

Slough Borough Council Slough Trading Estate SPZ

Statement of reasons and decisions as respects objections to the Deposit 2024.

A 'Deposit' draft version of the SPZ was subject to consultation using the Councils Website and consultation portal between 8th July and 19th August 2024. Adverts were placed for at least two weeks in the local press and the Estates Gazette. A total of 10,638 addresses were consulted within the area of the SPZ, as well as direct letters to 65 stakeholders (e.g. MHCLG, Environment Agency, Dept for Transport, Historic England and National Rail). A total of 19 responses were received within the deadline, with 54 visits to the Slough website and 16 to the consultation Portal recorded.

The Council has considered the responses and concluded that no material objections have been made to the SPZ Scheme where the concerns raised have not been addressed through the proposed mitigation, obligations or conditions contained within the proposal. As such there is no requirement for a public inquiry/hearing and there are no material changes to be made. It can therefore progress to the Intention to Adopt notification on 11th October 2024. As required by the regulations, below is a statement of reasons and decisions as respects objections. A report on the SPZ will be presented to Cabinet on 21st October 2024, where a final decision will be made.

Schedule of responses on the SPZ Deposit Version - Planning application P/20391/ for Slough Trading Estate, Slough

1. Summary



This table shows the statement of reasons by the type of response received. It includes the names of those who responded, and the Council's decision as respects the response made. The table below this includes the full details.


Consultation responses	No. replies	Description	Response –
Valid	19		
No objection /subject to conditions and informatives	2	Network Rail National Highways	No change
Deferral (of support)	1	Active Travel England – cycle path elements	No change [response precedes consultation version]
Objections	2	Wexham Court Parish – on the non-technical summary only Resident – via Development Management /APAS	No change – concerns addressed in proposed mitigation , obligations or conditions within the Scheme proposal.
Comment	4	Burnham Foundation – 2 connected emails Historic England Transport For London SBC Public Health	No change or Non material changes
Support	8	Aik Saath Learning to Work Resource Productions CIC	No change


		Slough Business Community Partnership Slough Council For Voluntary Services Slough Hub Slough Museum Windsor Forest College Group	
No Comment	2	Health & Safety Executive Royal Borough Windsor and Maidenhead	No change
Other			
Not Valid as late	[2]	Comment form on SBC Website, later withdrawn Support from Pitstop Project received after consultation closed	No change
Technical comments		Environment Agency supplied comments after consultation closed	Minor changes to update condition wording
Acknowledged response – Regulation compliant	0	MHCLG and DfT	No response
Consultation Website views		54 views of SBC website, 15 to the Consultation Portal	No response





2. Details

This table records who made a representation, the nature of the response, a summary of the text, and a redacted copy of the full representation. The final column shows the Council's decision on the response.




Nu mb er	Source	Response Support /Object/ Comment	Summary extract	Detail	Council Response
	MHCLG (former DHLUC)		No response	 24 08 07 Email re receipt confirmation	Noted
	Dft		No response		Noted
1	National Highways	No objection	In summary, subject to the conditions being implemented as set out above, National Highways offer no objection to the proposed Simplified Planning Zone at Slough Trading Estate.	 24 08 08 National Highways No Objecti	Noted

			<p><u>Summary</u></p> <p>The draft TA submitted [...] contains many of the same restrictions as the previous SPZ and introduces some further restrictions such as restricting large-scale B8 logistics development. The parking cap remains which means that total vehicle parking will not be permitted to exceed the current level, and will remain below the level in 2014.</p> <p>The trip generation and distribution information presented is comprehensive and we agree with its methodology and results. It shows that there is likely to be a net decrease in trip generation for the site, and where there is estimated to be a net increase in the alternative scenarios, the increases are only minor on M4 junctions 6 and 7 and do not significantly impact the SRN.</p> <p><u>SPZ Deposit Written Scheme</u></p> <p>As demonstrated as required to be implemented in the Draft TA, we strongly support the following proposed planning conditions (as set out in the draft SPZ) to minimise impacts from the proposed SPZ: [see attached .pdf for detail]</p>		
2	ATE	Deferral	<p>Deferral: ATE is not currently in a position to support this application and requests further assessment, evidence, revisions and/or dialogue as set out in this response.</p> <p>ATE advises that there are still aspects of the proposed development where more detail is required for the SPZ and for the future developments to be in adherence with National</p>	 24 08 19 Active Travel England Defer	Noted Updated Travel Plan and Transport Assessments received to address concerns.




