

**DRAFT**

**New Simplified  
Planning Zone -  
Slough Trading  
Estate**

**2024 - 2034**

**Deposit Scheme**

For consultation July 2024

# Contents

<b>Part 1</b>		
<b>Simplified Planning Zone (SPZ) for the Slough Trading Estate</b>		<b>3</b>
Introduction		3
Legal Basis		4
Slough Borough Council's Vision		5
Planning Background		6
SEGRO's Vision		8
Key Elements of the SPZ		9
<b>Part 2</b>		
<b>The Slough Trading Estate Simplified Planning Zone details of the proposed scheme</b>		<b>13</b>
The SPZ boundary		13
Design Code		13
Use of Sub-Zones and Street Types within the SPZ Boundary		14
<b>Part 3</b>		
<b>Description of Development, Planning Conditions and Informatives</b>		<b>16</b>
Description of Development		16
Planning Conditions		17
Informatives		27
<b>Part 4</b>		
<b>Additional Information on the Operation of the SPZ</b>		<b>33</b>
Other permissions and licences		34
<b><u>Plans</u></b>		
Plan 1	SPZ Scheme Boundary Plan (Ref: SPZ-P01)	
Plan 2	Street Type and Sub-Zone Plan (Ref: SPZ-P02)	
Plan 3	Building Heights Plan (Ref: SPZ-P03)	
Plan 4	Highways Safeguarding Plans (Ref: SPZ-P04)	
Plan 5	Archaeology Written Scheme of Investigation (WSI) Locations (Ref: SPZ-P05)	
Plan 6	Night-time and Daytime Background Noise Levels for the Sensitive Boundary Sub-Zones (Ref: SPZ-P06)	
<b><u>Appendices</u></b>		
Appendix 1	Design Code (Ref: SPZ-A01)	
Appendix 2	Framework Demolition / Construction Environmental Management Plan (Ref: SPZ-A02)	
Appendix 3	Construction Traffic Management Plan (Ref: SPZ-A03)	
Appendix 4	Travel Plan (Ref: SPZ-A04)	
Appendix 5	Sustainability Requirements (Ref: SPZ-A05)	
Appendix 6	Types of Development and the Requirements of the SPZ (Ref: SPZ-A06)	
Appendix 7	Written Scheme of Investigation (Ref: SPZ-A07)	

# Part 1

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

---

### Introduction

- 1.1 This document sets out the terms governing the implementation of a New Simplified Planning Zone (SPZ) for the Slough Trading Estate (the 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 individual planning permissions.
- 1.2 This document forms part of the statutory process of consultation and engagement on the Deposit Stage of the New SPZ Scheme. This version of the document represents the work undertaken on the SPZ by SEGRO and Slough Borough Council (SBC) (the 'Local Planning Authority') which take account of the feedback from the Informal Deposit Stage consultation undertaken by SEGRO between November 2023 - April 2024. SBC will consider any representations made by the consultees as part of this consultation before determining the content of the proposals in accordance with The Town and Country Planning (Simplified Planning Zones) Regulations 1992, Regulation 3.
- 1.3 The Trading Estate 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 currently includes a wide variety of business, industrial, Data Centre and warehouse uses with a limited number of service activities, including shops and banks to predominantly meet the needs of employees working on the Trading Estate.
- 1.4 The Trading Estate is the largest business area within Slough Borough and has historically provided high levels of employment to the town as well as the wider area. The Trading Estate provides in excess of 600,000 sqm of business and industrial floorspace across in the excess of 450 units. There are over of 350 tenants on the Trading Estate which range in size and activity. The scale and range of businesses on the Trading Estate and the employment this creates are vital to the local economy.
- 1.5 It is a shared ambition between Slough Borough Council and SEGRO, who are the owners of the Trading Estate, to optimise the amount of employment development within the confines of the Trading Estate, in a way that is appropriate to its context and neighbouring uses, and to ensure that a range of uses permitted by the SPZ retains the industrial nature of the Trading Estate. No residential or non-employment generating uses will be permitted by the SPZ.

- 1.6 The Trading Estate is attractive to business partly due to the function of its accessibility to the M4, M25, Heathrow Airport and Central London as well as the availability of digital infrastructure and fibre connectivity on the Trading Estate, but also because of its critical mass in terms of business linkages and the existing employment base. As such, the Trading Estate accommodates many firms that contribute to important economic clusters of similar industries within Slough, West London and the wider Thames Valley.
- 1.7 The preparation of the SPZ has recognised that there is likely to be a continuing loss of offices along the Bath Road as a result of the changing nature of the office market. It also recognises the role Data Centres have on the Trading Estate which are essential pieces of infrastructure that play a vital role in supporting the rapidly expanding digital economy. Slough is an internationally recognised location for Data Centres and currently has around 10% of the facilities in the UK. This is a consequence of Slough's location as well as its market-leading access to a secure fast data network, a resilient power supply plus the availability of suitable large-scale sites means that there is likely to be a demand for more data centres on the Trading Estate.
- 1.8 The ability of the Trading Estate to respond to the changing needs of the market and businesses has been core to its success since its designation as a SPZ in 1995, with subsequent renewals in 2004 and 2014. 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 importantly it has enabled existing firms to expand and therefore retain and grow their workforce within the Borough.
- 1.9 This document sets out the terms governing the implementation of a New Simplified Planning Zone (SPZ) for the Slough Trading Estate (the Trading Estate).

## Legal Basis

- 1.10 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.
- 1.11 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, with subordinate legislation introduced through The Town and Country Planning (Simplified Planning Zones) Regulations 1992.
- 1.12 If approved, this SPZ will be adopted on [*date of adoption*] by the Local Planning Authority at a future Cabinet meeting and will expire on [*ten-years from the date of adoption*].

- 1.13 The SPZ Scheme will be subject to a Section 106 Agreement; both of which relate to the SPZ boundary which defines the extent of the SPZ<sup>1</sup> and this area of land is shown on Plan 1.

## Slough Borough Council's Vision

- 1.14 The SPZ has been prepared in a way that reflects the Council's Vision for Slough and its Planning Policies.
- 1.15 The Corporate Plan (2023 - 2027) sets out the Council's priorities and defines its goals for the Borough through three Strategic priorities those being:
1. A borough for children and young people to thrive.
  2. A town where residents can live healthier, safe and more independent lives.
  3. A cleaner, healthier, safer and more prosperous Slough.
- 1.16 The Corporate Plan sets out a number of objectives and ways in which success of the Strategic priorities will be measured and some of these relevant items are copied below:
- Number of businesses (enterprises) registered
  - Number of public transport local bus journeys undertaken
  - Working with partners to target health inequalities and wellbeing
  - Providing financial sustainability
- 1.17 The Slough Inclusive Growth Strategy (2020 - 2025) focuses on quality employment and education augmented by a greater living and working environment. The Strategy also includes Slough's Climate Challenge, which provides a platform to showcase climate change progress by activating local innovators to tackle pressing issues and leveraging local entrepreneurs and established businesses.
- 1.18 The Climate Change Strategy Vision statement was adopted by the Council in June 2021. The statement outlines both the 2030 and 2040 carbon neutrality targets.
- 1.19 The Slough 2040 Vision outlines the ambitions for the future of Slough. The vision outlines that Slough will be a carbon neutral and sustainable town and addresses the ambition for the Borough to become more environmentally friendly, from tackling carbon emissions to improving biodiversity and expanding renewable energy capacity. The Slough 2040 Vision states that Slough will:
- Have attractive, green neighbourhoods, which bring people together

---

<sup>1</sup> The SPZ boundary as shown on Plan 1 is intended to demarcate the legal ownership of SEGRO plc or its subsidiaries at the date of adoption of the SPZ and in the event of any minor discrepancy when considering SPZ compliant development proposals at a plot specific level, the legal ownership shall be the scheme boundary shown on Plan 1 for the purposes of any SPZ notification for development.

- Be a globally connected town, with a transport system which prioritises public and active transport
- Have a strong, globally renowned economy, which supports its people to prosper and live well
- Be a healthy town, where people are supported to live empowered lives

1.20 The Climate Change Strategy and Action Plan was published in December 2021 in response to the Climate Change Strategy Vision. It committed to tackling five key action objectives:

- Reducing emissions from the Council's own estate and operations
- Reducing energy consumption and emissions by promoting energy efficiency measures, sustainable construction, renewable energy sources, and behaviour change
- Reducing emissions from transport by promoting sustainable transport, reducing car travel and traffic congestion, and encouraging behaviour change
- Reducing consumption of resources, increasing recycling and reducing waste
- Supporting Council services, residents and businesses to adapt to the impacts of climate change

## Planning Background

1.21 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.

