

DRAFT FOR CONSULTATION

Contents

Part 1 Simplified Planning Zone (SPZ) for the Slough Trading Estate

Introduction

Context

Part 2 The Slough Trading Estate Simplified Planning Zone details of the proposed scheme

The SPZ boundary

Period of operation

Types of development (permitted uses)

Design Code

Use of Sub-Zones and Street Types within the trading estate

Planning conditions applying within this SPZ

Other permissions and licences

Part 3 Additional information on the operation of the SPZ

Part 4 Informatives

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

Appendices

Appendix 1 – Design Code

Appendix 2 – Demolition / Construction Environmental Management Plan

Appendix 3 – Construction Traffic Management Plan

Appendix 4 – Travel Plan

Appendix 5 – Sustainability Requirements

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 is the Pre-Deposit version of the SPZ and has been prepared as means of gauging the opinions of the stakeholders, local community and Local Planning Authority prior to the formal deposit stage. This version of the document represents the work undertaken on the SPZ by SEGRO as well as the discussions undertaken between SEGRO and Slough Borough Council (the 'Local Planning Authority') to date and is liable for change following consultation with statutory consultees and stakeholders as well as further dialogue with the Local Planning Authority.
- 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 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 is an excess 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 to optimise the amount of employment development within the confines of the Trading Estate, such that is appropriate to its context and neighbouring uses, and to ensure that the industrial nature of the Trading Estate remains through the permissible uses of 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 Trading Estate is a long-standing brownfield business area which has seen constant refurbishment and redevelopment since its establishment in 1920 to meet the needs of existing businesses and attract inward investment. The Trading Estate is a built-up area in which many of the plots on it have seen multiple generations of redevelopment and different occupiers since its inception over 100 years ago.
- 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 The Trading Estate is relatively self-contained and is currently in the single ownership of SEGRO. The SPZ boundary is shown on Plan 1 which defines the extent of the SPZ¹; the planning permission described in Part 2 applies within this designated area.

Vision

- 1.10 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, as the owners of the Trading Estate, 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 its 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.
- 1.11 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.
- 1.12 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.”*

- 1.13 The Trading Estate is the largest industrial estate in single private ownership in Europe and is a location which is locally, regionally and internationally renowned for being a prime business location attracting a plethora of international companies across varied sectors such as telecoms, biotechnology, pharmaceuticals, automotive, IT, R&D, logistics, Colocation/Data Centres and food processing. The adoption of the New SPZ Scheme and the controls/parameters within it will ensure that the Trading Estate retains its position as a competitive location for existing businesses to grow/expand their operations and facilitates new businesses relocating to Slough Borough as it provides a unique competitive advantage for the area within the SPZ boundary.
- 1.14 The SPZ will facilitate the ongoing evolution of the Trading Estate and subsequent redevelopment of plots within it such that it continues to attract new businesses and inward investment into the Borough as well as to respond to the needs of a modernising global economy by providing vital infrastructure that underpins modern business and functions of society whilst building upon geographically organised clusters of similar industries. This in-turn drives economic output, productivity and Business Rates vital to the ever-changing economy of Slough Borough.

¹ 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.

- 1.15 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.
- 1.16 Design has been a focus of the New SPZ Scheme to guarantee that all new development brought forward as part of it delivers high-quality design across the Trading Estate whilst 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 can be found within and are secured in the Design Code and Sustainability Requirements.
- 1.17 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 improving public transport provision, cycle infrastructure through the Trading Estate, sustainability measures such as electric vehicle charging provision, a skills and training programme to deliver bettering education and employment outcomes in the Borough, public art installations and the creation of amenity spaces within and outside of the Trading Estate.
- 1.18 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, 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.

Context

Legal Basis

- 1.19 If approved, this SPZ will be adopted on 12th November 2024 by the Local Planning Authority at a future Cabinet meeting and will expire on 11th November 2034.
- 1.20 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.
- 1.21 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

- 1.22 The SPZ at the Trading Estate provides Slough Borough and the potential occupiers on the Trading Estate with the following benefits:
- 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 cost effective manner so that Slough and the wider Thames Valley can remain ahead of the curve and maintains 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.