			<p>Policy Guidance.</p> <p>To summarise, ATE advises SBC that it ensures proposals for the SPZ incorporate the ambitions of the SBC Local Cycling, Walking and Infrastructure Plan (LCWIP) and clearly stipulates a holistic Infrastructure Delivery Strategy.</p> <p>Active Travel provision Areas of Concern 1. Bath Road, 2. Buckingham Avenue & Bedford Avenue, 3. Buckingham Avenue & Bedford Avenue. 4. Travel Planning and Transport Assessment</p> <p>6.0 Next Steps ATE recommends that the local planning authority shares this correspondence with the applicant and their agents. ATE welcomes further dialogue, if necessary, with the overall aim to ensure a SPZ that can facilitate Active Travel modes for its future employees and visitors, along with being a conduit for increased Active Travel mode-share for the surrounding areas</p> <p>[...]This follows ATE's response on the 1st of December 2023, where Preapplication advice was provided.</p>		
3	Transport for London	Comment	<p>While Crossrail Safeguarding Directions remain in place those Directions must be observed as a SPZ requirement.</p> <p>Where safeguarding is not in place the 'T&CP (DEVELOPMENT MANAGEMENT PROCEDURE) (ENGLAND) ORDER 2015 No. 595 and the T&CP (SECTION 62A APPLICATIONS) (PROCEDURE AND CONSEQUENTIAL AMENDMENTS) (AMENDMENT) ORDER 2015 No. 797' obliges consultation with Network Rail for any development proposal</p>	 24 07 15 Transport for London Redacted	Noted Informatives as per the TfL requirements are included within the SPZ





			<p>within 10m of any railway infrastructure and, again, should be observed as a SPZ requirement.</p> <p>This is addressed in the Informatives section but Network Rail may wish to comment further on the detailed requirements.</p>		
4	Network Rail	No objection	<p>Network Rail have no objections to the proposals to create a new simplified planning zone to replace the one currently operating at Slough Trading Estate.</p>	 24 08 12 Network Rail Response Redact	Noted
5	Health and Safety Executive	No Comment	<p>No comment - application does not fall within any HSE consultation zones.</p>	 Health and Safety Executive No Objecti	Noted
6	SBC Public Health	Comment	<p>SPZ Consultation draft has considered majority of health impacts embedded in various assessment reports like Environment, Health impact and Equality impact assessment. Also, all the Healthy Street indicators has been considered which is encouraging.</p> <p>Some criteria require additional considerations for their impact on health. Comments and recommendations with evidence base are presented in a table.</p>	 24 09 19 SBC Public Health Redacted.pdf	<p>Noted</p> <p>The table sets out a number of recommendations to be included within the Travel Plan which is to be conditioned as part of the SPZ. Many of the matters such as promoting cycle ways etc. are incorporated into the Travel Plan.</p> <p>With regard to food outlets etc. the Conditions as contained within the SPZ limits the number of retail and food and beverage outlets</p>
7	Parish – Wexham Court	Object	<p>The benefits mentioned within the non-technical summary do not go far enough.</p> <p>The benefits mentioned within the document are: Increased business rates, faster availability of sustainable business space, current industrial use only, safe and attractive streets, estate shuttle bus, improved building design, new cycle lane, employment opportunities, locally commissioned</p>	 24 08 03 Wexham Court Parish Council	<p>Noted. Concerns addressed in proposed mitigation , obligations or conditions within the Scheme proposal</p> <p>To address the two key points raised:</p> <p>1. <i>Environmental impacts and additional heights – the</i></p>

