

Simplified Planning Zone Scheme

Slough Trading Estate, Slough

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Slough Trading Estate, Slough, Simplified Planning Zone Scheme

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

Introduction

- 1.1 This document sets out the terms governing the implementation of the third Simplified Planning Zone (SPZ) for the Slough Trading Estate. SPZs are areas in which planning permission is granted in advance for defined types of development. Provided the development proposed complies with the SPZ scheme, there is no need to obtain planning permission in the normal way.
- 1.2 An SPZ was originally designated at the Estate in 1995 and was subsequently renewed in 2004. Since its inception, the SPZ has operated successfully and has helped to facilitate development on the Trading Estate. These developments have attracted a number of businesses to the area helping to create significant employment opportunities. Not only has the SPZ attracted new firms to the Trading Estate but it has enabled existing firms to expand and therefore retain and grow their existing workforce within the Borough.
- 1.3 The SPZ is shown in its regional context on **Plan 1**. It is located approximately 1.6 kilometres to the south west of Slough Town Centre. The Trading Estate dominates a large area of the town and is well located with the Bath Road (A4) to the south providing access to the M4 motorway and the Farnham Road (A355) to the east. The Trading Estate is also bisected by the London (Paddington) to Bristol Railway line. It covers approximately 156 hectares in area and currently includes a wide variety of business, industrial and warehouse uses with a limited but growing number of service activities, including shops and banks to predominantly meet the needs of employees working on the Estate. In June 2012, the council granted outline planning permission P/14515/003 for the Leigh Road Central Core Area (LRCC) on the Trading Estate for 152,800 square metres of new office, hotel, retail, health club and conference and crèche facilities.
- 1.4 The Estate is relatively self-contained and in the single ownership of SEGRO. The SPZ boundary is shown on **Plan 2** which defines the extent of the SPZ; the planning permission described in Part 2 applies within this designated area.

Context

Legal basis

- 1.5 The legal basis for the creation of an SPZ is found at Sections 82 to 87 of the Town and Country Planning Act 1990. The adoption procedures were streamlined by Section 28 of the Planning and Compensation Act, 1991, which came into force in November 1992.
- 1.6 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

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

- **Speed** - the developer/potential occupier does not have to obtain individual planning permissions for compliant proposals, thus reducing administrative burdens and assisting the overall redevelopment of the Trading Estate in a timely and cost effective manner; and
 - **Marketability** - the SPZ has been used and will continue to be used as an effective marketing tool, enhancing the perception of the Trading Estate as a focus for business and employment investment. Both SMEs and Blue Chip companies have chosen to locate their operations on the Trading Estate as a direct result of the existence of the SPZ.
- 1.8 The SPZ scheme comprises the Written Statement and Plan. The Written Statement (Part 2 in this document) specifies the types of development for which permission is granted. The Plan (Plan 2) confirms the extent of the SPZ scheme, and land use zonings within it.
- 1.9 The SPZ has conditions attached to take account of local factors.
- 1.10 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.
- 1.11 In Part 2, the details of the proposed SPZ scheme are set out. Only those uses indicated are permissible and these are subject to the various conditions described. The SPZ Plan (Plan 2) identifies a number of Sub-zones where special controls are to be implemented and which are subject to their own specific conditions in addition to those that apply across the whole SPZ.
- 1.12 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.
- 1.13 It is important to note that the restrictions imposed under the SPZ scheme only relate to development implemented as a result of the scheme following its adoption. The SPZ only grants planning permission; all other legislative controls will remain and must be complied with (refer to Part 2).
- 1.14 At the date of adoption, there were no listed buildings, ancient monuments, conservation areas or tree preservation orders located within the area of the SPZ. The Leigh Road Bridge and Mile Marker located on Bath Road are both listed although they are not located within the SPZ. The SPZ does not permit works to a listed building and should any buildings be listed within the lifetime of the SPZ, development involving any of these would not fall within the SPZ permission and planning and other relevant consents would be required in the normal way.
- 1.15 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.
- 1.16 As a result, the SPZ does not grant planning permission for these types of development for which separate planning applications accompanied by an environmental statement or statements would need to be submitted to the borough council.
- 1.17 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

- 1.18 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.
- 1.19 Whilst the spatial strategy seeks to focus new development in the town centre (Core Policy 1), it recognises that other areas of the Borough need to change and that an important element of the 'spreading the benefits' part of the strategy is that selected areas outside of the town centre should also be regenerated. Slough Trading Estate is specifically identified as a location that would benefit from being redeveloped in a comprehensive, properly planned and co-ordinated manner (paragraph 7.23).
- 1.20 Core Policy 5 (Employment) states that the location, scale and intensity of new employment development must reinforce the spatial and transport strategy, with intensive employment generating uses such as B1(a) offices located in the town centre. The policy states that B1(a) may also be located on the Slough Trading Estate, as an exception, in order to facilitate its comprehensive regeneration.
- 1.21 The supporting text to the policy notes at paragraph 7.95 that the Trading Estate has been specifically identified as an area for regeneration and that it will be implemented through the preparation of a master plan to identify the location of the proposed new offices within a new hub including other development.
- 1.22 Core Policy 6 (Retail, Leisure and Community Facilities) indicates that all new major retail, leisure and community development will be located in the shopping area of Slough town centre. The supporting text at paragraph 7.113 notes that the proposed new hub within the Trading Estate could contain retail, hotel and leisure uses provided that they are at a scale which would predominantly serve the needs of businesses and employees on the Estate.
- 1.23 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.
- 1.24 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.
- 1.25 Proposal SSA4 relates to the Slough Trading Estate and is the most significant regeneration proposal outside of the town centre. Site Allocation Policy 1 identifies the Slough Trading Estate (including the Leigh Road Central Core Area) for mixed use development to include offices, research and development, light industrial, general industrial, storage and distribution, residential, retail, food and drink, hotels, conference facilities, educational facilities, recreation and leisure uses.
- 1.26 The site specific proposal at SSA4 includes a master plan which shows key components and proposed land use zonings across the Estate. The schedule identifies the main requirements as:
- 130,000 square metres (GIA) of additional new B1(a) offices in the Leigh Road Central Core area;
 - No overall increase in the total number of parking spaces upon the Trading Estate;
 - A package of public transport improvements to meet modal shift targets that will ensure there is no increase in the level of car commuting into the Estate; and
 - A package of skills training is provided in order to increase the number of Slough residents working on the Estate.
- 1.27 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.

- 1.28 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.
- 1.29 Following the adoption of the Core Strategy and Site Allocations DPD, outline planning permission P/14515/003 has now been granted for 152,800 square metres of new office, hotel, retail, health club and conference and crèche facilities in the Leigh Road and Central Core (LRCC) area within the Trading Estate, which is fully in accordance with the adopted policy and site specific allocation. The approved LRCC parameters plan will guide development in the LRCC area over the next 15 years and will facilitate the comprehensive regeneration of the Trading Estate.
- 1.30 SPZ developments are permitted within the LRCC area.
- 1.31 A new Section 106 Agreement [has been][will be] signed by SEGRO and the council, to implement the parking cap and facilitate the continued provision of the Hoppa Bus Service, which runs between the Trading Estate and the town centre or an equivalent contribution to a service locally. The legal agreement confirms that the service is to be funded for the lifetime of the SPZ i.e. to [date to be inserted].