- 1.23 The SPZ Scheme will be subject to a Section 106 Agreement to secure the necessary overarching infrastructure requirements for SPZ. The planning obligations contained within the Section 106 will provide a package of contributions that mitigates the impact of future development through physical and financial obligations.
- 1.24 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.
- 1.25 In Part 2 of the Written Statement, 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.
- 1.26 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.
- 1.27 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 to each development set out 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 7m 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. The SPZ Plan 5 identifies areas where further archaeological investigation is required within the boundary of the SPZ Scheme.
- 1.28 The SPZ has conditions attached to take account of local factors.
- 1.29 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. Under these circumstances, such applications will be considered on their merits and if permission is granted it will be subject to separate conditions.

- 1.30 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.
- 1.31 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.
- 1.32 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.
- 1.33 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.
- 1.34 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

- 1.35 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.
- 1.36 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).
- 1.37 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.
- 1.38 The supporting text to the policy notes at paragraph 7.95 that the Trading Estate has been specifically identified as an area for regeneration.
- 1.39 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.

- 1.40 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.
- 1.41 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.
- 1.42 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.
- 1.43 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.
- 1.44 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.
- 1.45 Slough Borough Council have 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.
- 1.46 There is no timetable in place to adopt the new Local Plan. Slough Borough Council's Cabinet will review and approve an update of Slough's Local Development Scheme as part of progressing the Local Plan to Regulation 19. At present the Council are watching the evolution of changes to the Local Plan process being progressed in the Government's Levelling Up and Regeneration Bill.
- 1.47 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 20 and Appendix 4.

Summary

- 1.48 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.

Period of Operation

- 2.2 If approved, the SPZ will be adopted on 12 November 2024 and will be in operation for a ten-year period ending on 11 November 2034. Further information on the operation of the SPZ Scheme is contained in Part 3.

Types of development (permitted uses)

- 2.3 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.
- 2.4 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:

1. Commercial Business and Service (Class E)

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

2. General Industrial Use (Class B2)

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

3. Storage or Distribution Use (Class B8 inclusive of Colocation/Data Centres)

Use for storage or as a distribution centre and for electronic storage, receipt and

transmission of data and information

4. Other development

- Solar Photovoltaic Panels (where attached to new or existing buildings)
- Walls and other means of enclosure
- Demolition
- Decked Car Parking
- Minor Refurbishment Works
- CCTV Masts and associated equipment

Design Code

2.5 All development permitted by the SPZ Scheme should take account of the Design Code contained in Appendix 1, which covers the following:

- Built Form
 - Setback Line
 - Form
 - Layering
 - Colour in the wider landscape
 - Elevations
 - Lighting
 - Entrances
 - Windows & doors
 - Roof plant and equipment
 - Plant gantries
 - Sub-stations
 - Multi-storey car park
- Landscape & Sustainability
 - On-plot Greening
 - Landscape Strips
 - Boundary Treatments
 - Gates

2.6 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.

2.7 Any new development being brought forward under the SPZ must demonstrate that it complies with the design parameters and requirements set out in this document as part of the SPZ Notification of Development.

2.8 The Design Code is part of the SPZ and must be read in conjunction with the SPZ document and associated documents.

Use of Sub-Zones and Street Types within the trading estate

- 1 **Service Use Sub-Zone:** 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)).

General industrial (Class B2) and Storage and Distribution (Class B8), inclusive of Colocation/Data Centres, 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.

The Service Use Sub-Zone is shown on SPZ Plan 2.

- 2 **Power Station Sub-Zone:** 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.

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

- 3 **Highway Safeguarding Sub-Zones:** 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.