1.22 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. The 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).

- 1.23 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 E(g)(i) offices located in the town centre. The policy states that E(g)(i) may also be located on the Trading Estate, as an exception, in order to facilitate its comprehensive regeneration.
- 1.24 The supporting text to the policy notes at paragraph 7.95 that the Trading Estate has been specifically identified as an area for regeneration.
- 1.25 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 Trading Estate.
- 1.26 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.
- 1.27 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.
- 1.28 Proposal SSA4 relates to the Trading Estate and is the most significant regeneration proposal outside of the town centre. Site Allocation Policy 1 identifies the Trading Estate 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.
- 1.29 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.
- 1.30 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 a new SPZ.
- 1.31 Slough Borough Council has commenced work on a new Local Plan which will set out how to guide development in Slough Borough through to 2036 and will update the existing Core Strategy, Site Allocations, and Local Plan Saved Policies. Slough Borough Council held an Issues and Options Consultation on the new Local Plan between January to February 2017 and then a Spatial Strategy Consultation between December 2020 - January 2021.

## SEGRO's Vision

- 1.32 It is also important that the SPZ takes account of the ambitions of SEGRO, who are the owners of the Trading Estate.
- 1.33 The SPZ designation of the Trading Estate affords an incomparable advantage to the Borough's ability to attract and retain businesses and inward investment it also provides SEGRO, with a number of commercial advantages as it seeks 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 and retain the Trading Estate's competitive position locally and nationally. This flexibility and certainty of development in turn benefits Slough's economy, through continuous investment in buildings and infrastructure; evolution of supply chain opportunities; and supporting job creation in established and growing sectors.
- 1.34 The purpose of the New SPZ Scheme is to build upon this competitive advantage which the SPZ provides the Trading Estate to ensure it remains a focus of employment and investment into Slough Borough whilst facilitating important economic clusters of similar industries to flourish on the Trading Estate. The SPZ will deliver investment into the local community and infrastructure to the benefit of the users of the Trading Estate and nearby residents.
- 1.35 SEGRO remain committed to investing in the Trading Estate and working collaboratively with the Local Planning Authority to guide the evolution of the Trading Estate. SEGRO's vision for the future of the Trading Estate is set out below:

*"Our vision is to provide the best place in the UK for business to thrive.*

*A clean, green, safe and secure environment.*

*A focus on health and wellbeing for our community to enjoy.*

*A home for a diverse range of pioneers, creators and makers.*

*A vibrant cluster of technological innovation.*

*A hotspot for employment and education.*

*A place of excellence in design, functionality and sustainability.*

*The Slough Trading Estate will continue to lead and evolve and will remain focussed on providing a wonderful legacy for the people of Slough."*

- 1.36 The overall benefits that the SPZ provides Slough Borough and the potential occupiers on the Trading Estate are as follows:
- Flexibility - subject to compliance with the SPZ Scheme, the evolution of the Slough Estate ensures that Slough Borough is a leader in innovation and modern business practices as 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 Local Planning Authority 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 and into Slough Borough as a place businesses can effectively operate and expand;

- 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 effective manner, so that Slough can remain ahead of the curve and maintain its position as a locally, regionally and internationally renowned place to agglomerate businesses; 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, thus in turn providing benefits to the wider local economy and the Business Rates generated in the Borough.
- Infrastructure - the SPZ enables significant coordinated investment in local infrastructure. The scale and nature of this investment would not be achievable through individual planning permissions.

## Key Elements of the SPZ

- 1.37 In order to achieve the vision of the New SPZ Scheme, the parameters have been altered in comparison to the current SPZ Scheme. This is to ensure that the SPZ remains responsive to business/market demands but also to reflect changes to the planning system, and Slough Borough Council's priorities, since the current SPZ was approved. This will be achieved by ensuring that the development permissible through the New SPZ Scheme will make effective use of land and optimise the amount of appropriate development to be delivered within the confines of the Trading Estate.
- 1.38 The changes to the parameters of the New SPZ Scheme are summarised below:
- SPZ Boundary - the boundary of the SPZ has been amended to include land not covered in the previous SPZ Scheme, such as the Perth Trading Estate, and to remove land which was included in the previous SPZ Scheme.
  - Building Height - there is a shared aspiration between SEGRO and Slough Borough Council that some of the height parameters within specific zones can be increased to make the best use of land recognising that industrial buildings and Data Centres are now increasingly able to be taller thus a primary focus of the new SPZ is the development of taller industrial buildings in a planned and controlled manner. With no new development land available on the Slough Trading Estate the new SPZ will encourage a more efficient approach by intensifying the use of the existing land available. With the demand for housing a key priority for Slough, many commercial sites in the town have been redesignated for new homes resulting in a greater demand for industrial space.
  - Sub-Zones - the use of the Sub-Zones across the New SPZ Scheme have been amended in order to reflect the updated parameters, such as building heights, and updates have been made to the land to be safeguarded for

highways improvements and areas and where further archaeological investigation is required following discussion and consultation with Slough Borough Council and consultees.

- Use Classes - the Use Classes Order in England was revised in July 2020 and thus this SPZ Scheme reflects these changes; the permitted land uses are unchanged with the exception of decked car parking (Use Class Sui Generis) which is included in the New SPZ Scheme as a permissible use.
- 1.39 The SPZ provides businesses with the speed, certainty and confidence needed to invest in the town, which helps to maintain a healthy economy. These businesses not only create jobs for local people and invest in the local economy but, also contribute to Business Rates, currently over £49m per annum, which help to fund essential local services. The SPZ will also provide financial contributions towards developing a long-term skills and employment package which will enable residents to compete for new jobs and prepare young people for the world of work.
- 1.40 The SPZ will help to create a modern industrial estate supported by significant investment in new infrastructure that will improve the use of sustainable modes of transport. These include a new shuttle bus service and cycling routes which will also help more local people travel to and from the Estate easily and cost effectively as well as improve the health and wellbeing of local workers and visitors.
- 1.41 An ‘Umbrella’ Travel Plan is being prepared by SEGRO and will be secured through the Section 106 Agreement. It will cover the whole SPZ area and enables SEGRO to provide a range of travel planning measures for the benefit of all occupiers of the Trading Estate to improve transport through providing alternatives to single occupancy car use. Where an individual development for Class E(g)(ii), E(g)(iii), B2 or B8 floorspace exceeds the Council's borough wide thresholds Occupiers will be required to produce their own travel plans too, as explained in Condition 17 and Appendix 4.
- 1.42 There will be an overall cap on the number of car parking spaces within the Trading Estate.
- 1.43 The SPZ also responds to the challenge of climate change and will contribute towards the objectives of the Climate Change Strategy and Action Plan by improving the energy efficiency of buildings, mitigating the carbon impacts of travel, and embedding additional climate resilience measures.
- 1.44 As part of the new SPZ, any new development will have sustainability at its heart. Buildings will incorporate renewable energy generation to help power the building and where possible the occupier’s operations.
- 1.45 The following measures are included in the New SPZ Scheme to tackle the causes of climate change and to improve energy efficiency across the Trading Estate:
- New build projects will seek to be built to a minimum BREEAM very good standard
  - All new buildings to have a minimum EPC rating of “A”
  - Refurbishment to achieve an EPC rating of B or better for exiting stock

- Provision of renewable energy technology to all new buildings
  - Incorporation of responsible construction practices and waste minimisation
  - Encouragement of active travel
  - Reduction of water consumption
  - Flood mitigation
  - Biodiversity improvements
- 1.46 The SPZ will also provide benefits to the users of the Trading Estate and those passing through it in relation to health and well-being objectives due to the creation of usable public amenity spaces (as shown on SPZ Plan 2) and improvements to walking and cycling infrastructure through the Trading Estate and its links with the wider area. Thus, ensuring that the Trading Estate will become a greener and more accessible environment for the users of the Trading Estate and the local community.
- 1.47 Design has been a focus of the New SPZ Scheme to guarantee that all new development delivers high-quality design across the Trading Estate, creating places that are also both functional and sustainable. The SPZ also responds positively to mitigating and responding to the impacts of climate change by expediting the Trading Estate becoming environmentally 'greener' and reducing emissions where possible. The control for these elements of the SPZ are secured in the Design Code and Sustainability Requirements.
- 1.48 The SPZ Scheme will be subject to a Section 106 Agreement to secure the necessary overarching infrastructure requirements and the contributions within it will contribute towards, but not limited to, improving public transport provision, cycle infrastructure through the Trading Estate, economic development, a skills and training programme to deliver bettering education and employment outcomes in the Borough, public art installations, biodiversity / ecological enhancements and the creation of amenity spaces within and outside of the Trading Estate.

