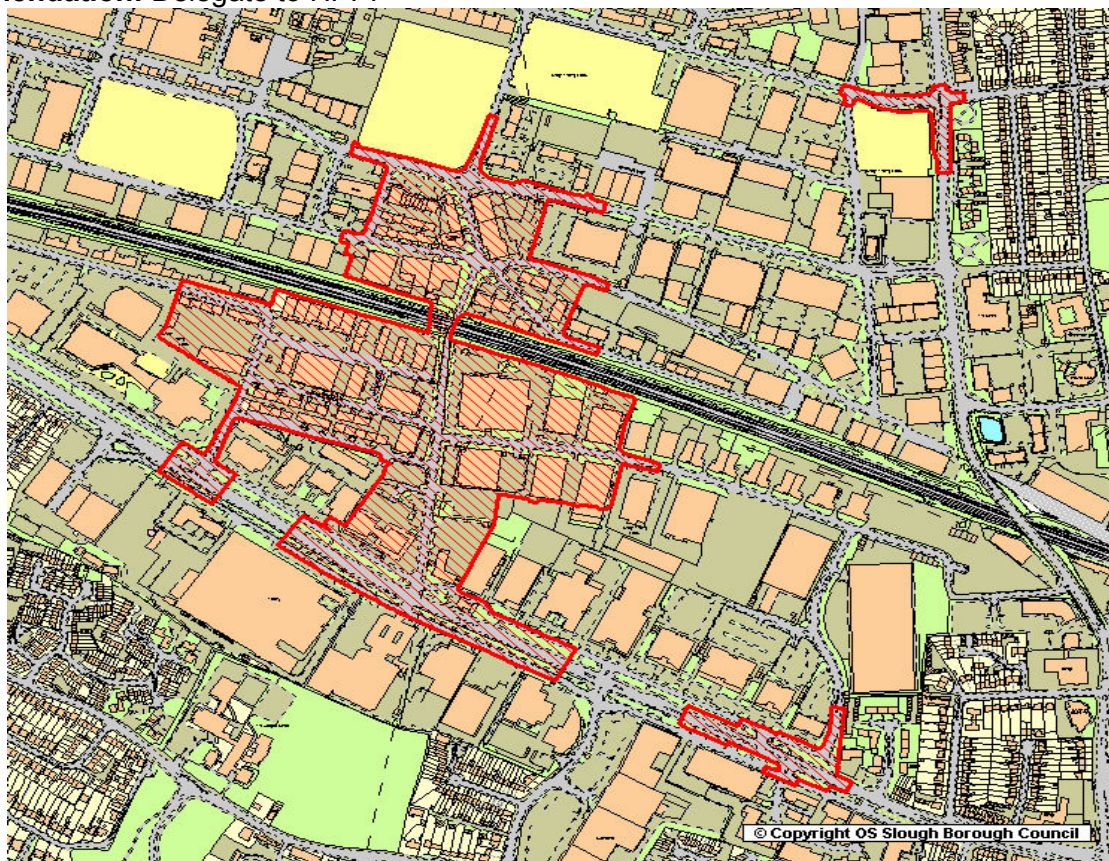


Registration Date:	13-May-2011	Applic. No:	P/14515/003
Officer:	Mr. Stimpson	Ward:	Chalvey, Farnham, Cippenham Meadows, Cippenham Green
		Applic type:	<b>Major</b>
		13 week date:	<b>12th August 2011</b>
Applicant:	Slough Trading Estate		
Agent:	Mr. Mark Stitch, Barton Willmore LLP 1st Floor, Regent House, Princes Gate, 4 Homer Road, Solihull, B91 3QQ		
Location:	Slough Trading Estate, Central Core Area, Leigh Road, Slough		
Proposal:	<p>OUTLINE APPLICATION FOR MEANS OF ACCESS (IN PART FOR CHANGES TO LEIGH ROAD/BATH ROAD JUNCTION, ACCESS AND RE-ALIGNMENT OF LEIGH ROAD, AND CHANGES TO AND NEW ROADS OFF LEIGH ROAD, CHANGES TO IPSWICH ROAD/BATH ROAD, GALVIN ROAD/BATH ROAD AND SERVICE ROAD AND EDINBURGH AVENUE/FARNHAM ROAD JUNCTIONS AND ACCESS), DEMOLITION OF EXISTING BUILDINGS AND STRUCTURES AND REDEVELOPMENT OF THE LEIGH ROAD CENTRAL CORE, CONSISTING OF OFFICES (B1A), HOTELS (C1), RETAIL (A1), FINANCIAL AND PROFESSIONAL SERVICES (A2), RESTAURANTS (A3), DRINKING ESTABLISHMENTS (A4), HOT FOOD TAKEAWAY (A5), CONFERENCE FACILITIES, SKILLS AND LEARNING CENTRE, CRÈCHE (ALL D1) HEALTH CLUB/GYM (D2), TRANSPORT HUBS, NEW LEIGH ROAD BRIDGE, PARKING, HARD AND SOFT LANDSCAPING , CCTV, LIGHTING, STREET FURNITURE, BOUNDARY TREATMENT AND ALL ENABLING AND ANCILLARY WORKS.</p>		

**Recommendation:** Delegate to HPPP



## **P/14515/003**

### **1.0 SUMMARY OF RECOMMENDATION**

- 1.1 Having considered the relevant Policies and comments from consultees; the development is considered to be acceptable subject to conditions and the completion of a legal agreement.
- 1.2 It is recommended that the application should be delegated to the Head of Planning Policy and Projects for the signing of a Section 106 legal agreement.

### **PART A: BACKGROUND**

#### **2.0 Introduction**

- 2.1 The applicants, SEGRO, who own the Slough Trading Estate, have submitted another outline planning application for the Leigh Road Central Core (LRCC) area which forms part of their overall Master Plan for the regeneration of the Trading Estate as a whole over the next 20 years. This revised outline planning application, which is referred to as LRCC2, will replace the previous un implemented planning permission (P1415/000) which was granted in October 2010.
- 2.2 The proposed Central Core would create new offices together with a mixture of shops, restaurants, cafes, bars and leisure uses that are intended to meet the needs of all of the users of the Trading Estate.
- 2.3 The new Central Core has been redesigned to reflect the feedback from the market as to what modern day businesses require.
- 2.4 The planning application has been accompanied by:
- A Planning Statement
  - Environmental Statement including Skills Analysis, Commercial land Review and Flood Risk Assessment
  - Design and Access Statement
  - Retail, Hotel and Leisure Assessment
  - Transport Assessment
  - Sustainability Assessment
  - Statement of Community Engagement
  - Draft Section 106 Agreement

All of these documents have been taken into account in assessing the planning application.

#### **3.0 Proposal**

- 3.1 The proposal consists of the redevelopment of 21.9 hectares of land on the Trading Estate to create a new Central Core Area running the length of Leigh Road from the Bath Road to Buckingham Avenue.

Outline planning permission is sought for:

- Access in relation to the Leigh Road Bath road junction;
- improvements to the junctions of A4/Leigh Road, A4/Ipswich Road, A4/Galvin Road, Edinburgh Avenue/Farnham Road;
- new Ajax Avenue North and Ajax Avenue South access roads;
- the demolition of existing buildings and structures;
- redevelopment of the Leigh Road Central Core comprising offices (Class B1(a)); hotels (Class C1), retail, food and drink (Classes A1, A2, A3, A4 and A5), health club/gym (Class D2); conference facility, a skills and learning centre and crèche (Class D1);
- transport hubs;
- creation of a new realigned Leigh Road bridge out of two options proposed by the applicants;
- car and cycle parking;
- landscaping;
- improvements to the public realm including CCTV;
- lighting and street furniture; and
- boundary treatment and all enabling and ancillary works.

3.2 A total of 152,800m<sup>2</sup> of floorspace is proposed. The main uses are:

○ Offices	130,000m <sup>2</sup>
○ Hotels	10,500m <sup>2</sup>
○ Retail , food and drink	4,400m <sup>2</sup>
○ Leisure	4,400m <sup>2</sup>
○ Conference and Education	3,000m <sup>2</sup>
○ Transport Hubs	500m <sup>2</sup>

- 3.3 The proposed development will create a new gateway into the Trading Estate from the Bath Road and involve the comprehensive redevelopment of land either side of Leigh Road up to Buckingham Avenue. There will also be a new bridge over the railway.
- 3.4 There will be two new plazas either side of the Leigh Road spine road which will create the setting for the bulk of the office development. It is proposed to create a new vibrant centre for the Trading Estate which will include cafes, bars, restaurants, hotels, leisure and conference facilities for the use of employees. It will also contain two new transport hubs as part of a package of public transport measures that are designed to ensure that the centre is developed in a sustainable way. One of the transport hubs will be located to the north of the railway line along side a proposed new hotel and an enlarged Buckingham Centre. A hub is also proposed within one of the plazas to the south.
- 3.5 The main use of the proposed Core area is offices which will account for about 85% of the total floorspace. The majority of the offices will be 4 storeys in height with a typical “Business Park” type floor plate.
- 3.6 A key element of the latest design is the provision of large areas of amenity space including two landscaped Plazas which many of the offices will be grouped around. There will also be active ground floor frontages around these Plazas which could contain retail, cafes, restaurants or bars.
- 3.7 It is proposed to have two hotels providing budget to mid-range accommodation. It is

also proposed to include leisure uses and a conference facility, possibly in conjunction with the hotels.

- 3.8 Parking will be provided in a number of multi-storey car parks for the shared use of the offices. They will generally be located up against the railway line or at the rear of buildings. Some will, however, be located in more prominent locations along the Leigh Road frontage.
- 3.9 There will also be a package of transport measures that will go with the development. This will include the provision of 2 Transport Hubs, new station shuttles, a demand responsive minibus service, inter urban coach services and a car club.
- 3.10 The proposal includes the provision of a Skills and Education Training Centre at a peppercorn rent which would deliver training through a number of agencies. SEGRO are considering providing this in advance of the development taking place by using a vacant building at 102 Buckingham Avenue as an interim centre.
- 3.11 The new bridge over the railway line is intended to create a landmark structure as well as improve traffic capacity. There are currently two options for the detailed design of the bridge. The existing Grade II listed Leigh Road bridge will be retained for pedestrian and cyclist use only as agreed in the existing Listed Building consent.(P/14515/002).
- 3.12 The proposed development includes an improved A4 Bath Road / Leigh Road junction, which will replace the existing signalised crossroads and service road arrangement. It will incorporate pedestrian and cycle crossing facilities. A new 5 storey landmark office building will be built on the site of the current SEGRO headquarters building with the potential for a hotel on the other side of Leigh Road. It is intended that the new landmark office development, removal of the petrol station and introduction of an improved junction will create a greater presence, providing clarity to the arrival experience. A secondary gateway is proposed at the bath Road/ Ipswich Road junction.
- 3.13 Improvements are also proposed to the junctions of Galvin Road/Bath Road and Edinburgh Avenue/ Farnham Road. The creation of one of the Plazas will involve the diversion and stopping up of part of Ajax Avenue.
- 3.14 An indicative phasing plan has been provided with the application. This envisages major office development being completed in 2012 with the bulk of the retail, hotel, leisure and conference facilities being provided in 2014 and 2015. It is estimated that it will take 20 years for all of the 130,000m<sup>2</sup> of offices to be completed.
- 3.15 For the purposes of implementing the package of transport measures the development has been divided into 6 phases which will be triggered by the amount of office development that has been completed. Apart from this it is not proposed to impose any phasing conditions in order to give SEGRO maximum flexibility in the way that the Leigh Road centre is developed.

#### 4.0 **Application Site**

- 4.1 The application site is situated within Slough Trading Estate, which is located approximately 1.6km to the north west of Slough town centre. Slough Trading Estate covers an area of 162.4 hectares and the Great Western Main line runs east to west through the southern part of the Estate. The revised application site lies in the central southern part of the Estate and is known as the 'Leigh Road Central Core' (LRCC2). The LRCC2 site runs from the Bath Road along Leigh Road, taking in parts of Ajax and Argyl Avenues before crossing the Great Western railway line and taking in sites on Buckingham Avenue, including the Buckingham Shopping Centre.
- 4.2 The application site for the Leigh Road Central Core, extends to approximately 21.9 hectares. There are currently approximately 77 buildings within the site, and the uses include corporate offices, manufacturing, engineering, retail, manufacturing of pharmaceuticals, sales, maintenance and repair of motor vehicles, IT related activities, telecommunications, cafes and publishing (i.e. a variety of Class B, Class A and sui generis uses). All of these buildings, apart from the Buckingham Centre, will be demolished as part of the proposal. There are 4 cleared sites within the application area.
- 4.3 There are two Listed structures within the Application Site, the Leigh Road Bridge and a small Listed Milestone just inside the application site boundary, on Bath Road, which are both Grade II listed. The Leigh Road bridge was built in 1836-8 as a standard London stock brick 13ft 6ins wide overbridge for unclassified lanes, with gently-splayed abutments flanking a 30ft-span semi-elliptical arch accommodating two broad-gauge tracks. Leigh Road bridge retains more of its original 1836-8 fabric than many of the other surviving Brunel bridges on the London to Maidenhead section of the Great Western Railway. Overall, English Heritage considered that despite later extensions, the bridge remained an excellent exemplar of the broad-gauge concept and therefore considered it worthy of listing and registered it was formally listed on 13 April 2006.
- 4.4 The immediate surroundings of the site, to the west, north and east, comprise Slough Trading Estate which include primarily industrial and warehouse uses. The Estate currently accommodates approximately 17,500 employees working within around 400 companies.
- 4.5 Beyond the Trading Estate boundary are: Haymill Valley and Burnham Lane to the west; the Perth Trading Estate, residential development and public open space to the north; Farnham Road to the east; and residential development in Thirkleby Close and Pitts Road to the south east. To the immediate south of the site are principally commercial uses on the southern side of Bath Road.

## 5.0 **Site History**

- 5.1 Historically Slough Trading Estate has been recognised as primarily an industrial and warehousing area with offices only being allowed along the Bath Road frontage. This is reflected in Local Plan Policy EMP7 (Slough Trading Estate) which states:

*'Within Slough Trading Estate, as shown on the Proposals Map, developments for B1 business, B2 general industrial and B8 warehousing and distribution will be permitted subject to:*

1. *major independent B1(a) offices being located on the Bath Road frontage in accordance with the application of a sequential approach under Policy EMP1; and*
2. *there being no overall increase in the number of car parking spaces within the estate.'*

5.2 The Trading Estate is also a Simplified Planning Zone (SPZ) which means that B1 business development, apart from B1 (a) offices, B2 general industrial, B8 warehousing and distribution and some sui generis development can take place without the need for planning permission, provided the development complies with the conditions. This is intended to provide certainty, flexibility and speed of delivery for new developments on the Trading Estate.

5.3 The Slough Core Strategy 2006 – 2026 which was adopted in December 2008 established a new Spatial Strategy for Slough which can be summarised as being one of *'concentrating development but spreading the benefits'*. Core Policy 1 (Spatial Strategy) states that intensive employment generating uses such as B1 (a) offices, and intensive trip generating uses, such major retail or leisure uses, will be located in the appropriate parts of Slough town centre.

5.4 The spatial strategy does, however, recognise that in order to spread the benefits that development can bring, not all of it should take place in the town centre. It therefore encourages comprehensive regeneration of selected key locations, at an appropriate scale. It also states that there may be some relaxation of the policies and standards in the Local Development Framework within these locations where this can be justified by the overall environmental, social and economic benefits that can be provided to the wider community.

5.5 As a result a specific exception has been made for the Trading Estate through Core Policy 5 (Employment) which states:

*'B1 (a) offices may also be located on the Slough Trading Estate, as an exception, in order to facilitate the comprehensive regeneration of the estate. This will be subject to the production of a master Plan and the provision of a package of public transport improvements. This will be partly delivered through a subsequent Local Development Order which will replace the Simplified Planning Zone.'*

5.6 Following the adoption of the Core Strategy in December 2008, SEGRO came forward with the previous proposal for the Leigh Road Central Core Area which included 130,000m<sup>2</sup> of office space. There were extensive negotiations with SEGRO in order to address the issues that arise from this scale of office, particularly with regard to controlling the level of commuting by the private car. This has resulted in an agreed package of measures for transport any other facilities that formed part of the original LRCC1 approval which was granted in September 2010. The current application contains a similar package of measures which accord with the provisions of the Core Strategy.

5.7 Following the grant of the planning permission for LRCC1, the Council's Site Allocations DPD was adopted in November 2010. This includes Slough Trading Estate as Site Specific Allocation 4. This proposes that the Trading Estate should be the

subject of comprehensive mixed use development of the Estate for business (including B1a offices), residential, retail, hotels, conference facilities, educational facilities, recreation, community and leisure uses. The Site Planning Requirements of Policy SSA4 seek to ensure that Development Proposals within the Estate should be generally in accordance with the Illustrative Masterplan and accompanying Masterplan Document (January 2009) and the LRCC Area which forms part of it unless otherwise agreed by the Council. It also restricts the amount of new B1 (a) offices to a maximum of 130,000 sq.m. gross internal area to be built in the LRCC area unless otherwise agreed with the Council.

