

**OUR REF:** Q210177-101 EIA Screening.F  
**EMAIL:** elin.fradgley@quod.com  
**DATE:** 17th October 2025



Mike Kemp  
Planning and Regeneration  
Hillingdon Council  
Civic Centre  
High Street  
Uxbridge  
UB8 1UW

By email

Dear Mike,

**Former Gate Gourmet Catering, Unit 1071 Southampton Road, Hounslow, TW6 3AQ**

**Request for an EIA Screening Opinion under the Town & Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) – Regulation 6**

Tritax London Logistics Fund (Tritax London Logistics GP Ltd and London Logistics Nominees Limited) (the 'Applicant') intends to submit a full planning application to redevelop land at 1071 Southampton Road, Hounslow, TW6 3AQ (the 'Site') to deliver a Use Class B2 / B8 warehouse facility (General Industrial / Storage or Distribution), with ancillary offices (Use Class E(g)). On behalf of the Applicant, we write to request an Environmental Impact Assessment ('EIA') Screening Opinion from Hillingdon Borough Council ('HBC') in accordance with Regulation 6(1) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017<sup>1</sup> (as amended<sup>2</sup>) ('EIA Regulations').

To assist HBC in its adoption of a Screening Opinion, we enclose figures at Annex 1 and an EIA Screening Appraisal at Annex 2 which satisfy Regulation 6(2) as follows:

- A plan sufficient to identify the Site;
- A description of the development, including physical characteristics of the development and, where relevant, of demolition works;
- A description of the location of the development, with particular regard to the environmental sensitivity of geographical areas likely to be affected;
- A description of the aspects of the environment likely to be significantly affected by the development;

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<sup>1</sup> Her Majesty's Stationary Office (HMSO), 2017. The Town and Country Planning (Environmental Impact Assessment) Regulations 2017. May 2017.

<sup>2</sup> HMSO, 2018. The Town and Country Planning and Infrastructure Planning (Environmental Impact Assessment) (Amendment) Regulations 2018. November 2018.



- A description of the likely significant effects of the development on the environment resulting from expected residues and emissions and the production of waste, where relevant; and the use of natural resources, in particular soil, land, water and biodiversity; and
- Measures envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment.

## Site Location and Description

The Site covers an area of approximately 2.3 hectares ('ha') and is within an industrial estate approximately 400m south of Heathrow Airport and 900m west of Heathrow Terminal 4, commonly known as the Heathrow Cargo Area. The Site location and boundary plan is shown on Figure 1 (Annex 1).

The Site was previously in use as an airline catering supplies depot operated by Gate Gourmet but is now cleared. Demolition of all structures on the Site took place in July 2025, pursuant to a Prior Notification Application (Ref: 51743/APP/2022/1969). It is bound by Southampton Road East to the North, Stanstead Road to the West, and the Southern Perimeter Road to the South.

To the east of the Site is a modern five-level multi-storey car park, approximately 15m high. North of the car park, south of Southampton Road East, is a substation and vent shaft linked to the Heathrow Express. West of Stanstead Road are large warehouses occupied by Swissport Cargo Services and Dnata. North of the site, beyond Southampton Road East and Sealand Road, lies the large IAG World Cargo Building.

Access to the Site is gained from Southampton Road East. Exit is onto Stanstead Road. The Site is approximately 4.1km from the M25, 7.5km from the M4 and 2.1km from the A30. The Site is served by regular bus services. The Piccadilly and Elizabeth Lines are accessible via Heathrow Terminal 4 station approximately 1.4km East.

## Size and Design of the Development

The Applicant is seeking full planning permission for the erection of a warehouse containing circa 11,500 sqm of floorspace GEA. It is proposed that the warehouse would be used for Use Class B2 or B8 uses such as freight forwarding, air cargo transit, flight catering or airport logistics with supporting office accommodation. The height of the building would be approximately 15.8m.

