

## **SLOUGH BOROUGH COUNCIL**

**REPORT TO:** Planning Committee      **DATE** 28<sup>th</sup> November 2013

**CONTACT OFFICER:** Paul Stimpson  
Head of Planning Policy & Projects  
01753 87 5820

**WARD(S):** Haymill, Farnham and Baylis

### **PART I**

## **DEPOSIT DRAFT OF THE SLOUGH TRADING ESTATE SIMPLIFIED PLANNING ZONE (SPZ)**

### **1 Purpose of Report**

The purpose of the report is to seek Members approval for the publication of the Deposit Draft Simplified Planning Zone (SPZ) Scheme for the Slough Trading Estate for public consultation.

### **Recommendation(s)/Proposed Action**

1.1 The Committee is requested to resolve:

- That the content of the SPZ be agreed subject to any minor amendments which may be delegated to the Strategic Lead Planning Policy.
- That the Deposit Draft of the new Slough Trading Estate Simplified Planning Zone Scheme be published for public consultation.

### **2 Community Strategy Priorities**

2.1 The SPZ forms part of the Council's planning framework which is an important spatial element of the Community Strategy and will help to contribute to the following emerging priorities:

- **A Cleaner, Greener place to Live, Work and Play**
- **Prosperity for All**

### **3 Other Implications**

#### **(a) Risk Management**

There are no specific issues directly arising from this report

#### **(b) Human Rights Act and Other Legal Implications**

It is considered that there are unlikely to be any significant implications in relation to the Human Rights Act.

#### **(c) Equalities Impact Assessment**

An Equalities Impact Assessment will be completed before any decision is made to approve the SPZ.

(d) Workforce

The proposed actions form part of the existing work programme.

#### **4 Supporting Information**

- 4.1 Simplified Planning Zones (SPZs) were introduced in the Town and Country Planning Act 1990 and Slough Trading Estate has been one of the few areas in the country to take advantage of this planning tool. The first SPZ for the Estate ran from 1994 to 2004 and the second one is due to expire in November 2014.
- 4.2 A SPZ effectively grants planning permission in advance for specified types of development within defined areas. On the Trading Estate the permitted uses include industrial units, warehouses and data centres. Potentially inappropriate uses such as B1(a) offices, major retail or development on the power station are not permitted. Any development proposals which fall outside of the scope of the SPZ, either in terms of their scale or use, have to apply for planning permission in the normal way.
- 4.3 Members will recall that at a meeting of the Planning Committee in September 2012 approval was granted for the preparation of a new SPZ Scheme for the Slough Trading Estate in order to replace the existing one which expires in November 2014.
- 4.4 Negotiations have subsequently taken place with SEGRO in order to allow them to produce a Pre-Deposit Draft of the new SPZ. This was used for initial consultation with the Environment Agency, Highways Agency, Natural England and English Heritage.
- 4.5 The results of this initial round of consultation are summarised in Appendix A. These show that English Heritage, the Highways Agency and Natural England had no major comments to make.
- 4.6 The Environment Agency raised a number of points which were not fundamental. Changes have therefore been made to the wording of the SPZ to take account of the comments from the EA and ongoing concerns that Officers have raised.
- 4.7 The result is that we have now reached the stage where it is considered that the Deposit Draft of the SPZ could be published for public consultation.
- 4.8 It is proposed that the consultation will take place for a six week period in the new year. The results will then be considered by this Committee before seeking Cabinet approval.

#### **Purpose of the SPZ**

- 4.9 Slough Trading Estate is the largest business area in the Borough and provides around a quarter of the jobs in Slough. As a result its continued success as an employment centre is important to the local economy and the prosperity of the town as a whole.

- 4.10 The original purpose of the SPZ was to allow uncomplicated development such as industrial and warehouse uses, with predictable planning and amenity impacts, to take place quicker than would be possible with a standard planning application.
- 4.11 As the nature of the Trading Estate has changed, however, the current SPZ has been used to allow Data Centres and High Tech development to take place. The role of the SPZ has thus evolved to become a tool which helps SEGRO to deliver bespoke premises which serve the needs of modern businesses and provide the sort of facilities that are necessary to continue to attract inward investment to the Trading Estate.
- 4.12 The SPZ provides SEGRO, the owners of the Estate, a number of commercial advantages which include:
- **Flexibility** to respond quickly and effectively to changes in market demands and tenants' requirements
  - **Certainty** for owners and occupiers about what development is acceptable to the Council under the scheme, and will therefore not require detailed planning approval
  - **Speed** of development being brought forward- as individual applications are not required and consistent parameters are established by the SPZ, they are not subject to the normal planning permission timeframes
  - **Marketability** of the Estate in a way which enhances the perception of the trading estate for investment, and has led directly to companies choosing to locate on the estate.
- 4.13 From a planning point of view it is considered that the SPZ will help to implement the objectives of the Core Strategy, the Site Allocation Document and the Master Plan which together form the planning framework for the Trading Estate. It will also compliment the planning permission granted for the Leigh Road Commercial Core Area (known as LRCC2).
- 4.14 The other advantage to the Council of having a SPZ is that it will not have to spend time processing planning applications.