Where redevelopment of a plot is proposed which includes land within the Highways Safeguarding Sub-Zones SEGRO will identify this on the SPZ Notification of Development form. The extent of the land within the Highways Safeguarding Sub-Zones will be identified and dedicated for future highway improvements, where SPZ Notifications of Developments include such land.

Development within a highway safeguarding zone will only be permitted if Slough Borough Council as the local highway authority have agreed that the land is no longer required for highway improvements. In such circumstances SEGRO will write to SBC identifying the extent of safeguarded land which will be used for development and the reason why this is appropriate / no longer needed. Where a SPZ Notification of Development includes land within the Highway Safeguarding Sub-Zones, then prior to occupation of the building(s) the land identified as being safeguarded shall be dedicated as public highway. 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 remove this from the Highways Safeguarding Sub-Zones through a focused amendment to the SPZ.

- 4 **Sensitive Boundary Sub-Zones:** 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.

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 (Use Class B8), inclusive of Colocation/Data Centres.

Specific conditions relating to, hours of external operations and deliveries apply in these Sub-Zones.

The Sensitive Boundary Sub-Zones are shown on SPZ Plan 2.

5 **Street Type:** 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

The identified Street Types are shown on SPZ Plan 2.

Planning conditions applying within this SPZ

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

Design

- 1 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.
- 2 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.
- 3 For new units in excess of 1,000 square metres of floorspace, a minimum of 1 disabled accessible shower shall be provided.
- 4 In accordance with the Slough Carbon Management Plan 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.
- 5 The maximum height of development, including plant 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
Development Height Zone 15m	15m
Development Height Zone 12m	12m
Development Height Zone 7m	7m

- 6 All external plant and machinery for buildings constructed under the SPZ must be fully screened.
- 7 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, if they are to be carried out in conjunction with other major building works permitted under the SPZ consent. All walls and fences need to be set back from the edge of the highway to ensure adequate visibility plays are achievable at the site access(es).
- 8 Any development (excluding demolition) adjacent to the Haymill Valley must maintain a minimum 2-metre-high fence.
- 9 All new development should accord with the design criteria set out in the Design Code contained in Appendix 1 of the SPZ.
- 10 All new development should accord with the requirements set out in the Sustainability Requirements contained in Appendix 5 of the SPZ.
- 11 For new Use Class B8 units over 2,500 square metres in size and any change of use to units falling within Use Class B8 over 2,500 square metres in size (with the exception of units which primary use is for electronic storage, receipt and transmission of data and information) the total net additional development permitted by the SPZ shall be no more than 55,000 square metres.
- 12 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.

13 Where applicable each new development must comply with the built form requirements (setback line and landscaping strip) of each Street Type (Primary Streets, Secondary Streets, Tertiary Streets and Bath Road), as contained on Plan 2 and described within the Design Code.

14 The principal building frontage of new development on Bath Road must be set back by a minimum of 10m (which will include a minimum 8m landscape strip), measured from the plot boundary at the back of the footway.

The principal building frontage of new development on Primary Streets must be set back by a minimum of 14m (which will include a minimum 5m landscaping strip), measured from the plot boundary at the back of the footway.

The principal building frontage of new development on Secondary Streets must be set back by a minimum of 12m (which strip will include a minimum 3m landscaping strip), measured from the plot boundary at the back of the footway, except where the building is less than 12m in height. The non-principal building frontage of new development on Secondary Streets must be set back by a minimum of 6m (which will include a minimum 3m landscaping strip), measured from the plot boundary at the back of the footway, except where the building is less than 12m in height.

The principal building frontage of new development on Tertiary Streets must be set back by a minimum of 4m (which will include a minimum 2m landscaping strip), measured from the plot boundary at the back of the footway, except where the building is less than 12m in height. The non-principal building frontage of new development on Tertiary Streets must be set back by a minimum of 4m (which will include a minimum 2m landscaping strip), measured from the plot boundary at the back of the footway, except where the building is less than 12m in height.