## 6.0 **Neighbour Notification**

6.1 The following organisations were consulted.

Railtrack, Crossrail, Highways Agency, Environment Agency, Thames Water, Police Architectural Liaison Officer

6.2 The following adjoining occupiers were consulted.

Bath Road: 175, 180/4, 183/7, 215, 217, 217a, 219, 221, 225, 227, 268, 266, 260, 258, 252, 250, 240, 228, 224, 216, 210-214, 208, 200, 190, 188

Ajax Avenue 649/50, 651/2, 653, 654, 655, 656, 657, 658, 659, 660, 661/2, 663/4, 630, 635/7, 638/9, 635a

Berwick Avenue 228, 229, 230, 231,

Malton Avenue 469

Liverpool Road 15, 17

Buckingham Avenue 24, 25, 26, 27, 28, 29, 69, 70, 71, 72, 73, 74, 75, 79/80, 102, 103, 110, 111, 112/3, 171, 172, 173, 174, 175, 177, 178

Bedford Avenue 179, 180, 202, 203, 204

Gresham Road 240, 241, 242, 243

Ipswich Road 487/8, 490/3, 494, 495, 496, 497, 498, 499, 500, 501

Hamilton Road 244, 245

Farnham Road 107/113, 127/135, 141, 143

Edinburgh 160/1, 394

Galvin Road 672

## 7.0 **Consultation**

7.1 There were 14 letters of support received by Council. These letters had identical or similar wording which welcomed the proposed Skills and training centre in particular. Letters of support were received from the following:

- Age Concern
- Alexander Devine
- Crauford Ltd
- East Berkshire College
- East Berkshire Education Business Partnership
- Haybrook College
- Institution of Civil Engineers – south east England
- LA Poste
- Proud to be Slough
- Rockspace Hosting
- Sandwich Warehouse
- Slough Business Community Partnership
- Thames Valley innovation & Growth Ltd
- UCB Celltech

7.2 **Traffic and Highways**

The following sections detail the report that was received from the Council’s Transport consultants.

**Introduction and Background**

The proposed development involves the regeneration of the centre of the Slough Trading Estate, known as the Leigh Road Central Core (LRCC), by the Slough Trading Estates Group (SEGRO). This application, also known as LRCC2, is a revision of a previous scheme, known as LRCC1, which was given planning permission in early 2010, with a Section 106 Legal Agreement signed in late 2010.

**Trip generation**

The Transport Assessment (TA) states that the floor space is identical to LRCC1, and thus there are minimal differences in the overall trip generation between LRCC1 and LRCC2. The comparable floor areas are shown in the table below:

<b>Land Use</b>	<b>LRCC1</b>	<b>LRCC2</b>	<b>Net Change</b>
Offices (B1(a))	130,000	130,000	0
Hotels (C1)	10,500	Up to 10,500	0
Retail (A1)	2,200	4,400	0
Financial & Professional (A2), Restaurants/Cafes (A3), Drinking establishments (A4)	2,200		0
Health Club / Leisure (D2)	4,400	4,400	0
Transport Hubs	500	500	0
Education/Skills Centre/Conference Centre (D1)	3,000	3,000	0

**Trip distribution**



The trip distribution of the development has changed as the revised LRCC2 proposal involves changes to the positioning, shape and area of the site boundary, with more development to the south of the railway line (expanded to the east and west), and all of the development now south of Buckingham Avenue. To this extent, it has been agreed/estimated that 70% of the development traffic will access the site from south of the railway line with 30% from the north side. However, where a SATURN model was used to distribute traffic and understand the impact of the LRCC1 development, the developer's consultant (PBA) has used a manual assignment methodology to distribute traffic and assess the impact of the LRCC2 development.

### **Highway Layout**

The highway layout has been amended to reflect the changes in positioning, shape and area of the site boundary. The development has been designed on the principle that, in the main, access will be from three junctions on the A4 Bath Road: Ipswich Road; Leigh Road; and Galvin Road. As such, improvements are proposed to the Ipswich Road / A4 Bath Road junction, Galvin Road / A4 Bath Road junction, and Leigh Road in line with LRCC1, with a new bridge over the railway as well as junction improvements along it.

The improvements at Galvin Road incorporate a new signalised junction, which has been developed in association with Slough Borough Council as the Local Highway Authority.

The Buckingham Avenue / Liverpool Road / Leigh Road junction will incorporate a pedestrian phase.

It has also been agreed that the applicant will improve the Dover Road / A4 Bath Road junction for pedestrians, although a drawing is currently awaited for this proposal.

It is recommended that the access roads for the two plazas (western and eastern) should be limited to a 20mph speed limit.

### **Capacity Assessment**

Due to the revised trip distribution and highway layout, the capacity assessments have been updated.

In the review of the LRCC1 development, the Local Highway Authority was unable to come to agreement with the applicant's transport consultant in respect of the junction modelling. Unfortunately the same situation arises with LRCC2, as the transport consultant has not provided any modelled output for the existing junction under Do Minimum traffic flow conditions as required by the Local Highway Authority. This is still outstanding and needs to be supplied to provide a direct comparison with the proposed scheme under DS conditions. This is in accordance with the guiding principles of the DfT's Guidance on Transport Assessment (GTA) i.e. the 'with development' and 'without development' scenarios; this enables a comparative analysis of the transport effects of the proposed development in order to determine whether the development can take place. The Local Highway Authority remains concerned that because the transport consultant has not submitted appropriate modelling that the impact of the development cannot be fully determined.

Since the approval of LRCC1, a new committed junction improvement scheme has been agreed at the A355 Tuns Lane/Cippenham Lane junction, which will be converted to a signalised roundabout. These works will increase the capacity of the roundabout compared to the current base and therefore the LRCC2 development will have an impact on this junction. The consultant has acknowledged there will be an impact, and as a way of mitigating the impact the developer has agreed to bring forward funding of the Inter-Urban Bus Services from Phase III to Phase I to support measures to change modal shift of employees on the trading estate. This form of mitigation is welcomed and accepted.

It should be noted that it is feasible that the programme for highway improvements may need to be brought forward during the phased development, as the capacity assessment undertaken has been unsatisfactory.

### **Road Safety Audit**

A Road Safety Audit has been conducted and a Designers Response has been prepared which addresses the large majority of concerns raised by the auditor.

### **Parking**

The TA states that the level of parking provision is identical to LRCC1, although it has been amended in line with the changes to the positioning, shape and area of the site boundary. In particular, the car parks are now shared between buildings rather than being dedicated to one particular building.

The parking provision aligned with LRCC1 (3,439 spaces) was mitigated by agreeing to remove the equivalent number of spaces from SEGRO car parks, on street parking and SBC car parks, in line with SBC's Core Policy to provide no additional car parking across the whole of the Trading Estate. As part of the Section 106 for LRCC1, it was agreed that SEGRO would record changes in the level of car parking over time. The TA therefore proposes the same approach for LRCC2. However, while the TA identifies that there are currently 1,853 spaces within the area covered by LRCC2, where LRCC1 identified spaces to be removed beyond the existing provision, LRCC2 has not done so.

The overall number of spaces proposed for LRCC2 is 3,664. Based on the identical floor areas, it is not clear why the number of spaces has increased from LRCC1. As per LRCC1, the TA proposes an initial car parking ratio of 1:35 m<sup>2</sup> for offices, progressing to 1:40m<sup>2</sup>. However, it is not clear at what point the latter ratio would be implemented. However, I have calculated that a maximum of 3,248 spaces should be available for offices based on the floor areas provided. The TA states that the office provision would be in line with LRCC1 (3,343). Thus, the car parking provision should be revised downwards. The TA states that a capped provision would be provided for the amenity uses, as per LRCC1. However, information on this cap has not been provided, and there is not enough information on these amenity uses to be able to calculate this number. Further information therefore needs to be provided on the retail, hotel and leisure elements to determine whether the parking associated with these uses and overall parking is appropriate. The car parking provision for these elements of the development should be in line with SBC's Local Plan parking Standards.

### **Cycle parking**

No details of cycle parking have been included. The applicant should provide details of this provision in line with SBC Local Plan parking standards.

### **Travel Plan**

It was agreed at the pre-application stage that the Travel Plan for LRCC1 would not need to be resubmitted. However there have been some minor changes to the S106 agreement in respect of incorporating the potential for Inter-Urban Coach Services to collect from remote park and ride sites and amending wording to allow for a cycle hire scheme to be funded by SEGRO.

### **Road Safety**

The developer's consultant, PBA, was invited to re-submit their analysis on the development impact on road safety, as the section within the TA failed to review the road safety impact appropriately. The second version now follows the standard approach for an accident data review and the analysis clearly sets out the main time and contributory factor trends. Due to the clear analysis, the conclusions that are drawn now make sense and are clearly justified.

Perhaps the most interesting trend noted in the technical note is that the proportion of collision records citing road environment as a contributory factor is well below the national average (8% compared with 69%). This in itself strongly supports the original conclusion that "analysis of the collision records has not identified any specific concern with regard to the geometric design/road layout of the local highway network". However, it has taken a clear and methodical analysis to truly support this statement.

Unfortunately there is no site specific analysis of any junctions or routes and thus the reader of the submission is none the wiser about geographical patterns or clusters of collisions. The overall figure relating to road environment contributory factors highlighted in the previous paragraph suggests there is unlikely to be a problem but we cannot be sure as the analysis has not covered this. Due to the lack of site-specific analysis, there is no way of assessing if the proposed development would make any existing problems worse, which is still a fundamental failing of the work.

In our previous comments on the road safety assessment, a list of points that needed to be addressed in re-submitted work was set out, and the following points remain outstanding:

- Identify similar types of locations/junctions with similar trends;
- Move on to cluster site analysis by defining radius/extent around a junction to be considered consistently throughout the study area and define a threshold number of accidents;
- Review each site in turn to determine if there are any trends at each individual site;
- Determine if there are any routes where the collisions are not sufficiently covered by the cluster analysis and, if not, undertake route-based analysis;
- Consider the impact of the proposed development on the potential problems identified above; and
- Propose mitigation for these potential problems.

It is a concern that for such a large development, the developer's consultant has still

not prepared an appropriate assessment of the road safety impact of the development. In the review of the consultant's work and the contributory factors to the existing collisions it would appear there is a need for education/training type measures across the study area rather than engineering measures. Therefore I will request that this issue is dealt with further through either a planning condition or a S106 obligation and thus I recommend that an additional item is incorporated into the S106 agreement which will contribute towards the funding of Road Safety Education and Training programmes to be implemented estate wide and delivered as part of the site wide Travel Plan.

### **Section 106 / S278 / Land to be Adopted**

The TA states that the Section 106 Agreement should include a condition that if one scheme is implemented (LRCC1 or LRCC2) the other would be surrendered. The applicant will need to enter into a S278 agreement. The developer will need to agree with the Local highway Authority which land will be put forward for adoption as sections of the Ipswich Road will need to be adopted following its re-alignment. This should be agreed as part of the S106.

### **Planning Conditions**

It is recommended that the following planning conditions are placed on any planning permission:

- In relation to demolition:

*For each plot the details of loading/unloading and turning areas of demolition vehicles shall be submitted to and approved in writing by the Local Planning Authority before demolition is commenced on site and the works shall be carried out in accordance with the details approved.*

*REASON To ensure that the proposed development does not prejudice the free flow of traffic or conditions of general safety along the neighbouring highway in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.*

- In relation to construction traffic:

*For each plot, development, excluding any demolition works, shall not commence until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. This plan will include details of the loading/unloading and turning area of construction vehicles, wheel wash facilities, arrangements for construction worker parking and a HGV routeing strategy. The development shall be carried out in accordance with the approved details.*

*REASON In the interests of highway safety and operation in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.*

- In relation to car parking:

*No occupation of a public car park or a plot containing public car parking spaces associated with the permitted retail, hotels, health club and education/skills centre floorspace shall commence until a Car Parking Management Plan has been submitted to and approved in writing by the Local Planning Authority. This plan should contain details on how access to the car park will be controlled, internal circulation,*

*parking controls and arrangements for public car parking.*

*REASON In the interests of highway safety in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.*

- *In relation to the Farnham Road / Edinburgh Avenue junction:  
No occupation of more than 15,000 square metres of B1 (a) office development north of the railway line or 80,000 square metres of B1 (a) office development across the whole of the development shall be permitted until highway design schemes in accordance with drawing 17563/410/030 and a programme for implementation have been submitted and approved in writing by Slough Borough Council at the Farnham Road / Edinburgh Avenue junction. Development shall be carried out in accordance with the approved details and the approved programme.*

*REASON To ensure satisfactory highway safety and capacity prior to the generation of development-related traffic in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.*

- *In relation to the Bath Road / Leigh Road Improvements:  
No occupation of more than 24,500 square metres of B1(a) office development or alternatively 15,000 square metres of B1(a) office development and the provision of a new hotel on the Bath Road frontage shall be permitted until highway design schemes in accordance with highway design drawing 17563/410/019 G and an agreed programme for implementation have been submitted and approved in writing by Slough Borough Council at the A4 / Leigh Road junction. Development shall be carried out in accordance with the approved details and the approved programme.*

*REASON To ensure satisfactory highway safety and capacity prior to the generation of development-related traffic in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008*

- *In relation to the Buckingham Avenue / Leigh Road Junction:  
No occupation of more than 15,000 square metres of B1(a) office development north of the railway line or 95,000 square metres of B1(a) office development across the whole development shall be permitted until highway design schemes in accordance with highway design drawing 17563/410/023/E and any interim access proposals and an agreed programme for implementation have been submitted and approved in writing by Slough Borough Council at the Buckingham Avenue / Leigh Road junction. Development shall be carried out in accordance with the approved details and the approved programme.*

*REASON To ensure satisfactory highway safety and capacity prior to the generation of development-related traffic in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.*

- *In relation to the Galvin Road / Bath Road junction:*

*No occupation of more than 60,000 square metres of B1(a) office development shall be permitted until highway design schemes in accordance with drawing 17563/410/129/A, or any alternative improvement as otherwise agreed by the Local Planning Authority, and a programme for implementation have been submitted and approved in writing by the Local Planning Authority at the Galvin Road / Bath Road junction. Development shall be carried out in accordance with the approved details and the approved programme.*

*REASON To ensure satisfactory highway safety and capacity prior to the generation of development-related traffic in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.*

- In relation to the Ipswich Road / Bath Road junction

*No occupation of office development in the western plaza (Plots OB2, OB3, OB4, OB5, OB6, OB7) shall be permitted until highway design schemes in accordance with drawing 17564/410/019/G, or any alternative improvement as otherwise agreed by the Local Planning Authority, and a programme for implementation have been submitted and approved in writing by the Local Planning Authority at the Ipswich Road / Bath Road junction. Development shall be carried out in accordance with the approved details and the approved scheme.*

*REASON To ensure satisfactory highway safety and capacity prior to the generation of development related traffic in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.*

- In relation to cycle parking:

*No development shall be begun until details of the cycle parking provision (including location, housing and cycle stand details) have been submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be provided in accordance with these details prior to the occupation of the development and shall be retained at all times in the future for this purpose.*

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

- In relation to servicing and deliveries:

*A Service Management Plan (to include details of deliveries and waste collection) shall be submitted to and approved in writing prior to the occupation of each plot. The Service Management Plan shall be carried out in accordance with the approved details.*

*REASON To ensure that adequate onsite servicing can take place and in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.*

- In relation to Road Safety:

*Unless a satisfactory road safety assessment is submitted to and approved in writing by the Local Planning Authority, no development shall be begun until the developer has*

*provided funding towards the funding of Road Safety Education and Training programmes to be implemented estate wide and delivered as part of the site wide Travel Plan.*

*REASON In the interests of highway safety and operation in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.*

### **Summary**

The Leigh Road Central Core (LRCC) 2 application is a revision of a previous scheme (LRCC1), which was given planning permission in early 2010, with a Section 106 Legal Agreement signed in late 2010.

The accompanying Transport Assessment (TA) has outlined that the quantum of development floor space is the same as LRCC1, so that the overall trip generation remains the same. However, the trip distribution has been amended as the LRCC2 development involves changes to the positioning, shape and area of the site boundary. Where it was agreed that a SATURN model should be used to distribute traffic and understand the impact of the LRCC1 development, the TA for the LRCC2 development has used a manual assignment methodology to distribute traffic and assess the impact of the development. As a result of this, and a revised highway layout, further capacity assessments have been undertaken. However, these have only been undertaken for a Do Something/With Development scenario and no Do Minimum/Do Nothing information has been provided, so it has not been possible to understand the impact of the development, and thus SBC remains unconvinced by the impact assessment undertaken.

As a result of this, and acknowledgment that the development will have an impact on the A355 Tuns Lane/Cippenham Lane junction, for which there is a committed junction improvement scheme, it has been agreed that funding of the proposed Inter-Urban Bus Services will be brought forward from Phase III to Phase I as mitigation to support a change in modal shift of employees on the trading estate.

Similarly, the developer's consultant has still not prepared an appropriate assessment of the road safety impact of the development. The assessment does identify that the proportion of collision records citing road environment as a contributory factor is well below the national average, and thus it has been recommended that funding is secured for Road Safety Education and Training programmes.