### **The Contents of the SPZ**

- 4.15 The purpose of the SPZ is to allow employment generating development to take place within the Trading Estate which does not conflict with the established planning objectives .As a result it excludes potentially inappropriate uses such a B1(a) offices, major retail or specialist development such as the power station.
- 4.16 The details of the SPZ scheme are set out in a specific policy document made up of four parts. The new SPZ follows the same format as the current: Part 1 sets the context for the SPZ; Part 2 contains the legal basis for the SPZ and the S106 integrated transport strategy commitments including parking standards; Part 3 sets out the planning details and Part 4 contains plans showing the regional context and geographical boundary. More detailed information is set out in a series of appendices.
- 4.17 The details of the scheme in part 3 define the area of the scheme, the uses permitted, and the planning conditions that apply to defined sub-zones within the SPZ. The SPZ only grants planning permission and so all other legislative

requirements (such as building regulations, advertisements consent) remain and must be complied with.

4.18 The key parts of the scheme that have been retained are as follows:

- Limited to new buildings for general industrial uses, storage and distribution, and data centres
- Limit to 50% built footprint, and 49% office floorspace (gross external area)
- No open storage permitted, and screening of all plant
- Requirement for minimum 6% green landscaping on every development
- Continued protection of Buckingham Avenue Retail area to serve employees
- Highways requirements including safe manoeuvring and servicing within the site boundary

### **Renewal of the SPZ**

4.19 It is proposed that the SPZ will continue to grant planning permission for a range of business uses such as research & development, light industrial, general industrial and warehousing uses (Classes B1(b), B1(c) B2 and B8). It would also allow some retail, food and drink and financial and professional services within the existing Buckingham Avenue Centre (Classes A1, A2, A3, A4 and A5). There can also be Data Centres (Sui Generis Use).

4.20 As explained above, the nature of the Trading Estate has changed since the first SPZ was approved in 1994. At the same time the nature of planning has also changed with much more emphasis upon environmental matters and sustainability.

4.21 It is important that the new SPZ is “future proofed” as far as possible to ensure it remains viable for the Trading Estate but retains the necessary planning control to so we are not allowing development now which would not be permitted in ten years’ time.

4.22 In addition, for marketing reasons, SEGRO do not want to include any conditions in the SPZ that require subsequent approval by the Council. The area covered by the SPZ has also been updated to exclude the Bath Road Retail Park which is no longer in SEGRO’s ownership.

4.23 The new SPZ provides the opportunity for the Council to update the policy context and address issues that have arisen in applying the current scheme, notably the impact of taller buildings on adjoining residential areas.

4.24 It has also allowed SEGRO to extend the scope of the SPZ to accommodate the commercial demand for taller buildings for research and development (23m), datacentres (23m) and high bay warehouses (20m).

4.25 Potential problems have therefore been overcome by including more detailed conditions than the current SPZ. Additional information and good practice has also been provided in informatives.

4.26 The key aspects being delivered in the new scheme are as follows:

- Zoned areas to control maximum building height at the boundaries (set out below)
- Zoned area to allow taller buildings on larger plots in the central area.
- The requirement for minimum set backs from the road frontage including a set back of 13m from the main road frontage for all buildings over 16m.
- Improved landscaping
- Recognition that demolition can now be undertaken without the requirement for prior notification
- Updates to promote sustainable design and construction, and measures to address flood risk from rain water and insufficient drainage capacity.
- Improved and broader provision of information for monitoring purposes
- Protection of the land adjoining the junction of Liverpool Road and Buckingham Avenue for the Leigh Road Scheme
- Provision to install Solar Panels on existing buildings
- Agreed approach to archaeological assessment
- Update to sustainable transport measures including introduction of minimum car parking standards (details below) and high quality cycle parking.