15 If underground utilities and services are present and would prevent the planting of trees within the landscaping strips referred to above in Condition 14, details of the services present, and their location shall be provided to the local planning authority. Where it is not practical to plant trees within the landscaping strips, a plan showing alternative locations for tree planting within the site shall be submitted and approved in writing by the local planning authority and the planting carried out thereafter in accordance with it.

16 The principal frontage of new buildings that are over 20m in height on the Bath Road that are adjacent to buildings (including proposed new buildings) that are over 20m in height must be separated by a gap of a minimum of 20m in length (substations and any other structure that are not part of the main building that are less than 10m in height are excluded from the 20m minimum gap requirement between buildings and can be constructed in this 20m gap).

The principal frontage of new buildings that are between 20 – 30m in height on Primary Streets that are adjacent to buildings (including proposed new buildings) that are between 20 – 30m in height must be separated by a gap of a minimum of 10m in length (substations and any other structures such as cycle stores, that are not part of the main building and are less than 10m in height are not subject to the minimum gap requirement).

The principal frontage of new buildings that are over 20m in height on Primary Streets that are adjacent to buildings (including proposed new buildings) that are over 20m in height must be separated by a gap of a minimum of 10m in length (substations and any other structures such as cycle stores, that are not part of the main building and are less than 10m in height are not subject to the minimum gap requirement).

For new buildings that are over 20m in height on the Secondary Streets and Tertiary Streets that are adjacent to buildings (including proposed new buildings) that are over 20m in height they must be separated by a gap of a minimum of 5m in length (substations and any other structure that are not part of the main building that are less than 10m in height are excluded from the 5m minimum gap requirement between buildings and can be constructed in this 5m gap).

Transport and Highways

- 17 All development will comply with the measures set out within the Construction Traffic Management Plan (Appendix 3).
- 18 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. Appropriate tracking provision shall be made for manoeuvring and servicing of relevant vehicles. These areas should be provided before the buildings/sites are occupied (as defined in Condition 24).
- 19 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, excepting Colocation/Data Centre uses, 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 ² to 3,000m ² then 1 for every 500m ² over 3,000m ²	1 per 500m ² to 2,000m ² then 1 for every 1,000m ² over 2,000m ²	1 space up to 2,000 m ² and 1 space per 1,000 m ² over 2000 m ²	2 per unit then 1 for every 500m ² over 500 m ²
General Industrial Use (Class B2)	1:55	1 per 250m ² to 3,000m ² then 1 for every 500m ² over 3,000m ²	1 per 500m ² to 2,000m ² then 1 for every 1,000m ² over 2,000m ²	1 space up to 2,000 m ² and 1 space per 1,000 m ² over 2000 m ²	2 per unit then 1 for every 500m ² over 500 m
Storage or Distribution Use (Class B8)	1:200	1 per 250m ² to 3,000m ² then 1 for every 500m ² over 3,000m ²	N/A	1 per 500m ² to 2,000m ² then 1 for every 1,000m ² over 2,000m ²	2 per unit then 1 for every 500m ² over 500 m ²
Colocation / Data Centres (Class B8)	1:200	1 per 250m ² to 3,000m ² then 1 for every 500m ² between 3,000 and 5000, then 1:1000 over 5,000m ²	1 per 500m ² to 2,000m ² then 1 for every 1,000m ² over 2,000m ²	Not required	2 per unit then 1 for every 500m ² over 500 m ²

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
---	------	--	--------------	--------------	------------

- 20 An occupier Travel Plan shall be submitted to the Local Planning Authority within 6 months of 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) and be carried out and monitored in accordance with the details approved by the Local Planning Authority.
- 21 Where a decked car park is provided, it shall be constructed so that it shall not exceed the maximum height specified for that zone set out in Table 1 Building Heights and shown on SPZ Plan 3.
- 22 Any alteration to an existing vehicular access to an adopted highway² 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.
- 23 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 (as applicable) 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.
- 24 All highway and vehicular access points shall be constructed before the relevant part of the development is occupied and shall thereafter be maintained exclusively for that purpose in a useable condition to the satisfaction of the Local Highways Authority. 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.
- 25 No new vehicular access points shall be created directly onto the Bath Road (A4) or Farnham Road (A355) unless otherwise agreed in writing by the Local Planning Authority.
- 26 Emergency access doors from any new building shall not be permitted to open outwards onto the public highway.