Summary

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

Period of operation

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

Types of development (permitted uses)

- 2.3 Planning permission is granted by the SPZ scheme for certain types of development set out below, and defined in The Town and Country Planning (Use Classes) Order 1987 SI No.764 (as amended by the Town and Country Planning (Use Classes) (Amendment) Orders 1991, 1992, 1994, 1995, 1999, 2005, 2006, 2010 and 2011). Subsequent changes to the Use Classes Order could result in new use classes being created or existing classes amended. For the avoidance of doubt these would not change the types of uses permitted by this scheme and listed below. If any of the changes affect the range of uses permitted by the SPZ, the Local Planning Authority will consider a focussed amendment to the SPZ to ensure consistency between it and the new Use Classes Order.
- 2.4 Planning permission is granted by the SPZ scheme for the following development (including the erection of buildings, operations and the use of land) subject to the conditions and sub-zone provisions set out below:

1) Business Use (Class B1)

Use for all or any of the following purposes:

- Research and development of products or processes B1(b); or
- Any industrial process, being a use which

can be carried out in a residential area without detriment to amenity of that area by reasons of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit B1(c).

2) General Industrial Use (Class B2)

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

3) Storage or Distribution Use (Class B8)

Use for storage or as a distribution centre.

4) Colocation/Data Centres (Sui Generis)

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

5) Retail and Service Uses (Class A1-A5)

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

- Retail (A1)
- Financial and Professional Services (A2)
- Restaurants and Cafés (A3)
- Drinking Establishments (A4)
- Hot Food Take-away (A5)

6) Other development

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

2.5 Use of sub-zones within the trading estate as shown on Plan 2

- 1 **Business and industrial Use Sub-zone:** The Business and Industrial Use Sub-Zone covers most of the Estate. Within this area, planning permission is granted for Research and Development (B1(b)), Light Industry (B1(c)), General Industry (B2), Storage and Distribution (B8) and Colocation (Sui Generis) uses, subject to the relevant planning conditions included within this document.
- 2 **Service Use Sub-Zone:** To the north of Bedford Avenue, adjacent to Gresham Road, there is an existing service area which contains several banks and a block of small retail shops. Given the size of the Trading Estate, there is a need to maintain an adequate level of services for occupiers. Within this Sub-Zone, planning permission is granted for restaurants and cafes, drinking establishments and hot food take-aways (Class A3, A4 and A5), banks and other professional/financial services (Class A2) and A1 uses such as shops and Business Use (Class B1(b)/B1(c)).

General industrial (Class B2), Storage and Distribution (Class B8) and Colocation (Sui Generis) are excluded from this area. No single retail unit (Class A1) or premises for the sale of food or drink (Classes A3 to A5) shall exceed 200 square metres gross floor area.
- 3 **Power Station Sub-Zone:** The Estate power station, located on Edinburgh Avenue, constitutes a special type of use which requires careful consideration. Existing planning control is therefore retained over the power station and all developments within its curtilage as defined by the sub-zone, where the provisions of the SPZ will not apply. The Power Station Sub-Zone is controlled by Scottish and Southern Energy.
- 4 **Highway Safeguarding Sub-Zones:** There are road improvement schemes proposed on Farnham Road and at the junction of Bath Road and Dover Road. Other works include those to Leigh Road Liverpool Road and Buckingham Avenue. Development will not be permitted in these sub-zones unless Slough Borough Council as the local highway

authority confirms they are no longer required for highway improvements. These areas are shown on Plan 2.

- 5 **Landscape Sub-Zones:** The scheme identifies three landscape areas, two of which are identified as sub-zones, within which there will be general landscaping requirements. The hierarchy of landscaping requirements is as follows:
 - a) Strategic Landscape sub-zone
 - b) Arterial Road Landscape sub-zone
 - c) Non arterial roads

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

- Landscape design and standards considerations
- Statutory undertakers' services and plant
- Management and retention of existing and new trees
- Replacing mature or dead trees
- New Trees
- Maintenance

- 6 **Sensitive Boundary Sub-Zones:** The specific conditions relating to these sub-zones aim to minimise the potential visual impact and nuisance to residential amenity adjacent to the Trading Estate. They are located at Stirling Road, Montrose Avenue, Galvin Road, and South of Whitby Road.

Within these Sub-Zones planning permission is granted for development for Business (Use Classes B1(b) and B1(c)), General Industry (Use Class B2) and Storage and Distribution (Use Class B8) and Colocation/Data Centre (sui generis) uses.

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

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

8 Research and Development and Co-location/Data Centre Sub-Zones: Within this Zone, R&D (Class B1(b)) and Colocation uses on sites over 1 hectare (2.47 acres) are permitted to be a maximum of 23 metres in total to include plant and machinery. The R&D and Colocation/Data Centre Sub-Zones are shown on Plan 2.

9 Fairlie Road Sub Zone: The specific condition relating to this sub-zone relates to the maximum height of development that is permitted within it. The Fairlie Road sub-zone is shown on Plan 2.

2.6 Planning conditions applying within this SPZ

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

Design

1. Excepting the installation of Solar Panels on existing buildings, site coverage by buildings to be erected, or built "footprint" (including any retained buildings, subsequent extensions, or bridges/atriums between units but excluding any "deck" parking facilities) shall not exceed 50% of the total site area of any individual development plot.
2. Buildings to be a maximum of three floors. This includes mezzanines but excludes plant or basement levels.
3. For new units in excess of 1,000 square metres of floorspace, a minimum of 1 shower shall be provided.

4. The design and construction of new units should include the following measures:
 - On units in excess of 2,000 square metres of floorspace, the Principal Contractor shall comply with the "Considerate Construction Scheme";
 - The monitoring and recording of data on energy consumption from the use of construction plant, equipment and site accommodation;
 - The monitoring and recording of data on water consumption from the use of construction plant, equipment and site accommodation;
 - The monitoring and recording of data on transport from delivery of construction materials and removal of waste;
 - Site timber is sourced in accordance with the UK Government's Timber Procurement Policy;
 - Building User Guide to be prepared in the spirit of BREEAM. The Guide will give simple clear instructions to the optimum use of the heating, mechanical and ventilation plant;
 - Internal lighting levels are provided in accordance with the CIBSE code for Lighting;
 - External lighting to be controlled through a time switch;
 - Compliant Site Waste Management Plan to achieve a minimum 80% of waste recycled during construction;
 - The building does not require the use of refrigerant within installed plant/systems; and
 - Oil/Petrol separators to be used in the surface water drainage systems.

Details of such works shall be submitted to the council in the form of a post construction audit or its equivalent within 12 months of completion of the development.

5. Development in Sensitive Boundary Sub-Zones must comply with the specific conditions relating to the hours of operation and deliveries set out in Table 1, unless otherwise agreed in writing by the Local Planning Authority.

6. The maximum height of development including floors, plant (including Solar Panels) and machinery shall not exceed those set out in Table 2 Building Heights.