### **Building Height Controls**

- 4.27 The new SPZ introduces maximum building heights across the whole estate. These permit increased heights in the central area and reduced building heights at the perimeters, with a default maximum of 16m.
- 4.28 Concerns about the visual relationship of the trading estate with its residential neighbours areas are addressed through the introduction of a new Height Controlled Zone along the northern boundary (from Yeovil Rd to Stirling Rd) which restricts buildings to 12m; and the addition of a height limit to the existing Sensitive Sub Zones (at residential boundaries) (of 7m at Fairlie Road, Stirling Road, Galvin Road and Montrose Avenue; and 10m at Whitby Road).
- 4.29 It is recognised that there is a need for tall buildings over 16 metres in the Trading Estate. As a result it is proposed to allow single storey “High Bay” warehouses up to 20 metres in height, provided they are set in large sites over a hectare.
- 4.30 There is also a demand for single storey data centres up to 23 in height and three story high tech buildings which may also be up to 23 in height.
- 4.31 It is recognised that in townscape terms it is possible to accommodate buildings of these height in parts of the Trading Estate, especially in the area close to the Power Station. As a result Research and Development and Co-location Sub-Zones have been identified within the SPZ where these buildings could be built. This still raises the issue as to how these very tall buildings will fit in the street scene when the SPZ is unable to control the design appearance or spacing of these buildings.
- 4.32 In order to help to mediate this it is proposed to impose a condition that these buildings will have at least 50% of the front elevation as glazing/ curtain walling, be on sites of over 1ha, and set back from the road by at least 16m, including a 5m tree lined landscaping strip in front of them.
- 4.33 Fortunately, nearly all of the proposed locations for buildings up to 23m are on the existing ‘Arterial Landscape Sub Zones’ along roads such as Buckingham Avenue

and Edinburgh Avenue. These are also the roads that are identified as boulevards in the indicative Master Plan. Whilst some landscaping has gone in along these routes it has not always been to the standard expected. As a result it is proposed to strengthen the existing requirement for Arterial Landscape Sub Zones to include a condition in the SPZ that requires a 5m landscaped strip on all development.

4.34 SEGRO have not agreed to the detail of this condition, particularly the need for a 5m strip. However it is considered that buildings up to 23m should only be allowed within the SPZ on this basis.

### **Sustainable transport measures**

4.35 The SPZ will deliver the following sustainable transport measures in line with the Core Strategy and the Leigh Road Commercial Core Regeneration Scheme:

- Hoppa bus - between Slough Train Station, Buckingham Avenue and Burnham Station.
- Minimum car parking standards and parking cap
- Cycle provision - secure storage and showers: quality over quantity
- Outstanding points on previous SPZ S106 -still being discussed

4.36 The new SPZ will be the subject of a Section 106 Legal Agreement. The existing SPZ funded the introduction of the 'Hoppa' bus service that runs from Slough train station through the Estate to Burnham or Britwell. This service has been secured up until 2015. As a result it is proposed that the new SPZ Section 106 agreement will provide for the 'Hoppa' bus service, or its equivalent, up until 2024.

4.37 The existing SPZ also has a number of transport measures that had to be provided as part of the Integrated Transport Strategy. Some of these will be carried forward in the new SPZ along with a requirement for Travel Plans.

4.38 The renewal of the SPZ has to be seen in the context of the planning permission that has been granted for the Leigh Road Commercial Core (LRCC) which will provide many of the complimentary uses on the Trading Estate. This has permitted 152,800 square metres of new development including high profile offices plus hotels, retail, a health club and conference and crèche facilities. This also has a Section 106 which will provide significant transport improvements as well as training and environmental improvements. The Leigh Road Commercial Core permission also effectively enforces the parking cap that has been applied to the Trading Estate for many years by preventing new office development taking place if the number of parking spaces has been exceeded through out the Estate as a whole.

4.39 There is no similar control in the SPZ which applies minimum and maximum parking standards for the different type of development but has no mechanism for ensuring that cumulatively the overall parking cap was not exceeded. This would not be a problem if the LRCC2 planning permission had been implemented but this has not happened so far. As a result an interim parking control mechanism will have to be included in the SPZ Section 106 Agreement until LRCC2 is implemented. Agreement about this has not, however, yet been reached with SEGRO.

4.40 There are a number of "environmental" controls that would normally be applied to all proposals that come forward for planning permission. These include how drainage, flooding, contamination, archaeology will be dealt with. This would normally be dealt

with by requiring the developer to submit details of how these have been dealt with to the Council for approval.

- 4.41 As explained above, in order to have a “hands free” SPZ it is not proposed to have and conditions which require approval by the Planning Authority. This means that we will be reliant upon a range of measures agreed with SEGRO including conditions, informatives and commercial prudence.