There are a couple of outstanding matters. PBA are to provide proposal drawings for improvements at the Dover Road junction, while SBC has expressed concern and is awaiting justification from PBA regarding car parking, which has increased from LRCC1 despite the quantum of development remaining the same.

Appropriate planning conditions have been proposed.

### **7.3 Berkshire Archaeology**

Berkshire Archaeology have submitted the following suggested condition. This is different from the one imposed upon the previous permission for the reasons set out in

the report.

**Condition:**

No ground preparation, no grubbing up and no development of a plot or plots shall not take place until the applicant has secured and implemented a programme of archaeological work to first test the accuracy of the assessment defining Areas of Archaeological Potential shown pink on drawing Figure A (dated 03/08/2011), by the excavation of test pits within areas of pink and green to be followed by further investigation and mitigation, as appropriate, in accordance with a written scheme of investigation which has been submitted and approved by the Local Planning Authority. The written scheme of investigation shall include details of the investigation in respect of Figure A, project design, evaluation methods and provisions for further investigation work to be implemented where potential for the survival of archaeology is found or if construction details change. The provision for further work shall include mitigation in the form of preservation by record or preservation in situ as appropriate. Any further work shall be carried out in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority.

**7.4 Slough Borough Council Drainage Engineer**

Councils Drainage Engineer has advised that the principles of the drainage techniques to be employed in the redevelopment are acceptable.

There are two client driven factors which will influence the design:

- The proposed mandatory adoption of both sewers and SUDS – SEGRO are in a position to retain ownership of the drainage systems if they so wish.
- The proposed phasing of the development.

In addition to this there are likely to be, as yet unidentified, site specific geological and contamination issues which may influence design.

All these factors can be accommodated within the principles agreed.

**7.5 Cross London Rail Links Limited**

Crossrail have been consulted but no response has been received to date. The comments on the previous application were as follows:

Crossrail is a proposed new railway that will link Heathrow and Maidenhead in the west to Shenfield and Abbey Wood in the east using existing Network Rail tracks and new tunnels under Central London. Crossrail have advised that the site of this planning application is identified within the limits of land subject to consultation under the Safeguarding Direction and that therefore the proposed development needs to take account of the construction of Crossrail.

Crossrail have requested that a condition is attached to the planning application. This condition is attached and state that no works shall commence on or over the existing Leigh Road Bridge unless set criteria are meet to ensure the facilitation of the construction of Crossrail.



All of Crossrail's requirements will be met by the imposition of the necessary conditions.

## 7.6 **Environment Agency**

We have no objection to the application as submitted, subject to the inclusion of a number of conditions, detailed under the headings below, to any subsequent planning permission granted.

Without the inclusion of these conditions we consider the development to pose an unacceptable risk to the Environment

### **Condition 1**

*No development shall take place until a surface water drainage scheme for each phase of the site, based on sustainable drainage principles, assessment of the hydrological and hydro geological context of the development and the risks to groundwater from historical contamination has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.*

### **Reason**

To prevent the increased risk of flooding and to additional risks to groundwater by considering the risks due to infiltration of surface water to ground where both land and groundwater may be contaminated.

### **Condition 2**

*No development shall take place until the following components of a scheme to deal with the risks associated with contamination of the site has each be submitted to and approved, in writing, by the local planning authority:*

1) *A preliminary risk assessment which has identified:*

1. *all previous uses*
2. *potential contaminants associated with those uses*
3. *a conceptual model of the site indicating sources, pathways and receptors*
4. *potentially unacceptable risks arising from contamination at the site.*

2) *A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.*

3) *The results of the site investigation and detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.*

4) *A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages,*

*maintenance and arrangements for contingency action.*

*Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.*

### **Reason**

In many places on the trading estate, including this area, groundwater in the Terrace Gravels aquifer has been polluted locally as a result of deep soakaways providing a direct pathway for contaminants to enter groundwater perched on the Lambeth Group clays. Sources of groundwater pollution are likely to be present as a direct result of the use and storage of hazardous substances. It is probable that both soil and groundwater remediation may be required.

### **Condition 3**

*Prior to completion of each phase of the development , a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a “long-term monitoring and maintenance plan”) for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the local planning authority. The long-term monitoring and maintenance plan shall be implemented as approved.*

### **Reason**

To ensure that the development is sustainable and has protects controlled waters.

### **Advice to LPA/Applicant**

We welcome the intension to reduce runoff rates in the 1 in 100 plus climate change storm event. We understand that surface water volumes are being managed via a reduction in hard standing.

The drainage strategy proposes to utilise infiltration where possible to reduce the runoff rate by a further 10%. Infiltration rates have been based on an assumed rate of  $1 \times 10^{-5}$  m/s. This value is based on a few soakage tests undertaken in 1999/2000. Infiltration tests will therefore be required. However, the application has demonstrated that that the attenuation storage can be sized to accommodate flow should infiltration be impossible.

## **7.7 Highways Agency**

In June 2011 the highways Agency issued a holding objection on the grounds that:

In the case of Slough Trading Estate, our concern relates to the impact of the proposed development on the M4 and its junctions. The HA would have serious concerns if any

additional traffic were to be added to the M4, without careful consideration to mitigation measures. Therefore until the HA is able to look at the Transport Assessment to assess the full impact of the development on the M4 trunk road we are therefore issuing the accompanying holding direction.

The Highways Agency subsequently withdrew the holding objection in a letter of 3<sup>rd</sup> August 2011 which stated:

As you are aware the HA, on behalf of the Secretary of State for Transport, is responsible for managing and operating a safe and efficient Strategic Road Network (SRN, i.e. the Trunk Road and Motorway Network) in England as laid down in the Department for Transport (DfT) Circular 02/2007. In the case of Slough Trading Estate, the SRN comprises of the M4 including Junctions 5, 6 and 7.

This letter sets out our comments on the 'Leigh Road Central Core – Revised planning application – Transport Assessment' produced by Peter Brett Associates (PBA) on behalf of SEGRO dated April 2011, received 20<sup>th</sup> June 2011.

As stated previously in a formal response dated 2<sup>nd</sup> February 2011, there appear to be three notable differences in comparison to the LRCC1 and LRCC2 applications. Which are listed detailed below:

- Scheme boundary
- Scheme boundary / road network
- Scheme floor area

It can be confirmed that comments made within our previous response have not changed. Therefore, to reiterate the TA suggests that the changes identified above would not result in an increase in trips impacting on the SRN.

The Highways Agency therefore has no objections to the proposal.

## 7.8 **National Grid**

There is National Grid apparatus directly crossing your Area of Enquiry. Before carrying out any excavation, trial holes must be dug to find the exact position of gas pipes, using recognised and agreed safe hand digging techniques.

Reference should be made to the HSE Guidance Note HSG47 – 'Avoiding Danger from Underground Services'.

Due to the nature of the planning application and the presence of National Grid apparatus within the above mentioned site, the contractor should contact National Grid before any physical works are carried out to ensure our apparatus is not affected by any of your works.

There is High or Intermediate Pressure gas apparatus in the vicinity of your enquiry which may be affected by your proposed activities.

It is essential that NO works or crossings of our High or Intermediate Pressure

pipelines are carried out until detailed consultation has taken place.

The excavation of all trial holes in the vicinity of High or Intermediate Pressure pipelines shall be supervised by a National Grid responsible person.

There is Low or Medium pressure gas apparatus in the vicinity of your enquiry which may be affected by your proposed activities.

It is essential that no mechanical excavations take place above or within 0.5 m of Low and Medium pressure systems.

You should where required confirm the position of mains using hand dug trial holes.

#### 7.9 **Natural England**

Natural England had no objections.

#### 7.10 **Network Rail**

Network Rail has no objections in principle from a town planning perspective but have a number of comments and requirements for the safe operation and the protection of Network Rail's adjoining land.

Network Rail provided some comments on their requirements for the safe operation of the railway and the protection of Network Rail's adjoining land. These are as follows:

##### ***SAFETY***

*Due to the proximity of the application site and the proposed site of a new bridge over the operational railway, no work should be carried out on the development site that may endanger the safe operation of the railway or the stability of Network Rail's structures and adjoining land.*

Network rail also suggested that conditions should be applied to cover fencing, drainage, ground levels, site layout, environmental issues, landscaping and plant, scaffolding and cranes.

Network rail also advised that Crossrail Ltd should be consulted on the grounds that the application is adjacent to Crossrail land and may include some designated land.

#### 7.11 **Thames Valley Police (Crime Prevention)**

The response received from Thames Valley Police, Crime Prevention Design Officer, deals with how the subsequent detailed proposals can be designed to create safe and accessible environments where crime and disorder or fear of crime does not undermine quality of life or community cohesion.

The overall strategic issues, such as ensuring that the plaza areas, car parking areas and other general areas are carefully designed to ensure spaces are used by their intended users and make users feel safe. The provision of CCTV is dealt with in Section 8. Other methods for designing out crime will be dealt with at the detailed design stage of each phase.

## 7.12 **Thames Valley Police (Operational)**

The application proposes the redevelopment of the site to provide a mixed use scheme which differs from the development that was previously granted planning permission under Planning Application Ref. *P14515/000*. The extant planning consent includes the re-provision of an enlarged police facility that would replace the existing police station at Buckingham Avenue; however it is our understanding that the applicant no longer wants to implement the consent and is now progressing the current planning application.

The current application does not propose any works to the police facility on Buckingham Avenue nor does it propose a larger police facility within the new scheme.

### **Developer Obligations towards Police Infrastructure**

In the context of the prevailing planning policies outlined above and on the basis that the population intensive uses and concentration of development arising from the development proposals would impact on the ability of the police to deliver an effective and efficient service, we set out below our request for contributions towards police infrastructure provision. Such contributions are necessary to mitigate the impact of the proposed development on the Police Service and are lawful in the context of CIL Regulation 122 and guidance in Circular OS/2005.

We set out in the attached document how the need for an appropriate Planning Obligation to mitigate the impact of the development on the police service complies with CIL Regulation 122.

### **Request for Developer Obligations**

The proposed development will result in the intensification of development and the introduction of new land-uses that will promote greater levels of activity and the introduction of a night-time economy at this location. Therefore more people are likely to use the redeveloped facilities and TVP advises that the proposals will create additional demand for policing and the requirement for a more accessible and visible police presence at this location.

As you will be aware, TVP currently provides a neighbourhood policing team at Slough Trading Estate and leases a property on Buckingham Avenue from Slough Trading Estate Ltd. This property is subject to an unprotected lease which creates uncertainty regarding future Police presence within the Estate whilst the facility is not currently open to the public owing to the constraints of the property. As part of the previously consented scheme, TVP requested the provision of an alternative policing facility within the new development and this was agreed by both the applicant and the Council as evidenced in the S1 06 Agreement associated with the consent.

Having regard to the current planning application, the Deputy local Area Commander has assessed the additional policing requirements required to cater for the proposed development and advises that a larger, more accessible and visible policing facility is required owing to the intensification of development and the generation of a night-time economy. The current policing facility at Buckingham Avenue would not be suitable in

addressing the additional demand on policing resources.

It is therefore requested that the developer provides the required on-site policing facility, fitted to TVP's specification, at nil capital and revenue cost TVP and as long as is operationally necessary. The facility should comprise a minimum of 90m<sup>2</sup> net internal floorspace and include a front counter facility to facilitate greater interaction with the public. In order to provide the required degree of visibility and provide reassurance, the facility should be located in a prominent location with high levels of passing footfall. TVP advise that they are happy to work with the applicant in developing this facility in order to ensure that it fulfils their operation requirements.

This facility would be secured via a S106 agreement (as per the previously consented scheme) between the applicant and the local Authority. The existing facility at Buckingham Avenue would be returned to Slough Estates once the new facility is provided.

It is critical that TVP is able to maintain a level of infrastructure commensurate with the size of the population it serves. TVP is currently resourced to deal with the existing population and land-uses in the area and any intensification will place additional pressures on policing resources. Subject to agreement by the applicant to provide the requested contribution in full, TVP raises no objection to the planning application.

## 7.13 **Thames Water**

### Waste Comments

Following initial investigation, Thames Water has identified an inability of the existing waste water infrastructure to accommodate the needs of this application. Should the Local Planning Authority look to approve the application, Thames Water would like the following 'Grampian Style' condition imposed. "Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed". Reason – The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community. Should the Local Planning Authority consider the above recommendation is inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Control Department (telephone 01923 898072) prior to the Planning Application approval.

### Surface Water Drainage

With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary.

Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777. Reason – to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

### Water

With regard to water supply, this comes within the area supplied by Slough Estates. On the basis of information provided, Thames Water would advise that with regard to water infrastructure we would not have any objection to the above planning application.

### *Response*

All of these issues will be covered by the imposition of the relevant conditions.

## 7.14 **Think Burnham**

In response to SEGRO's planning application for the redevelopment of Slough Trading Estate, I am writing to confirm the support of Think! Burnham for these exciting plans. We believe the investment will transform the Trading Estate and provide much-needed new job opportunities for both Slough and the Burnham community on the west of the Trading Estate.

In these challenging economic times, it is most welcoming to learn of SEGRO's commitment to continue enhancing its standing in our local community which has helped to shape our social and economic culture over the past 90 years.

Over the past year, it has been most gratifying to work with both Slough Borough Council and SEGRO on approaches to upgrade Burnham Railway Station and its surrounding infrastructure. And Think! Burnham regards the Slough Aspire project as a vital initiative which will shape and develop collaborative working between Burnham Upper and Grammar Schools and all of its feeder schools whilst also helping develop links with all of our neighbouring Slough schools.

Slough Trading Estate has been the hub of a community that has spokes covering all 360 degrees of its geography and the segment to its west is absolutely committed to offering its support to ensure our joint success for hopefully another century.

## **PART B: PLANNING APPRAISAL**

### **Policy Background**

#### 8.0 **National Guidance**

8.1 Planning Policy Statements (PPS) and Planning Policy Guidance (PPGs) set out the Government's national policies on different aspects of land use planning in England.

## 8.2 **PPS 1 – Delivering Sustainable Development**

PPS1 sets out the overarching planning policies on the delivery of sustainable development through the planning system. It states that one of the Governments four aims for sustainable development in its 1999 strategy include the maintenance of high and stable levels of economic growth and employment'. The aims are to be achieved in an integrated way through a sustainable, innovative and productive economy that delivers high levels of employment, and a just society that promotes social inclusion, sustainable communities and personal well being, in ways that protect and enhance the physical environment and optimise resource and energy use.

## 8.3 **PPS4: Planning for Sustainable Economic Development**

This new PPS on Planning for Sustainable Economic Development sets out how planning bodies should, in the wider context of delivering sustainable development, positively plan for sustainable economic growth and respond to the challenges of the global economy, in their plan policies and planning decisions.

The PPS lists a number of impact considerations that planning applications for economic development should be assessed against, relating to carbon emissions, accessibility, high quality and inclusive design, the impact on economic and physical regeneration, and the impact on local employment.

PPS4 confirms that a sequential assessment is required for planning applications for main town centre uses that are not in an existing centre and which do not accord with an up to date development plan.

## 8.4 **PPS5: Planning and the Historic Environment**

PPS5 sets out policies affecting “heritage assets” including Listed Buildings and archaeology. The Governments overarching aim is to ensure that the historic environment and its heritage assets are conserved and enjoyed for the quality of life that they bring to this and future generations.

## 8.5 **PPS9: Biodiversity and Geological Conservation**

PPS9 sets out the Government’s planning policies on the protection of biodiversity and geological conservation and seeks to ensure that policies and decisions regarding development proposals integrate biodiversity and geological diversity with other considerations.

## 8.6 **PPG 13 – Transport**

There are three key objectives of PPG13, These are:

- Promote more sustainable transport choices for both people and for moving freight;
- Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling;
- Reduce the need to travel, especially by car.



The guidance emphasises the need to provide sustainable transport choices for all new development proposals and that in locating development, which involves jobs, an emphasis should be given to locations that offer realistic, safe and easy access by a range of transport modes, not just the car.

## 8.7 **PPS23 Planning and Pollution Control**

PPS23 identifies the need for any potential impacts arising from development on the quality of land, air, water and any impacts on health (of humans, animals or plants) to be fully considered, and any risks identified, in order for LPAs to determine whether the development proposed is acceptable.

## 8.8 **PPS25: Development and Flood Risk**

PPS25 sets out the Governments objectives to ensure that flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas at highest risk.

## 9.0 **The Development Plan**

### The South East Plan

- 9.1 The Regional Spatial Strategy (RSS) for the South East of England (known as the South East Plan) sets out the long term spatial planning framework for the region over the years 2006-2026 and was published in May 2009.  
The Government has subsequently announced its intention to abolish Regional Plans which means that the South East Plan now carries little weight.