Table 1: Sensitive Boundary Sub-Zone hours of operation and delivery and collection constraints

Sensitive Boundary Sub-Zone	Permitted hours for:	
	Delivery and collection	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	
C - Galvin Road		
B - Montrose Avenue	Monday to Friday: 08:00 to 18:00 Saturday: 08:00-13:00 No operations on Sundays or Bank Holidays	
D - Whitby Road		

Table 2: Buildings heights

Location/use class	Maximum building height to ridge/apex, including plant and machinery
Sensitive Boundary Sub-Zones (Stirling Road, Galvin Road, Montrose Avenue, Whitby Road)	7m
Fairlie Road Sub Zone	7m
Height controlled zone	12m
Outside of the controlled height sub-zone	16m
Outside of the Sensitive Boundary Sub Zone and Height Controlled Zone, on sites over 1 hectare (2.47 acres) for Storage and Distribution uses (Class B8) only	20m
Within the Research and Development or Colocation/Data Centre Sub Zones, on sites over 1 hectare (2.47 acres) for Research and Development facilities (Class B1(b)) and Colocation/Data Centre uses (sui generis) only	23m

7. 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.
8. No building on the Bath Road shall be situated forward of the existing building line.
9. On buildings over 16 metres, there shall be a minimum set-back of 14 metres from the back edge of pavement for building frontages and 4 metres from the back edge of pavement on the return frontages to the highway.
10. Where Class B1(b) (Research and Development) or Colocation/Data Centre uses are constructed that are taller than 16 metres in height, the principal elevation shall be constructed with at least 50% of the frontage made up with either a masonry design incorporating fenestration (e.g. a brick or terracotta construction system) or the use of curtain walling. Where curtain walling is proposed this should be constructed from a pallet of materials including brick, masonry and metal cladding amongst others in order to articulate the elevation and create visual interest in the street scene.
11. Class B1(b) (Research and Development (R&D)) and Colocation/Data Centre uses on sites over 1 hectare (2.47 acres) within the R&D and Colocation/Data Centre Sub Zones shall not exceed 23 metres. All plant and machinery to be incorporated on the roofs of R&D and Colocation/Data Centre buildings taller than 16 metres within this Sub-zone shall be set back from the edge by at least 2 metres and screened appropriately.
12. The office element of SPZ development will be limited to an area not exceeding 49% of floor area (GEA).
13. All external plant and machinery for buildings constructed under the SPZ must be fully screened.
14. 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.
15. Any development adjacent to the Haymill Valley must maintain a minimum 2 metre high fence along the boundary to the Haymill Valley.
16. Independent entrance feature structures (such as totems) located at the entrance to buildings to identify the vehicular and pedestrian points of access and the identity of the occupiers will be permitted subject to them having a footprint not exceeding 2m x 2m and a height not exceeding 4m from ground level. Illumination of entrance signs must comply with the Slough Borough Council design criteria current at the time of the development including other relevant consents.
17. With the exception of alterations to existing buildings, the terms and provisions of the Town and Country Planning (General Permitted Development) Order 1995 as amended by the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2010 (SI 2010 No 654)¹ and subsequent changes to it that affect the use classes permitted by this SPZ, no extension to a building shall be constructed without the express permission of the Local Planning Authority.

Land Use Restrictions

18. 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.
19. In the Service Use Sub-Zone, no single retail unit (Class A1) or premises for the sale of food and drink (Class A3) shall exceed 200 square metres gross floor area.
20. Drive-through restaurants within Use Class A3 and A5, are not permitted by the SPZ.

Highways, Access and Parking

21. No development will be permitted in the areas hatched purple on Plan 2, which are reserved for improvement works at the Liverpool Road/Buckingham Avenue junction and Edinburgh Avenue/ Farnham Road associated with the LRCC2 planning permission (P/14515/003).
22. All SPZ site boundaries 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 all vehicles. These areas should be provided before the buildings/sites are occupied (as defined in Condition 26).
23. Parking provision for lorries, cars and bicycles within the maximum and minimum standards shown in Table 3 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.

Colocation uses permitted under the SPZ are permitted lower operational car and lorry surface parking standards¹. Any plant on allocated parking areas should be screened to minimise its impact on the street scene, and removed prior to another permitted use commencing.

Table 3 Minimum and maximum vehicle parking spaces required in SPZ developments

Use Class	Parking spaces per Gross (External) Floor Area			
	Car - Minimum	Car - Maximum	Lorry Space	Cycle Spaces - Minimum
B1 (b)	1 per 250m ² to 3,000m ² then 1 for every 500m ² over 3,000m ²	1 per 50m ²	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
B1 (c)	1 per 250m ² to 3,000m ² then 1 for every 500m ² over 3,000m ²	1 per 50m ²	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
B2	1 per 250m ² to 3,000m ² then 1 for every 500m ² over 3,000m ²	1 per 50m ²	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
B8	1 per 250m ² to 3,000m ² then 1 for every 500m ² over 3,000m ²	1 per 50m ²	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
Co- location (Sui Generis)	1 per 250m ² to 3,000m ² then 1 for every 500m ² over 3,000m ²	1 per 50m ²	Not normally required. Otherwise 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
A1 - A2	N/A	1 per 30m ²	N/A	2 per unit
A3, A4, A5	N/A	1 per 5m ² of public area	N/A	2 per unit

¹ 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 (B1 (b)(c), B2 and B8).

24. Where a decked car park is provided, it shall be constructed so that it is not taller in height than the principal building that it is intended to serve.

25. 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.

26. Construction of new highways shall be to the council'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.

27. All highways 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.

28. 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 council.

Landscaping

29. Each development site should set aside a minimum of six percent for landscape treatment. Landscaping on individual sites within the Trading Estate must comply with the hierarchy of landscaping requirements, (Strategic Landscape Sub-Zones, Arterial Road Landscape Sub-zones, and Non-Arterial Roads), as contained within the Landscape Guidance Note in Appendix 1.

30. All developments within the arterial landscape zones as defined on Plan 2, shall include tree planting and a landscaping strip along the site's frontage. Trees shall be planted a minimum of 2 metres in from the back edge of the footpath/highway and shall be spaced at intervals of between 6 and 14 metres.

31. All developments over 16 metres in height within the arterial landscape zones as defined on Plan 2, shall be set back from the back edge of the footpath/highway by a minimum of 14 metres across the front of the site.

32. All new tree planting within the arterial landscape zones shall be located in front of any fencing or walling, between these and the back edge of footpath/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 Slough Borough Council.

33. Outside of the arterial landscape zones as defined on Plan 2, buildings up to 12 metres in height should incorporate a minimum of a 2 metre deep landscaping strip across the front of the site, and buildings over 12 metres should incorporate a minimum of a 3 metre deep landscaping strip across the front of the site. Security fencing or walls over 1m in height should be located behind the landscaping strip.

34. Outside of the arterial landscape zones as defined on Plan 2, buildings taller than 16 metres shall include tree planting and landscaping along the site's frontage. Trees shall be planted a minimum of 2 metres in from the back edge of the footpath/highway and shall be spaced at intervals of between 6 and 14 metres. Security fencing or walls over 1m in height should be located behind the landscaping strip.