## **Timetable**

- 4.42 In order to renew the SPZ under the 1990 Act a number of steps have to be followed.
- 4.43 The first formal step was Notification of the Secretary for the Environment of the intention to proceed with renewal. Acknowledgement of that was received on the 26th February 2013.
- 4.44 The SPZ then needs to be placed on Deposit for 6 weeks during which period objections can be made. If no objections are made the Local Authority can adopt the SPZ. However, if objections are made a Public Local Inquiry will need to be held and proposed modifications made as necessary.
- 4.45 The results of the Deposit consultation and any consequential alterations to the SPZ Scheme will be put to Planning Committee prior to a decision by Cabinet.

## **5 Conclusion**

- 5.1 Members' approval is being sought for the approach in the SPZ, with approval to delegate minor issues outstanding to the Strategic Lead Planning Policy, and to place the new Draft SPZ on Deposit for a six week public consultation period early 2014. The results of this are expected to be reported back to Committee in spring 2014 for consideration.

## **6 Background Papers**

1. The Local Plan for Slough (2006)
2. Slough Local Development Framework Core Strategy 2006–2026 (Adopted December 2008)
3. Slough Local Development Framework Site Allocations DPD (Adopted November 2010)
4. Simplified Planning Zone for Slough Trading Estate (2004)
5. Slough Borough Council Planning Committee Report of 19<sup>th</sup> June 2012

## **Appendix A Summary of Pre deposit comments from the statutory consultees**

<b>Summary of comments</b>	<b>Response to comments</b>
<b>English Heritage</b>	
- Note that both Leigh Road Bridge and a mile marker both lie outside the SPZ. - State provision should be made for consultation with the Council's Conservation Officer if development may affect the	- Noted

<p>significance of these structures.</p> <ul style="list-style-type: none"> <li>- Acknowledge that given their existing setting, circumstances where their significance would be further harmed are likely to be rare.</li> </ul>	
<p><b>Environment Agency</b></p>	
<ul style="list-style-type: none"> <li>- Note that foundations that require deep piling could cause poor quality groundwater in the gravels to enter the chalk underlying the estate. Therefore suggest a condition to require a detailed groundwater risk assessment for all developments with the potential to require foundations below the River Terrace Deposits.</li> <li>- Suggest SUDS should be utilised in future developments.</li> <li>- Require a 2 metre high fence adjacent to the Haymill Valley boundary and request that no development occurs within an 8 metre buffer to the watercourse.</li> <li>- Suggest an informative to state that any hazardous waste generated during construction is removed and disposed of in accordance with the requirement of the relevant Hazardous Waste Regulations.</li> <li>- Condition 3 – suggest permeable surface may be favourable rather than oil separators.</li> <li>- Welcome condition 35 relating to not increasing drainage to the highway</li> <li>- Conditions 38 to 42 note that from a regulatory standpoint is that consultation on the potential effects of land and groundwater contamination is discretionary and may not need to be reported to SBC until 12 months after the event. Would like to see regulatory measures implemented prior to construction.</li> <li>- In respect of condition 39 they advise contacting the Agency so that any proposed remediation measures are acceptable.</li> <li>- The Act referred to informative v) is out of date and should refer to Environmental Permitting Regulations 2010 instead.</li> <li>- In relation to informative (vi) they are proposing that a comprehensive phased risk assessment is carried out on any site with previous industrial use.</li> <li>- The informative relating to SUDS is acceptable.</li> <li>- Repetition of informatives xxii and xxv</li> <li>- Review need for interceptors and whether</li> </ul>	<ul style="list-style-type: none"> <li>- Piled foundations are not commonly used but where they are SEGRO undertake the requisite risk assessment in consultation with the EA. On this basis, the current procedures are working and we do not agree that a condition is necessary, although an informative could be proposed to reiterate the need to consider ground water contamination when using piled foundations.</li> <li>- Informative (xx) states that SUDS will be used to attenuate surface water runoff and reduce discharge rate and volume to the sewer system.</li> <li>- Condition 13 requires a fence on the boundary to Haymill Valley and informative (vii) sets out requirement for no development within 8 metres of the watercourse.</li> <li>- Agree that an informative should be added.</li> <li>- Retain need for oil interceptors but suggest new informative to state that permeable surfaces would also be acceptable.</li> <li>- We would look to draw on the operation of the SPZ to date and how SEGRO have liaised with the EA to address any issues of groundwater contamination. In our view the arrangements that are in place are working well and regulatory matters are being satisfactorily addressed.</li> <li>- If remediation is required, SEGRO consult the EA as a matter of course before starting any remedial works.</li> <li>- Agree with suggested change to the name of the Act/Regulations</li> <li>- As condition 35 refers to carrying out a phased risk assessment, this doesn't need to be repeated in the informatives.</li> <li>- Propose to delete one of the repeated informatives.</li> <li>- Review measures for draining car parks</li> </ul>