The following policies should however, still be taken into account:

- 9.2 Policy T4 (Parking) states:

*'Local development documents and local transport plans should, in combination:*

- i. adopt restraint-based maximum levels of parking provision for non-residential developments, linked to an integrated programme of public transport and accessibility improvements;*
- ii. set maximum parking standards for Class B1 land uses within the range 1:30 m<sup>2</sup> and 1:100m<sup>2</sup>;*
- iii. set maximum parking standards for other non-residential land uses in line with PPG13: Transport, reducing provision below this in locations with good public transport;*
- iv. include policies and proposals for the management of the total parking stock within regional hubs that are consistent with these limits;*
- v. apply guidance set out in PPS3: Housing on residential parking, reflecting local circumstances;*
- vi. support an increase in the provision in parking at rail stations where appropriate;*
- vii. ensure the provision of sufficient cycle parking at new developments including secure cycle storage for new flats and houses which lack garages.'*

- 9.3 Policy NRM11 (Development Design for Energy Efficiency and Renewable Energy)

states that where feasible 10% of the energy requirements for major developments should come from decentralised and renewable or low carbon sources.

9.4 Policy NRM12 (Combined Heat and Power) encourages the integration of Combined Heat and Power in large scale developments in mixed use and the promotion of the use of biomass fuel.

9.5 Simplified Planning Zone (SPZ) for the Slough Trading Estate

A Simplified Planning Zone (SPZ) for the Trading Estates was adopted on the 12th November 2004, and is in operation for a ten year period to 2014. The Application Site falls within the boundaries of the SPZ, which broadly mirror that of the Slough Trading Estate. The SPZ defines an area within this planning permission is granted as part of a scheme for defined types of development. The document grants planning permission on Slough Trading Estate for the following development:

- Business use (B1(b) and B1(c));
- General industrial use (B2);
- Storage and Distribution (B8);
- Shops (A1);
- Financial and Professional (A2);
- Food and drink (A3); and
- Sui generis uses.

The Commercial Core cannot be delivered through the SPZ which is why planning permission has been applied for in the normal way. The SPZ will, however, continue to deliver other aspects of the Mater Plan for the rest of the Trading Estate.

Local Plan for Slough, March 2004

9.6 The Local Plan for Slough was adopted by the Council in March 2004. The site is identified on the planning maps as Trading Estate/Simplified Planning Zone (EMP7) and as an Existing Business Areas (EMP3, S4). The following policies apply:

9.7 Policy EMP2 lists a number of criteria that business developments must comply with, these are:

- a) the proposed building is of a high quality design and is of a use and scale that is appropriate to its location;*
- b) It does not significantly harm the physical or visual character of the surrounding area and there is no significant loss of amenities for the neighbouring land uses as a result of noise, the level of activity, overlooking, or overbearing appearance of the new building;*
- c) the proposed development can be accommodated upon the existing highway network without causing additional congestion or creating a road safety problem;*
- d) appropriate servicing and lorry parking is provided within the site;*
- e) appropriate contributions are made to the implementation of any off-site highway works that are required and towards other transport improvements such as pedestrian and cycle facilities, that are needed in order to maintain accessibility to the development without increasing traffic congestion in the vicinity or in the transport corridors serving the site;*

- f) *the proposal incorporates an appropriate landscaping scheme;*
- g) *the proposal would not significantly reduce the variety and range of business premises;*
- h) *the proposal does not result in a net loss of residential accommodation; and*
- i) *the proposal maintains any existing primary and secondary shopping frontages at ground level on the site.'*

9.8 The introductory text to Policy EMP7 provides information about Slough Trading Estate in paragraphs 3.59 - 3.69 these are provided below:

*The Slough Trading Estate is the largest concentration of business and employment in the Borough. It extends to nearly 200ha and provides over 700,000m<sup>2</sup> of business and industrial accommodation in some 700 buildings. The 400 tenants of the Trading Estate range in size and activity and provide in the order of 20,000 jobs, or nearly 30% of the Borough's total employment. In particular, the manufacturing sector has always been well represented on the Trading Estate. Just over 50% of jobs on the Estate are within manufacturing businesses compared to the overall figure of 22% for the Borough. The scale and range of businesses on the Trading Estate and the employment this creates are vital components of the local economy.*

*The Estate's attractiveness to business is partly a function of its accessibility to the M4, M25, Heathrow Airport and Central London, but also because of its critical mass in terms of business linkages and the existing employment base. As such, the Estate accommodates many firms that contribute to important economic clusters of similar industries both within Slough and the wider Thames Valley.*

*Active management by Slough Estates plc has enabled a rolling programme of refurbishment and redevelopment to take place to meet the needs of existing businesses and attract inward investment. The ability of the Estate to respond to the changing needs of business was enhanced by the designation of a Simplified Planning Zone (SPZ) in 1995. This permits most types of business class development (excluding independent B1a office accommodation) to take place, subject to conditions attached to the scheme, without the need for planning permission. All other major development, such as large retail schemes, still require planning permission in the usual way.*

*These various attributes make the Trading Estate a preferred location for business accommodation in Classes B1(b) research and development, B1(c) light industrial, B2 general industrial and B8 distribution and storage of broadly the same scale as currently exists on the estate. It is not considered necessary to apply a sequential approach to these uses in this location and it is not intended that any policies of the plan require it for such development.*

*Headquarters and other types of major independent office development have taken place along the Bath Road frontage, which has made good use of this accessible location within the Trading Estate. Whilst there is little scope for additional major independent office floorspace, Policy EMP1 applies a sequential test to such development whereby they will only be allowed if there are no suitable sites available in the town centre, edge of the town centre or other existing business areas as well served by public transport as the Bath Road.*

*Small-scale office units play an important role in promoting the economic development of the Borough. The difference in trip generation between small-scale office accommodation and other B1 uses can be of a small magnitude. On this basis, small office units up to 200m<sup>2</sup> in size will be permitted within the Estate.*

*The Borough Council recognises that there is independent office accommodation in other locations within the Estate, apart from the Bath Road frontage. New B1(a) office scheme over 200m<sup>2</sup> will only be permitted elsewhere if it is replacing that which already exists on an individual site. Otherwise new office accommodation will be limited to ancillary office accommodation in accordance with Policy EMP1 in order to control the intensification of uses in inappropriate locations. The SPZ already includes a reference to limiting office accommodation to those that are ancillary.*

*The amenity and environment of the Estate does vary, with newer schemes reflecting current accepted standards. Servicing for older units does not always meet the current standards but the redevelopment of sites provides the opportunity to improve provision.*

*In the past, parking has been provided to meet the maximum level of demand in accordance with Borough Council standards, which have been included within the SPZ scheme. In order to prevent any further increase in traffic generation it is intended to cap parking provision at the current level within the Trading Estate. This means that as a general principle any redevelopment proposal should not increase the number of car parking spaces that exist or existed on the site even if it is proposed to increase the amount of floorspace. However, additional spaces could be gained from another part of the Estate so that the overall level of car parking on the Trading Estate is not increased. It is therefore proposed to review the SPZ scheme to ensure it complies with the new approach to parking standards.*

*Major improvements to public transport provision will be sought along the A4 Bath Road corridor in order to improve accessibility to the Trading Estate by alternative means of transport to the car. Improved links to Burnham and Slough railway stations will also be sought which will make it easier to commute to the estate by train. In addition, all major new developments will be required to produce Company Travel Plans to demonstrate how firms will encourage staff to use public transport.*

*It is recognised that on-street parking controls may have to be introduced in the areas around the Trading Estate in order to prevent an over-spill of parking into adjacent residential areas.'*

9.9 Policy EMP7 (Slough Trading Estate) states that:

*'Within the Slough Trading Estate, as shown on the Proposals Map, developments for B1 business, B2 general industrial and B8 warehousing and distribution will be permitted subject to:*

- 1. major independent B1(a) office developments being located on the Bath Road frontage in accordance with the application of a sequential approach under Policy EMP1; and*
- 2. there being no overall increase in the number of car parking spaces within the estate.'*

- 9.10 Policy S1 (Retail Hierarchy) requires that all new retail proposals should comply with the sequential test in order to maintain, enhance and protect the retail hierarchy. Development proposals (over and above those already identified within the Plan) which are located outside of the town centre or district centre must demonstrate the need for any additional retail floorspace. Development proposals which adversely affect existing shopping centres will not be permitted.
- 9.11 Policy EN1 (Standard of Design) states that development proposals must reflect a high standard of design and must be compatible with and/or improve their surroundings.
- 9.12 Policy EN3 (Landscaping Requirements) requires a comprehensive landscaping scheme for all new development proposals.
- 9.13 Policy EN5 (Design and Crime Prevention) states that all developments schemes should be designed so as to reduce the potential for criminal activity and anti-social behaviour.
- 9.14 Policy EN6 (Interference with Telecommunications Signals) only permits large buildings and structures if they are designed to reduce the potential for interference with telecommunication signals.
- 9.15 Policy EN9 (Public Art) encourages the provision of public art either as part of a comprehensive development proposal or as “off-site” works. The positive contribution and impact made by either temporary or permanent public art forms upon the proposed development scheme and/or surrounding area will be a material consideration in determining planning applications.
- 9.16 Policies T2, T7, T8 and T9 are transport policies relating to new developments. In particular, Policy T2 advises no increases in the total number of car parking spaces on-site will be permitted within commercial redevelopment schemes. In addition, the Council’s car parking standards are contained at Appendix 2 and the standard in Existing Business Areas for Class B1(a) offices is ‘no overall increase’ and then there are specific standards for Class A1-5, C1, D1 and D2 uses. There is therefore a distinction between Class B and non-Class B uses within Existing Business Areas.

Slough Local Development Framework, Core Strategy 2006 – 2026

- 9.17 The overall spatial strategy within the Core Strategy can be summarised as one of ‘*Concentrating development but also spreading the benefits to help build local communities*’. In order to achieve this it specifically encourages the comprehensive regeneration of selected key locations and identifies the Heart of Slough as somewhere where major change can be made to the urban townscape and the quality of the public realm.
- 9.18 Core Policy 1 (Spatial Strategy)  
This policy requires that all development complies with the spatial strategy set out in the core strategy. The overarching planning strategy for slough is for high density housing, intensive employment generating uses or intensive trip generating uses to be located in the town centre.

The strategy does however state that comprehensive regeneration of selected key locations within the Borough will also be encouraged at an appropriate scale. It provides for some relaxation of the policies or standards in the Local Development Framework. However this must be justified by the overall environmental, social and economic benefits that will be provided to the wider community.

#### 9.19 Core Policy 5 (Employment)

The location, scale and intensity of new employment development must reinforce the Spatial Strategy and Transport Strategy. This includes the application of a parking cap upon new developments unless additional parking is required for local road safety or operational reasons. Intensive employment-generating uses such as B1 (a) offices will be located in the town centre in accordance with the spatial strategy. The policy specifically provides an exception for Slough Trading Estate. This exception is allowed on the basis that:

- there will be comprehensive regeneration across the estate;
- the production of a 'masterplan'; and
- the provision of public transport improvements.

The policy states that this will be provided through a subsequent Local Development Order which will replace the Simplified Planning Zone which currently regulates development on the estate. The implementation section to Core Policy 5 states the following in relation to Slough Trading Estate:

*'Slough Trading Estate has specifically been identified as an area for regeneration within the policy. This will be implemented through a Master Plan which is being prepared by SEGRO. This will identify the location of the proposed new offices within a new hub. Around 3,600 new jobs could be created on the Trading Estate over the plan period. The amount of new B1 (a) offices, and the scale of other development will, however, be dependent upon a number of requirements being met. These will include capping the number of parking spaces at current levels and introducing a package of public transport improvements and other initiatives in order to ensure that there is no increase in the level of car commuting into the estate. This should also involve increasing the number of Slough residents working in the estate. Once the Master Plan has been approved it is proposed that key elements, such as the new hub, will be considered through a planning application and the rest of it will be implemented through a subsequent Local Development Order which will replace the existing SPZ.'*

The introductory text to Core Policy 5 discusses Slough Trading Estate in sections 7.85, 7.86 and 7.88 which state:

*'Slough Trading Estate is the largest Existing Business Area and provides around a quarter of all of the jobs in the Borough. As a result its continued success as an employment centre is of great importance to the local economy and the prosperity of the town as a whole. There has been a rolling program of refurbishment and redevelopment in the Trading Estate in recent years in order to ensure that it is able to accommodate modern business needs and continues to attract inward investment. This has been aided by the designation of the Trading Estate as a Simplified Planning Zone with its integrated transport strategy.'*

*It is recognised that the Trading Estate will need to continue to evolve to serve the*

*needs of knowledge-based industries. SEGRO are in the process of producing a Master Plan for the area which is intended to achieve this. The success of the Trading Estate is important to the Borough's sustainable development as it has the potential to retain and attract businesses, create jobs and offer opportunities for improving skills and training to local people. As a result it is proposed that Slough Trading Estate should be treated as a special case within the Core Strategy. This means that B1 (a) offices may be allowed in the proposed new hub within the Trading Estate, as an exception to the Spatial Strategy, in order to facilitate the comprehensive regeneration of the Estate.*

*Any employment-generating uses within the Borough which exacerbate the problems identified above will be expected to contribute towards appropriate training, childcare and/or transport measures as required.'*

- 9.20 Core Policy 6 (Retail, Leisure and Community Facilities)  
All new major retail, leisure and community developments will be located in the shopping area of the Slough town centre in order to improve the town's image and to assist in enhancing its attractiveness as a Primary- Regional Shopping Centre. The implementation text to this Policy state that the proposed new hub within Slough Trading Estate could contain retail, hotel and leisure uses provided they are of a scale which predominantly serves the needs of businesses on the estate.
- 9.21 Core Policy 7 (Transport)  
New development is to be located in the most accessible locations, thereby reducing the need to travel, improve road safety and improve air quality. Development proposals will have to make contributions to, or provision for the development of Slough town centre as a Regional Hub.
- 9.22 Core Policy 8 (Sustainability and the Environment)  
All development in the Borough shall be sustainable, of a high quality design, improve the quality of the environment and address the impact of climate change.
- 9.23 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 bio-diversity of the Borough, including corridors between bio- diversity rich features.
- 9.24 Core Policy 10 (Infrastructure)  
Development will only be allowed where there is sufficient existing, planned or committed infrastructure. All new infrastructures must be sustainable.
- 9.25 Core Policy 11 (Social Cohesiveness)  
The development of new facilities which serve the recognised diverse needs of local communities will be encouraged. All development should be easily accessible to all and everyone should have the same opportunities.
- 9.26 Core Policy 12 (Community Safety)

All new development should be laid out and designed to create safe and attractive environments in accordance with the recognised best practice for designing out crime. Activities which have the potential to create anti-social behaviour will be managed in order to reduce the risk of such behaviour and the impact upon the wider community.

### Site Allocations DPD

- 9.27 The Site Allocations DPD was adopted in November 2010. The main purpose of this document is to identify the sites that are needed to deliver the Spatial Vision, Strategic Objectives and policies in the Core Strategy. As a result it contains all of the key regeneration sites within Slough.
- 9.28 The whole of the Trading Estate has been included as Site Specific Site Allocation 4 in the adopted Site Allocations DPD. This requires that development proposals within the Slough Trading Estate should be substantially in accordance with the Illustrative Masterplan and accompanying Masterplan Document (January 2009) and the Leigh Road Central Core Area which forms part of it.
- 9.29 The main planning requirements from these documents which have been included within the Site Allocation DPD are as follows:
- *All major new B1(a) offices are limited to the Leigh Road Central Core Area*
  - *There is no overall increase in the total number of parking spaces upon the Trading Estate*
  - *A package of public transport improvements are provided in order to meet modal shift targets that will ensure that there is no increase in the level of car commuting into the Estate*
  - *A package of skills training is provided in order to increase the number of Slough residents working on the Estate*

*The scale and nature of the proposed retail, hotel and leisure uses should be ancillary to and serve the needs of the Trading Estate and minimise the impact on the vitality and viability of the Farnham Road District centre and Slough Town Centre.*

*The Sainsbury's store in the Farnham Road should be extended in order to serve the Estate as well as acting as the anchor store for the Farnham Road.*

*The Leigh Road Central Core should include a transport hub and skills centre.*

*Apart from the gateway features on the Bath Road and the hotel Hub, all buildings will be a maximum of height of four storeys.*

- 9.30 The Site Allocations DPD therefore sets the parameters for considering this application.

### Planning Assessment

#### **10.0 Principle of Development**

- 10.1 Planning permission (P14515/000) for the first version of the Leigh Road Central Core development (LRCC1) was approved on 30<sup>th</sup> September 2010 following the signing of the Sec 106 legal agreement.