Solar Panels

35. Solar panels are to be treated as Plant, for the purposes of calculating the maximum building heights on new and existing buildings.

36. Solar panels are permitted under the SPZ on the roofs of new and existing buildings subject to them being set back by 2 metres from the edge and ensuring that the overall height of the building including the solar panels does not exceed the permitted height for the building's location in the different sub-zones or height restricted zones.

37. Conditions 1 and 23 do not apply to applications solely for the installation of solar panels on the roofs of existing buildings.

38. 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.

Drainage and Surface Water

39. 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.

General

40. 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.

41. Works to listed buildings are not permitted by the SPZ.

42. Due to the extensive industrial history of the 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 council 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 council 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 council 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 only when potential contamination to controlled waters including groundwater and surface water is found.

43. Suitable locations for CCTV masts and equipment are shown on Plan 3 and permitted as follows:

1. Only in locations within a diameter of 4 metres of the positions marked on Plan CCTV1.
2. Poles and camera fittings are to be no more than 10 metres high. This allows for a 9 metre pole plus camera fittings.
3. Poles are to be set so as not to interfere with sight lines, unless specifically agreed with Slough Borough Council.
4. 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 2 above).

Other Permissions and Licences

2.7 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 Disability Discrimination Act;
- 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 council 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, Slough Borough Council 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 schemes.
- 3.4 The owner or developer will supply Slough Borough Council with details of all works to be carried out on the 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, fee cheque, location plan, site plan to include identification of a pedestrian route from the proposed building to the highway, floor plans, elevations plan and HGV tracking plan. This approach would help Slough Borough Council to monitor development progress and make this information available to the public in place of the Planning Register. Meetings will also be held with Slough Borough every 3 months to discuss progress on development undertaken under the SPZ scheme and any future proposals.
- 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 2 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 Slough Borough Council 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 scheme is not exempt from enforcement action. If any development fails to comply with the restrictions or conditions set out in the SPZ scheme, Slough Borough Council 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 Slough Borough Council for the proposed development, which will be determined in the normal way.
- 3.12 Slough Borough Council 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 Slough Borough Council, 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) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) a change of use from a Class B1(b) and/or B1(c) use permitted by this SPZ to a primary use within Class B1(a) shall not be permitted. Ancillary Class B1(a) uses are, however permitted.
 - ii) 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 Slough Borough Council's parking standards current at the time of development.
 - iii) The granting of the SPZ consent does not prevent the Borough council 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.
 - iv) If geotechnical investigation indicates the presence of significant contamination the developer should contact the Environment Agency (or their successors) at the current address.

Environment Agency
Swift House
Frimley Business Park
Frimley
Surrey
GU16 5SQ
 - v) It is an offence to cause or knowingly permit any poisonous, noxious or polluting matter to enter groundwater or surface water, (Environmental 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 Scheme 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 The method and extent of this investigation shall be agreed with the Environmental Agency in advance, 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 Land Drainage Act (1991) and the Environment Agency's Land Drainage Bylaws (1981), details of the following should be submitted for consideration by the Environment Agency (or their successors) prior to commencement of work.

- | | |
|--|--|
| <p>a) Any works affecting the bed, banks or bow of the Chalvey Ditch and Salt Hill Stream including details of any outfall structures discharging into the water course (Section 23, Land Drainage Act 1991).</p> <p>b) Details of any proposed culverts of control structures affecting the bed, banks or bow of non main rivers should be submitted to Slough Borough Council as the Lead Local Flood Authority (Flood and Water Management Act (2010) para.32-34 and Land Drainage Act 1991 Schedule 2 Section 23 (as amended)).</p> <p>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).</p> | <p>xii) Developers must ensure that no pollution of Network Rail's property occurs.</p> <p>xiii) Network Rail has a statutory duty to provide a stock-proof barrier alongside the railway where no fence exists at present. This barrier will normally comprise a 1.4 metre high concrete post and wire fence. Should a developer wish to improve on this type of fence, Network Rail would have no objection but would appreciate prior notice of this. Should a new fence be erected, Network Rail will not accept any maintenance liability for this.</p> <p>xiv) 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</p> <p>xv) 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.</p> <p>xvi) 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.</p> <p>xvii) 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.</p> |
| <p>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.</p> | |
| <p>ix) Any access required onto land owned by Network Rail (or their successors) should be the subject of prior application to the Property Manager at the current address:

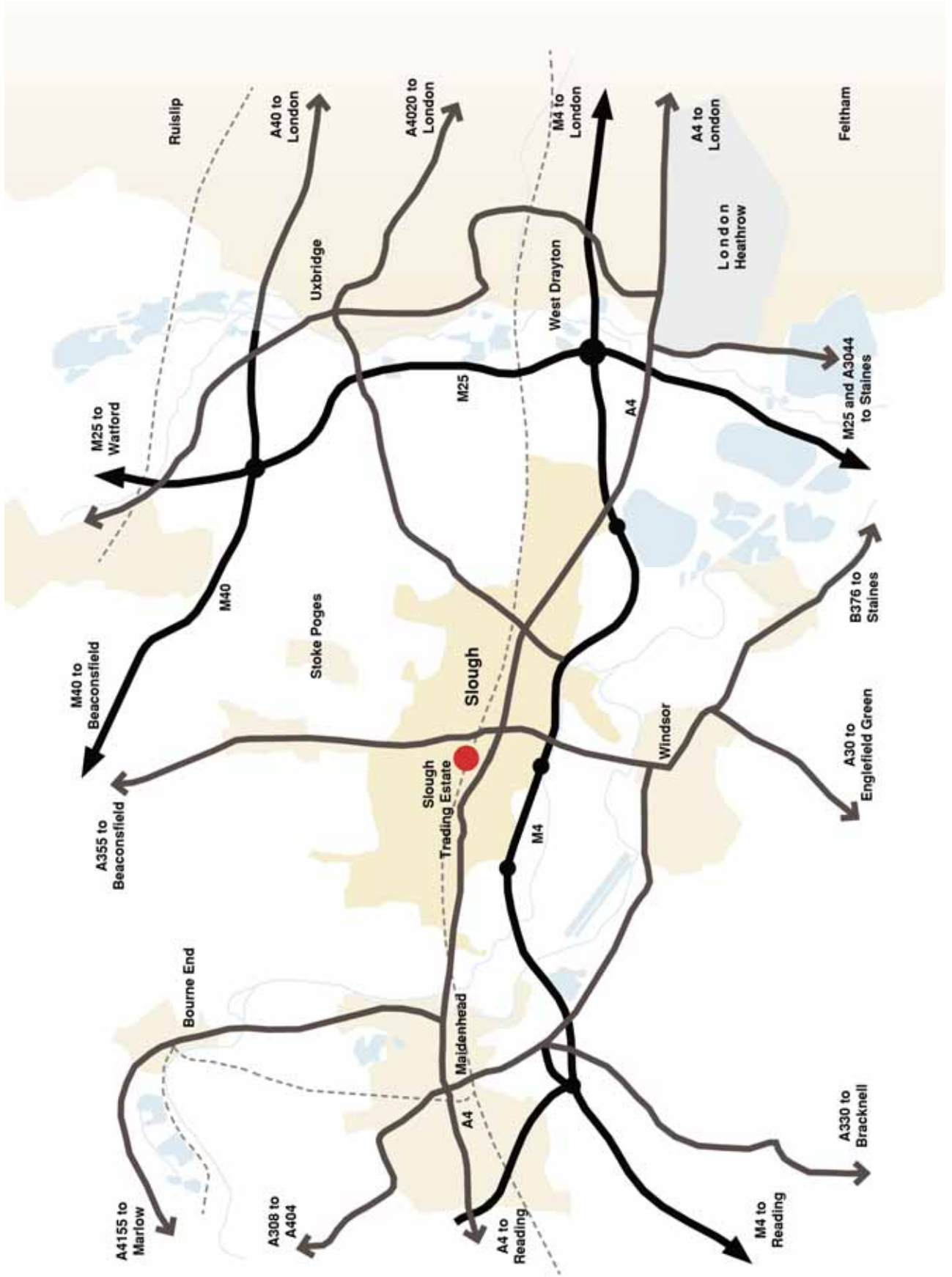
Network Rail
First Floor
Templepoint
Redcliffe Way
Bristol
BS1 6NL</p> | |
| <p>x) No drainage/surface water must be discharged onto Network Rail's property or into any of Network Rail's existing drainage systems except by prior agreement with Network Rail's Property Manager.</p> | |
| <p>xi) No drainage soakaways should be constructed within 5 metres of Network Rail's property.</p> | |