## EIA Context

The Development does not fall within any of the descriptions of development listed in Schedule 1 of the EIA Regulations and is therefore not a 'Schedule 1 development'. The proposals do fall within Category 10(a) of Schedule 2 of the EIA Regulations, which is applicable to 'industrial estate development projects'. Schedule 2 development means development of a description referred to in Column 1 of the table in Schedule 2 where:

*"a) Any part of that development is to be carried out in a sensitive area; or b) Any applicable threshold or criterion in the corresponding part of Column 2 of that table is respectively exceeded or met in relation to that development."*



The relevant Column 2 screening threshold for Category 10(a) projects is: 'The area of the development exceeds 5 hectares'. At approximately 2.3ha, the Development does not exceed this threshold. The Government's indicative criteria for screening Schedule 2 developments indicates that EIA is more likely where the 'Site area of the new development is more than 20 hectares'.

Government Planning Practice Guidance states that *"Projects which are described in the first column of Schedule 2 but which do not exceed the relevant thresholds, or meet the criteria in the second column of the Schedule, or are not at least partly in a sensitive area, are not Schedule 2 development"*. This is the case for the proposed Development, and it is not Schedule 2 development. An EIA screening opinion is therefore not considered necessary.

Nonetheless, a focused Screening Appraisal (Annex 2) has been undertaken using the Town and Country Planning (Environmental Impact Assessment) Regulation 2017 Screening Matrix. This confirms that the Development will not give rise to significant environmental effects and, as such, does not require EIA.

### EIA Screening Opinion

For the reasons set out above, we consider the Development does not require an EIA, although still request an HBC's EIA Screening Opinion under the EIA Regulations.