#### Key Features of the SPZ Scheme

- 1.49 The Trading Estate is relatively self-contained and is currently in the single ownership of SEGRO.
- 1.50 The SPZ boundary is shown on Plan 1 which defines the extent of the SPZ; the planning permission described in Part 3 applies within this designated area.
- 1.51 The SPZ Scheme will be subject to a Section 106 Agreement to secure the necessary overarching infrastructure requirements. The planning obligations contained within the Section 106 will provide a package of obligations that mitigates the impact of future development through physical and financial obligations.

- 1.52 The SPZ Scheme document comprises the Written Statements (Parts 1 - 4) as well as the Appendices and Plans listed in the Contents Page. The SPZ Scheme should be read as a whole.
- 1.53 Part 2 of the Written Statement sets out details of the SPZ Scheme including its boundary, the Sub-Zones identified within it and the Design Code which applies to new development brought forward through the it. In Part 3 of the Written Statement, the details of the proposed SPZ Scheme are set out including the description of development. Only those uses indicated are permissible and these are subject to the various conditions described. The developer will have regard to these Informatives when considering new development at the Trading Estate.
- 1.54 Part 4 of the Written Statement provides further information on the operation of the SPZ and outlines a range of requirements and guidance from statutory undertakers and other agencies with respect to development in the SPZ.
- 1.55 The SPZ Plan 1 confirms the extent of the SPZ Scheme boundary. The SPZ Plan 2 is the spatial framework for specific design requirements and development controls. It shows the four Street Types within the SPZ Scheme which are used to determine the design criteria that applies in the Design Code. The plan also 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. The SPZ Plan 3 shows the distribution of differing building heights parameters within the SPZ Scheme boundary which relate to the maximum height of development permissible. These parameters range from 36m to 3m and respond to the surrounding environment and have considered sensitive neighbouring uses. The SPZ Plan 4 shows the extent of the Highways Safeguarding Sub-Zones where land will be kept free of development to facilitate improvements to transport infrastructure. The SPZ Plan 5 identifies areas where further archaeological investigation is required within the boundary of the SPZ Scheme.
- 1.56 The SPZ has conditions attached to take account of local factors. An extensive undertaking of technical and preparatory work has been commissioned in collaboration with Slough Borough Council. Not all of this work has been incorporated into the content of the SPZ scheme itself, but it has underpinned preparation of it and has informed the requirements and planning conditions within it as well as the Section 106 Agreement. Through Pre-Deposit and Deposit Stage consultations undertaken as part of the preparation of the SPZ Scheme, statutory consultees, stakeholders and the Slough community were provided the opportunity to comment on the New SPZ Scheme and inform the proposals.
- 1.57 If a type of development is proposed which does not fall within the SPZ permission, or does not fully comply with the applicable conditions, planning permission will have to be applied for in the normal way. Under these circumstances, such applications will be considered on their merits and if permission is granted it will be subject to separate conditions and Section 106 Agreement planning obligations.
- 1.58 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.

- 1.59 At present, there are 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 terms of the SPZ permission and planning and other relevant consents would be required in the normal way.
- 1.60 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.
- 1.61 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 Local Planning Authority.
- 1.62 At the end of the ten-year operation period the scheme will cease to have effect except for development that has already commenced.

#### Summary

- 1.63 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 Proposed Scheme

---

### The SPZ Boundary

- 2.1 The boundary of the SPZ Scheme is shown on Plan 1. The permission granted by the SPZ relates to this area only.

### Design Code

- 2.2 Condition 13 requires that the SPZ Scheme is developed in accordance with the criteria within the Design Code (Appendix 1).
- 2.3 All development permitted by the SPZ Scheme should take account of the criteria contained within the Design Code contained in Appendix 1, which covers the following:
- Built Form
    - Setback Line
    - Building Form
    - Elevations
    - Entrances, Doors & Windows
    - Rooftop Plant, Flues, Plant gantries, Substations & Multi Storey Car Parks (MSCPs) Plant gantries
  - Landscape
    - Soft Landscape
    - Boundary Treatment
    - Water Management
- 2.4 The Design Code provides parameters and requirements to be used in developing the design approach for individual development sites within the SPZ boundary. Application of the Code to development sites will ensure that the design response for these sites is appropriate to their context and delivers high-quality design across the SPZ boundary.
- 2.5 The Design Code is part of the SPZ and must be read in conjunction with the SPZ document, planning conditions, and its appendices.

## Use of Sub-Zones and Street Types within the SPZ Boundary

### Service Use Sub-Zone

- 2.6 To the north of Bedford Avenue, adjacent to Gresham Road, there is an existing service area which contains banks and small retail shops. Given the size of the Trading Estate, there is a need to maintain an adequate level of services for business occupiers. Within this Sub-Zone, planning permission is granted for the sale of food and drink for consumption mostly on the premises (Class E(b)), hot food takeaways (Class Sui Generis), financial services, professional services (other than health or medical services) and other appropriate service in a commercial or business locality (Class E(c)(i), E(c)(ii) and E(c)(iii)) and E(a) uses such as shops and business uses which can be carried out in a residential area without detriment to its amenity (Class E(g)(ii) & E(g)(iii)).
- 2.7 General industrial (Use Class B2) and Storage and Distribution inclusive of Colocation/Data Centres (Use Class B8) are excluded from this area. No single retail unit (Class E(a)) or premises for the sale of food and drink for consumption mostly on the premises (Class E(b)) and hot food takeaways (Class Sui Generis) shall exceed 500 square metres gross floor area.
- 2.8 The Service Use Sub-Zone is shown on SPZ Plan 2.

### Power Station Sub-Zone

- 2.9 The Trading 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.
- 2.10 The Power Station Sub-Zone is shown on SPZ Plan 2.

### Highway Safeguarding Sub-Zones

- 2.11 There are a number of locations both within and on the periphery of the Trading Estate where highway improvements which may require land outside of the present highway have been identified. These are areas where the extent of existing highway is presently limited and additional land may be required to deliver improved footways, cycleways, or improvements to junctions. The Highways Safeguarding Sub-Zones are shown on SPZ Plan 4.
- 2.12 Land which is to be dedicated as public highway shall provide all appropriate access to the development for pedestrians, cyclists, vehicles, servicing and emergency access. Where land is within the Highway Safeguarding Sub-Zones but is no longer required for that purpose, the Local Planning Authority will take that decision to their Cabinet or if already triggered for safeguarding then that land would be reverted to Highways land.

### Sensitive Boundary Sub-Zones

- 2.13 The specific conditions relating to these sub-zones aim to minimise the potential nuisance to residential amenity adjacent to the Trading Estate. They are located at Stirling Road, Montrose Avenue and Galvin Road, Perth Trading Estate and Whitby Road.
- 2.14 Within these Sub-Zones planning permission is granted for research and development of products or processes (Use E(g)(ii)), industrial processes (Use E(g)(iii)) General Industry (Use Class B2) and Storage and Distribution inclusive of Colocation/Data Centres (Use Class B8).
- 2.15 Specific conditions relating to, hours of external operations and deliveries apply in these Sub-Zones.
- 2.16 The Sensitive Boundary Sub-Zones are shown on SPZ Plan 2.

#### Street Types

- 2.17 The scheme identifies four Street Types in which there are differing landscaping and design requirements for the provision of new development as set out in the Design Code. The Street Types are as follows:
  - a) Bath Road
  - b) Primary Street
  - c) Secondary Street
  - d) Tertiary Street
- 2.18 The identified Street Types are shown on SPZ Plan 2.