- xviii) Details of any planting schemes 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.
- xix) Thames Water Utilities (or their successors) should be contacted on all developments proposed for the estate, at the current address:
 Thames Water Utilities
 Development Control
 Asset Investment Unit
 Maple Lodge
 Denham Way
 Rickmansworth
 Hertfordshire WD3 9SQ
- xx) Within 12 months of Practical Completion of an SPZ scheme, details of any drainage connections that have been agreed with Thames Water (or their successors) must be provided to the local planning authority.
- xxi) 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 + 20% event within the plot boundary before discharging to the existing sewer system within the Trading Estate at a restricted rate. Where practicable SuDS utilising infiltration drainage will be implemented in addition to provision of attenuation measures to maximise source control measures and reduce the discharge rate and volume to the sewer system. Discharge rates will be at least equal the existing brownfield level or where practical a betterment will be achieved reducing the run-off rate to as close to the greenfield rate as possible.
- xxii) When the new SuDS Approval body (SAB) is created under Schedule 3 of the Flood and Water Management Act 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.
- xxiii) Surface water should be drained to soakaways wherever possible, and in any case no additional impermeable areas will be allowed to connect into surface water sewers unless satisfactory on-site balancing provisions have been agreed. Soakaways should not penetrate the water table or exceed 3 metres in depth below existing ground level unless in a form approved by the Environment Agency. No soakaway should be constructed in contaminated ground.
- xxiv) The developer will be prohibited from building over or close to an existing public sewer unless a satisfactory diversion can be achieved. There are exceptions for very small developments over some minor sewers.
- 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) Surface level car parks with 30 or more spaces shall drain via an approved oil interceptor. Permeable surfaces may be an acceptable solution in certain circumstances to facilitate drainage as an alternative to an approved oil interceptor.
- xxvii) Covered car parks shall drain to the foul sewer via an interceptor.
- xxviii) 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.
- xxix) 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.
- xxx) 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.
- xxxiiii) 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 Borough council granting a licence under Section 142 of the Highway Act.
- xxxv) An environmental guidance note is included in Appendix 3 to assist developers in curbing any potential detrimental effects upon the environment.
- xxxvi) 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 Head of Highways. No work should be undertaken on the public highway without his or her permission.
- xxxvii) All development should take account of the provisions contained within Circular 01/03 with regard to the height restrictions on tall buildings within aircraft flight paths.
- xxxviii) 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.
- xxxix) 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.
- xl) 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.
- xli) 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.
- xlii) All adopted roads and junction alterations to adopted roads require Road Safety Audits (Stages 1, 2, and 3) to be carried out in accordance with the Highways Authority's requirements.
- xliii) 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.

Plan 1

Slough Trading Estate SPZ - regional context



Plan 2

The adopted SPZ plan

The scaling of this drawing cannot be assured

Revision	Date	Drn	Ckd

- Legend**
- Proposed SPZ Boundary
 - All SPZ Uses Permitted
 - Service Use Sub-Zone
 - Power Station Sub-Zone
 - Strategic Landscape Sub-Zones
 - Sensitive Boundary Sub-Zones
A. North of Whitby Road
B. Montrose Ave.
C. South of Whitby Road
 - Fairlie Road Sub-Zone
 - Height Controlled Zone
 - Warehouse and Distribution Uses on Sites Over 1 Hectare
 - B & D and Colocation Sub-Zone
 - Arterial Road Landscape Sub-Zones
 - Highway Safeguarding Sub-Zones
 - Areas of Land for Liverpool Road / Buckingham Avenue and Edinburgh Avenue / Farnham Road Junction Improvements
 - Up to 16m (including plant)
 - Up to 7m (including plant)
 - Up to 7m (including plant)
 - Up to 12m (including plant)
 - Up to 20m (including plant)
 - Up to 23m (including plant)

