basin Heaths
- Public Right Of Way

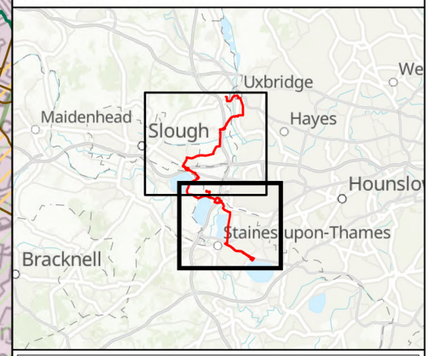
Hydrology Constraint

- Statutory Main River

Land Quality Constraint

- Historic Landfill Site
- Permitted Waste and Authorise Landfill Site

Note:
Ecological Designations are shown on Figure 2.2b



Longford Village Conservation Area
No data available for publication by HE Conservation Area
Stanwell Conservation Area
Bedfont Green Conservation Area
Bedfont Lakes Country Park
Egham Conservation Area
Egham Hythe Conservation Area
Staines Conservation Area
Great Fosters Registered Park and Garden
1117644
1005920
1187042
1002042
1002043
1007943
1003807
1005919
115
129

0 1 2
Kilometres

JUNIPER ENERGY LTD

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MANOR FARM CABLES
SCREENING APPRAISAL
CONSTRAINTS PLAN

FIGURE 2.2a.2

Scale 1:25,000 @ A3
Date SEPTEMBER 2025

402.065673.00001.0015.0 Constraints Plan

500000 502500 505000 507500

182500

180000

Black Park LNR
Black Park SSSI
Herschel Park LNR
Arthur Jacob Nature Reserve LNR

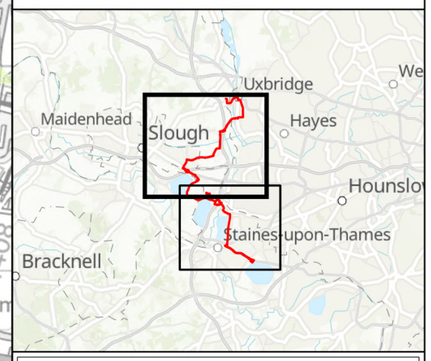
N

LEGEND

- Red Line Boundary
- Manor Farm Data / BESS Site
- Site of Special Scientific Interest (SSSI)
- Local Nature Reserve (LNR)
- Ancient Woodland

Priority Habitat Inventory Main Habitat Type

- Deciduous Woodland
- Lowland Fens
- Lowland Heathland
- No Main Habitat but Additional Habitats Present
- Traditional Orchard



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MANOR FARM CABLES

SCREENING APPRAISAL

ECOLOGY CONSTRAINTS PLAN

FIGURE 2.2b.1

Scale 1:30,000 @ A3

Date SEPTEMBER 2025

0 1 2 Kilometres

402.065673.00001.0021.0 Ecological Designations

502500 505000 507500

175000

172500

402.065673.00001.0021.0 Ecological Designations

Arthur Jacob Nature Reserve LNR
Wraysbury Reservoir SNCI
South West London Waterbodies Ramsar
Wraysbury No. 1 Gravel Pit SSSI
South West London Waterbodies SPA
Wraysbury & Hythe End Gravel Pits SSSI
Staines Moor SSSI
Moor Lane Nature Reserve SNCI
Hilda May Lake SNCI
Church Lammas SNCI
Langham Pond SSSI
River Thames - Runnymede SNCI
Thorpe Hay Meadow SSSI
Greenham's Fishing Pond SNCI
East of Poyle Meadows SNCI
West of Poyle Meadows SNCI
River Colne (from County Boundary to Staines Moor), Stanwell Moor SNCI
Stanwell II SNCI
Birch Green by River Ash SNCI
River Thames - Spelthorne SNCI
Shortwood Common North SNCI
West of Queen Mary Reservoir SNCI
Princes Lake SNCI
Bedfont Lakes LNR
Queen Mary Reservoir SNCI