# Part 3

## Description of Development, Planning Conditions and Informatives

---

### Description of Development

#### Period of Operation

- 3.1 If approved, the SPZ will be adopted [*date of adoption*] and will be in operation for a ten-year period ending on [*ten-years from the date of adoption*]. Further information on the operation of the SPZ Scheme is contained in Part 4.

#### Types of development permitted including use classes

- 3.2 Planning permission is granted by the SPZ 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, 2011, 2015, 2020 and 2021). 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 focused amendment to the SPZ to ensure consistency between it and the new Use Classes Order.
- 3.3 Planning permission is granted by the SPZ for the following development (including the erection of buildings, operations and the use of land) subject to the conditions and Sub-Zone provisions set out below:

#### **Commercial Business and Service (Class E)**

- 3.4 Use for all or any of the following purposes:
- E(a) Display or retail sale of goods, other than hot food
  - E(b) Sale of food and drink for consumption (mostly) on the premises
  - E(c) Provision of the following kinds of services principally to visiting members of the public:
    - Financial services
    - Professional services (other than mental health services)
    - Other appropriate services in a commercial, business or service locality
  - E(g) Uses which can be carried out in a residential area without detriment to its amenity:
    - (ii) the research and development of products or processes, or
    - (iii) any industrial process, being a use, which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit

### General Industrial Use (Class B2)

- 3.5 A use for the carrying on of an industrial process, other than one falling within Class E(g) above.

### Storage or Distribution Use inclusive of Colocation / Data Centres (B8)

- 3.6 Use for storage or as a distribution centre, and electronic storage, receipt and transmission of data and information.

### Hot Food Takeaways (Sui Generis)

- 3.7 Use for the sale of hot food where consumption of that food is mostly undertaken off the premises.

### Other development<sup>2</sup>

- Changes of Use (the SPZ permits changes of use between the permissible uses stated within it)<sup>3</sup>
  - Extensions to buildings including ancillary structures<sup>4</sup>
  - Solar Photovoltaic Panels (where attached to new or existing buildings)
  - Walls and other means of enclosure<sup>5</sup>
  - Demolition
  - Decked Car Parking
  - Refurbishment Works<sup>6</sup>
  - CCTV Masts and associated equipment
- 3.8 Although Planning permission is granted by the SPZ for certain types of development (permitted uses) subject to the conditions and Sub-Zones it would be unnecessary for all of the conditions and requirements of the SPZ to apply to each type of development. Therefore, certain conditions and requirements of the SPZ do not apply to certain types of development and this is set out in detail in Appendix 6.

<sup>2</sup> For the sake of clarity, all of these types of other development are granted planning permission across the entire SPZ boundary, subject to the requirements of the planning conditions, with the exception of the Power Station Sub-Zone and Highway Safeguarding Sub-Zones.

<sup>3</sup> This category of development does not involve any external physical works or a change in floorspace, a change of use which does involve external physical works or a change in floorspace would be covered by the other categories of development (either Minor Works or plot redevelopment).

<sup>4</sup> This shall include but not limited to plant and equipment.

<sup>5</sup> This type of development includes walls and other means of enclosure for the boundary of plots and development sites.

<sup>6</sup> Refurbishment works are defined as works to an existing building and its ancillary structures which does not involve a change to floorspace, and includes but is not limited, to the installation of the following types of works green walls, green roofs, entrance canopies, new cladding, new roofs, external bike or refuse storage, loading doors, dock levellers, windows, doors and fire doors, solar shading or louvres, boundary walls, fences, gates, plant, plant screening, sprinkler tanks, heat pumps and others.

## Planning conditions applying within this SPZ

All development permitted under this SPZ Scheme is subject to the following conditions.

### Particulars

- 1 The SPZ will be in operation for a ten-year period starting on [*date of adoption*] and ending on [*ten-years from the date of adoption*].
- 2 The development permitted by the SPZ must be undertaken in accordance with the following Plans and Appendices within the SPZ Scheme:

#### Plans

- |        |   |
|--------|---|
| Plan 1 | SPZ Scheme Boundary Plan  |
| Plan 2 | Street Type and Sub-Zone Plan   |
| Plan 3 | Building Heights Plan   |
| Plan 4 | Highways Safeguarding Plans   |
| Plan 5 | Archaeology Written Scheme of Investigation (WSI) Locations                         |
| Plan 6 | Night-time and Daytime Background Noise Levels for the Sensitive Boundary Sub-Zones |

#### Appendices

- |            |   |
|------------|---|
| Appendix 1 | Design Code   |
| Appendix 2 | Framework Demolition / Construction Environmental Management Plan |
| Appendix 3 | Construction Traffic Management Plan                              |
| Appendix 4 | Travel Plan   |
| Appendix 5 | Sustainability Requirements                                       |
| Appendix 6 | Types of Development and the Requirements of the SPZ              |
| Appendix 7 | Written Scheme of Investigation                                   |

- 3 Any development permitted by this SPZ must be commenced within ten years of the date of the adoption of the SPZ Scheme. At the end of the ten-year period the SPZ ceases to have effect except for the development that has already commenced within ten years of the date of the adoption of the SPZ Scheme and this development must be completed within two-years following the expiry of the SPZ Scheme or any longer period stipulated in a Completion Notice.

### Design

- 4 Site coverage by buildings to be erected, or built footprint (including any retained buildings, bridges/atriums between units or substation switchrooms but excluding any plant, plant gantry and deck parking facilities) shall not exceed 50% of the total site area of any individual development plot. This excludes Colocation/Data Centres which are controlled by Condition 2.
- 5 Site coverage by buildings for a Colocation/Data Centre use to be erected, or built footprint (including any retained buildings, bridges/atriums between units or substation switchrooms but excluding any plant, plant gantry and deck parking facilities) shall not exceed 60% of the total site area of any individual development plot.
- 6 For new units in excess of 1,000 square metres of floorspace, a minimum of 1 disabled accessible shower shall be provided.
- 7 New build projects shall achieve or exceed Very Good certification under BREEAM New Construction Version 6. In the event that BREEAM Version 6 is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable.
- 8 The maximum height of development, including plant, equipment and machinery (including screening or enclosure but excluding stacks / flues which can be maximum of 3m higher than the maximum height specified for that zone) shall not exceed those set out in Table 1 Building Heights and shown on SPZ Plan 3.

**Table 1: Building Heights**

Location/use class	The maximum height of development, including plant and machinery (including screening or enclosure but excluding stacks / flues which can be a maximum of 3m higher than the maximum height specified for that zone)
Development Height Zone 36m	36m
Development Height Zone 31m	31m
Development Height Zone 25m	25m
Development Height Zone 20m	20m
Development Height Zone 18m	18m

Location/use class	The maximum height of development, including plant and machinery (including screening or enclosure but excluding stacks / flues which can be a maximum of 3m higher than the maximum height specified for that zone)
Development Height Zone 15m	15m
Development Height Zone 12m	12m
Development Height Zone 7m	7m
Development Height Zone 3m	3m

- 9 The maximum height of new development involving a change of floorspace on the area of land to the north of Ipswich Road and south of the railway corridor must not exceed 15m, unless the development proposed forms part of a comprehensive redevelopment incorporating part of all the private or unadopted highway at Ipswich Road, and part or all of the area of land to the south of Ipswich Road. The area of 'Land to the north of Ipswich Road and south of the railway corridor', 'Private or unadopted highway at Ipswich Road' and 'Land to the south of Ipswich Road' is shown on SPZ Plan 2.
- 10 All new external plant and machinery for buildings, including solar panels constructed on roofs of buildings over 20m in height, constructed under the SPZ must be fully screened.
- 11 New walls up to 2 metres in height and all other means of enclosure up to a height of 3 metres are permitted under the SPZ consent. All new walls and fences need to be set back from the edge of the highway to ensure adequate visibility splays are achievable at the site access(es).
- 12 Any new development adjacent to the Haymill Valley must maintain a minimum 2-metre-high fence.
- 13 All new development must accord with the design criteria set out in the Design Code contained in Appendix 1 of the SPZ.
- 14 All new development must accord with the requirements set out in the Sustainability Requirements contained in Appendix 5 of the SPZ.
- 15 Where proposed development sites are located across different building height zones, the building or part there of shall not exceed the maximum height specified for that zone set out in Table 1 Building Heights and shown on SPZ Plan 3.