² A highway is a way over which there exists a public right of passage, that is to say a right for all of Her Majesty's Subjects at all seasons of the year to freely and at their will pass and re-pass without let or hindrance. This includes private roads owned by SEGRO and public roads that are the responsibility of the Local Planning Authority

Landscaping

- 27 Each new development site must allocate a minimum of six percent of plot area for provision of landscape treatment.
- 28 Within a two 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

- 29 Solar panels are to be treated as Plant, for the purposes of calculating the maximum building heights on new and existing buildings.
- 30 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 Plan 3.
- 31 Conditions 1, 2, 18, 27, 41 and 44 do not apply to the installation of solar panels on existing buildings.

General

- 32 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.
- 33 There shall be no additional drainage to the highway. No works which will result in the discharge of ground or surface water from the site shall be commenced until drainage works have been completed.
- 34 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.
- 35 Works to listed buildings are not permitted by the SPZ.
- 36 Development in Sensitive Boundary Sub-Zones must comply with the specific conditions relating to the hours of external operations and deliveries and collections set out in Table 3, unless otherwise agreed in writing by the Local Planning Authority.

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 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

- 37 The office element of any SPZ scheme (including mezzanines) will be limited to an area not exceeding 49% of floor area (GEA).
- 38 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, unless otherwise agreed in writing with the local planning authority.
- 39 In the Service Use Sub-Zone, no new single retail unit (Class E(a)) or premises for the sale of food and drink (Class E(b)) shall exceed 500 square metres gross floor area.
- 40 Drive-through restaurants within Use Class E(b) and Sui Generis (hot food takeaways), are not permitted by the SPZ.
- 41 Due to the extensive industrial history of the Trading Estate, a desk study assessment of the potential risks to human health and the environment from land contamination shall be completed and the developer shall submit this to the Local Planning Authority within 12 months of completion of development. If the desk study assessment identifies potentially significant risks, a comprehensive phased risk assessment of the extent of any land contamination shall be carried out. This will include evidence that suitable measures to remedy any contamination were carried out, where applicable, in order to make the site fit for use. If the desk study assessment does not identify any significant risks, the developer shall notify the Local Planning Authority of this and carry out a watching brief for unexpected contamination during construction. If any such contamination is encountered a programme of investigation and/or remedial work shall be implemented in order to make the site fit for use. Details of any remediation works

undertaken shall be submitted to the Local Planning Authority in the form of a post construction audit or its equivalent within 12 months of completion of development. The Environment Agency (or equivalent regulatory body) shall be consulted and an approved strategy agreed when potential contamination to controlled waters including groundwater and surface water is found in order to ensure all risks are adequately dealt with. Piled building foundations that penetrate through the superficial sand and gravel deposits into the underlying bedrock of the Lambeth Group and/or Chalk shall not be permitted until after it has been established that the risks to groundwater in the Chalk aquifer are acceptable to the Environment Agency.

- 42 Suitable locations for CCTV masts and equipment on the Trading Estate 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, unless specifically agreed with the Local Planning Authority. 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).
- 43 The installation and operation of new CCTV shall adhere to the 'Surveillance Camera Code of Practice' (January 2022) from the Biometrics and Surveillance Camera Commissioner, or its successor.
- 44 Within areas defined in the Archaeology Plan shown in Plan 5 no development shall commence until a programme of archaeological work has been implemented in accordance with a written scheme of investigation (WSI) which has been submitted and approved in writing by the local planning authority. The WSI shall include details of the investigation, project design, evaluation methods and provisions for further investigation work to be implemented in the event that archaeological remains are found. In accordance with the WSI provision will be made for analysis, publication and the dissemination of results. The finds and archive will be held by the archaeological contractor until such time as this can be deposited with a suitable museum.
- 45 All demolition and construction shall be carried out in accordance with the Demolition / Construction Environmental Management Plan (Appendix 2).
- 46 Prior to each plot coming forward for demolition or redevelopment, 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 then suitable mitigation will be delivered by a qualified ecologist.
- 47 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 (1st March to 31st 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.
- 48 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 20% 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 30% electric car charging provision (to include disabled car parking provision).