Yours sincerely,

Elin Fradgley  
Director

Encl. Annexes 1 and 2

cc. Louise Hambleton Quod



## ANNEX 1

Figure 1 – Site Boundary Plan

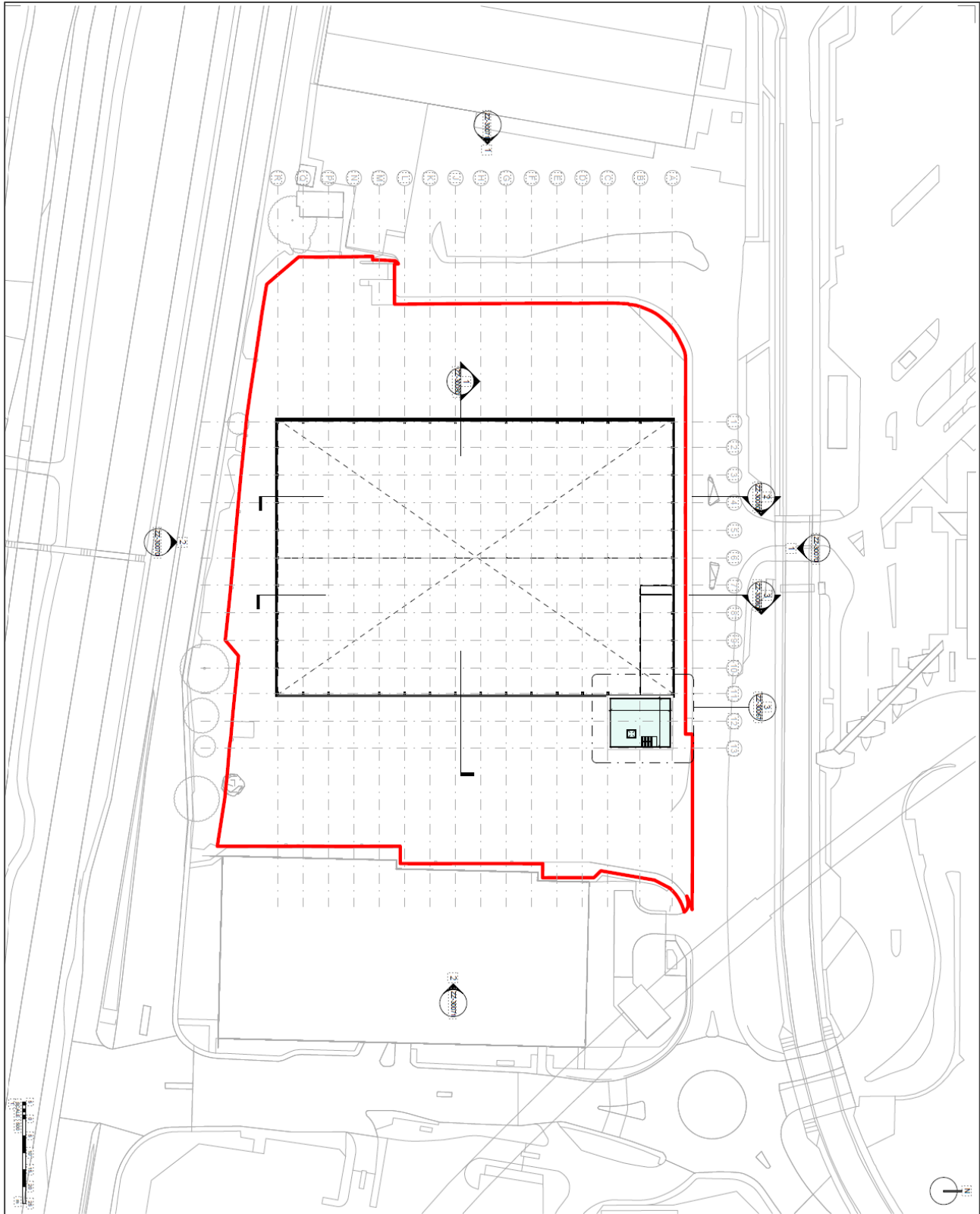
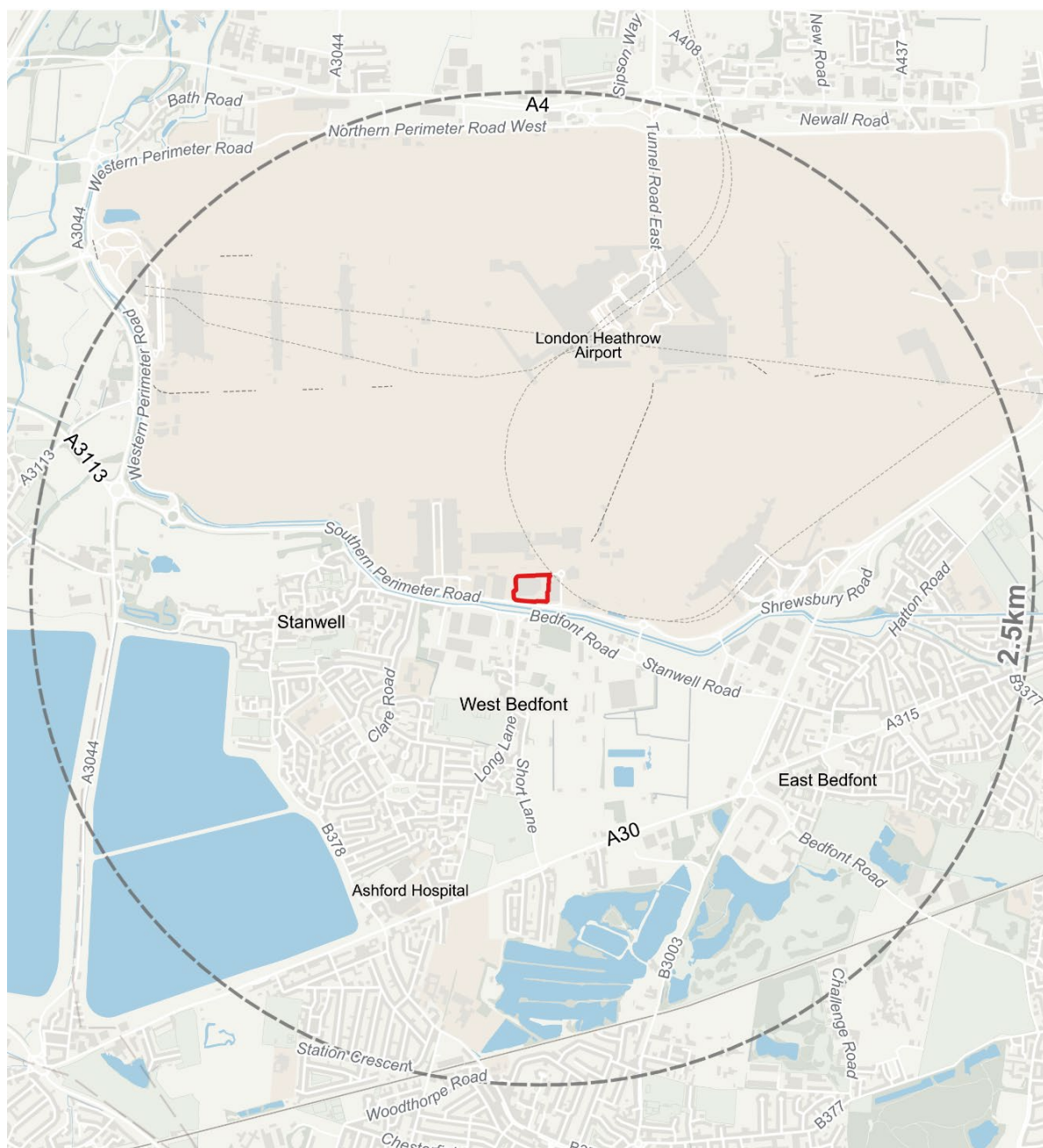