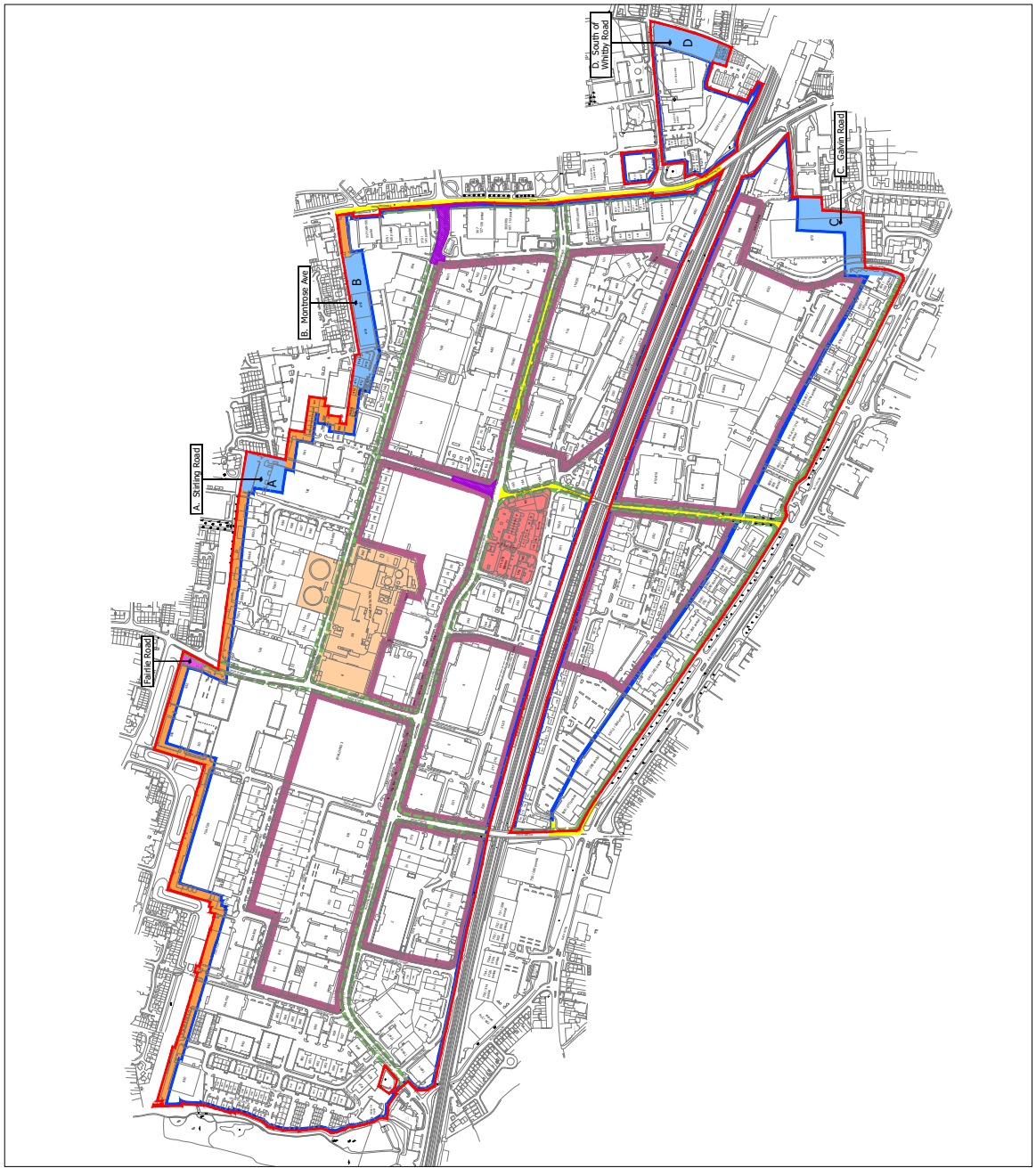
Draft
Project
Renewal of Slough SPZ

Drawing Title
SPZ Plan

Date	Scale	Drawn by	Check by
03.01.14	NTS	M.S.	J.P.
Project No	Drawing No	Revision	
20712	12	C	

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 Office at Reading London West Cambridge Cardiff Edinburgh Leeds Manchester Salford

Plan 3

Location of CCTV cameras

The scaling of this drawing cannot be assured
Revision _____ Date _____ Dm _____ Old _____

- Legend
-  Proposed SPZ Boundary
 -  Locations for CCTV
 -  Previously Permitted Locations for CCTV



Project
Renewal of Slough SPZ
Drawing Title
Permitted Locations for CCTV

Date	03.01.14	Scale	RTS	Drawn by	M.S.	Check by	J.P.
Project No	20712	Drawing No	02	Revision			C

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Appendix 1

Guidance note on Landscaping matters

Introduction

The importance of green or soft landscaping for the setting and screening of buildings and streetscape amenity are well understood. Careful planting can help define public and private areas, bring interest throughout the seasons and give distinctive character to an area. Well designed and maintained green space can soften the impact of urban buildings, encourage people to walk or cycle, and provide natural drainage to reduce short term surface water flooding.

Green landscaping can add economic value, because it adds quality to a development, and improves the local environment for its users. Shrubs and hedges add interest and depth, and can act as a natural security barrier. Trees provide shade in summer and deciduous varieties allow light in winter. They help clean the air and identify important spaces, for example when planted in boulevards.

This note is intended to provide more detail on landscaping across the SPZ, but avoids being over prescriptive as per the principle of the SPZ scheme as a planning tool. This is because for example (i) best practice will reasonably evolve over the lifetime of the SPZ (ii) developments built out under it need to deliver land and cost - effective layouts and (iii) each site will have its own constraints and client requirements.

Planning considerations

The benefits of appropriate landscaping are recognized in the NPPF as part of good design, and Slough Core Strategy Policy 8, which requires that all development provides appropriate landscaping as an integral part of design. Local Plan Saved Policy EN3 establishes the detailed approach in Slough against which planning applications are assessed. SPZ developments should therefore consider the NPPF and be guided by Slough's policies in the design and provision of comprehensive landscaping.

The conditions in the SPZ (no. 29 to 34) require a minimum of 6% landscaping on each site and establish a hierarchy of landscaping provisions. These focus on 'signposting' different areas in the estate, and/ or addressing the impact on the street scene of varying building heights by overlaying the location on the estate (in one of three zones) and the height of buildings (ranging from under 12m to up to 23m).

Building Heights

The SPZ permits a default maximum height of 16m with increased heights (up to 20 and up to 23m) in the central area on larger plots away from residential areas, and adjoining residential areas reduced building heights (of 7 and 12m).

It is considered that in townscape terms it is possible to accommodate taller buildings in parts of the Trading Estate. As the SPZ is unable to control their detailed design, appearance or spacing however it is important that, along with being set back from the footway, they are set within consistent and effective landscaping to mitigate the impact on the street scene.

Landscaping contributing to the 6% minimum should therefore be in sizeable areas appropriate to the height of the building it screens (and not a collection of small ad hoc areas). Some soft landscaping should be provided in front of any security fencing or walls to improve the street level environment for pedestrians and cyclists. Corner plots and return frontages should also give attention to provision of quality landscaping to give a sense of space fitting the trading estate's location out of the town centre. On taller buildings, landscaping fronting the highway must include semi-mature trees, and site layouts aim to set these in deeper landscaping strips that are as continuous as possible along the main road frontage.

Landscaping Sub-Zones

There are three Landscape Sub-Zones in the SPZ to which the following advice applies. These are described below and delineated by their road frontages:

- A) Strategic Landscape Sub-Zones
- i) Bath Road (A4) north side
 - ii) Farnham Road (A355) west side

These roads are at the boundary of the SPZ: the Farnham Road fronts the district centre, and the Bath Road is characterized by large detached offices set within their own areas of landscaping including open grass, and fronted by the tree lined boulevard. The landscaping style here should be delivered in future developments.

- B) Arterial Road Landscape Sub-Zones
- i) Buckingham Avenue
 - ii) Dover Road
 - iii) Edinburgh Road
 - iv) Fairlie Road
 - v) Leigh Road
 - vi) Liverpool Road

These are characterized as the main roads through the estate, and are the areas where taller buildings up to 23m are likely to be located. They are also the areas identified in the Master Plan for boulevard planting, providing the opportunity for a strong linear feature.

High quality landscaping, including semi mature trees and a mix of at least two elements of shrubs, hedges and grass will be provided on all plots redeveloped under the SPZ, independent of height. This will deliver a consistency in the appearance of the landscaping and help to soften oblique views of adjoining sites which may contain tall buildings.

- C) Non-Arterial Roads
- All remaining development areas which have a frontage onto an estate road

These form the majority of the estate, providing a range of buildings and settings that is evolving as the trading estate is being modernized. Landscaping here can relate to the height of buildings and adjoining industrial character. Shorter buildings will not require such a depth or height element but should still seek to continue the landscaping themes elsewhere on the estate.