<p>the same effect could be achieved through permeable paving for example.</p>	
<p><b>The Highways Agency</b></p>	
<ul style="list-style-type: none"> <li>- Will be concerned if the proposals have the potential to impact on the M4, however they do not object to the proposed renewal.</li> <li>- Recommend we seek opportunities to encourage trips outside the peak periods during construction and operational phases.</li> <li>- Cite Travel Plans as one way of achieving this.</li> <li>- Suggest engaging with the HA for any proposed growth options at the SPZ that may have significant transport implications.</li> </ul>	<p>Noted and 'no objection' welcomed.</p> <ul style="list-style-type: none"> <li>- Individual occupier Travel Plans are being Considered.</li> </ul>
<p><b>Natural England</b></p>	
<ul style="list-style-type: none"> <li>-NE do not consider that the proposals pose any likely or significant risk to those features of the natural environment.</li> <li>- Ask that protected species are considered before development commences.</li> <li>- Ask that impacts on adjacent SINCs or LWS are considered.</li> <li>- Ask to consider whether there are opportunities to incorporate features which are beneficial to wildlife within new developments.</li> <li>- Notes that there may be opportunities to enhance the character and local distinctiveness of the surrounding natural and built environment.</li> </ul>	<ul style="list-style-type: none"> <li>- Noted</li> <li>- Protected species would be considered as part of any development. Reference is currently included in the 'Other Permissions and Licenses' Section to the need to obtain a licence from NE where development permitted by the SPZ may impact on protected species.</li> </ul>

**Slough Trading Estate,**  
**Slough,**  
**Simplified Planning Zone Scheme**

November 2013



PART 1: The Simplified Planning Zone (SPZ) for the Slough Trading Estate

- Introduction
- Context to the SPZ scheme
- Planning Background

PART 2: Details of the Proposed Scheme

PART 3: Additional Information on the Operation of the SPZ

PART 4: Informatives

PLANS AND APPENDICES

Plan 1: Slough Trading Estate SPZ – Regional Context

Plan 2: The Adopted SPZ Plan

Plan 3: Location of CCTV Cameras

Appendix 1: Landscaping Guidance Note

Appendix 2: Environmental Guidance Note

Appendix 3: Approach to Archaeology

Appendix 4: Road widening lines

## PART 1 SIMPLIFIED PLANNING ZONE (SPZ) FOR THE SLOUGH TRADING ESTATE

### **INTRODUCTION**

This document sets out the terms governing the implementation of the third Simplified Planning Zone (SPZ) for the Slough Trading Estate. SPZs are areas in which planning permission is granted in advance for defined types of development. Provided the development proposed complies with the SPZ scheme, there is no need to obtain planning permission in the normal way.

An SPZ was originally designated at the Estate in 1995 and was subsequently renewed in 2004. Since its inception, the SPZ has operated successfully and has helped to facilitate development on the Trading Estate. These developments have attracted a number of businesses to the area helping to create significant employment opportunities. Not only has the SPZ attracted new firms to the Trading Estate but it has enabled existing firms to expand and therefore retain and grow their existing workforce within the Borough.

The SPZ is shown in its regional context on **Plan 1**. It is located approximately 1.6 kilometres to the south west of Slough Town Centre. The Trading Estate dominates a large area of the town and is well located with the Bath Road (A4) to the south providing access to the M4 motorway and the Farnham Road (A355) to the east. The Trading Estate is also bisected by the London (Paddington) to Bristol Railway line. It covers approximately 156 hectares in area and currently includes a wide variety of business, industrial and warehouse uses with a limited but growing number of service activities, including shops and banks to predominantly meet the needs of employees working on the Estate. In June 2012, the Council granted outline planning permission P/14515/003 for the Leigh Road Central Core Area (LRCC) on the Trading Estate for 152,800 square metres of new office, hotel, retail, health club and conference and crèche facilities.

The Estate is relatively self-contained and in the single ownership of SEGRO. The SPZ boundary is shown on **Plan 2** which defines the extent of the SPZ; the planning permission described in Part 2 applies within this designated area.

### **CONTEXT TO THE SIMPLIFIED PLANNING ZONE SCHEME**

#### ***Legal Basis***

The legal basis for the creation of an SPZ is found at Sections 82 to 87 of the Town and Country Planning Act 1990. The adoption procedures were streamlined by Section 28 of the Planning and Compensation Act, 1991, which came into force in November 1992.

Section 83 of the Town and Country Planning Act requires local planning authorities to consider whether part or parts of their area will benefit from designation of an SPZ, to prepare schemes and to keep the matter under review. Any person can request the Local Planning Authority to make or alter an adopted SPZ.