Figure 2 – Site Location Plan



 Approx. Site Boundary  2.5km Buffer



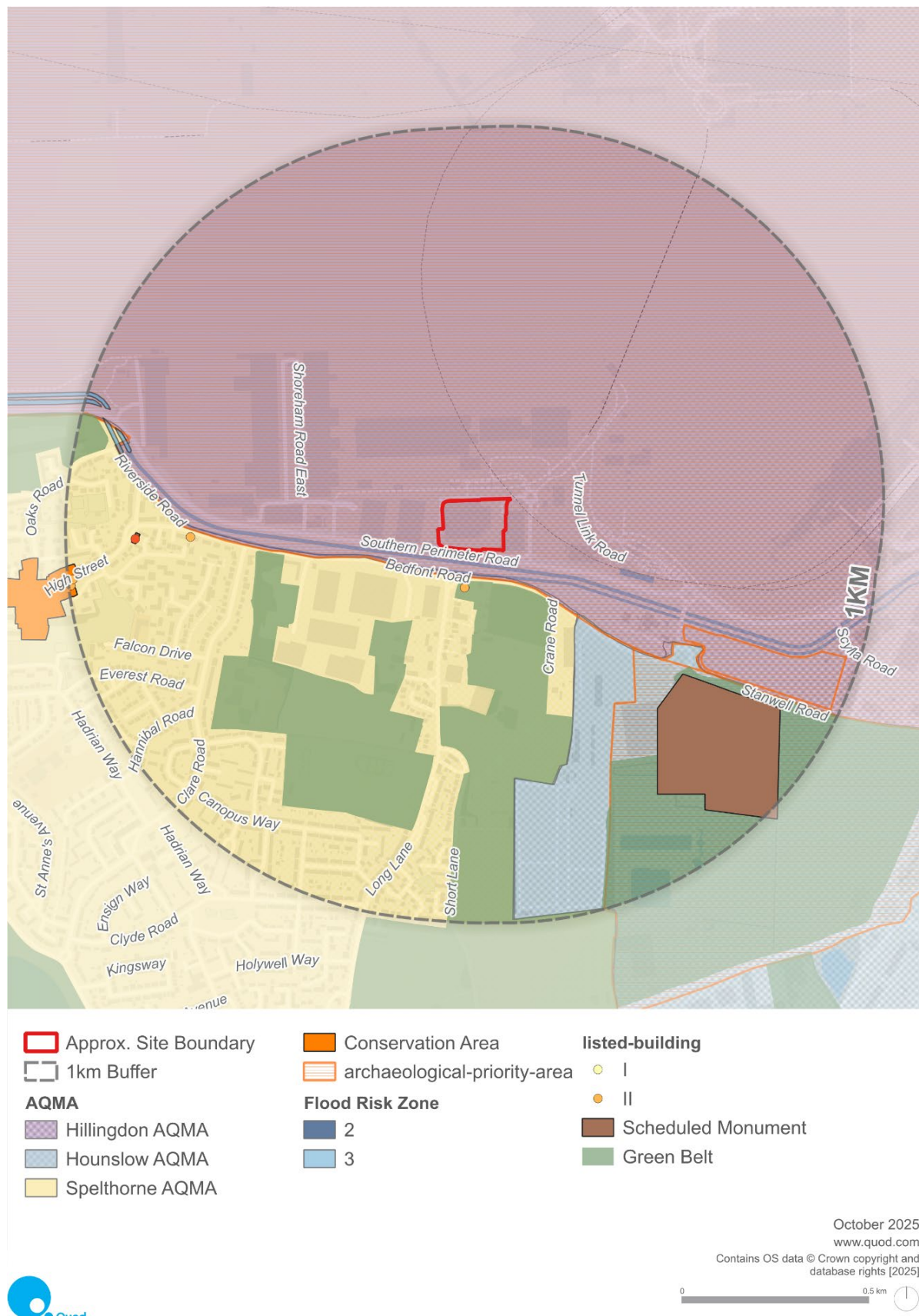
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Figure 3 – Environmental Constraints