## Transport and Highways

- 16 All new development will comply with the measures set out within the Construction Traffic Management Plan (Appendix 3 of the SPZ).
- 17 The site boundaries of all new development being brought forward under the SPZ must not include any adopted or proposed adoptable highway, unless the highway has been stopped-up or is being stopped-up.
- 18 Parking provision for lorries, cars and bicycles within the maximum and minimum standards shown in Table 2 below must be met and marked out on site and shall thereafter be maintained exclusively for that purpose in a useable condition to the satisfaction of the Local Planning Authority.

**Table 2: Minimum and maximum vehicle parking spaces required in SPZ developments**

Land Use	Maximum Parking (to be provided on plot or off plot)	Minimum Parking (to be provided on plot or off plot)	Maximum Lorry Parking	Minimum Lorry parking	Minimum Cycle Parking
Business Use (Class E(g)(ii) or E(g)(iii))	1:55	1 per 250m <sup>2</sup> to 3,000m <sup>2</sup> then 1 for every 500m <sup>2</sup> over 3,000m <sup>2</sup>	1 per 500m <sup>2</sup> to 2,000m <sup>2</sup> then 1 for every 1,000m <sup>2</sup> over 2,000m <sup>2</sup>	1 space up to 2,000 m <sup>2</sup> and 1 space per 1,000 m <sup>2</sup> over 2000 m <sup>2</sup>	2 per unit then 1 for every 500m <sup>2</sup> over 500 m <sup>2</sup>
General Industrial Use (Class B2)	1:55	1 per 250m <sup>2</sup> to 3,000m <sup>2</sup> then 1 for every 500m <sup>2</sup> over 3,000m <sup>2</sup>	1 per 500m <sup>2</sup> to 2,000m <sup>2</sup> then 1 for every 1,000m <sup>2</sup> over 2,000m <sup>2</sup>	1 space up to 2,000 m <sup>2</sup> and 1 space per 1,000 m <sup>2</sup> over 2000 m <sup>2</sup>	2 per unit then 1 for every 500m <sup>2</sup> over 500 m
Storage or Distribution Use (Class B8)	1:200	1 per 250m <sup>2</sup> to 3,000m <sup>2</sup> then 1 for every 500m <sup>2</sup> over 3,000m <sup>2</sup>	N/A	1 per 500m <sup>2</sup> to 2,000m <sup>2</sup> then 1 for every 1,000m <sup>2</sup> over 2,000m <sup>2</sup>	2 per unit then 1 for every 500m <sup>2</sup> over 500 m <sup>2</sup>
Colocation / Data Centres (Class B8) <sup>7</sup>	1:200	1 per 250m <sup>2</sup> to 3,000m <sup>2</sup> then 1 for every 500m <sup>2</sup> between 3,000 and 5000, then	1 per 500m <sup>2</sup> to 2,000m <sup>2</sup> then 1 for every	Not required	2 per unit then 1 for every 500m <sup>2</sup>

<sup>7</sup> It is recognised Colocation uses have a higher operational demand for plant and a reduced need for lorry or car parking compared with development for Business, General Industrial and storage and distribution uses (E(g)(i), E(g)(ii), B2 and B8).

		1:1000 over 5,000m <sup>2</sup>	1,000m <sup>2</sup> over 2,000m <sup>2</sup>		over 500 m <sup>2</sup>
Retail and Service Uses (Class E(a), E(b), E(c)(i), E(c)(ii) & E(c)(iii))	1:30	Zero (where served by existing parking or appropriate on street provision)	Not required	Not required	2 per unit

- 19 An occupier Travel Plan shall be submitted to the Local Planning Authority within 6 months of first occupation where an individual new building in Use Class E(g)(ii) or E(g)(iii) exceeds 2,500 square metres gross external area, in Use Class B2 exceeds 4,000 square metres gross external area or Use Class B8 exceeds 5,000 square metres gross external area. The Travel Plan shall contain the measures set out in the Framework Travel Plan (Appendix 4 of the SPZ).
- 20 Construction of new highways shall be to the Local Planning Authority's adoptable standards in accordance with Slough Borough Council's current standard detailed design manual, DMRB or Manual for Streets 2, as appropriate. The design and layout of all new highways and vehicular access points shall be in accordance with conditions and standards specified in the Slough Design Guide, DMRB or Manual for Streets 2 (or its equivalent) at the time of commencement of development. These shall incorporate suitable pedestrian and cycle facilities for all movements including those to and within the site itself. All redundant access points to be fully reinstated to standard footway construction. Appropriate tracking provision shall be made for manoeuvring and servicing of relevant vehicles. The areas required for servicing access and manoeuvring should be provided before the buildings/sites are first occupied.
- 21 All highway and vehicular access points shall be constructed before the relevant part of the development is first occupied and shall thereafter be maintained exclusively for that purpose in a useable condition to the satisfaction of the Local Highways Authority.
- 22 Access doors including emergency access doors from any new building shall not be permitted to open outwards onto the public highway.
- 23 No SPZ development for substantial redevelopment of a plot may include land within the Highways Safeguarded Sub-Zone as shown in SPZ Plan 4.

### Landscaping

- 24 Each new development site which involves a change in floorspace must allocate a minimum of six percent of plot area for provision of landscape treatment and shall be retained thereafter for the duration of the SPZ. This excludes the area of land to the north of Ipswich Road and south of the railway corridor which is controlled by Condition 25.
- 25 New development involving a change of floorspace on the area of land to the north of Ipswich Road and south of the railway corridor must allocate a minimum of six percent of plot area for provision of landscape treatment and this must be located along the street-facing boundary. The area of the landscape treatment along the street-facing boundary can include the provision

of car parking although the area of the parking element does not contribute towards the six percent of plot area for provision of landscape treatment.

- 26 Within a five-year period following the implementation of a landscape scheme, if any of the new or retained trees or shrubs should die, are removed or become seriously damaged or diseased, then they shall be replaced in the next planting season with another of the same size (at least) and species (or that more suitable to evolving site conditions).

### Solar Panels

- 27 Solar panels are permitted under the SPZ on the roofs of new and existing structures subject to the overall height of the building including the solar panels not exceeding the maximum height specified for that zone set out in Table 1 Building Heights and shown on SPZ Plan 3. Ground mounted solar panels are not permitted by the SPZ.

### Sensitive Boundary Sub-Zones

- 28 Within the Sensitive Boundary Sub-Zones, as shown on SPZ Plan 2, planning permission is granted for Use Class E(g)(ii), E(g)(iii), B2 and B8 (inclusive of Colocation/Data Centres), subject to the relevant planning conditions included within this document. The SPZ does not permit any other uses within this Sub-Zone.
- 29 Any activities (excluding demolition and construction) within the Sensitive Boundary Sub-Zones as shown on SPZ Plan 2 associated with new development must comply with the specific conditions relating to the hours of external operations and deliveries and collections set out in Table 3.

**Table 3: Sensitive Boundary Sub-Zone hours of external operations and delivery and collection constraints**

Sensitive Boundary Sub-Zone	Permitted hours for:	
	Delivery and Collection	External operation for general industrial or storage and distribution uses
A - Stirling Road	Monday to Saturday: 07:00 to 22:00 No operations on Sundays or Bank Holidays	
B - Montrose Avenue	Monday to Saturday: 07:00 to 22:00 No operations on Sundays or Bank Holidays	
C - Galvin Road	Monday to Saturday: 07:00 to 22:00 No operations on Sundays or Bank	

Sensitive Boundary Sub-Zone	Permitted hours for:	
	Delivery and Collection	External operation for general industrial or storage and distribution uses
	Holidays	
D - Perth Trading Estate	Monday to Saturday: 07:00 to 22:00 No operations on Sundays or Bank Holidays	
E - Whitby Road	Monday to Saturday: 07:00 to 22:00 No operations on Sundays or Bank Holidays	

- 30 In the Sensitive Boundary Sub-Zones noise generation from external plant during typical operations (i.e. not during emergency use) will not exceed the typical background sound levels as shown on Plan 6, when assessed in accordance with the BS4142:2014+A1:2019.

### Service Use Sub-Zone

- 31 Within the Service Use Sub-Zone, as shown on SPZ Plan 2, planning permission is granted for Use Class E(a), E(b), E(c)(i), E(c)(ii), E(c)(iii), E(g)(ii), E(g)(iii) and hot food takeaways (Class Sui Generis), subject to the relevant planning conditions included within this document. The SPZ does not permit any other uses within this Sub-Zone. No single retail unit within Use Class E(a), Class E(b) and hot food takeaways (Class Sui Generis) shall exceed 500 square metres gross floor area.