- 10.2 This permission has not, however, been implemented as a result of the feedback that SEGRO received from the market and potential occupiers.
- 10.3 Although the location, layout and design of the current proposal has changed the scale, mix of uses and proposed package of transport measures have not changed. As a result it is considered that principle of development has been established through the granting of the previous permission.
- 10.4 The main reason for allowing the previous application was that the principle of allowing major office development outside of the town centre was established in the Slough Core Strategy 2006-2026. The spatial strategy within the Core Strategy can be summarised as one of *'concentrating development and spreading the benefits'*. Core Policy 1 (Spatial Strategy) specifically states that:
- 'Proposals for high density housing, intensive employment generating uses, such as B1(a) offices, and intensive trip generating uses, such as major retail or leisure uses, will be located in the appropriate parts of Slough town centre.'*
- 10.5 As part of the "spreading the benefits" element of the strategy, the Core Strategy encourages the comprehensive regeneration of selected key locations within the Borough where some relaxation of policies may be allowed where this can be justified by the overall environmental, social and economic benefits that will be provided. The Trading Estate is specifically identified as being an area that can be treated as a special case. Core Policy 5 (Employment) states that B1 (a) offices may also be located on the Trading Estate, as an exception, in order to facilitate the comprehensive regeneration of the estate.
- 10.6 The Core Strategy makes it clear that the proposed development on the Trading Estate is subject to a number of conditions being met. These include:
- the production of a Master Plan;
  - the provision of a package of public transport improvements;
  - the capping of the number of parking spaces at current levels;
  - there being no increase in the level of car commuting into the estate;
  - there being an increase in the number of Slough residents working on the estate;
  - the retail, hotel and leisure uses are of a scale which would predominantly serve the needs of businesses on the estate and reduce the need to travel; and
  - the creation of a transport hub.
- 10.7 The Illustrative Master Plan prepared by SEGRO sets out a general land use zoning based upon the primary and secondary route networks. Higher land use values are located along the primary routes with lower value uses behind the primary frontages. The existing Enterprise Quarter will be retained. This will ensure that there is a range of employment within the Estate.
- 10.8 The Site Allocations DPD sets out a number of Site Planning Requirements for the Trading Estate which are particularly relevant to the current Leigh Road Commercial Core application.

These include the requirement that:

- *All major new B1(a) offices are limited to the Leigh Road Central Core Area*
- *There is no overall increase in the total number of parking spaces upon the Trading Estate*
- *A package of public transport improvements are provided in order to meet modal shift targets that will ensure that there is no increase in the level of car commuting into the Estate*
- *A package of skills training is provided in order to increase the number of Slough residents working on the Estate*

*The scale and nature of the proposed retail, hotel and leisure uses should be ancillary to and serve the needs of the Trading Estate and minimise the impact on the vitality and viability of the Farnham Road District centre and Slough Town Centre.*

*The Sainsbury's store in the Farnham Road should be extended in order to serve the Estate as well as acting as the anchor store for the Farnham Road.*

*The Leigh Road Central Core should include a transport hub and skills centre.*

10.9 The current application for the Leigh Road Commercial Centre meets these requirements in that it will deliver the following elements of the Master Plan:

- The office development;
- The Transport Strategy;
- The training package;
- The Transport Hub;
- The Skills Centre
- Retail, hotel and leisure uses of an appropriate scale to serve the Trading Estate
- A gateway feature on the Bath Road

10.10 It is not envisaged that there will be any major B1 (a) independent offices within the Trading Estate other than that in the Leigh Road Centre. If some is allowed, as an exception to policy, SEGRO have agreed that a similar amount of floorspace will be deducted from the 130,000m<sup>2</sup> permitted in the LRCC. This will ensure that there is an overall cap on the total amount of floorspace within the Trading Estate as a whole.

## 11.0 **Design**

11.1 Both the Illustrative Master Plan and the Site Allocation for the Trading Estate allow some flexibility in the way that the Commercial Core is delivered, provided it complies with the basis principles.

11.2 The previous Leigh Road scheme LRRC1 which was approved in 2010 was based upon a linear design concept. This consisted of:

- A Bath Road gateway with two 5 storey offices;
- A realigned Leigh Road boulevard and linear park including a new railway bridge.
- 4 storey office buildings along this central spine;
- A new central core north of Buckingham Avenue which would consist of

high rise hotel, leisure and retail development, multi storey car parks, a public square and transport hub.

- 11.3 The main design features were therefore a gateway entrance, a green spine and a focal point hub.
- 11.4 Whilst this was a very strong design concept it had some weaknesses in terms of flexibility and phasing. There was also concern about the marketability of development north of Buckingham Avenue next to the power station.
- 11.5 The applicant has summarised the key design aspirations for the revised scheme in the Design and Access Statement. These are:
1. To create a cohesive, vibrant mixed use area with a distinct sense of place and character as a community facility for the entire estate;
  2. To create a land use pattern which significantly enhances the profile and environment of the area, allows for a new density of development and encourages a new economic location;
  3. To create a place which is lasting and memorable, where people want to work, invest and visit;
  4. To promote a well conceived movement pattern and structure, urban in scale and of exceptional design quality, with flexibility to evolve and change over time.
- 11.6 Whilst computer generated illustrations of what the development may look like, including a fairly detailed design for the office block on the Bath Road, this is an outline planning application with reserved matters for appearance landscaping, layout and scale. A parameters plan will however control the broad location and maximum height, width and depth of the proposed buildings.
- 11.7 The parameters plan has been the subject of an amendment to allow the proposed multi storey car park serving the proposed Bath Road hotel to be increased from 4 to five stories but this is not considered to be an issue since the height of car parks are much lower than commercial buildings and so it will still be lower than the proposed hotel and offices surrounding it.
- 11.8 Any submission of details for the buildings will also have to take account of the Design and Access statement that has been submitted with the outline application.
- 11.9 The indicative layout shows a new access/gateway into the site from the Bath Road. The layout of Leigh Road has changed slightly to direct traffic onto the new vehicular bridge to be constructed across the railway line directly to the west of the existing bridge. The existing bridge, which is a Grade II Listed structure will be used for pedestrian and cycle access only. As part of the development, the pylons along Leigh Road will be removed and the power lines put underground.
- 11.10 A secondary gateway is proposed at the Bath Road / Ipswich Road junction. Junction improvements are also proposed to the Galvin Road / Bath Road junction and the Edinburgh Avenue / Farnham Road / Sheffield Road junction. Additional access points are also proposed within the Estate on Ipswich Road and Ajax Avenue to the south of the railway line and Bedford Avenue, Malton Avenue and Liverpool Road to the north.

A new loop road is proposed around the eastern plaza to link Ajax Avenue with Leigh Road.

- 11.11 The parameter plan shows that the 'gateway' on the corner of Leigh Road and Bath Road will be created by a new landmark office building on the site of the existing SEGRO HQ building which will have a maximum height of 5 storeys plus plant. On the other side of the road there will either be a smaller office building or a taller hotel. In order to improve the design of the gateway it is proposed to remove the existing petrol filling station in the grass verge along the Bath Road. The rest of the new offices on Leigh Road will be a maximum height of 4 storey's plus plant, with the exception of an office building in the Eastern Plaza which will be permitted up to 5 storeys. This reflects the scale of development along the Bath Road and the scale and density of development that is appropriate for out of town centre schemes. Further height can be introduced into the design in the form of the second hotel adjacent to the railway.
- 11.12 The new Leigh Road bridge is proposed to improve accessibility for pedestrians, cyclists and vehicles and create a main boulevard through the site. Two new road bridge designs have been submitted. The applicants preferred option (Option B) proposes a two lane bridge carriageway with cycle lanes and footpath within the bridge parapets and safety fence. This option sits within the proposed alignment of Leigh Road. The alternative bridge option (Option A) proposed the footpath / cycle way on either side of the bridge and would therefore require an alternative highway alignment on the immediate approaches. Each new bridge is designed with 5.2m clearance between the railway and the bottom of the deck to comply with Crossrail's requirements. Due to the required structural section, this would site 1.06m higher than the existing Leigh Road Bridge.
- 11.13 The existing Grade II Listed Leigh Road Bridge will be retained for pedestrian and cycle use. It will therefore provide safe access to these users whilst also protecting the bridge from damage caused by vehicular traffic. The area between the existing and new bridges will be re-contoured and landscaped to establish a relationship between them and reduce the effect of the height difference.
- 11.14 It is considered that the proposed development will be of a high quality design which respects its location and surroundings, provides appropriate public open space and will help to improve the image of Slough. It therefore complies with Core Policy 8 (Sustainability and the Environment).

## 12.0 **Hotel, Leisure And Conference Facility**

- 12.1 Core Policy 6 (Retail, Leisure and Community Facilities) states that all major new retail and leisure developments will be located in the Shopping area of Slough Town Centre. Although there is no specific exception for the Trading Estate within this policy, the Core Strategy recognised that the new hub within Slough Trading Estate could contain hotel and leisure uses provided they are of a scale which would predominantly serve the needs of businesses on the estate.
- 12.2 The current application proposes two hotels with a combined floorspace of 10,500m<sup>2</sup> and 4,400m<sup>2</sup> of leisure floorspace. The hotels are intended to meet the needs of visitors to businesses on the estate and the leisure facilities are intended to meet the

day to day needs of those working on the estate. These facilities are not therefore to be destinations in their own right but it is acknowledged that they are likely to draw some trade from outside of the Estate.

- 12.3 The application also proposes a conference centre of up to 3,000m<sup>2</sup>. It is considered that this would be an appropriate use to serve the needs of the Trading Estate.
- 12.4 The proposed health club/gym falls within Use Class D2. In order to ensure that the floorspace is not used for other uses within the same use such as a cinema, ice rink or bowling alley, it is proposed to impose a condition restricting the use to a health club or gym. In order to ensure that the leisure facilities, hotels and conference centre predominantly serve the needs of businesses on the Estate it is proposed to control the amount of car parking that is available on the basis that a large proportion of people will be expected to walk to the facilities.
- 12.5 It is considered that the proposed hotel, leisure and conference facilities can be treated as an exception to Core Policy 6 (Retail, Leisure and Community Facilities) in accordance with the Core Strategy.

### 13.0 **Retail**

- 13.1 The Trading Estate only has a very small shopping centre, the Buckingham Centre, which is classified as a Local Shopping Parade in the Local Plan. There are other major shopping facilities on the edge of the Estate which include the Bath Road Retail Park and Marks & Spencer to the west and the Farnham Road district centre and retail warehouses to the east. The new application proposes to retain the Buckingham Centre and create an additional 4,400m<sup>2</sup> of floorspace for a combination of A1 retail, A2 financial & professional, A3 restaurants & cafes, A4 drinking establishments and A5 hot food takeaways. This is much bigger than the existing Buckingham Centre (646m<sup>2</sup>) which reflects the significant improvement in these types of facilities that are proposed for the Leigh Road Commercial Centre.
- 13.2 Core Policy 6 (Retail, Leisure and Community Facilities) states that all major new retail developments will be located in the Shopping area of Slough Town Centre. Although there is no specific exception for the Trading Estate within this policy, the Core Strategy recognised that the new hub within Slough Trading Estate could contain retail uses provided they are of a scale which would predominantly serve the needs of the needs of businesses on the estate in a way that would reduce the need to travel.
- 13.3 As a result in order to control the scale of retail development and protect the existing retail hierarchy it is proposed that the total amount of A1 retail floorspace within the application site, including the within the existing Buckingham Centre, should be restricted to 2,200m<sup>2</sup>. Within this, the largest individual unit would be 500m<sup>2</sup> which would allow for the provision of a Tesco Express/Sainsbury Local or similar store. The balance of the A1 retail floorspace would be taken up with units such as dry cleaners, hair dressers, sandwich bars, etc which are typically 90m<sup>2</sup> to 185m<sup>2</sup> in size. This will be the subject of a planning condition.
- 13.4 The remaining floorspace that has been applied for would then be used for A2 financial

& professional, A3 restaurants & cafes, A4 drinking establishments and A5 hot food takeaways. It is not considered necessary to seek to restrict the mix or scale of these uses.

- 13.5 It is considered that, subject to the application of the conditions, the proposed retail uses can be treated as an exception to Core Policy 6 (Retail, Leisure and Community Facilities) in accordance with the Core Strategy.
- 13.6 The Illustrative Master Plan for the Trading Estate proposes that the existing Sainsbury's store on the Farnham Road should be redeveloped and enlarged to become a superstore. This is in line with the longstanding Local Plan, Core Strategy and Site Allocation proposal to expand or redevelop this as the anchor store which will serve both the Farnham Road centre and the Trading Estate. SEGRO are holding separate discussions about options for this site with Sainsburys. It is important that the Sainsburys store redeveloped in the future alongside the Leigh Road centre.
- 14.0 **Other Uses**
- 14.1 The Leigh Road hub will contain a number of other uses such as the Transport Hub buildings and Skills Centre. A crèche is proposed as one of the possible uses within the hub. It is not, however, proposed to require any new child care facilities at this stage because there are judged to be sufficient nurseries on the Estate at present. This will be kept under review and if needed a nursery could be provided within the hub.
- 14.2 A late objection has been received from Thames Valley Police. Under the previous proposal they were to be provided with a new Police office because the existing one in the Buckingham Centre was going to be demolished. The Police have requested an improved facility within the new centre and this will be the subject of ongoing negotiations with SEGRO.
- 15.0 **Skills/Employment**
- 15.1 Slough Trading Estate covers 162 hectares and is the largest industrial estate in Europe in a single ownership. It provides around a quarter of all of the jobs in the Borough and so its continued success as an employment centre is of great importance to the local economy and the prosperity of the town as a whole. One of the main aims of the Core Strategy is to ensure that Slough continues to fulfil its role as an important regional employment centre by maintaining a sustainable, buoyant and diverse economy, whilst at the same time providing a diverse range of jobs for local people.
- 15.2 The Core Strategy allows for further employment growth in Slough, primarily in Slough Town Centre, as part of the spatial strategy of locating intensive trip generating uses in the most accessible locations. It is recognised that *'further employment growth in Slough will not redress the existing imbalance between the number of jobs and the labour supply in the area but the Core Strategy seeks to at least partly address the problem by increasing the number of jobs that are taken by local people.'*
- 15.3 Core Policy 5 (Employment) states that intensive employment generating uses which increase the level of in-commuting, increase skill shortages or reduce employment opportunities for local people will be expected to contribute toward new training, child

care and transport facilities. Transport issues are addressed elsewhere in this report and it is not considered that there is a specific need for any additional nursery or childcare facilities over and above that which is already provided on the Trading Estate. There is, however, a need for a significant skills training package as part of this application in order to deal with the mismatch between the skills required in the proposed new offices compared to those which local people currently have.

- 15.4 In order to reduce the skills gap, the Economic Development Strategy identifies the need for better education and training in order to equip the resident work force with the skills necessary to gain access to the new knowledge-based jobs that will be created in Slough. Whilst progress is being made it is likely that there will be a continuing need for a range of employment opportunities in the Borough to meet local needs. The Core Strategy recognises that the preparation of the Master Plan for the Trading Estate provides the opportunity to improve skills and training for local people and states that the various initiatives should involve increasing the number of Slough residents working on the estate.
- 15.5 Historically the Trading Estate has primarily been an industrial area but it is estimated that the number of manufacturing jobs on the estate fell by 3,000 between 2000 and 2005 and will have fallen even more so since then. As a result it is recognised that the Trading Estate needs to be able to evolve to serve the needs of new knowledge based industries. The success of the Trading Estate is important to the Borough's sustainable development as it has the potential to retain and attract businesses, create jobs and offer opportunities for improving skills and training to local people. As a result, the Core Strategy treats the Trading Estate as a special case whereby B1(a) offices may be allowed in order to facilitate the comprehensive regeneration of the estate as a whole.
- 15.6 The proposals are anticipated to create an additional 4,338 employment opportunities on the Trading Estate and 2,260 person years of construction in the 20 year period. This highlights the need for a skills package to be provided as part of the proposal so that Slough residents can benefit from the huge investment that is being made. Improved training would also help to implement the Council's Economic Development Strategy and if successful could help to meet the objective of reducing the extent of car commuting into the estate.
- 15.7 The applicants have therefore proposed the following Skills package which will be secured through the Section 106 Agreement. The applicants are proposing a 'Skills' centre named the Slough Aspire Centre, which will be operated by Slough Aspire. The applicant has stated that this will provide a physical base to bring together existing and potential employees with education providers, careers advisors and businesses. The Centre will develop, coordinate and implement bespoke outreach programmes across Slough: in schools; community centres; colleges; universities; and the workplace.
- 15.8 SEGRO have provided the following information about what the centre will provide:
- 'Slough Aspire encompasses four key programmes. It will be targeted at both the workforce of today and the next generation of employees in Slough. It includes:*
- o **Slough Aspire Centre:** *the 'first port of call' for businesses and residents, it will*

*deliver, find and broker solutions for companies and the local workforce. The Business Excellence Centre housed within the main Centre, will provide interactive exhibitions and activities to showcase Slough business and technological excellence. The showcase will sit alongside new meeting space, an advice centre and a workplace learning environment with modern office workstations.*

- **Slough Aspire for You:** *the programme will enable people to take ownership of their careers by making learning and training relevant to employment. The programme will provide development opportunities and careers advice for adults, making it easier for people to get back into work and, once in employment, providing them with the building blocks needed to progress any chosen career.*
- **Slough Aspire for Schools:** *the scheme will help develop and harness the aspirations and ambitions of young people through an innovative education outreach programme. Children from an early age will be brought into direct contact with businesses through regular visits to Slough Trading Estate. Slough Aspire for Schools will be led by the Education Business Partnership along with Westgate and Lynch Hill Schools and implemented across Slough's secondary and primary schools.*
- **Slough Aspire for Business:** *the programme will deliver integrated work-based learning and taught courses and apprenticeships scheme to businesses and employees. This demand led training will directly respond to needs of employers. It will enable businesses to partner with training providers and education institutions. Slough Aspire for Business will be delivered through partners such as East Berkshire College.*

*The intention is that Slough Aspire will have its own website, which will become a central resource for all businesses, training providers and local residents. The Aspire Centre will work closely with the Jobcentre Plus and Slough Trading Estate businesses to advertise job vacancies. It will act as a one stop shop, providing information on training, courses and how to become an Aspire partner, and will also link with a new recruitment website that will promote jobs vacancies on the Estate.'*

15.9 The applicants will provide the Skills Education Training Centre building, at peppercorn rent, in association with the Council and other stakeholders. SEGRO are currently preparing a planning application for the change of use to provide and use an interim Skills and Education Centre at 102 Buckingham Avenue, which adjoins the application site. This would involve the re-use of a vacant building. The use of this building is being linked to the proposals through the Section 106 Agreement. It is therefore considered that with the implementation and contributions towards the Slough Aspire Centre, that the proposal is consistent with Core Policy 5 as these mitigation measures will increase employment opportunities for local people.