## ANNEX 2

### EIA Screening Appraisal *Former Gate Gourmet, Southampton Road, Heathrow*

Table 1.1 – EIA Screening Appraisal

Screening Criteria Question	Y/N	Response to the Screening Criteria	Y/N	Is Significant Effect Likely?
<b>Natural Resources</b>				
Will construction, operation or decommissioning of the project alter the topography of the area?	N	The land is flat meaning that extensive earthworks are not expected to be required to deliver the Development. Minor excavations would be required for foundations, drainage, and access; however, these would not materially change the topography other than to create an appropriate development platform.	NA	NA
Will construction or operation of the project use natural resources which are non- renewable or in short supply?	Y	The construction and operational phases of the proposed development will use resources in terms of water and energy, as would be expected for a development of this nature, but given the limited scale of the Development, the resource requirement would not be significant.	N	<p>Any potential effects during the construction phase would be mitigated using best practice measures set out within a CEMP to be submitted in support of the planning application and implemented prior to commencement of works on the site. The proposed development will be designed to reduce any likely significant effects on natural resource consumption and include sustainable buildings methods where feasible to minimise the building's energy consumption. An Energy Strategy will be submitted in support of the planning application.</p> <p>As such, no significant depletion of natural and non-renewable resources is expected.</p>
Are there any areas on/around the location which contain important, high quality or	Y	The site is a cleared site consisting of hardstanding. The Duke of Northumberland's River (DNR) is c. 20m south of the Site alongside the Southern	N	Potential pollution risks to the Duke of Northumberland River are unlikely given it is on the other side of the Southern Perimeter Road. Nevertheless, pollution risks during