### Power Station Sub-Zone

- 32 Within the Power Station Sub-Zone, as shown on SPZ Plan 2, the existing planning control is retained over the power station and the provisions of the SPZ will not apply to any developments within its curtilage as defined by the Sub-Zone.

### Highway Safeguarding Sub-Zones

- 33 Within the Highway Safeguarding Sub-Zones, as shown on SPZ Plan 4, no development will be permitted unless Slough Borough Council as the local highway authority have agreed in writing that the land is no longer required for highway improvements.

### Outside of the Identified Sub-Zones

- 34 Outside of the identified Sub-Zones, as shown on Plan 2, planning permission is granted for Use Class E(g)(ii), E(g)(iii), B2 and B8 (inclusive of Colocation/Data Centres), subject to the relevant planning conditions included within this document. The SPZ does not permit any other uses within this Sub-Zone.

### Permitted Development

- 35 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) a change of use from a Class E use permitted within the SPZ boundary to a primary use within Class C3 shall not be permitted.
- 36 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) a change of use from a Class E(g)(ii) and/or E(g)(iii) use permitted by this SPZ to a primary use within Class E(g)(i) shall not be permitted. Ancillary Class E(g)(i) uses are however permitted.
- 37 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) a change of use from a Class E(g)(ii) and E(g)(iii) outside of the identified Sub-Zones use permitted by this SPZ to a primary use within Class E(a), E(b), E(c)(i), E(c)(ii), E(c)(iii), E(d) E(e), E(f) and E(g)(i) shall not be permitted.

### General

- 38 For new Use Class B8 units over 2,500 square metres gross internal area and any change of use to units falling within Use Class B8 over 2,500 square metres gross internal area (with the exception of units which primary use is for electronic storage, receipt and transmission of data and information) the total net (Use Class B8) additional development permitted by the SPZ shall be no more than 55,000 square metres and the provision of which will be part of the annual monitoring for the New SPZ Scheme.
- 39 With the exception of solar panels on building roofs, the SPZ does not permit external plant unless it is ancillary to development permitted under the SPZ Scheme.
- 40 There shall be no additional drainage discharged onto to the highway. No works which will result in the discharge of ground or surface water from the site shall be commenced until the associated drainage works have been completed.
- 41 The office element of any SPZ Scheme (including mezzanines) will be limited to an area not exceeding 49% of floor area (GEA).
- 42 Open storage is not permitted as part of any of the developments included within the SPZ consent, either as the main use or ancillary to the main use.
- 43 Drive-through restaurants that fall within Use Class E(b) or Sui Generis (hot food takeaways), are not permitted by the SPZ.
- 44 Phase 1 - Desk Study and Preliminary Risk Assessment

Prior to works commencing on each plot coming forward for redevelopment a Desk Study and Preliminary Risk Assessment must be undertaken by the developer and carried out by a competent person. The Phase 1 Desk Study shall incorporate a desk study (including a site walkover) to identify all potential sources of contamination at the site, potential receptors, and potential pollutant linkages to inform the preliminary Conceptual Site Model (CSM) and Preliminary Risk Assessment (PRA).

45 Phase 2 - Intrusive Investigation Method Statement

Should the findings of the Phase 1 Desk Study and Preliminary Risk Assessment pursuant to Condition 44 identify the potential for contamination, works to bring forward the redevelopment of a plot shall not commence until an Intrusive Investigation Method Statement (IIMS) has been undertaken by a competent person. The IIMS shall include, as a minimum, a position statement on the available and previously completed site investigation information, a rationale for the further site investigation required, including details of locations of such investigations, details of the methodologies, sampling and monitoring proposed.

46 Phase 3 - Quantitative Risk Assessment and Site-Specific Remediation Strategy

If an Intrusive Investigation is undertaken in accordance with an approved Method Statement (IIMS) pursuant to Condition 45, works to bring forward the redevelopment of a plot shall not commence until a Quantitative Risk Assessment (QRA) has been undertaken, based on the findings of the ground investigation. The QRA shall as a minimum contain details of any additional site investigation undertaken with a full review and update of the preliminary Conceptual Site Model (CSM) (prepared as part of the Phase 1 Desk Study pursuant to Condition 44). Should the risk assessment identify the need for remediation then a Site-Specific Remediation Strategy (SSRS) must be prepared, and as a minimum, but not limited to, include details of the precise location of the remediation works and/or monitoring proposed, including earth movements, licensing and regulatory liaison, health, safety and environmental controls, and any validation requirements presented as a Verification Plan. The QRA and SSRS if required shall be carried out by a competent person and submitted to the Local Planning Authority.

47 Phase 4 - Remediation Validation

Within three months of practical completion of any redevelopment of a plot within or adjacent to remediation works detailed within the Quantitative Risk Assessment and Site-Specific Remediation Strategy pursuant to Condition 46 a Remediation Validation Report shall be submitted to the Local Planning Authority. The Remediation Validation Report shall include details of the implementation of the remedial strategy and any contingency plan works detailed in the Quantitative Risk Assessment and Site-Specific Remediation Strategy pursuant to Condition 46. If gas and/or vapour protection measures are specified by the Remediation Validation Report, the report shall include written confirmation that all such measures have been implemented by a competent installer and then verified by a qualified independent third party/Building Control Regulator.

- 48 Where piled foundations are to be used, a Foundation Works Risk Assessment (FWRA) prepared in accordance with Environment Agency Guidance Piling and Penetrative Ground Improvement Methods on Land Affected by Contamination (Environment Agency, 2001) must be produced.
- 49 Suitable locations for CCTV masts and equipment are permitted as follows: 1. Poles and camera fittings are to be no more than 10 metres high. This allows for a 9 metre pole plus camera fittings. 2. Poles are to be set so as not to interfere with sight lines. 3. Poles are to be freestanding or cabinet based, subject to the cabinets being no larger than 0.5 m square and 1.25 m high. (Total height no more than 10m - see point 1 above).
- 50 Within areas of archaeological potential shown in SPZ Plan 5 contained within the Written Scheme of Investigation (WSI) (Appendix 7 of the SPZ) any new development must be undertaken in accordance with the WSI.
- 51 All demolition and construction shall be carried out in accordance with the Framework Demolition / Construction Environmental Management Plan (Appendix 2 of the SPZ).
- 52 Prior to each plot coming forward for demolition or redevelopment from June 2025 onwards, a bat roost potential survey shall be undertaken on the existing structures. Should any of the structures be identified as having bat roost potential, bat surveys shall be undertaken by an ecologist to establish whether a roost is present prior to works being undertaken. If a roost is found to be present which will be impacted by the proposed works, a European Protected Species Licence will be obtained from Natural England prior to any works commencing. This will be prepared by a suitably qualified ecologist and will provide details of appropriate mitigation measures.
- 53 Site works which lead to the removal of existing trees and scrub which could impact bird nesting habitat (hedgerows, trees) undertaken during the bird breeding season (1<sup>st</sup> March to 31<sup>st</sup> August) shall only be undertaken once inspected by an appropriately qualified ecologist to confirm the absence of active nests. If active nests are discovered, then the part of the development that could disturb a nest (as determined by an appropriately qualified ecologist) shall cease until the expiry of the bird breeding season or until an appropriately qualified ecologist has deemed the nest inactive.
- 54 Development commenced in the first five years following the adoption of the SPZ which provide more than 10 car parking spaces must provide for a minimum of 25% electric car charging provision (to include disabled car parking provision). Development commenced in the latter five years following the adoption of the SPZ which provide more than 10 car parking spaces must provide for a minimum of 40% electric car charging provision (to include disabled car parking provision). Development permitted by the SPZ which will deliver new car parking spaces must for those new car parking spaces which will not provide electric car charging provision as specified in this condition provide passive provision for electric car charging in the form of ducting.
- 55 No development shall result in any increase in surface water discharge from the Trading Estate increasing peak flood discharge within the “main river” section of the Chalvey Ditch.