0 1 2
Kilometres

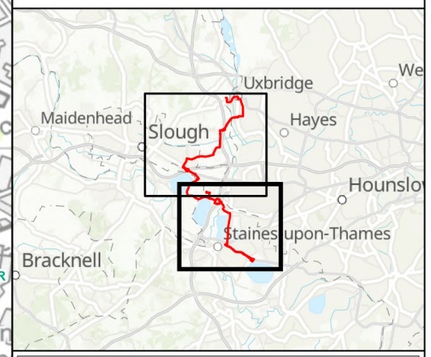
N

LEGEND

- Red Line Boundary
- Manor Farm Data / BESS Site
- Special Protection Area (SPA)
- Ramsar
- Site of Special Scientific Interest (SSSI)
- Local Nature Reserve (LNR)
- Ancient Woodland
- Site of Nature Conservation Importance (SNCI)

Priority Habitat Inventory Main Habitat Type

- Coastal and Floodplain Grazing Marsh
- Deciduous Woodland
- Good Quality Semi Improved Grassland
- Lowland Dry Acid Grassland
- Lowland Fens
- Lowland Fens, Reedbeds
- Lowland Meadows
- No Main Habitat but Additional Habitats Present
- Traditional Orchard



JUNIPER ENERGY LTD

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MANOR FARM CABLES

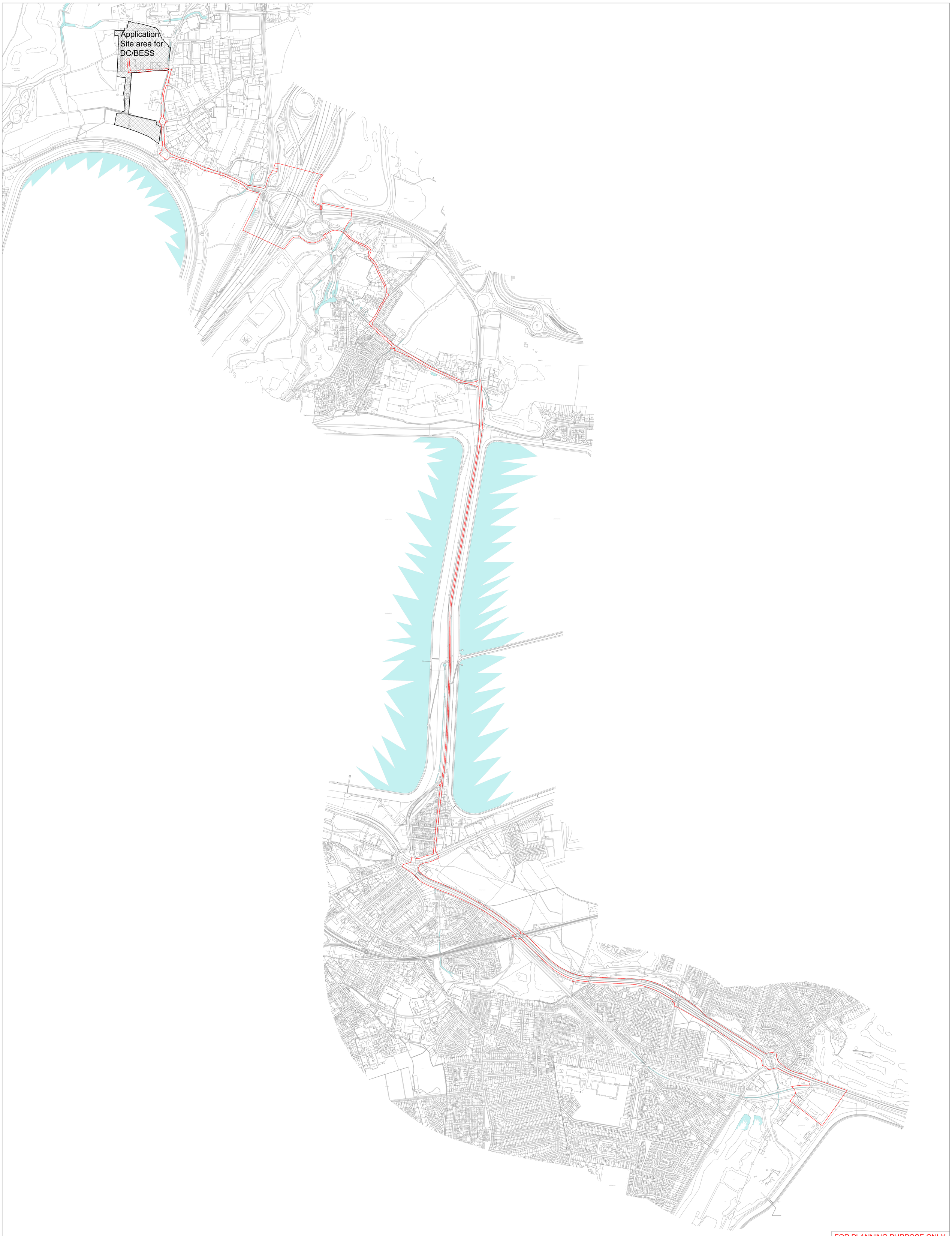
SCREENING APPRAISAL

ECOLOGY CONSTRAINTS PLAN

FIGURE 2.2b.2

Scale 1:25,000 @ A3

Date SEPTEMBER 2025



FOR PLANNING PURPOSE ONLY

KEY

SITE BOUNDARY

Issue	Date	Purpose of Issue	Drawn	Checked
P06	08.09.25	RLB ADJUSTMENT	SR	SH
P05	04.09.25	COMMENTS AMEDNED	SR	SH
P04	03.09.25	COMMENTS AMEDNED	SR	SH
P03	28.08.25	RLB TEMPLATE AMENDMENT	SR	SH
P02	14.08.25	RLB AMENDED NEAR HITHERMOOR STREAM ROUNDABOUT	SR	CB
P01	30.07.25	FOR INFORMATION	SR	CB

0 1 2 km

NORTH

Client: JUNIPER ENERGY LIMITED