## Note continued

Screening Criteria Question	Y/N	Response to the Screening Criteria	Y/N	Is Significant Effect Likely?
scarce resources which could be affected by the project, e.g. forestry, agriculture, water/coastal, fisheries, minerals??		Perimeter Road, with its twin river, the River Longford, running alongside it. Both are artificial, man-made river channels, lined with concrete panels in this location and passing through heavily industrialised areas. There are no other resources in close proximity to the Site which could be impacted by the Development, either during construction, or operation.		construction and operation will be controlled through industry standard pollution prevention measures, e.g. bunding of storage areas, oil interceptors, catchpits and good site management to stop silt and oil from vehicles entering the wider drainage networks.
<b>Waste</b>				
Will the project produce solid wastes during operation or decommissioning?	Y	Construction works would generate some waste although not in significant volumes (concrete, soils, packaging, timber). The operational facility would generate various waste streams, although none are likely to be hazardous or in such volumes which could give rise to significant environmental effects	N	Material would be recovered, re-used or recycled where practicable in line with good practice. The handling, transfer and management of waste would be subject to relevant waste legislation. Standard practice measures, secured via a CEMP, will help to mitigate any waste related impacts during construction. Accordingly, significant effects are not anticipated.
<b>Pollution and Nuisances</b>				
Will the project release pollutants or any hazardous, toxic or noxious substances to air?	Y	The construction phase will generate dust and emissions associate with the use of plant. Both phases of the development will lead to vehicle emissions. Operational emissions are expected to be limited and typical of the land use and not anticipated to give rise to hazardous or noxious emissions.	N	The implementation of a Dust Management Plan as part of a CEMP and CTMP, would inherently control local air quality effects during the construction phase. These measures would be detailed through the use of method statements and include hoarding, water suppression, and covering of transport vehicles. Construction plant and equipment used for construction works will be modern and compliant with current EU emissions standards.





## Note continued

Screening Criteria Question	Y/N	Response to the Screening Criteria	Y/N	Is Significant Effect Likely?
				<p>The change in traffic flows resulting from construction and operation of the Development is unlikely to exceed the criteria outlined in the Environment Protection UK (EPUK) / Institute of Air Quality Management (IAQM) Guidance, i.e., increases greater than 100 LDV and / or 25 HDV as an Annual Average Daily Traffic (AADT) flow within an AQMA. The operational traffic movements would be reduced when compared with the previous land use.</p>
Will the project cause noise and vibration or release of light, heat, energy or electromagnetic radiation?	Y	<p>The construction and operation of the proposal is likely to cause additional noise, light, and energy use through the use of construction vehicles and plant during the construction process and through the operational requirements of the Development. Notable emissions of heat and electromagnetic radiation are not anticipated.</p>	N	<p>The Site is an active industrial area located close to a busy road and next to Heathrow airport. The ambient noise levels will therefore be high, dominated by aviation, road, and other industrial noise sources. The nearest residential receptor is c. 380m south on the other side of the Southern Perimeter Road. Construction noise levels would be managed through standard and best practice measures, secured via the CEMP. Operational noise levels associated with vehicle movements and on-site activities would not be expected to give rise to significant effects given the high baseline noise levels and the distance of sensitive receptors from the site. The Development will require lighting for operational as well as health and safety reasons due to the operating hours. The external lighting strategy will be designed in accordance with Institute of Lighting Professional (ILP) Guidance to minimise sky glare and light spill outside the Site boundary and sky glow.</p>



## Note continued

Screening Criteria Question	Y/N	Response to the Screening Criteria	Y/N	Is Significant Effect Likely?
Will the project risk contamination of land or water from releases of pollutants?	Y	HBC land contamination records show the Site may contain contaminants owing to previous industrial uses. The Duke of Northumberland's River is c. 20m south of the Site.	N	<p>Construction works would be undertaken in line with standard practice and legislative requirements to manage isolated areas of contaminated material, should these be encountered during construction, and minimise pollution risks to surface water, groundwater and human health of construction workers.</p> <p>On completion of the Development, the Site will be covered with the new buildings, hardstanding, and soft landscaping. Appropriate pollution prevention measures will be put in place where appropriate to minimise risks of contamination associated with the proposed end use, including the appropriate storage of oil and chemicals, washdown wastewater containment and disposal. As such, the risk to receptors is considered to be low and there would be no likely significant effects related to ground conditions or contamination from the completed Development.</p>
Are there any areas on or near the location which are already subject to pollution or environmental damage?	Y	The Site is within Hillingdon AQMA.	N	<p>Change in traffic flows during construction and operation are considered unlikely to exceed the criteria outlined in the Environment Protection UK (EPUK)/Institute of Air Quality Management (IAQM) Guidance for AQMAs given the scale of development. An Air Quality Assessment will be submitted as a standalone report with the planning application to fully assess the potential air quality effects of the Development.</p>