## 16.0 **Environmental Statement**

16.1 The EIA Regulations require that an Environment Impact Assessment (EIA) is undertaken for certain projects to identify environmental impacts, to assess the



significance of effects and provide mitigation measures for adverse effects. The development is considered to fall within these regulations and the applicant submitted an Environmental Statement and an EIA.

16.2 The overall conclusion in the Environmental statement with regard to the proposal is as follows:

*‘Overall, there will not be any significant cumulative effects. During demolition and construction, effects will be mitigated through following controls in a Construction Method Statement. Once the development is completed the overall effects will be beneficial, particularly on the increased employment that will provide benefits across the local community.’*

## 17.0 **Environmental Standards**

- 17.1 The South East Plan Policy NRM11 (Development Design for Energy Efficiency and Renewable Energy) states that where feasible 10% of the energy requirements for major developments should come from decentralised and renewable or low carbon sources. Policy NRM12 (Combined Heat and Power) also encourages the integration of Combined Heat and Power in large scale developments in mixed use and the promotion of the use of biomass fuel.
- 17.2 SEGRO have produced A Sustainable Energy Strategy which acknowledges that there would generally be a requirement for a CHP plant to be installed and operated within the development. However the Trading Estate power station, which is operated by Scottish & Southern Energy, has already been converted to run on biomass and uses wood chips and fibre pellets as fuel. As a result it is proposed to use this to meet the renewable target. There is also the option of connecting the northern part of the development to the district heating system which would result in a significant reduction in CO2 emissions.
- 17.3 If energy is not taken from the power station or it ceases to be fuelled by biomass alternative sources of renewable energy will have to be found. The technologies that could be used include solar thermal hot water, solar photovoltaics, ground source heat pumps, wind, biomass heating and biomass CHP. Whilst the target for the percentage of renewable energy used within the development is currently 10%, this may change in the future. As a result it is proposed to include a requirement within the legal agreement that the percentage will track any changes to regional or local standards.
- 17.4 It is agreed that all commercial properties will be built to a minimum of BREEAM very good standard and all highway/public realm works to be constructed to CEEQUAL very good standard. There is, however, an expectation that this will become “excellent” and there is a need that developments will comply with any future changes in standards. As a result it is proposed to include this in the legal agreement.
- 17.5 In order to promote sustainable development SEGRO have committed to maximising the reuse and recycling of demolition waste and minimising the amount that goes to landfill. They have also agreed that rainwater harvesting will be incorporated into the detailed design for each plot for use as landscape irrigation and that the feasibility of using further rainwater harvesting and grey-water recycling will be considered at the detailed design of each building. This will all be covered by condition.

## 18.0 **Drainage**

- 18.1 A detailed CCTV survey of the drains in the area has revealed an aging sewerage infrastructure which is in need of maintenance and rehabilitation. The Councils' Strategic Flood Risk Assessment identifies that there has been historic instances of flooding on the Trading Estate.
- 18.2 A drainage strategy has been produced which sets out how the capacity and quality of the system will be improved in order to prevent infrastructure flooding and reduce flood risk to the surrounding areas.

## 19.0 **Landscaping/Trees**

- 19.1 In support of the outline planning application, the applicants have submitted supporting information to demonstrate how the landscape proposals for the site will improve the connectivity, landscape legibility, character and opportunities for recreation. This will be achieved through a combination of hard and soft landscaping. One of the main design concepts for the Leigh Road is the creation of 'boulevard' which will reinforce the north/south axis.

### 19.2

The other key design concept is the hard and soft landscaping of the two plazas which will provide informal open space as well as a flexible space for events and entertainment. It is considered that the creation of the two plazas, with much larger areas of landscaped open space are a major improvement compared to the layout of the previous LRCC1 permission.

- 19.3 Full details of a comprehensive landscaping scheme will have to be submitted including details on hard and soft landscaping, achieving a net gain in biodiversity within the application site, ecological enhancement measures, mitigation and management measures. This will be secured by condition.

- 19.4 The chestnut trees along the Bath Road are diseased and as part of the proposals to regenerate the area, the applicants have agreed to replace any diseased or dying trees on a phased basis to try to ensure that the Bath Road retains its distinctive appearance. This will be part of the s106 agreement which will require the applicants to provide details of:

- The diseased and or dying trees;
- The replacement trees;
- A proposed planting programme and timetable;
- A two year maintenance programme; and
- A timetable for implementing the Bath Road Tree replacement Strategy.

## 20.0 **Archaeology**

- 20.1 Berkshire Archaeology have recommended that the previous condition that was imposed on LRCC1 should be strengthened to widen the defined areas of archaeological potential where a written scheme of investigation should be required.
- 20.2 This is because other Desk-based Assessment attempts to highlight areas of

archaeological potential based on map regression and bore hole survey have proved to be inaccurate. There are two examples that have occurred within the last year in Slough.

20.3 In addition the wording has been tightened up to make sure that the condition is not discharged until all the necessary reporting and archiving has been completed.

20.4 SEGRO have objected to the new wording on the grounds that it moves too far away from the approved Condition on the LRCC1 planning permission and would place an additional burden on the delivery of this important regeneration project.

20.5 Whilst the Leigh Road centre is an important development it is not considered that it should be treated any differently from other planning applications and so the normal type of condition should be applied.

## 21.0 **Traffic and Highways**

21.1 Core Policy 7 (Transport) states that all new developments should reinforce the principles of the transport strategy as set out in the council's Local Transport Plan and Spatial Strategy, which seeks to ensure that new development is sustainable and is located in the most accessible locations, thereby reducing the need to travel. It also requires that development proposals will, either individually or collectively, have to make appropriate provisions for:

- Reducing the need to travel;
- Widening travel choices and making travel by sustainable means of transport more attractive than the private car;
- Improving road safety; and
- Improving air quality and reducing the impact of travel upon the environment, in particular climate change.

21.1.1 Core Policy 7 (Transport) also states that development proposals will have to make contributions to, or provisions for improvements to Slough, Burnham and Langley railway stations and the creation of a transport hub within Slough Trading Estate. The current application includes the provision of a new Transport Hub within the Leigh Road Commercial Centre and seeks to address all of the other transport issues in the following way.

### 21.1.2

The Core Strategy makes it clear that the development of the new offices within the proposed new hub on the Trading Estate is dependent upon a number of requirements being met. These include capping the number of parking spaces at current levels, introducing a package of public transport improvements and other measures to ensure that there is no increase in the level of car commuting into the estate. All of these are considered in detail below.

### Traffic

21.2 The application was accompanied by a Transport Assessment (TA) which modelled the likely traffic generation and distribution. This predicts a relatively low impact as a result

of the proposed transport strategy, travel plan and control of car parking which is explained below.

- 21.3 Given the long time scale for the construction of the development over a 15 year period and possible problems with the traffic modelling over such a lengthy period, it is essential that the effects of the proposed development are monitored regularly and through the life of the development and that adequate mitigation measures are included in the legal agreement to deal with any problems that may arise in the future.
- 21.4 The trip distribution of the development has changed as the revised LRCC2 proposal involves changes to the positioning, shape and area of the site boundary, with more development to the south of the railway line, and all of the development now south of Buckingham Avenue. As a result, it is now estimated that 70% of the development traffic will access the site from south of the railway line with 30% from the north side.
- 21.5 The highway layout has been amended to reflect the changes in positioning, shape and area of the site boundary. The development has been designed on the principle that, in the main, access will be from three junctions on the A4 Bath Road: Ipswich Road; Leigh Road; and Galvin Road. As such, improvements are proposed to the Ipswich Road / A4 Bath Road junction, Galvin Road / A4 Bath Road junction, and Leigh Road in line with LRCC1, with a new bridge over the railway as well as junction improvements along it.
- 21.6 The improvements at Galvin Road incorporate a new signalised junction, which has been developed in association with Slough Borough Council as the Local Highway Authority.
- 21.7 The Buckingham Avenue / Liverpool Road / Leigh Road junction will also be improved to incorporate a pedestrian phase.
- 21.8 It has also been agreed that the applicant will improve the Dover Road / A4 Bath Road junction for pedestrians, although a drawing is currently awaited for this proposal.
- 21.9 It is recommended that the access roads for the two plazas (western and eastern) should be limited to a 20mph speed limit.
- 21.10 Since the approval of LRCC1, a new committed junction improvement scheme has been agreed at the A355 Tuns Lane/Cippenham Lane junction, which will be converted to a signalised roundabout. These works will increase the capacity of the roundabout compared to the current base and therefore the LRCC2 development will have an impact on this junction. The applicant has acknowledged there will be an impact, and as a way of mitigating the impact SEGRO has agreed to bring forward funding of the Inter-Urban Bus Services from Phase III to Phase I to support measures to change modal shift of employees on the trading estate. This form of mitigation is welcomed and accepted.

#### Management of Car Parking

- 21.11 A key element of the Local Plan's transport policy was to seek to restrain the level of private non residential parking at less than the demand for spaces in order to reduce

the reliance on the private car at peak times, particularly for journeys to work. As a result it introduced a parking cap. Policy T2 (Parking Restraint) states:

*'No increase in the total number of car parking spaces on site will be permitted within commercial redevelopment schemes.'*

This is repeated in Policy EMP7 (Slough Trading Estate) which states that developments for B1 business, B2 general industrial and B8 warehousing and distribution will be permitted subject to:

*'b) there being no overall increase in the number of parking spaces within the estate.'*

- 21.12 The parking cap has also been included in the Core Strategy as a way of helping to reinforce the spatial strategy of concentrating development. Both Core Policy 7 (Transport) and Core Policy 5 (Employment) states that a parking cap will be applied to new employment development unless additional parking is required for local road safety or operational reasons.
- 21.13 The Leigh Road application is based upon the principle that there will be no overall increase in car parking on the Trading Estate as a whole. In order to accommodate the scale of office development that is proposed, along with the associated car parking, in the Leigh Road centre there will have to be a significant reduction in the number of car parking spaces elsewhere in the Estate.
- 21.14 The amount of new parking proposed in LRCC2 has increased slightly from that envisaged in LRCC1. It is estimated that the total number of parking spaces that will be provided within the new Leigh Road development will be 4,108. There are currently 1,853 spaces within the application area which means that 2,555 will have to be removed from elsewhere on the Trading Estate to ensure that there is no overall increase across the Estate as a whole. It is envisaged that these spaces will come from the following sources. Firstly, there are currently three public car parks on the Estate which are managed by the Council. It is proposed to surrender the leases on these back to SEGRO so that car parking can be removed and the site can be used for other purposes. The option of using one or more of these for lorry parking is being investigated.
- 21.15 Secondly there will be a rolling programme of redevelopment on the Trading Estate which will involve replacing older high density buildings with lower density modern ones. These will be progressed either through the SPZ or through planning applications. It is envisaged that this will produce a supply of parking spaces that can be transferred to the Leigh Road centre. It is calculated that over 200,000m<sup>2</sup> buildings will be redeveloped over 20 years and if they have a parking ratio of between 1 to 50m<sup>2</sup> or 1 to 55m<sup>2</sup> there could be a net decrease of approximately 630 car parking spaces across the Estate.
- 21.16 Thirdly, during the next twenty years there will be a turn over of tenants on the Estate. Whenever a lease is surrendered, SEGRO will have the opportunity to reduce the number of parking spaces available to the next tenant. Where spaces are removed through the changing of the tenant/lease (rather than the total redevelopment of a site) this shall be done through the actual physical and permanent removal of the space to

the satisfaction of the Planning Authority. This shall be through the conversion of the space to landscaping (hard or soft) or to cycle parking. The applicant will provide evidence of the removal before the spaces can be redistributed to the Leigh Road area. In order to protect the interests of small businesses on the Estate, it has been agreed that parking spaces will not be removed from sites where there are currently six or less spaces.

- 21.17 Finally it is proposed to introduce a Controlled Parking Zone which will remove on street parking spaces from within the Estate. A proportion of the on-street parking that will be removed will assist in making the Trading Estates highway network safer and more efficient by stopping inappropriate parking at certain locations, for example, on corners; bends and footways. A proportion of the on-street parking that will be removed will assist in making the Trading Estates highway network safer and more efficient by stopping inappropriate parking at certain locations, for example, on corners; bends and footways.
- 21.18 The parking cap would not normally take into account on-street parking spaces but it is considered that a partial exception can be made in this case because they form an integral part of the Trading Estate. Only a proportion of the on site parking spaces that are removed will, however be counted as part of the offsetting calculations. Any net increase in car parking as a result of the redevelopment or extension of the Sainsbury's store on the Farnham Road will not count against the offsetting because these spaces are needed to serve the Farnham Road centre as a whole.
- 21.19 In order to provide a degree of flexibility for the possible fluctuations in offsetting, it is proposed that there should be a 10% tolerance. If the offsetting total is agreed at 2,173 spaces, the maximum permitted net increase at any time would be 217 spaces across the Estate. This is not intended to be a permanent "overdraft" and no tolerance will be allowed in the final phase of development.
- 21.20 In order to enforce this, SEGRO are proposing that upon occupation of the building a financial penalty would be applied if the offsetting plus tolerance is breached and that this penalty will be paid for every year that it continues to be breached. It is not, however, considered that this is appropriate or sufficient to ensure that off setting will actually be provided as a result it is proposed to prevent the offices from being occupied if the parking requirements have not been met.
- 21.21 Enforcement of the on-street measures will be through the regular on-street parking patrols and issuing of Fixed Penalty Notices. It is expected that SEGRO will enforce on-site parking arrangements directly with tenants through the Transport Manager through regular spot checks, and also liaison with the Highway Authority. SEGRO would be responsible for undertaking the physical removal of all the car parking spaces to be removed and their replacement as recycling bays, bicycle / motorcycle parking areas, bin storage areas or landscaping. Lease plan details showing the 'before and after' positions would be provided to SBC. In areas where unauthorised car parking may occur, such as yards, SEGRO would introduce road marking restrictions (i.e. yellow lining) on units prior to each new occupation. It would also use its lease contract with the occupier to require compliance with the car parking regime.
- 21.22 If these mechanisms fail to work, as a last resort the Council can consider introducing

an area wide Controlled Parking Zone which included on-site parking. Regular 'Transport Strategy Review' meetings are proposed over the duration of the Master Plan to monitor the offsetting strategy. It is proposed that these are held every two years in order to allow progress to be made between meetings. However SBC would also have the right to convene a meeting whenever required, upon reasonable notice.

### Parking Standards

- 21.23 In addition to the parking cap, Local Plan Policy T2 (Parking Restraint) sets out the policy basis for the maximum parking standards in Slough, in that it states that within all developments that attract an increase in the number of trips, the level of on-site parking provision for the private car will be restricted to a maximum level in accordance with the principles of the Integrated Transport Strategy.
- 21.24 The actual parking standards, which were adopted in November 1998, are set out in Appendix 2 of the Local Plan. These have not been changed and so remain as the current parking standards for Slough. These state that the standard for B1 (a) offices within Existing Business Areas is "no overall increase" within the context of the maximum standard for offices of a maximum of 1 to 40m<sup>2</sup>. As a result all office developments have to comply with which ever is the more onerous. Although not formally reviewed, a higher standard has been applied to offices that have come forward in the town centre where, for example the offices in the Heart of Slough have been approved at 1 to 137m<sup>2</sup> for the office element of the proposal.
- 21.25 The standard of 1 to 40m<sup>2</sup> can be seen within the context of the national and regional standards. PPG 13 which was issued in 2001 states that the maximum level of parking for any offices in England should be 1 space per 30m<sup>2</sup> but allows Local Authorities to adopt more rigorous standards. The South East Plan (2009) states that the maximum car parking standards for class B1 should be within the range of 1 to 30m<sup>2</sup> and 1 to 100m<sup>2</sup>. It also makes it clear that local authorities should seek a level of parking provision that is tighter than set out in PPG13 and that local authorities adjoining other regions must also liaise with appropriate authorities to ensure a consistent approach to the level of parking provision. Particular attention should be given to the relationship with London in this respect.
- 21.26 The parking standard for offices in the least accessible locations in England and the south east is therefore 1 to 30m<sup>2</sup>. The standard for the least accessible part of Berkshire was 1 to 35m<sup>2</sup> in the former Structure Plan and the standard for the adjoining London Borough of Hillingdon is, for example, 1 to 100m<sup>2</sup>. As a result Slough's parking standard of 1 to 40m<sup>2</sup> fits well within the national, regional and local range.
- 21.27 It is recognised that the Trading Estate is not as accessible as the town centre but it is still fairly accessible compared to other out of town locations. It is also being promoted as a major office centre, as an exception to policy, on the basis that it can be made a more accessible location through the measures being proposed in the TA and Travel Plan.
- 21.28 It has to be recognised that there has been a time lag in implementing the maximum parking standards which means that there are a number competing out of centre locations which have office permissions at a much more generous level which could

give them a commercial advantage in attracting new tenants. The average parking ratio for competing sites available elsewhere in the Thames Valley is just under 1 to 35m<sup>2</sup>. As a result it has been agreed that a standard of 1:35 parking ratio will be applied to developments started in the first ten years and that after this the standard will increase to a 1:40m<sup>2</sup> ratio.