Drawing Title:
PLANNING DRAWING
RED LINE BOUNDARY
SITE LOCATION PLAN

Drawn:	Date:	Checked:	Date:
SR	30.07.2025	CB	30.07.2025

Service Order Number: -

Job Ref: P1308

Scale: 1:2500 @ A0

Drawing Number: JSM-RL-EDF-24-0731

Page Number: 1 OF 12

Issue: P06

N

JSM Group
Sterling House,
Mutton Lane, Potters Bar,
Hertfordshire, EN6 3AR
T: 01992 788 019

Insert 1

Application Site area for DC/BESS

Insert 2

Insert 3

Insert 4

Insert 5

Insert 6

Insert 7

Insert 8

Insert 9

Insert 10

FOR PLANNING PURPOSE ONLY

KEY

SITE BOUNDARY

Issue	Date	Purpose of Issue	Drawn	Checked
P06	08.09.25	RLB ADJUSTMENT	SR	SH
P05	04.09.25	COMMENTS AMEDNED	SR	SH
P04	03.09.25	COMMENTS AMEDNED	SR	SH
P03	28.08.25	RLB TEMPLATE AMENDMENT	SR	SH
P02	14.08.25	RLB AMENDED NEAR HITHERMOOR STREAM ROUNDABOUT	SR	CB
P01	30.07.25	FOR INFORMATION	SR	CB

0 1 2 km

NORTH

Client: JUNIPER ENERGY LIMITED

Drawing Title:
PLANNING DRAWING
RED LINE BOUNDARY
SITE LOCATION PLAN INSERT MAP OVERVIEW

Drawn:	Date:	Checked:	Date:
SR	30.07.2025	CB	30.07.2025

Service Order Number: -

Job Ref: P1308

Scale: 1:2500 @ A0

Drawing Number: JSM-RL-EDF-24-0731

Page Number: 2 OF 12

Issue: P06

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