- 56 The SPZ grants planning permission for extensions to existing buildings including ancillary structures provided the development proposed complies with the parameters and requirements in the SPZ Scheme including the planning conditions and criteria within the Design Code.
- 57 No new drainage soakaways should be constructed within 5 metres of Network Rail's property.
- 58 If not already in place, the Developer/ 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 completed on site should the foundations of the fencing or wall or any embankment therein be damaged, undermined or compromised in any way. Any vegetation on Network Rail land and within Network Rail's boundary must also not be disturbed.
- 59 When the new SuDS Approval Body (SAB) is created under Schedule 3 of the Flood and Water Management Act 2010 no work, with the exception of demolition and/or remediation, will commence on-site until SAB consent is obtained for the proposed surface water drainage scheme where necessary.

## Informatives

3.9 In addition to the Local Planning Authority, there are a range of statutory undertakers and other agencies that place requirements and publish guidance with respect to new development. It is the responsibility of individual developers or occupiers to ensure that they consult with statutory undertakers and other relevant organisations prior to the commencement of development. All development permitted under the SPZ Scheme should therefore take into account the following informatives:

- i) Development (including any alterations to existing buildings and parking facilities) shall be suitable for use by people with disabilities, designed in accordance with Building Regulations and Local Planning Authority's parking standards current at the time of development.
- ii) The granting of the SPZ consent does not prevent the Local Planning Authority from taking action under Environmental Health Legislation against activities resulting in noise, smoke, odours, smells, dust, grit or litter. Action can also be taken under other environmental legislation where infringements occur.
- iii) The SPZ Scheme does not remove the need to apply for all licences, permits and controls required under other legislation where relevant.
- iv) If geotechnical investigation indicates the presence of significant contamination with potential to contaminate groundwater the developer should contact the Environment Agency (or their successors) at the current address.

Red Kite House

Howbery Park

Crowmarsh Gifford

Oxfordshire

OX10 8BD

- v) It is an offence to cause or knowingly permit any poisonous, noxious or polluting matter to enter groundwater or surface water, (Environment Permitting Regulations, 2010).
- vi) In order to comply with the requirements of the Environment Agency (or their successors) development within the Trading Estate under the SPZ consent shall not result in:

Any site that has had previous industrial use shall be subject to a detailed site investigation prior to redevelopment to establish whether the site is contaminated; to assess the degree and nature of any contamination present, and to determine its potential for pollution of the water environment in the event this identifies potential for pollution of the water environment the method and extent of any further investigation shall be agreed with the Environmental Agency and details of appropriate measures to prevent pollution of groundwater and surface water, including provisions for monitoring, shall be approved in writing by the Environment Agency before development commences. The development shall then proceed in strict accordance with the measures approved.

- vii) Pursuant to the Environmental Permitting Regulations 2015, Schedule 25, details of the following should be submitted for consideration by the Environment Agency (or their successors) prior to commencement of work.
  - a) Any activity with 8m from the foot of the bank on the landward side of the river of the main rivers the Chalvey Ditch and Salt Hill Stream including details of any outfall structures discharging into the water course.
  - b) Details of any proposed culverts or control structures affecting the bed or banks of Ordinary Watercourses should be submitted to the Local Planning Authority as the Lead Local Flood Authority [Flood and Water Management Act (2010) Section 6 (7)], under the Land Drainage Act 1992 Section 23.
  - c) The erection of any fence, post, pylon, wall or any other building or structure within 8 metres measured horizontally from the foot of any bank of the Chalvey Ditch on the landward side or, where there is no such bank within 8 metres measured horizontally from the top edge of the batter enclosing the river, (Bylaw 4, Land Drainage Bylaws 1981).
- viii) Where piled foundations are to be used, the developer will undertake the relevant risk assessment to ensure that groundwater is not at risk from pollution.
- ix) Any access required onto land owned by Network Rail (or their successors) should be the subject of prior application to the Asset Protection Manager at the current address:

Network Rail

First Floor

Temple Point

Redcliffe Way

Bristol

BS1 6NL

- x) No drainage/surface water must be discharged onto Network Rail's property or into any of Network Rail's existing drainage systems except by prior agreement with Network Rail's Property Manager.
- xi) Developers must ensure that no pollution of Network Rail's property occurs.
- xii) If not already in place, the Developer/ 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 completed on site should the foundations of the fencing or wall or any embankment therein be damaged, undermined or compromised in any way. Any vegetation on Network Rail land and within Network Rail's boundary must also not be disturbed.
- xiii) 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 Network Rail email [AssetProtectionWestern@networkrail.co.uk](mailto:AssetProtectionWestern@networkrail.co.uk) before works begin.
- xiv) It is recommended that all buildings be situated at least 2 metres from Network Rail's 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.
- xv) If any development includes amenity areas, garage blocks, open spaces, areas which will be open to the public/children/ animals, the developer is strongly advised to provide as minimum 1.8 metre high concrete post and weldmesh fence alongside the railway.
- xvi) It would be advisable to construct a steel vehicle barrier next to the line side fencing; adjacent to all roads, turning circles and parking areas where the railway is situated at or below the level of the development site.
- xvii) All plant to be positioned in such a way that, in the event of failure, it will not encroach or fall nearer than 1 metre from the nearest running railway track. However, should this be unavoidable, Network Rail's Property Manager would require at least 3 months notice prior to the commencement of such works to enable the arrangement of any necessary protection.
- xviii) Full details of any external lighting schemes should be submitted to Network Rail's Property Manager for prior approval, so as to ensure these do not interfere with Network Rail's own signalling equipment.

- xix) Details of any planting schemes adjacent to the railway should be sent to Network Rail's Property Manager for comment. No trees or climbing shrubs should be planted in such a way that they could create a nuisance to the Railway due to falling leaves or penetration of roots, or by providing a means of gaining access to the Railway or on reaching their mature height could fall within 3 metres of Network Rail's nearest running rail, building, or structure. The planting of broad leaved trees or any form of broad leaved planting, in the landscaping of areas adjacent to the railway should be particularly avoided.
- xx) Thames Water Utilities (or their successors) should be contacted on all developments proposed for the Trading Estate, at the current address:  
 Thames Water Utilities  
 Development Control  
 Asset Investment Unit  
 Maple Lodge  
 Denham Way  
 Rickmansworth  
 Hertfordshire  
 WD3 9SQ
- xxi) Within 12 months of Practical Completion of an SPZ development, details of any drainage connections that have been agreed with Thames Water (or their successors) must be provided to the local planning authority.
- xxii) Surface water drainage design for SPZ developments will manage the surface water run-off they generate for storm events up to and including the 1 in 100 year + 25% event within the plot boundary before discharging to the existing sewer system within the Trading Estate. Discharge rates will be reduced from the existing brownfield level and be as close to the greenfield rate as practicable. The volumetric discharge from the plot shall also be reduced by reducing the impermeable area of the plot to at least 85%, so less water is collected and conveyed off-site.
- xxiii) The drainage strategy for each SPZ development must comply with the criteria within the Design Code (Appendix 1 of the SPZ) and measures within the Sustainability Requirements (Appendix 5 of the SPZ).
- xxiv) The developer will be prohibited from building over or close to an existing public sewer unless agreed via a Build Over Agreement with Thames Water prior to commencement (or their successors). Alternatively for small sewers (150mm diameter or less) a Build Over self-certificate may be applicable.
- xxv) Any industrial process resulting in the discharge of trade effluent to the public foul sewer will require a Trade Effluent Consent from Thames Water Utilities (or their successors).
- xxvi) Covered car parks shall drain to the foul sewer via an interceptor.
- xxvii) Any above ground fuel storage tank(s) or chemical storage tank(s) shall be sited on an impervious base and surrounded by bund walls. No drainage outlet should be provided. The bunded area should be capable of retaining at least 110% of the volume of the tanks and any spillages from fill or draw pipes. All fill pipes

and sight gauges should be enclosed within its curtilage. The vent pipe should be directed downwards into the bund. Guidelines are available from the Environment Agency. Details of the containment system are to be submitted to and approved in writing by the Local Planning Authority prior to commencement of the development.