- 49 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.
- 50 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.

Other Permissions and Licences

- 2.9 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;
 - Licences 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.

Part 3 Additional information on the operation of the SPZ

- 3.1 To ensure adequate monitoring of SPZ developments the developer will supply Notification of Development to the Local Planning Authority within three months of commencement of development.
- 3.2 When development is proposed the responsibility to contact statutory undertakers and other relevant bodies falls to the developer.
- 3.3 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.
- 3.4 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 and other information set out in an agreed memorandum, to include SPZ notification form, confirmation of payment via BACS, location plan, site plan to include identification of a pedestrian route from the proposed building to the highway, floor plans, elevations plan, category of development, conformity with the requirements of the Design Code, and Sustainability Requirements as well as a HGV tracking plan. 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.
- 3.5 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.
- 3.6 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.
- 3.7 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.
- 3.8 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 12 months.

- 3.9 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.
- 3.10 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.
- 3.11 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.
- 3.12 The Local Planning Authority will charge a fee, payable on the submission of a notification seeking confirmation that a proposed development accords with the SPZ Scheme.

Part 4 Informatives

- 4.1 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) 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
 - iv) 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).
 - v) 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:
 - a) Any increase in surface water discharge from the Trading Estate increasing peak flood discharge within the "main river" section of the Chalvey Ditch.and
 - b) 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.
 - vi) 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 within 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).
- vii) 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.
- viii) 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
- ix) 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.
- x) No drainage soakaways should be constructed within 5 metres of Network Rail's property.
- 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 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 possible. 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) 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.

- xxiv) Where practical surface water should be drained to soakaways or SuDS features using infiltration drainage to maximise source control and return water to ground, which in turn reduces off-site discharge and flood risk. Soakaways should have a 1m clearance between the base and the groundwater level. No soakaway should be constructed in contaminated ground.
- xxv) The developer will be prohibited from building over or close to an existing public sewer unless agreed with Thames Water prior to commencement (or their successors). There are exceptions for very small developments over some minor sewers.
- xxvi) 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).
- xxvii) Surface level car parks with 50 or more spaces shall drain via an approved oil interceptor. Alternatively permeable pavements may be an acceptable solution in certain circumstances to manage car park drainage instead of an oil interceptor.
- xxviii) Covered car parks shall drain to the foul sewer via an interceptor.
- xxix) 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.
- xxx) 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.
- xxxi) Occupiers will be encouraged to reuse and recycle materials where possible.
- xxxii) Any hazardous waste generated during the demolition or construction process should be removed and disposed of in accordance with the relevant Hazardous Waste Regulations.
- xxxiii) 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.
- xxxiv) 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.
- xxxv) The construction details of access to an adopted highway, or highway that the developer proposes for adoption, should be in accordance with standard details current at the time of development provided by the local highway authority. No work should be undertaken on the public highway without his or her permission.
- xxxvi) 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.
- xxxvii) 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.
- xxxviii) 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.

- xxxix) 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.
- xl) 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.
- xli) 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.
- xlii) If a previously permitted SPZ building is lost through an insured risk, meaning:- fire, lightning, earthquake, subsidence, heave, landslip, explosion, terrorism, aircraft, riot, storm, tempest, flood, burst pipes, malicious damage and impact damage; it can be re-built to its pre-existing height, notwithstanding the heights specified elsewhere in this SPZ.
- xliii) 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 S278 agreement to regulate any works to the adopted public highway.