## Note continued

Screening Criteria Question	Y/N	Response to the Screening Criteria	Y/N	Is Significant Effect Likely?
<b>Population and Human Health</b>				
Will there be any risk of major accidents during construction, operation or decommissioning?	Y	The Site is in close proximity to Heathrow Airport. There are no other risks of major accidents in relation to this site over and above that would normally accompany construction works, and none which would specifically relate to the operation of the Development.	N	During the construction activities, the contractor(s) will implement measures in accordance with Health and Safety legislation / requirements, and best practice to minimise the risks of accidents that could have adverse effects on people or the environment. All such measures will form part of the CEMP.  To ensure that the Development does not cause any safety concerns to the operations of Heathrow Airport, a Bird Hazard Management Plan and Airport Safeguarding Report will be submitted with the application.
Will the project present a risk to the population and their health?	Y	Temporary impacts associated with dust, noise, and traffic emissions and contamination pathways could affect health if unmanaged.	N	The CEMP will detail measures to mitigate any likely impacts associated with noise, dust or pollution from the construction process. With mitigation measures in place no significant negative impacts are likely in relation to human health for construction workers or occupants of the surrounding land uses.  The land uses proposed are not highly contaminative and it is not expected that there is a high risk of contaminants being released into the environment. The nearest residential receptor is c. 380m south and will be unaffected by the Development.
<b>Water Resources</b>				
Are there any water resources on or around the location which could be affected by the	Y	The site lies in Flood Zone 1 within the catchment the Duke of Northumberland's River, indicating a low risk of flooding.	N	An FRA and Drainage Strategy will be prepared and submitted in support of the planning application. Surface water run-off and foul water drainage will be managed on-site during the



## Note continued

Screening Criteria Question	Y/N	Response to the Screening Criteria	Y/N	Is Significant Effect Likely?
project, particularly in terms of volume and flood risk?		<p>The site is predominantly at a very low risk of surface water flooding.</p> <p>The site is not located within or adjacent to a Source Protection Zone.</p>		<p>construction and operational phases. With these measures in place, no significant flood or water resource effects are anticipated.</p>
<b>Biodiversity</b>				
Are there any protected areas designated on or around the Site which could be affected by the Proposals?	Y	<p>It is a brownfield site that has been cleared and therefore devoid of ecological value. The surrounding area is primarily industrial in character and not sensitive in ecological terms. There are no sensitive habitats within or surrounding the site. There are three trees located along the southern boundary, outside of the Site. There are no statutory ecological designations within the Site.</p> <p>The closest statutory ecological designation is the Sout West London Waterbodies SPA and Ramsar, and Staines Reservoir SSSI c. 1,600m south west.</p>	N	<p>Key mitigation and best practice measures will be enforced through a CEMP, such as the sensitive and appropriate timing of the removal of vegetation. Further to standard mitigation measures, appropriate landscape design and planting schemes, the proposed development is not considered to generate any significant adverse ecological effects. In regard to the European Designated sites, these are sufficiently distance from the Development and no qualifying features of the SPA and Ramsar site use the Site and there are no hydrological links with the site, therefore, no likely significant effects are anticipated.</p> <p>Furthermore, an Arboricultural Impact Assessment and Tree Protection Plan will be submitted with the Application. With these measures in place no adverse effects are anticipated.</p>
Could any protected, important or sensitive species be affected by the project?	N	<p>The site is cleared, and no evidence has been found during site surveys that the site is being used by any sensitive species.</p>	N	N/A