#### ***Key Features of the SPZ Scheme***

The SPZ at the Slough Trading Estate provides potential occupiers on the Estate with the following benefits:

- **Flexibility** – subject to compliance with the SPZ scheme, the developer is in a position to respond quickly and effectively to changes in market demands and tenants' requirements;
- **Certainty** – the SPZ clarifies the types of development acceptable to Slough Borough Council and provided the proposal accords with the scheme, detailed planning approval will not be required. This helps foster confidence in investment at the Trading Estate;

- **Speed** – the developer / potential occupier does not have to obtain individual planning permissions for compliant proposals, thus reducing administrative burdens and assisting the overall redevelopment of the Trading Estate in a timely and cost effective manner; and
- **Marketability** – the SPZ has been used and will continue to be used as an effective marketing tool, enhancing the perception of the Trading Estate as a focus for business and employment investment. Both SMEs and Blue Chip companies have chosen to locate their operations on the Trading Estate as a direct result of the existence of the SPZ.

The SPZ scheme comprises the Written Statement and Plan. The Written Statement (Part 2 in this document) specifies the types of development for which permission is granted. The Plan (Plan 2) confirms the extent of the SPZ scheme, and land use zonings within it.

The SPZ has conditions attached to take account of local factors.

If a type of development is proposed which does not fall within the SPZ permission, or does not fully comply with its conditions planning permission will have to be applied for in the normal way.

In Part 2, the details of the proposed SPZ scheme are set out. Only those uses indicated are permissible and these are subject to the various conditions described. The SPZ Plan (Plan 2) identifies a number of Sub-zones where special controls are to be implemented and which are subject to their own specific conditions in addition to those that apply across the whole SPZ.

Part 3 of the Written Statement provides further information on the operation of the SPZ and Part 4 outlines a range of requirements and guidance from statutory undertakers and other agencies with respect to development in the SPZ. The developer will be expected to have regard to these Informatives when considering new development at the Trading Estate.

It is important to note that the restrictions imposed under the SPZ scheme only relate to development implemented as a result of the scheme following its adoption. The SPZ only grants planning permission; all other legislative controls will remain and must be complied with (refer to Part 2).

At the date of adoption, there were no listed buildings, ancient monuments, conservation areas or tree preservation orders located within the area of the SPZ. The Leigh Road Bridge and Mile Marker located on Bath Road are both listed although they are not located within the SPZ. The SPZ does not permit works to a listed building and should any buildings be listed within the lifetime of the SPZ, development involving any of these would not fall within the SPZ permission and planning and other relevant consents would be required in the normal way.

In respect of environmental assessment, Regulation 28 of the 2011 Town and Country Planning (Environmental Impact Assessment) Regulations, states that the SPZ will not grant permission for EIA development or grant permission for Schedule 2 development.

As a result, the SPZ does not grant planning permission for these types of development for which separate planning applications accompanied by an environmental statement or statements would need to be submitted to the Borough Council.

At the end of the ten year operation period the scheme will cease to have effect except for development that has already commenced.

## Planning Background

The Slough Borough Core Strategy was adopted by the Council in December 2008 and covers the period 2006 to 2026. Two key strategic objectives of the Council are:

- To ensure that the existing business areas continue to provide sufficient employment-generating uses in order to maintain a sustainable, buoyant and diverse economy and ensure that Slough residents continue to have access to a wide range of job opportunities; and
- To encourage investment and regeneration of employment areas and existing town, district and neighbourhood shopping centres to increase their viability, vitality and distinctiveness.

Whilst the spatial strategy seeks to focus new development in the town centre (Core Policy 1), it recognises that other areas of the Borough need to change and that an important element of the 'spreading the benefits' part of the strategy is that selected areas outside of the town centre should also be regenerated. Slough Trading Estate is specifically identified as a location that would benefit from being redeveloped in a comprehensive, properly planned and co-ordinated manner (paragraph 7.23).

Core Policy 5 (Employment) states that the location, scale and intensity of new employment development must reinforce the spatial and transport strategy, with intensive employment generating uses such as B1(a) offices located in the town centre. The policy states that B1(a) may also be located on the Slough Trading Estate, as an exception, in order to facilitate its comprehensive regeneration.

The supporting text to the policy notes at paragraph 7.95 that the Trading Estate has been specifically identified as an area for regeneration and that it will be implemented through the preparation of a master plan to identify the location of the proposed new offices within a new hub including other development.

Core Policy 6 (Retail, Leisure and Community Facilities) indicates that all new major retail, leisure and community development will be located in the shopping area of Slough town centre. The supporting text at paragraph 7.113 notes that the proposed new hub within the Trading Estate could contain retail, hotel and leisure uses provided that they are at a scale which would predominantly serve the needs of businesses and employees on the Estate.