- 21.29 There is a possibility that the national parking standards may become more stringent over the life of the planning permission which could mean that the 1 to 40m<sup>2</sup> standard could be out of step. As a result it is proposed that after ten years the parking standard should track any changes to the regional or national minimum. Since the minimum standard is not currently considered appropriate for the Trading Estate, because of its relative accessibility, it is considered that the standard should remain at 5m<sup>2</sup> higher than the minimum. This means that if, for example, the lowest maximum standard allowed in the region became 1 to 40m<sup>2</sup>, the standard for the Trading Estate would be 1 to 45m<sup>2</sup>. SEGRO have not agreed to this on the basis that it wants to keep maximum commercial advantage in attracting new tenants.

### Transport Measures

- 21.30 The Core Strategy makes it clear that the scale of office development allowed in the Trading Estate will be dependent upon a number of requirements being met which includes the introduction of a package of public transport improvements and other initiatives in order to ensure that there is no increase in the level of car commuting into the estate. SEGRO have proposed a range of transport measures that are to be introduced with each phase. These include the introduction of the Controlled Parking Zone, the provision of Off-site Cycle/Pedestrian Infrastructure, funding for ITS and Real Time Passenger Information, a Car Share system, the provision of cycle racks and pool Bikes, a car club, funding for UTM, passenger transport services and a new cycle link across Leigh Road bridge. This will all be overseen and implemented by the Transport Manager, who will be employed by SEGRO.
- 21.31 It should be noted that the proposed transport measures do not include any direct support for conventional public transport. The current Hoppa bus service which links the Trading Estate to Slough Railway station and Burnham was funded by SEGRO for a short term only under the terms of the SPZ. This will now be extended for a further year until 2015 when other public transport measures should begin to be introduced.
- 21.32 The passenger transport services that are proposed will be a Demand Responsive Transit service. This will involve having a number of minibuses that will pick up pre booked passengers from close to where they live and takes them directly to the Trading Estate. Initially it would cover the wider Slough, Windsor and Maidenhead area with, for example, a service every 20 minutes to the Langley area. The vehicles would be of a high quality and provide a service which should be attractive to employees who currently don't or won't use the bus service. As a result it is envisaged that this will increase the total number of people who don't use their car to get to work.
- 21.33 SEGRO have agreed to a very substantial modal shift target which would eventually involve there being 16% less car drivers. This is a very ambitious target that will increase as each phase of the development takes place. The modal shift would be measured by a survey carried out every year, by traffic counts and by the increase



in the number of people using the various transport measures. Whilst an ambitious target, given the scale of resources that are proposed (both capital and revenue) by the applicant it is considered that this level of modal shift is possible to achieve. However, if there is a failure to meet any of the targets for any of the phases there would be a substantial financial payment to the Council that would go towards improving transport facilities in the area. The level of these payments will be set out in the Section 106 agreement.

- 21.34 The Highways Agency originally issued a holding objection preventing the application form being approved. They are concerned about the impact of the proposed development on the M4 and its junctions and need to give careful consideration to the mitigation measures and the Transport Assessment.
- 21.35 The Highways Agency has now withdrawn the holding objection on the grounds that it is satisfied with the package of proposed mitigation and control measures.
- 21.36 It is considered that it is essential that, in addition to meeting all of the normal transport requirements, the proposed development complies with the specific requirements in the Core Strategy which include capping the number of parking spaces at current levels, introducing a package of public transport improvements and other measures to ensure that there is no increase in the level of car commuting into the estate.
- 21.37 As a result it is important that the package of measures that have previously been agreed are provided in full through the Section 106 Agreement.

## 22.0 **SECTION 106 AGREEMENT – FINANCIAL CONTRIBUTIONS**

- 22.1 The proposed Leigh Road Commercial Centre is a very complex development that will have to be carried out on a comprehensive basis over a twenty year period. Since it is an outline planning application there is only a limited amount of detail as to how the development will be carried out. At the same time there is considerable uncertainty about what will happen in the future both to planning policy and local circumstances. As a result, in addition to the normal planning conditions, it is necessary to have a comprehensive Section 106 agreement in order to control the way in which the development will take place.
- 22.2 It is proposed to repeat the contents of the agreement that was negotiated for the previous Leigh Road Commercial Core planning permission. The only differences relate to different road junction improvements which are needed because of the relocation of the main traffic generating uses south of the railway line.
- 22.3 As a result of the uncertainty about what impact that the proposed development will have upon the Tuns Lane roundabout which is being turned into a crossroads, SEGRO have agreed to bring forward some of the transport measures in the agreed package.
- 22.4 SEGRO have also agreed to roll on the commitment for the Hoppa Bus service for an extra year. This should allow time to put the other proposed public transport services in place. It is considered vitally important that this happens since the application relies upon there being a significant modal shift away from the use of the private car in order to proceed.

22.5 A new clause will also be needed to ensure that only one of the two permissions for the alternative Leigh Road Commercial Centres can actually be implemented.

22.6 The main contents of the Sec 106 agreement will be as follows:

The principles of development in the *Illustrative Master Plan* for the Trading Estate as a whole, as set out in the Site Allocations DPD, will have to be adhered to in general terms by all new developments. The total amount of new B1 (a) independent office within the Estate will be limited to 130,000m<sup>2</sup>, with the only exception being small schemes of less than 1,000m<sup>2</sup> outside of the Leigh Road Commercial Centre. A *public art strategy* for the LRCC will have to be produced and implemented. No new Nursery facilities are currently required on the Trading Estate but SEGRO will be required to carry out a *Nursery facilities Review*. A *Skills, Education and Training Centre* will have to be provided together with financial support for its running costs. A *Transport Manager* will have to be appointed who will be responsible for implementing the various transport measures, Travel Plans, car park offsetting strategy and Modal Shift review.

22.7 The applicant is to fund the following *off site pedestrians and cycling infrastructure* across the Trading Estate and surrounding areas to maximise cycling and walking to the Estate. .

22.8 Provision will be made for financial contributions to *Junction improvements* which would be triggered if they exceed the predicted traffic levels. Car parking standard for the offices will be applied at 1 to 35m<sup>2</sup> for reserved matter applications in the first seven years that are then substantially started in the next three years. All subsequent reserved matters applications will be at 1 to 40m<sup>2</sup>. In order to allow for any subsequent changes to national or regional parking standards, any reserved matters applications submitted after ten years would have to also comply with these new minimum standards.

22.9 There will be no overall increase in car parking in the Trading Estate as a whole in that any additional parking spaces within the LRCC will be offset by the permanent removal of spaces elsewhere. In order to allow some flexibility there will be a tolerance of up to 217 spaces which will eventually have to return to zero. The off setting will be assessed through regular Car Parking Reviews and assessed whenever a reserved matters application is submitted.

22.10 The applicant will contribute to the creation and enforcement of a *Controlled Parking Zone* to ensure that the limits on parking within the development site do not result in overspill parking problems. As part of the development of the proposed offices there is a *modal shift target* of 16% that has to be met on a phased basis. Failure to meet the modal shift for any phase will result in significant financial contributions being made to transport contributions.

22.11 The following *Transport Measures* will be implemented for each phase of development.

Phase	Class B1(a) GEA Floorspace	Cumulative Floor Area	Indicative Transport Measures
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(i)	24,375	24,375	Marketing, Communications & Incentives Car Share scheme (500 users) Pool Bikes scheme (20 bikes) Off-site Cycle/Pedestrian Infrastructure ITS (Phase 1) / RTPi Cycle parking outside of LRCC Passenger Transport Services
(ii)	24,375	48,750	Cycle Racks Car Club (Stage1 – 4 vehicles) Car Share (1000 users) ITS (Stage 2) Passenger Transport Services + stops Pool Bikes (Stage 2 – 40 bikes)
(iii)	32,500	81,250	Pool Bikes (Stage 3 – 60 bikes) Cycle Racks Car Club (Stage 2 – 4 vehicles) Car Share Scheme (1500) Passenger Transport Services + stops ITS (Stage 3)
(iv)	24,375	105,625	Cycle Racks Pool Bikes (Stage 4 – 80 bikes) Car Share Scheme (1750) Car Club (Stage 3 – 4 vehs) Passenger Transport Services ITS (Phase 4)
(v)	24,375	130,000	Cycle Racks Pool Bikes (Stage 5 – 100 bikes) Car Share Scheme (1750) ITS (Stage 5) Passenger Transport Services

22.12 In addition to these the existing Hopper Bus service will be maintained in the short term until the other Transport measures are in place. A *Travel Plan and CCTV Strategy* will have to be produced and implemented. A *Bath Road Tree Replacement Strategy* will be carried out to replace the diseased or dying horse chestnut trees. All commercial properties will be built to a minimum of BREEAM very good standard and all highway/public realm works to be constructed to CEEQUAL very good standard. There is an expectation that this will become “excellent” and take account of any future changes in standards. The target for the percentage of renewable energy used within the development, which is currently 10%, will track any changes to regional or local standards.

## 23.0 **PROCEDURAL MATTERS**

23.1 The Town & Country Planning (Consultation) (England) Direction 2009 sets out which

applications have to be referred to the Secretary of State before they can be approved.

23.2 The previous planning application for LRCC1 (P14515/000) was referred to GOSE as a matter of expediency to see if the Secretary of State would want to call in the planning application for his own determination. A letter was received from GOSE confirming that the Secretary of State would not be calling it in. As a result, since the principle of development has already been established and the planning application complies with the Core Strategy and Site Allocations DPD, it is not considered necessary to refer the application to the Secretary of State.

#### 24.0 **CONCLUSION**

24.1 Slough Trading Estate provides around a quarter of all of the jobs in the Borough and its continued success as an employment centre is of great importance to the local economy and the prosperity of the town as a whole. It is recognised that the Trading Estate will need to evolve to serve the needs of knowledge-based industries in order to retain and attract businesses, create jobs and offer opportunities for improving skills and training to local people. As a result the Core Strategy treats the Trading Estate as a special case and allows B1 (a) offices within the proposed new hub, as an exception to the Spatial Strategy, in order to facilitate the comprehensive regeneration of the Estate as a whole.

24.2 This second application for a revised Leigh Road Central Core area forms the proposed new hub for the Trading Estate within the context of an Illustrative Master Plan for the estate as a whole. As a result it contains the proposed new offices, hotel, leisure, retail and restaurants that are needed in order to provide the sort of modern facilities that are needed to serve the workforce. A key design feature of the new central core is the construction of a new bridge over the railway as part of a new boulevard that will create open space. There will also be two new plazas either side of the Leigh Road which will provide an attractive setting for the new offices.

24.3 The Core Strategy makes it clear that the proposed offices will only be allowed provided there is amongst other things the provision of a package of public transport improvements, the number of parking spaces are capped at current levels, there is no increase in the level of car commuting into the estate, there is an increase in the number of Slough residents working on the estate, the retail, hotel and leisure uses are of a scale which would predominantly serve the needs of businesses on the estate and a transport hub is provided.

24.4 The principle of development has already been established through the granting of the previous planning permission for LRCC1. The new scheme is considered to be an improved design and complies with the policies in the Core Strategy and Site Allocations DPD. It includes a full package of measures including a package of public transport improvements. As a result it is considered that the application should be supported because of the economic and regeneration benefits that it can provide, subject to the full package of measures being secured through the Section 106 agreement.

#### **PART C: RECOMMENDATION**

25.0 **RECOMMENDATION**

25.1 Delegate to the Head of Planning Policy and Projects for the signing of a Section 106 legal agreement.

26.0 **PART D: LIST OF CONDITION(S)**

Condition(s)

1. Application(s) for the approval of reserved matters for the first plot of built development hereby permitted shall be made to the Local Planning Authority not later than 5 years from the date of this permission. The first plot of reserved matters application hereby permitted shall be begun not later than 3 years from the date of approval of the last Reserved Matters to be approved in respect of that plot.

REASON To enable the Council to review the suitability of the development in light of altered circumstances and to comply with the provisions of Section 92 (2) of the Town and Country Planning Act 1990.

2. Application(s) for the approval of reserved matters for all other subsequent plots of the development hereby permitted shall be made to the Local Planning Authority not later than 15 years from the date of this permission. All plots of development hereby permitted shall be begun not later than 3 years from the date of approval of the last Reserved Matters to be approved.

REASON To enable the Council to review the suitability of the development in light of altered circumstances and to comply with the provisions of Section 92 (2) of the Town and Country Planning Act 1990.

3. Details of the following reserved matters for each plot of the development shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development, excluding any demolition or site clearance works (which for the purposes of the conditions in the outline planning permission shall include the removal of existing foundations, existing infrastructure and services and all other below ground works), of that plot and shall include:

- The boundaries of the plot;
- The layout of development;
- The scale of the development;
- The appearance of the development;
- The formation of any means of access other than those shown on the approved highways drawings 17563/410/019K, 17563/410/023G, 07563/410/029C, 07563/410/030B, 17563/450/02 A, 17563/450/01 A and 17563/410/033 to and within each development plot, including any temporary/interim access proposals and any technical assessments deemed necessary to show the satisfactory operation of such modified/temporary or interim access locations; and
- The hard and soft landscaping of the plot.

REASON To ensure that the proposed development is satisfactory and to comply with the provisions of Article 3(1) of the Town and Country Planning (General Development Procedure) Order 1995.

4. The development hereby approved shall be implemented only in accordance with the following plans and drawings hereby approved by the Local Planning Authority:

- (a) The Parameters Plan (Reference PL01 Revision 02);
- (b) A4/Leigh Road junction improvements southern access road relocated to east of Leigh Road (Reference 17563/410/019K);
- (c) A4/Ipswich Road Junction improvements (Reference 17563/410/019K)
- (d) A4/Galvin Road junction improvements (Reference 17563/410/029C)
- (e) Edinburgh Avenue/Farnham Road junction improvements
- (f) The Leigh Road widening proposals (Reference 17563/410/019K) AND 17563/410/023G); and
- (g) The new Ajax Avenue North and Ajax Avenue South access roads (Reference 17563/410/019K).

REASON To ensure the site is developed in accordance with the submitted application and to ensure that the proposed development does not prejudice the amenity of the area to comply with the Policies of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008, and The Slough Local Development Framework, Site Allocations, Development Plan Document, November 2010.

5. The gross internal floor space of the Class A1 units hereby permitted shall not exceed 2,200 sq. metres and the maximum gross external floor size of the individual units shall not exceed 500 sq. metres.

REASON To ensure that the size of the retail units are appropriately scaled for the function of the units to serve the needs of the Slough Trading Estate in accordance with Core Policy 6 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

6. No development of the new Leigh Road bridge shall take place until details of the new bridge have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

REASON In the interests of visual amenity and to ensure that the design of the bridge will not be to the detriment of the setting of the existing Grade II listed Leigh Road Bridge to accord with Core Policies 8 and 9 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

7. The Health Club uses approved under this outline planning application shall be used for a health club and for no other purpose (including any other purpose in Class D2 of the Schedule to the Town and Country Planning (Use Classes) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

REASON The Health Club is permitted to serve the needs of the Slough Trading Estate, another use within use class D2 could affect the vitality and viability of Slough Town Centre and the surrounding district centres. In accordance with Core Policy 6 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008, The Slough Local Development Framework, Site Allocations,

Development Plan Document, November 2010, and Government Guidance contained within PPS4.

8. The uses hereby permitted shall not exceed the following total gross internal floorspace:

- Offices (Class B1(a)) - 130,000 sq. m.
- Hotels (Class C1) - 10,500 sq. m.
- Retail (Class A1) - 2,200 sq. m.
- Health Club (Class D2) - 4,400 sq. m.
- Financial & Professionals (Class A2) / restaurants and cafes (Class A3)/drinking establishments (Class A4) - 2,200 sq. m.
- Transport Hub - 500 sq. m.
- Education/Skills Centre, Conference Facilities and Crèche (Class D1) - 3000 sq. m.