## Note continued

Screening Criteria Question	Y/N	Response to the Screening Criteria	Y/N	Is Significant Effect Likely?
<b>Landscape, Daylight and Visual</b>				
Are there any areas or features near the Site which are protected for their landscape and scenic value and could be affected by the Proposals?	N	The site is not located within or in close proximity to an AONB, National Park, or an Area of High Landscape Value. It is located within in an industrial location and therefore of limited to no landscape or scenic value and the proposed Development would be in keeping with the surrounding land use.	N/A	N/A
Is the project in a location where it is likely to be highly visible to many people?	N	The development is located within an industrial location, and the height and use of the proposed Development would be in keeping with the surrounding context. The potential for local views of the site would be limited to workers of the Development, and workers of the surrounding facilities, and therefore of limited sensitivity.	N/A	N/A
<b>Cultural Heritage and Archaeology</b>				
Are there any areas or features protected for their cultural heritage or archaeological value that could be affected by the Proposals?	Y	The site is not located within a conservation area or on scheduled monuments. The Site is within an Archaeological Priority Area for pre-Roman remains. A Grade II Listed farmhouse is c. 100m south.	N	<p>During construction, best practice measures such as site hoarding will be implemented to screen the construction site from view from the listed building. During operation, the proposed development is designed in such a way that it is sympathetic to the local character. Therefore, significant effects on designated and non-designated heritage assets within the study area are not considered likely.</p> <p>Given the historic use of the site, any archaeological remains that could be impacted by the Development are</p>





## Note continued

Screening Criteria Question	Y/N	Response to the Screening Criteria	Y/N	Is Significant Effect Likely?
				likely to have been truncated during previous construction works.  Pre-application engagement is underway with GLAAS to determine any necessary work to inform the application. Any potential effects will be managed in consultation with GLAAS and will not be significant.
<b>Transport and Access</b>				
Are there any public routes for access to recreation or other facilities which could be affected by the Proposals?	N	There are no public routes providing access to recreation or other facilities which could be affected by the Development	N/A	N/A
Are there any transport routes susceptible to congestion, or which cause environmental problems, affected by the Proposals?	Y	The construction of the proposed development would involve changes to traffic movements (e.g. use of Heavy Goods Vehicles (HGVs)). During operation, the Development will generate vehicle movements, however, it is expected that peak hour traffic generation will be similar to the previous use. The Piccadilly Line runs beneath the Site.	N	A Construction Logistics Plan (CLP) would be prepared and implemented during works to minimise disruption. Any need to obstruct the highway would be carefully planned and agreed with HBC in advance. The CLP will regulate routing, hours and logistics. TFL will be consulted on impacts to rail infrastructure arising from construction and use.  A Transport Statement and Travel Plan will be prepared and submitted with the planning application. As the Development will lead to no material change in operation vehicle numbers, significant effects would not occur in relation to transport, air quality, or noise.
<b>Land Use</b>				
Are there existing land uses or community facilities	N	There are no land uses or community facilities on or	N/A	N/A



## Note continued

Screening Criteria Question	Y/N	Response to the Screening Criteria	Y/N	Is Significant Effect Likely?
which could be affected by the project?		around the site which could be affected by the project.		
Are there any plans for future land uses on or around the location which could be affected by the project?	N	There are no future plans on or around the site which could be affected by the project.	N/A	N/A
<b>Land Stability and Climate</b>				
Is the location susceptible to geological or climatic hazards which could cause the project to cause environmental problems?	N	A range of supporting documents submitted with the planning application will address the Development's vulnerability and resilience to climate change as the lifespan of the Development progresses. These include the Flood Risk Assessment, Energy Strategy, and Arboricultural Assessment. Significant effects are therefore not anticipated.	N/A	N/A
<b>Cumulative Effects</b>				
Could this project together with existing and / or approved development result in cumulative impacts during construction or operation?	N	A search was conducted to identify schemes within 1km that have received planning consent from the planning authority (granted or resolution to grant); and / or have introduced sensitive receptors within proximity of the Site boundary. At the time of writing, no schemes were identified within 1km of the Site or the local highway network that are of sufficient scale or nature to have potential to give rise to significant cumulative	N/A	N/A



## Note continued

Screening Criteria Question	Y/N	Response to the Screening Criteria	Y/N	Is Significant Effect Likely?
		effects in combination with the Development.		