Core Policy 7 (Transport) indicates that development proposals will make provision for the creation of a transport hub within the Trading Estate. The supporting text at paragraph 7.140 states that any proposals for the regeneration of the Trading Estate will include an integrated transport package which will reduce the reliance upon the private car and improve public transport.

The Council subsequently adopted the Site Allocations DPD in November 2010, which identifies sites that can deliver the Spatial Vision, Strategic Objectives and policies in the Core Strategy. It includes detailed proposals for specific sites along with selected locations for comprehensive regeneration.

Proposal SSA4 relates to the Slough Trading Estate and is the most significant regeneration proposal outside of the town centre. Site Allocation Policy 1 identifies the Slough Trading Estate (including the Leigh Road Central Core Area) for mixed use development to include offices, research and development, light industrial, general industrial, storage and distribution, residential, retail, food and drink, hotels, conference facilities, educational facilities, recreation and leisure uses.

The site specific proposal at SSA4 includes a master plan which shows key components and proposed land use zonings across the Estate. The schedule identifies the main requirements as:

- 130,000 square metres (GIA) of additional new B1(a) offices in the Leigh Road Central Core area;
- No overall increase in the total number of parking spaces upon the Trading Estate;
- A package of public transport improvements to meet modal shift targets that will ensure there is no increase in the level of car commuting into the Estate; and
- A package of skills training is provided in order to increase the number of Slough residents working on the Estate.

Furthermore, the proposal stipulates that the scale of the proposed retail, hotel and leisure uses should be of a scale that predominantly serves the needs of the Trading Estate.

The Adopted Site Allocations DPD states that relevant development may take place in accordance with the Simplified Planning Zone or Local Development Order. This confirms the Council's recognition the existing SPZ could be replaced by an SPZ.

Following the adoption of the Core Strategy and Site Allocations DPD, outline planning permission P/14515/003 has now been granted for 152,800 square metres of new office, hotel, retail, health club and conference and crèche facilities in the Leigh Road and Central Core (LRCC) area within the Trading Estate, which is fully in accordance with the adopted policy and site specific allocation. The approved LRCC parameters plan will guide development in the LRCC area over the next 15 years and will facilitate the comprehensive regeneration of the Trading Estate.

SPZ developments are permitted within the LRCC area.

A new Section 106 Agreement [has been][will be] signed by SEGRO and the Council, to implement the parking cap and facilitate the continued provision of the Hoppa Bus Service, which runs between the Trading Estate and the town centre or an equivalent contribution to a service locally. The legal agreement confirms that the service is to be funded for the lifetime of the SPZ i.e. to **[date to be inserted]**.

### **Summary**

The SPZ will help enable the delivery of comprehensive regeneration of the Trading Estate as set out in Core Policy 1 and achieve the objectives set out in Core Policy 5 of the Adopted Core Strategy and SSA4 of the Adopted Site Allocations DPD. The SPZ therefore is in conformity with the policies of the Adopted Core Strategy and Site Allocations DPD.

## **PART 2 THE SLOUGH TRADING ESTATE SIMPLIFIED PLANNING ZONE – DETAILS OF THE SCHEME**

### **THE SPZ BOUNDARY**

The boundary of the SPZ is shown on **Plan 2**. The permission granted by the SPZ relates to this area only.

### **PERIOD OF OPERATION**

The SPZ Scheme was adopted on **[date to be inserted]** and is in operation for a ten year period ending on **[date to be inserted]**. Further information on the operation of the SPZ Scheme is contained in Part 3.

### **THE PLANNING PERMISSION**

Planning permission is granted by the SPZ scheme for certain types of development set out below, and defined in The Town and Country Planning (Use Classes) Order 1987 SI No.764

(as amended by the Town and Country Planning (Use Classes) (Amendment) Orders 1991, 1992, 1994, 1995, 1999, 2005, 2006, 2010 and 2011). Subsequent changes to the Use Classes Order could result in new use classes being created or existing classes amended. For the avoidance of doubt these would not change the types of uses permitted by this scheme and listed below. If any of the changes affect the range of uses permitted by the SPZ, the Local Planning Authority will consider a focussed amendment to the SPZ to ensure consistency between it and the new Use Classes Order.

Planning permission is granted by the SPZ scheme for the following development (including the erection of buildings, operations and the use of land) subject to the conditions set out below:-

**1) Business Use (Class B1)**

Use for all or any of the following purposes:-

- Research and development of products or processes B1(b); or
- Any industrial process, being a use which can be carried out in a residential area without detriment to amenity of that area by reasons of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit B1(c).

**2) General Industrial Use (Class B2)**

A use for the carrying on of an industrial process, other than one falling within Class B1 above.