REASON To ensure there is no departure in floor space that would be to the detriment of vitality and viability of Slough Town Centre and the surrounding district centres. In accordance with Core Policy 6 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008, The Slough Local Development Framework, Site Allocations, Development Plan Document, November 2010 and Government Guidance contained within PPS4.

9. No development, excluding any demolition works, of each 'plot' shall commence until details of the materials to be used in the construction of external surfaces of the building, including samples within that plot hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

REASON In the interests of visual amenity in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

10. No occupation of a plot shall commence until details of all external site lighting (excluding lighting to the public highway) has been submitted to and approved in writing by the Local Planning Authority. Details of the external site lighting shall include details of the lighting units, levels of illumination and hours of use. No lighting shall be provided [at the plot] other than in accordance with the approved scheme.

REASON In the interests of visual amenity in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

11. The development, excluding any demolition works, of each plot shall not commence until a Construction Method Statement has been submitted to and approved by the Local Planning Authority. This shall include measures to:

- (a) Minimise, re-use and re-cycle waste, including materials and waste arising from demolition;
- (b) Minimise the pollution potential of unavoidable waste; and
- (c) Dispose of unavoidable waste in an environmentally acceptable manner.

The approved details shall be implemented during the course of building operations and the subsequent use of the buildings.

REASON In the interests of highway safety and operation in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

12. The development, excluding any demolition works, of each plot shall not commence until details of refuse storage, refuse collection and recycling facilities have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

REASON To ensure that adequate onsite servicing can take place and in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

13. A Service Management Plan (to include details of deliveries and waste collection) shall be submitted to and approved in writing prior to the occupation of each plot. The Service Management Plan shall be carried out in accordance with the approved details.

REASON To ensure that adequate onsite servicing can take place and in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

14. No development, excluding any demolition works, shall commence until a plan showing the existing and indicative locations of the proposed CCTV within the site have been submitted to and approved in writing by the Local Planning Authority.

REASON To reflect the permitted CCTV locations in the Adopted Simplified Planning Zone, November 2004 and in accordance with Core Policy 12 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

15. The development, excluding any demolition works, of each plot, if applicable, shall not take place until a plan showing the new CCTV locations within that plot has been submitted to and approved by the Local Planning Authority. Thereafter no occupation of that plot shall commence until details of the new CCTV within the plot, if any, have been submitted to and approved in writing by the Local Planning Authority and thereafter implemented in accordance with the approved details. This shall include details of:

- The specification, transmission and monitoring of the CCTV cameras to be installed;
- The method of connecting the CCTV cameras to the existing SEGRO CCTV Network;
- and
- The ongoing maintenance of the CCTV cameras.

REASON To reflect the permitted CCTV locations in the Adopted Simplified Planning Zone, November 2004. To ensure the public's safety throughout all stages of the development in accordance with Core Policy 12 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.



16. Excluding any demolition works, but including ground preparation and grubbing up, the development of a plot or plots, within an Area of Archaeological Potential, shall not take place until the applicant has secured the implementation of a programme of archaeological work on Areas of Archaeological Potential shown pink on Figure 13.1 of the Environmental Statement (May 2011) and in accordance with a written scheme of investigation which has been submitted and approved by the Local Planning Authority. The written scheme of investigation shall include details of the investigation, project design, evaluation methods and provisions for further investigation work to be implemented if archaeology is found or if construction details change. The provision for further work shall include mitigation in form of preservation by record or preservation in situ as appropriate. Any further work shall be carried out in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority.

REASON To ensure that any archaeological remains within the site are adequately investigated and recorded or preserved in situ in the interest of protecting the archaeological heritage of the borough in accordance with Core Policy 9 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008, and Planning Policy Statement 5: Planning for the Historic Environment (March 2010).

17. Full details of the surface water collection and conveyance for all hard surfaced areas for each plot shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the development, excluding any demolition works on that plot. The development shall be carried out in accordance with the approved details.

REASON In the interest of the safety and amenity of both public highway and adjoining properties in accordance with Core Policies 7 and 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

18. For each plot the details of loading/unloading and turning areas of demolition vehicles shall be submitted to and approved in writing by the Local Planning Authority before demolition is commenced on site and the works shall be carried out in accordance with the details approved.

REASON To ensure that the proposed development does not prejudice the free flow of traffic or conditions of general safety along the neighbouring highway in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

19. For each plot, development, excluding any demolition works, shall not commence until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. This plan will include details of the loading/unloading and turning area of construction vehicles, wheel wash facilities, arrangements for construction worker parking and a HGV routing strategy. The development shall be carried out in accordance with the approved details.

REASON In the interests of highway safety and operation in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

20. No development (including demolition) of each plot shall begin until details of a scheme

(Working Method Statement) to control the environmental effects of demolition and construction work has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- control of noise;
- control of dust (a suitable continuous water supply shall be provided in order to minimise the formation and spread of dust and the perimeter of the site shall be screened to a sufficient height to prevent the spread of dust).
- smell and other effluvia;
- control of surface water run off;
- site security arrangements including hoardings;
- proposed method of piling for foundations;
- construction and demolition working hours, and
- when delivery vehicles taking materials are allowed to enter or leave the site.

The development shall be carried out in accordance with the approved scheme or as may otherwise be agreed in writing by the Local Planning Authority.

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

21. Prior to the commencement of any building incorporating uses which fall within Class A3 (Restaurants and Cafes) of the Town and Country Planning (Use Classes) (Amendment) (England) Order 2010 (or in any provisional equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification), details of ventilation equipment, ducting works and sound attenuation for any necessary plant shall be submitted to and approved in writing to the Local Planning Authority. The development shall be carried out in accordance with the approved details.

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

22. No occupation of a plot shall commence until details of any machinery, plant or equipment including ventilation systems and extractor fans to be enclosed and/or attenuated, demonstrating that noise there from does not, at any time, result in a rating level that exceeds the measured background noise levels at the locations shown on Noise Measurement Locations Figure 7.1, have been submitted to and approved in writing by the Local Planning Authority.

Daytime (07:00 to 23:00 hours)

Location 1 (Bath Road Leigh Road junction) - LA90 63dB

Location 2 (south of the railway line) - LA90 56 dB

Location 3 (Buckingham Avenue Leigh Road junction) - LA90 61 dB

Night time (23:00 to 07:00 hours)

Location 1 (Liverpool Road) - LA90 43dB

The development shall be carried out in accordance with the approved details.

REASON To ensure that plant/machinery/building is adequately soundproofed in the interests of the amenities of the occupiers of nearby premises in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

23. No development, excluding any demolition works, shall commence on any plot of the development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), until the following components of a scheme to deal with the risks associated with contamination of that plot shall be implemented. Each component shall be submitted to and approved, in writing, by the Local Planning Authority:
1. A preliminary risk assessment which has identified all previous uses, potential contaminants associated with those uses, a conceptual model of the site indicating sources, pathways and receptors, potential unacceptable risks arising from contamination of the site.
  2. The site investigation scheme, based on to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
  3. The results of the site investigation and detailed risk assessment referred to in (2) and based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
  4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (3) are complete and identifying any requirements for longer term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express written consent of the Local Planning Authority. The scheme shall be implemented as approved.

REASON Previous and current land uses have the potential to cause contamination and require intrusive site investigation, to ensure that any ground and water contamination is identified and adequately addressed to ensure the safety of the development, that there is no risk of pollution to controlled waters and to ensure the site is suitable for the proposed use in accordance with Core Policies 8 and 9 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

24. Prior to completion of each phrase of the development, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a long-term monitoring and maintenance plan) for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the Local Planning Authority.

REASON To ensure that the development is sustainable and has protected controlled

waters.

25. No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters.

REASON Given the industrial history of the development site, there is a potential for contamination to be present. Infiltrating surface water can remobilise contaminants present in shallow soils/made ground that could ultimately enter the underlying groundwater resulting in pollution.

26. Piling or any other foundation designs using penetrative methods shall only be permitted with the express written consent of the Local Planning Authority, where it has been demonstrated by the developer that there is no resultant unacceptable risk to groundwater.

REASON Piling has the potential to create migration pathways for contaminants which could increase the risk to the groundwater in the Major Aquifer.

27. No development, excluding any demolition works, shall take place until a detailed surface water drainage scheme for each plot of this development, based on sustainable drainage principles, assessment of the hydrological and hydrogeological context of the development and risks to ground water from historical contamination, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

REASON To prevent the increased risk of flooding and to additional risks to groundwater by considering the risks due to infiltration of surface water grounds where both land and groundwater may be contaminated.

28. No works shall commence on or over the existing Leigh Road Bridge unless and until the following criteria have been met:-

- The works which require the temporary occupation of land as allowed by the Crossrail Act (or any agreement regulating the exercise of the powers of the Act) have been fully completed, or,
- Alternative worksites in close proximity to those safeguarded for temporary acquisition under the Crossrail Act (or any agreement regulating the exercise of the powers of the Act) have been approved in writing by the Local Planning Authority in consultation with Crossrail; and
- Details of the alterations to the existing bridge have been approved in writing by the Local Planning Authority in consultation with Crossrail.

REASON The above criteria are to allow for the works to the bridge and tracks which facilitate the construction of Crossrail.

29. No development shall commence until a drainage strategy detailing any on and off-site works to the public and private sewerage system together with any phrasing arrangements, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No phase of the development shall be occupied until any associated

drainage diversion and/or upgrade works recommended by the Strategy has been completed.

REASON To ensure that sufficient capacity is made available to cope with new development and in order to avoid adverse environmental impact upon the community.

30. No occupation of more than 15,000 square metres of B1(a) office development north of the railway line or 80,000 square metres of B1(a) office development across the whole of the development shall be permitted until highway design schemes in accordance with drawing 17563/410/030 Revision B and a programme for implementation have been submitted and approved in writing by Slough Borough Council at the Farnham Road / Edinburgh Avenue junction. Development shall be carried out in accordance with the approved details and the approved programme.

REASON To ensure satisfactory highway safety and capacity prior to the generation of development-related traffic in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

31. No occupation of a public car park or a plot containing public car parking spaces associated with the permitted retail, hotels, health club and education/skills centre floorspace shall commence until a Car Parking Management Plan has been submitted to and approved in writing by the Local Planning Authority. This plan should contain details on how access to the car park will be controlled, internal circulation, parking controls and arrangements for public car parking.

REASON In the interests of highway safety in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

32. No occupation of more than 24,500 square metres of B1(a) office development or alternatively 15,000 square metres of B1(a) office development and the provision of a new hotel on the Bath Road frontage shall be permitted until highway design schemes in accordance with highway design drawing 17563/410/019 Revision K and an agreed programme for implementation have been submitted and approved in writing by Slough Borough Council at the A4 / Leigh Road junction. Development shall be carried out in accordance with the approved details and the approved programme.

REASON To ensure satisfactory highway safety and capacity prior to the generation of development-related traffic in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

33. No occupation of more than 15,000 square metres of B1(a) office development north of the railway line or 95,000 square metres of B1 (a) office development across the whole development shall be permitted until highway design schemes in accordance with highway design drawing 17563/410/023 Revision G, any interim access proposals, and an agreed programme for implementation at the Buckingham Avenue / Leigh Road junction, have been submitted and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details and the approved programme.

REASON To ensure satisfactory highway safety and capacity prior to the generation of development-related traffic in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

34. No occupation of more than 60.000 square metres of B1 (a) office development shall be permitted until highway design schemes in accordance with drawing 17563/410/029 Revision C or any alternative improvement as otherwise agreed by the Local Planning Authority, and a programme for implementation has been submitted and approved in writing by the Local Planning Authority at the Galvin Road / Bath Road junction. Development shall be carried out in accordance with the approved details and the approved programme.

REASON To ensure satisfactory highway safety and capacity prior to the generation of development-related traffic in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

35. No occupation of office development in the western plaza (Plots OB2, OB3, OB4, OB5, OB6 and OB7) shall be permitted until highway design schemes in accordance with drawing 17563/410/019 Revision K or any alternative improvement as otherwise agreed by the Local Planning Authority, and a programme for implementation has been submitted and approved in writing by the Local Planning Authority at the Ipswich Road / Bath Road junction. Development shall be carried out in accordance with the approved details and the approved programme.

REASON To ensure satisfactory highway safety and capacity prior to the generation of development-related traffic in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008.

36. If not already in place, the developer or applicant must provide at their expense a suitable trespass proof fence (of at least 1.8m in height) adjacent to Network Rail's boundary and make provision for its future maintenance and renewal without encroachment upon Network Rail Land. Network Rail's existing fencing/ wall must not be removed or damaged and at no point either during construction or after works are undermined or comprised in anyway. Any vegetation on Network Rail land and within Network Rail's boundary must also not be disturbed.

REASON In the interests of railway safety.

37. No development shall be begun until details of the cycle parking provision (including location, housing and cycle stand details) have been submitted to and approved by the Local Planning Authority. The cycle parking shall be provided in accordance with these details prior to the occupation of the development and shall be retained at all times in the future for this purpose.

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

## Informative(s)

### 1. SAFETY

No work should be carried out on the development site that may endanger the safe operation of the railway or the stability of Network Rail's structures and adjoining land. In particular, the demolition of buildings or other structures must be carried out in accordance with an agreed method statement. Care must be taken to ensure that no debris or other materials can fall onto Network Rail land. In view of the close proximity of these proposed works to the railway boundary the developer should contact Richard Selwood at Network Rail on [AssetProtectionWestern@networkrail.co.uk](mailto:AssetProtectionWestern@networkrail.co.uk) and enter into a basic Asset Protection Agreement before works begin.

### GROUND LEVELS

The developers should be made aware that Network Rail needs to be consulted on any alterations to ground levels. No excavations should be carried out near railway embankments, retaining walls or bridges.

### DRAINAGE

In the interests of the long term stability of the railway, it is recommended that soakways should be constructed within 10 metres of Network Rail's boundary.

### SITE LAYOUT

It is recommended that all buildings be situated at least 2 metres from the boundary fence, to allow construction and any future maintenance work to be carried out without involving entry onto Network Rail's infrastructure. Where trees exist on Network Rail land the design of foundations close to the boundary must take into account the effects of root penetration in accordance with the Building Research Establishment's guidelines.

### PLANT, SCAFFOLDING AND CRANES

Any scaffold which is to be constructed adjacent to the railway must be erected in such a manner that at no time will any poles or cranes over-sail or fall onto the railway. All plant and scaffolding must be positioned, that in the event of failure, it will not fall on to Network Rail land.

2. Prior to commencing works on the public highway the applicant will need to enter into a Section 278 Agreement of the Highways Act 1980 with Slough Borough Council for the implementation of these highway works. The applicant should be made aware that commuted sums will be payable under this agreement for any requirements that burden the highway authority with additional future maintenance costs directly related to the highway works.
3. This decision has been taken having regard to the policies and proposals in the Local Plan for Slough 2004 and the Slough Local Development Framework, Core Strategy 2006 - 2026, and the Slough Local Development Framework, Site Allocations 2006-2026 Development Plan Document. Supplementary Planning Guidance and consideration taken of the environmental information supplied with the application in accordance with Regulation 3(2) of the Town and Country Planning Environmental Impact Regulations 1999, (to supplementary Planning Guidance) and to all other relevant material considerations.

Policies:- Planning Policy Statement 1: Delivering Sustainable Development, Planning

Policy Statement 4: Planning for Sustainable Economic Growth, Planning Policy Statement 5: Planning for the Historic Environment, Planning Policy Statement 23: Planning and Pollution Control, Planning Policy Statement 25: Development and Flood Risk, and, Planning Policy Guidance 13: Transport. South East Plan Policy RE1: Contributing to the UK's Long Term Competitiveness, Policy RE3: Employment and Land Provision, Policy RE4: Human Resource Development, Policy T4: Parking, Policy NRM11: Development Design for Energy Efficiency and Renewable Energy, and Policy NRM12: Combined Heat and Power. The Adopted Local Plan for Slough, March 2004, Policy S1 (Retail Hierarchy), Policy S4 (Warehouse Clubs), Policy EMP2 (Criteria for Business Developments), Policy EMP5 (Proposed Town Centre Offices), Policy EMP7 (Slough Trading Estate), Policy EN1 (Standard of Design), Policy EN3 (Landscaping Requirements), Policy EN5 (Design and Crime Prevention), Policy EN6 (Interference with Telecommunication Signals), Policy EN9 (Public Art), Policy T2 (Parking Restraint), Policy T7 (Rights of Way), Policy T8 (Cycling Network and Facilities) and Policy T9 (Bus Network and Facilities). The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, Core Policy 1 (Spatial Strategy), Core Policy 5 (Employment), Core Policy 6 (Retail, Leisure and Community Facilities), Core Policy 7 (Transport), Core Policy 8 (Sustainability and the Environment), Core Policy 9 (Natural and Built Environment), Core Policy 10 (Infrastructure), Core Policy 11 (Social Cohesiveness) and Core Policy 12 (Community Safety). Slough Local Development Framework, Site Allocations 2006-2026 Development Plan Document, November 2010, Policy SSA4

This informative is only intended as a summary of the reasons for the grant of planning permission. For further detail on the decision please see the application report by contacting the Development Control Section on 01753 875840.