- xxviii) The developer shall where possible re-use and recycle waste, including materials and waste arising from demolition; minimise the pollution potential of unavoidable waste; and dispose of unavoidable waste in an environmentally acceptable manner.
- xxix) Occupiers will be encouraged to reuse and recycle materials where possible.
- xxx) Any hazardous waste generated during the demolition or construction process should be removed and disposed of in accordance with the relevant Hazardous Waste Regulations.
- xxxi) Prior notification of demolition is not required. Where demolition of an existing building is planned, all redundant drains shall be grubbed up or sealed to prevent rodents gaining access to the public sewers.
- xxxii) No landscaping will be permitted on the public highway verges except under licence issued in accordance with the Highways Act 1980. Any landscaping proposed on the adopted highway will be subject to the Local Planning Authority granting a licence under Section 142 of the Highway Act.
- xxxiii) All development should take account of the provisions contained within Department for Transport Circular 01/03 Safeguarding Aerodromes, Technical Sites and Military Explosives Storage Areas with regard to the height restrictions on tall buildings within aircraft flight paths.
- xxxiv) The Environment Agency (or the relevant waste regulation authority) should be contacted by the developer with regards to all development which falls within the provisions included within Schedule 5(y) of the Town and Country Planning (Development Management Procedure) (England) Order (2010) which deals with development on or within 250m of landfill sites.
- xxxv) All development is expected to take into account the provisions of Section 17 of the Crime and Disorder Act 1998 regarding surveillance, structure, ownership, access and movement, physical protection, activity, adaptability, and management and maintenance, as well as current Government policy on these matters.
- xxxvi) All new development permitted by the SPZ must comply with Building Regulations including the requirements of Part L, which set out the requirements with respect to the conservation of fuel and power.
- xxxvii) The contact addresses listed were correct at the time of adoption. These may be subject to change during the period of operation of the SPZ and consequently it is the responsibility of the developer to check that the addresses are still correct and if not, obtain the new contact details for the relevant body.
- xxxviii) All adopted roads and junction alterations to adopted roads may require Road Safety Audits (Stages 1, 2, and 3) to be carried out in accordance with the Highways Authority's requirements.
- xxxix) Although the plot specific site boundary for new SPZ development must exclude

any adopted public highway it is agreed that works to the adopted public highway will typically be undertaken as part of SPZ development and such works shall form part of development permitted under the SPZ Scheme. This will include but is not limited to new or amended access points which shall be identified on SPZ notification plans and such works shall be undertaken in accordance with the SPZ planning conditions subject to the prior issue of a licence or the completion of a relevant Minor Highways Works Agreements and / or a S278 agreement to regulate any works to the adopted public highway.

- xi) No new vehicular access points shall be permitted by the SPZ or any alteration to an existing vehicular access to an adopted highway shall be agreed in writing by the Local Highways Authority. The Developer shall enter into the relevant highways agreement (S38, S278, Minor Highways works agreement or their equivalent) prior to implementation of the highway works.
- xli) First occupation means the use of a building permitted by the SPZ but not including occupation by a person or persons engaged in construction or fitting out or occupation for marketing or display or occupation for security operations.
- xlii) Development which requires specified potentially hazardous activities, the storage/manufacture of defined potentially hazardous substances, the carrying out of prescribed processes or laying or construction of a notifiable pipeline are not permitted under the SPZ.
- xliii) The installation and operation of new CCTV shall adhere to the 'Surveillance Camera Code of Practice' (January 2022), or its successor.
- xliv) The SPZ planning conditions have been prepared to extenuate the social, environmental and economic benefits of the SPZ Scheme but also to mitigate the local impacts of the development to be brought forward through the SPZ Scheme and to ensure that it mitigates any environmental effects such that it is not considered to be EIA development.
- xlv) The SPZ does not grant planning permission for development which prevents previous development from remaining compliant with its planning permission whether the development was granted through the SPZ, previous SPZ Schemes or a planning application.
- xlvi) New build projects at a minimum shall achieve or exceed Very Good certification under BREEAM New Construction Version 6 however a significant amount of the new build projects where possible will achieve Excellent certification under BREEAM and the Sustainability Requirements (Appendix 5 of the SPZ) have been shaped with this in mind and contain a number of measures that are equivalent to the credits required to achieve Excellent certification under BREEAM.
- xlvii) Works to Listed Buildings are not permitted by the SPZ.

## Part 4

# Additional Information on the Operation of the SPZ

---

- 4.1 When development is proposed the responsibility to contact statutory undertakers and other relevant bodies falls to the developer.
- 4.2 Under Section 69 of the Town and Country Planning Act 1990, as required by Article 36(8)(a) of the Town and Country Planning (Development Management Procedure) (England) Order, 2010 (SI 2010/2184, the Local Planning Authority will maintain a register containing brief particulars of all SPZs in its area, including information on all proposals for the preparation and alteration of SPZs and a map showing the definitive boundary of any operative or proposed SPZ developments.
- 4.3 The owner or developer will supply the Local Planning Authority with details of all works to be carried out on the Trading Estate which would fall within the SPZ consent. The developer shall submit a covering letter, to include SPZ notification form, and where relevant; location plan, floor plans, elevations plan, HGV tracking plan and site plan to include identification of a pedestrian route from the proposed building to the highway, six percent for landscape treatment, on-site vehicle parking, floorspace proposed, setback line and built form. This approach would help the Local Planning Authority to monitor development progress and make this information available to the public in place of the Planning Register. In addition to the regular annual monitoring, should the need arise, SEGRO and the Local Planning Authority agree to undertake to meet (either in person or virtually) to discuss matters should either party request to do so. SEGRO and the Local Planning Authority will endeavour to make available relevant representatives or Officers to facilitate such meetings within 10 working days from a formal written request, unless otherwise agreed. Such meetings will be attended in a spirit of co-operation to seek resolution of items raised and address areas of misunderstanding, or dispute.
- 4.4 When a private service road or roads are proposed as part of an SPZ Notification, the owner or developer will provide an HGV Tracking Plan and visibility splay plan. Furthermore, where the road is to be gated, sufficient set back to allow at least 1 HGV to be parked up off the highway shall be provided.
- 4.5 The land shown within the red line on Plan 1 within the SPZ boundary is subject to a planning permission for the development of land, granted on an application or deemed to be granted under Part III of the Act (Control of Development). As such demolition is authorised by this SPZ.
- 4.6 The owner or developer may apply to the Local Planning Authority for the Certificate of Lawful Use or Development under Section 192 of the Town and Country Planning Act 1990, as inserted by Section 10 of the Planning and Compensation Act 1991. There is a fee payable.

- 4.7 Any planning permission granted by the SPZ must be started within ten years of the date of adoption of the SPZ Scheme. At the end of the ten-year period the SPZ ceases to have effect except for the development that has already commenced (Section 56 of the Town and Country Planning Act 1990 clarifies when development in an SPZ is considered to have commenced). In relation to unfinished schemes, the developer shall provide details of these within 3 months of the expiry of the SPZ. The Local Planning Authority may serve a Completion Notice stating that the planning permission granted by the SPZ will cease to have effect after a further specified period of not less than two-years.
- 4.8 For avoidance of doubt the term “developer” as used in the SPZ Scheme includes any person or organisation that, in the case of a normal planning application, would be referred to as the applicant.
- 4.9 Development permitted under the SPZ is not exempt from enforcement action. If any development fails to comply with the restrictions or conditions set out in the SPZ Scheme, the Local Planning Authority has the power to instigate enforcement procedures in the normal way.
- 4.10 If a developer or occupier does not wish to comply with the terms of a particular condition laid down in the SPZ Scheme they will have to submit a planning application to the Local Planning Authority for the proposed development, which will be determined in the normal way.

## Other Permissions and Licences

- 4.11 The SPZ Scheme grants planning permission only. It remains necessary for the development proposals within the SPZ area to comply with all relevant licences, permits and controls required under other legislation. These include the following:
- The statutory provisions and standards relating to health and safety, nuisance and pollution;
  - Consent for stopping up or diversion of an adopted highway or footpath;
  - Approvals under the Building Regulations and adherence to the Equalities Act 2010;
  - Consent from the statutory undertakers where their plant or equipment may be affected;
  - Licenses issued by Natural England where development permitted by the SPZ may impact on species protected under European or National legislation;
  - Approval, as appropriate, from the Environment Agency pursuant to the requirements of the Land Drainage Act 1991 and other relevant legislation;
  - Consent to display advertisements where required by the Town and Country Planning Act (Control of Advertisements) Regulations 2007;
  - Activities requiring consent under the Town and Country Planning (Hazardous Substances) Act, 1990;
  - Land Drainage Bye-Laws; and
  - Building on and adjacent to public sewers.

## New Simplified Planning Zone 2024-2034