**3) Storage or Distribution Use (Class B8)**

Use for storage or as a distribution centre.

**4) Colocation (Sui Generis)**

The electronic storage, receipt and transmission of data and information including (but not exclusively) Internet Service Provision, web hosting, disaster recovery and other server farm operations.

**5) Retail and Service Uses (Class A1-A4)**

Other uses which are ancillary and complementary to the site's primary use as an employment site:

- Retail (A1)
- Financial and Professional Services (A2)
- Restaurants and Cafés (A3)
- Drinking Establishments (A4)

**6) Other development**

- Solar Photo Voltaic Panels (where attached to new or existing buildings)
- Walls and other means of enclosure
- CCTV Masts and associated equipment
- Demolition

**USE OF SUB-ZONES WITHIN THE TRADING ESTATE as shown on PLAN 2**

- Business and industrial Use Sub-zone: The Business and Industrial Use Sub-Zone covers most of the Estate. Within this area, planning permission is granted for Research and Development (B1(b)), Light Industry (B1(c)), General Industry (B2),

Storage and Distribution (B8) and Colocation (Sui Generis) uses, subject to the relevant planning conditions included within this document.

- Service Use Sub-Zone: To the north of Bedford Avenue, adjacent to Gresham Road, there is an existing service area which contains several banks and a block of small retail shops. Given the size of the Trading Estate, there is a need to maintain an adequate level of services for occupiers. Within this Sub-Zone, planning permission is granted for restaurants and cafes, drinking establishments and hot food take-aways (Class A3, A4 and A5), banks and other professional/financial services (Class A2) and A1 uses such as shops and Business Use (Class B1(b)/B1(c)).

General industrial (Class B2), Storage and Distribution (Class B8) and Colocation (Sui Generis) are excluded from this area. No single retail unit (Class A1) or premises for the sale of food or drink (Classes A3 to A5) shall exceed 200 square metres gross floor area.

- Power Station Sub-Zone: The Estate power station, located on Edinburgh Avenue, constitutes a special type of use which requires careful consideration. Existing planning control is therefore retained over the power station and all developments within its curtilage as defined by the sub-zone, where the provisions of the SPZ will not apply. The Power Station Sub-Zone is controlled by Scottish and Southern Energy.
- Highway Safeguarding Sub-Zones: There are road improvement schemes proposed on Farnham Road and at the junction of Bath Road and Dover Road. Other works include those to Leigh Road Liverpool Road and Buckingham Avenue. Development will not be permitted in these sub-zones unless Slough Borough Council as the local highway authority confirms they are no longer required for highway improvements. These areas are shown on Plan 4.
- Landscape Sub-Zones: The scheme identifies three landscape areas, two of which are identified as sub-zones, within which there will be general landscaping requirements. The hierarchy of landscaping requirements is as follows:
  - a) Strategic Landscape sub-zone
  - b) Arterial Road Landscape sub-zone
  - c) Non arterial roads

All development permitted by the SPZ Scheme should take account of the Landscaping Guidance Note contained in Appendix 1, which covers the following:

- Landscape design and standards considerations
  - Statutory undertakers' services and plant
  - Management and retention of existing and new trees
  - Replacing mature or dead trees
  - New Trees
  - Maintenance
- Sensitive Boundary Sub-Zones: The specific conditions relating to these sub-zones aim to minimise the potential visual impact and nuisance to residential amenity adjacent to the Trading Estate. They are located at Stirling Road, Montrose Avenue, Galvin Road, and South of Whitby Road.

Within these Sub-Zones planning permission is granted for development for Business (Use Classes B1(b) and B1(c)), General Industry (Use Class B2) and Storage and



Distribution (Use Class B8) and Colocation (sui generis) uses, but excludes the installation of Solar Panels on existing buildings.

Specific conditions relating to the maximum height of development, hours of operation and deliveries apply in these Sub-Zones. The Sensitive Boundary Sub-Zones are shown on Plan 2.

Height Controlled Zone: The height controls applying to the northern boundary of the SPZ (from Yeovil Road to Stirling Road) aims to minimise the potential visual impact of industrial buildings on residential properties adjacent to the Trading Estate. The Height Controlled Zone is shown on Plan 2.

- Research and Development and Co-location Sub-zone: Within this Zone, R&D (Class B1(b)) and Colocation uses on sites over 1 hectare (2.5 acres) are permitted to be a maximum of 23 metres in total to include plant and machinery. The R&D and Colocation Sub Zone is shown on Plan 2.
- Fairlie Road Sub Zone: The specific condition relating to this sub-zone relates to the maximum height of development that is permitted within it. The Fairlie Road sub-zone is shown on Plan 2.