Highways considerations

The Highways Act 1980 stipulates that tree, hedge and shrub planting adjacent to any highway must be adequately managed.

Where trees etc. overhang the highway causing danger or obstruct the passage of vehicles or pedestrians or interfere with the view of drivers, the Council may by notice require the danger be removed. The following general conditions relate to the Highway frontages:-

- a) Sight lines advised by the Borough Highways Engineer at junctions which allow for the event of traffic signal failure as well as possible interim junction improvements shall not have any form of landscape planting in front of the site lines exceeding 800mm in height.

b) Landscaping shall not obscure direction signs or obstruct street lighting, bearing in mind that the lighting of many of the service roads relies upon overspill lighting from main road lights.

c) No trees or large shrub planting (with aggressive root growth) shall be planted within one metre of the back edge of footpaths.

d) No trees or aggressive rooting shrubs shall be planted over existing statutory undertaker's plant.

Landscape Design Considerations

The services of a qualified landscape designer are to be encouraged with regard to the landscape element of any redevelopment within the SPZ scheme. Designers are encouraged to look at their site as part of a wider area and adopt a style of design which is compatible with the surroundings and reflects an understanding of the character of the area. New landscaping should contribute to improving not only the site itself but enhance the wider environment.

It is necessary to ensure at the outset that landscaping is a fundamental part of the overall cost plan, and that it should not be seen as a softening cosmetic to be added at the end if there are sufficient funds left or, as happens more often, to be cut back if the planned budget is exceeded.

The landscape proposals should be designed in accordance with current best landscape practice and should reflect the buildings use, form, architectural features and local environment to provide a developing and sustainable landscape. Each development site should set aside a minimum of 6 per cent for landscape treatment.

Landscape designs should provide a balance of four distinctive planting elements:-

- Shrubs, be they groundcover or specimens
- Hedges, formal or informal
- Trees
- Grass

The balance and relationship between these elements must reflect the 'areas' available to be landscaped - size, proximity to buildings, hard surfaces and the functions the elements are required and desired to perform. Additionally, consideration of the adjoining schemes, as applicable, form and layout should be reflected to provide a structured consistent Landscape Zone road frontage.

Landscape proposals should seek to create a contribution to amenity value throughout the year, and provide interest but avoid creating a security conscious design for pedestrians and cyclists. Design proposals should provide bold structured and maintainable landscape that signpost the main routes and reflects the hierarchy and character of the different areas in the Trading Estate. An example of these is set out in the Master Plan supporting the adopted Site Allocation SSA4 for the trading estate, including the regeneration of the central area around the Leigh Road.

Native indigenous stock is to be encouraged where appropriate and as part of the design process environmental and wildlife benefits for inclusion into the scheme are to be considered.

Statutory Undertakers Services and Plant

Planting in the proximity to services and within service margins is to be limited to grass or inexpensive and non-aggressive rooting ground cover planting. This is to avoid damage to the service plant and to take account that the statutory undertakers may excavate and expose their services at any time.

New service trenches should take care not to sever the roots of trees. Where possible all services should be placed outside the root spread of existing trees. Where the excavation of trenches close to trees is unavoidable, excavation should be by hand and all major roots greater than 40mm (1.5") in diameter are to be left undamaged.

Placement of services by boring beneath tree roots from pits dug on either side of the tree is to be encouraged to minimise route disturbance.

Planting works within the vicinity of the various statutory services including British Gas, British Telecom and Scottish and Southern Electricity is, unless otherwise agreed with the appropriate Companies, to be carried out in accordance with the respective company's advice notes such as British Gas Advice Document, PSB 481 10/86 or current legislation such as the Electricity at Works Regulations 1989. The advice contained in the Joint Utilities group publication entitled "Recommendations on the Avoidance of Danger from Underground Electricity Cables" is also to be recommended.

Retention of Existing Trees

Retained trees give an immediate maturity to a new scheme and semi-mature trees are a poor substitute for existing trees as they may not mature for several years after they have been planted.

As part of the design process a review of all existing mature trees should be undertaken in order to retain those where possible and incorporate them into new design. Conditions must be provided in order to ensure that the existing trees being retained not only survive but continue to thrive. This includes preventing damage to roots and over pruning the crown.

It is essential to record the ground levels at the base of every important tree to be retained to ensure that these levels are maintained in the new layout. Where changes in levels are unavoidable, it may be possible to maintain the original levels and water table by the careful use of revetments or retaining walls/structures.

Replacing Mature Trees

In addition to new landscaping initiated by redevelopment, a programme of planned replacement of mature trees over a gradual period of a number of years is to be encouraged and seen as an overall improvement of the Slough Trading Estate.

Careful thought must be given to the tree species to be used for replacement bearing in mind disease resistance, maintenance, changes in surrounding design layout, locality, space to grow etc.

New Trees

New tree planting should be appropriate to the design and height of the building and Sub-zone. Ample room should be allowed for trees to grow and spread naturally.

The selection of trees species to be planted within an area should be considered in light of proximity of buildings, hard surfaces, services and any other feature or aspect that would detrimentally effect the long-term establishment and development of the tree.

Planting centres should be such that a balance is maintained in providing initial presence and the trees eventual maturity. Densities of the group, avenue, single specimen should be such that they reflect with the overall schemes intent and requirement, noting the Zones frontage and the adoption and agreement of particular species along the roads and avenues of the estate.

Native trees are preferred on strategic and all arterial frontages. In general, it is advisable not to plant large growing species such as Oak, Ash, Poplar or similar within 5m of any building and greater distances will usually be advisable. However, trees such as certain species of Lime and Sycamore which drop a resinous gum on to the roofs of cars must be avoided. Variegated or purple leaved trees should be avoided on arterial frontages and have only limited use within the design on non-strategic or arterial areas of a scheme, and should be used sparingly.

Consideration should be given to loss of sight to major windows in adjacent buildings when positioning new trees within the landscaping scheme. Trees of moderate growth rate and ultimate size such as Birch, Rowan and Whitebeam can be grown close to buildings with little risk of damage to modern foundations.

Incorporation of trees within car parking areas where appropriate is to be encouraged to visually soften the impact of large expanses of parked cars on the general amenity of development sites. Trees are to be planted within lines or groups in borders to divide up rows of car parking. The species chosen must be vigorous, tolerant of fumes and dry conditions and ideally have a spreading habit which gives good shade.

Maintenance

The landscape planting must be maintained free of competing weed growth until there is adequate cover from both the trees and shrubs/groundcover plants.

As an aid to good management, it is recommended that after completion of planting operations, all tree pits in grass areas and planted borders are mulched with a good quality pulverised bark mulch to an average depth of 40 - 50mm.

The maintenance of new tree planting should include the adequate staking and support of the trees during the establishment period and regular inspection to diagnose possible problems and carry out appropriate remedial works.

Any planting elements of the scheme that fail due to vandalism, poor maintenance or natural causes, must be replaced ideally with the same plant species or that more suited to the evolving site conditions. Such works should be programmed for the next available autumn/spring planting season.

Design Standards

It is recommended that all landscape materials and works to be undertaken shall be to the reasonable satisfaction of a qualified landscape designer appointed for each redevelopment site. It is considered reasonable to expect that good Horticultural Practice will be adopted and that all relevant British Standards, European Standards and Codes of Practice are adhered to. These include the following recommendations:

- British Standard No. EN ISO 11091:1999
Construction drawings; Landscape drawing practice
- British Standard No 3882:2007
Specification for topsoil and requirements for use
- British Standard No. 3936 Part 1: 1992
Specification for Trees and Shrubs
- British Standard No. 3936 Part 2: 1990
Specification for Roses
- British Standard No. 3936 Part 7: 1989
Specification for Bedding Plants

- British Standard No. 3936 part 9:1998
Specification for Bulbs, Corms and Tubers
- British Standard No 3936 part 10:1990
Specification for Ground Cover Plants
- British Standard No 3969:1998
Recommendations for Turf for General Purposes
- British Standard No 3998:2010
Recommendations for Tree Works
- British Standard No. 4043: 1989
Recommendations for Transplanting Root-Balled Trees
- British Standard No. 4428: 1989
Code of Practice for General Landscape Operations (excluding hard surfaces)
- British Standard No 5837:2012
Trees in relation to design, demolition and construction.

Appendix 2

Environmental Health Considerations

These are the Environmental Health issues the Local Planning Authority would expect developers to consider when drawing up individual schemes. It is within the best interests of developers to confer with the Borough Council's Environmental Health Division over environmental matters, if in doubt. This may avoid the need for remedial action at a later stage.

Class A1 (such as shops) and Class A3 (Food and Drink)

Environmental Issues to consider:-

Noise from plant/machinery, eg. ventilation systems, refrigeration plant etc.

Odours from cooking, food preparation, chemicals and solvents, products, materials, refuse.

Refuse storage and collection arrangements.

Food safety and hygiene issues, particularly where food is prepared.

Health and safety issues. (Generally only if obvious, such as lack of sanitary provision).

Recommendation for referral to the Borough Council's Environmental Health Division in all cases.

Hot food takeaways and restaurants.

Class A2 Financial and Professional Services

No specific considerations.

Class B1(b) (Research and Development) and Class B1(c) (Light Industry)

Environmental Issues to consider:-

Noise from plant/machinery, eg. ventilation systems, refrigeration plant, etc.

Refuse storage and collection arrangements.

Health and safety issues. (Generally only if obvious, such as lack of sanitary provision).

Class B2 (General Industry)

Environmental Issues to consider:-

Noise from plant & machinery, internal and external.

Insulation/layout/positioning of building from noise/fumes viewpoint.

Noise & air pollution emissions from ventilation and arrestment plant, eg. position, height of chimneys & flues.

Emissions from products, materials, storage and handling including noise from fork-lift trucks.

Food safety and hygiene issues, eg. canteens and food preparation.

Impact of the Development on the environment.

Concern if there is an adjacent, significant "bad neighbour" use, eg. existing foundry next to proposed food manufacturing.

Recommendations for referral to the Borough Council's Environmental Health Division in all cases

Developments near housing or other sensitive uses.

Class B8 (Storage & Distribution)

Generally, comments as relevant for General Industry (Class B2) as above.

Sui Generis - Colocation

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

Recommendation for referral to the Borough Council's Environmental Health Division in all cases

Development adjacent to housing or other sensitive uses.

Appendix 3

The S106 Agreement

It is recognised that development built out under the SPZ will have associated impacts that require mitigation via a S106 legal agreement. This section summarises the commitments SEGRO have made to address these issues.

It is considered that the proposed measures meet the three tests for planning obligations to ensure they are reasonable. These are that it is:

- necessary to make the development acceptable in planning terms
- directly related to the development
- fairly and reasonably related in scale and kind to the development

Context - the LRCC

The renewal of the SPZ has to be seen in the context of the planning permission that has been granted for the Leigh Road Commercial Core (LRCC) which will provide many of the complimentary uses on the Trading Estate. This has permitted 152,800 square metres of new development including high profile offices plus hotels, retail, a health club and conference and crèche facilities.

This has a Section 106 which will provide significant transport improvements as well as training and environmental improvements. The Leigh Road Commercial Core permission also effectively enforces the parking cap that has been applied to the Trading Estate for many years by preventing new office development taking place if the number of parking spaces has been exceeded throughout the Estate as a whole.

Skills Training and Education Centre – Aspire

The Aspire project is intended to help young people and the local community to develop the confidence and skills to take advantage of a rapidly changing employment market and ensure that employees have access to a talented and productive local workforce. It currently operates out of its own centre on the Edinburgh Avenue.

The scheme has been developed by SEGRO in partnership with other employers on the Trading Estate and although not solely supported by the SPZ S106, SEGRO are committed to the on-going support and management of it, over the course of the SPZ.

Integrated Transport Strategy

The existing SPZ has a number of outstanding transport measures that will be carried forward in the new SPZ along with a requirement for a generic Travel Plan.

Car Parking Cap

Development Plan policies require that there should be no overall increase in the total number of parking spaces on the Trading Estate.

The SPZ applies minimum and maximum parking standards for the different type of development but these will not control the overall number of parking spaces.

As a result the net increase or decrease in parking will be monitored for all developments in order to see what the cumulative impact will be. This will then be controlled through the

Sec 106 agreement for the LRCC2 planning permission, when it is implemented, or through an interim parking control mechanism.

Sustainable transport measures

The table below summaries the key elements for inclusion in the Section 106 Agreement.

Measure	Reason	Date
Car parking cap - no additional spaces on the STE	To avoid additional transport congestion	
Extension of time period of financial support for the Hoppa bus service on Buckingham Avenue (or an equivalent cost)	To provide public transport access to the Trading Estate	From November 2015
Improvements to the signage of Burnham Station to and from Slough Trading Estate	Recognising that Crossrail will improve the services to and from Burnham station	
Fixed financial contribution towards improvements to the pedestrian route between the Trading Estate and Burnham Station Buckingham Avenue / Station Road.	Recognising that Crossrail will improve the services to and from Burnham station	On the appointment of a contractor to carry out these works by the Council
Extend CCTV coverage on route to Burnham Station as a part of the Business Watch CCTV network	Recognising that Crossrail will improve the services to and from Burnham station	By 2015
Maintain, replace and upgrade lighting on private roads within the Trading Estate as appropriate.	To ensure attractive routes to walk and cycle	On-going
Ensure that maintenance of landscaping fronting footways is undertaken.	To ensure attractive routes to walk and cycle	On-going
Supporting Slough Borough Council's proposals through the Local Sustainable Transport Fund to improve way finding on the Trading Estate	To improve the legibility of the Trading Estate	2015
Investigate the viability and working with the LSTF to deliver a car sharing system for use by employees of the Trading Estate	To reduce the number of single occupancy car trips in peak times to the Trading Estate	2015 Continuation of the scheme to be reviewed annually from introduction.
Implement further cycle parking at appropriate locations both in highway	To encourage cycling to / from the Trading Estate	To be agreed

Simplified Planning Zone Scheme - Slough Trading Estate, Slough