		<p>public art, funding for local skills and support to charities.</p> <p>There is no information on the amount of money to be invested into the above benefits and nor does it state how the SPZ would contribute and work in partnership in delivering the above benefits with our Parish Council. As a parish council we believe in building community and the scheme being proposed reduces employment significantly, increases heat generation thus impacting the environment due to the extensive densification of data centres, this will significantly clutter the built form. The height of the buildings will distort and disturb the sky line of Slough, as well as, creating a ghost town that being the trading estate.</p> <p>Lastly, it is not evident how the public will actually benefit through the approval of the SPZ as business rates go to central government, already sufficient business space, already have safe and attractive streets so most of the above mentioned benefits have already been provided hence, there are no additional benefits from the last time the scheme was approved. As a result, the proposed schemes negative impacts far out weight the existing benefits on offer, therefore, our objection stands. We would humbly request an inquiry takes place so residents can express their concerns in an open and transparent hearing.</p>		<p>environmental and townscape/landscape impacts are adequately mitigated through Conditions contained within the proposed SPZ with mandatory design code and sustainability requirements secured. Additionally, further environmental permits are required from the Environment Agency to ensure there are no microclimate, noise, pollution and heat issues that would have a negative impact on the Borough and its residents would occur.</p> <p>2. <i>The SPZ not benefitting Wexham Court Parish specifically</i></p> <p>The proposed SPZ is considered to benefit Slough residents as a key employment district within the Borough. The opportunities would remain regardless of adoption of the SPZ, however through Economic Development and Skills and training obligations within the S106 the ability to provide pathways for</p>
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					residents to jobs is mitigated. Furthermore, it is not the role of the SPZ to benefit specific wards, the S106 must align with CIL regulations, i.e. the contributions and obligations contained therein can only mitigate the impact of the development.
8	RBWM	No comment	No Comment	 24 08 19 RBWM Redacted.pdf	Noted
9	3 rd sector Aik Saath	Support	As a local youth charity, we are writing in support of SEGRO's application for a new Simplified Planning Zone (SPZ) at Slough Trading Estate.	 24 08 19 Aik Saath Redacted.pdf	Noted
10	3 rd Sector – Burnham Foundation Chair	Comment	<p>Main:-</p> <p>Environmental issues be given more weight, treatment of below ground sewage and other waste material both below ground and above ground should be taken into account,</p> <p>The power station must be the most significant air quality pollutant but other operations within Slough Trading Estate (STE) should also be included.</p> <p>The protection of the nation's infrastructure from conflict. Does the growth of datacentres on STE expose Slough to attack should there be a future global conflict? Is there a limit to how many datacentres or any other future vital facilities should be located in Slough? I suspect that such questions are not within our local remit but should be posed in the appropriate quarters</p>	 24 0723 and 24 0816 Burnham Foun	<p>The comments are noted and appreciated, there are a few key points to address...</p> <ol style="list-style-type: none"> 1. Air Quality – appropriate mitigation has been secured by way of air monitoring locations and tubes being present and the findings reported within the annual monitoring report. In addition, Environmental Permits from the Environment Agency are required over and above the SPZ conditions and requirements to ensure there is no impact on the

		<p>Burnham Grammar School have expressed an interest in monitoring air quality and perhaps some appropriate monitoring equipment can be made available to them and other schools that border STE thus enabling them to further enhance their understanding of the importance of air quality.</p> <ol style="list-style-type: none"> (1) Has a decision been made as to the future of the existing generating plant – will it be decommissioned? (2) What is the forecast life of the new plant – the Defra paper referred to 25 years? (3) Clearly a lot more heat is going to be generated on STE – what is the thinking as to how best to recover and reuse? <p>Addendum</p> <p>I would suggest that more thought and attention is focused on the treatment of rainwater in the ongoing development of Slough Trading Estate (STE). Should there be more attention given to the harvesting of rainwater?</p> <p>Currently unattractive chainlink fencing signifies the boundaries of many of STE's new building developments. Why don't we revert to the traditional methods of designating boundaries by incorporating trees and hedges?</p> <p>Could it be that future STE developments will require less car parking provision which opens up the possibility of garden spaces planted with wild flowers and other flora and funga?</p>		<p>health and well being of Slough Residents</p> <ol style="list-style-type: none"> 2. Power Station – no development is permitted within the Slough Heat and Power Sub Zone and would be subject to separate consent requirements. 3. Conflict – Officers are aware of terrorism and the Design Code is mindful of Planning Out Crime and Planning Out Terrorism. In addition, the security requirements of data centres is such that the Design Code allows for appropriate security measures being included. 4. Environmental Improvements – Landscaping as well as Biodiversity Net Gain and SPZ wide public realm improvements is conditioned and secured through the Design Code and the S106.
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11	3 rd Sector Resource Productions CIC	Support	We believe that the SPZ should continue and particularly support key proposals as follow	 RESOURCE PRODUCTIONS CIC S	Noted
12	3 rd Sector Slough Museum	Strongly Support	Chair of Slough Museum The Curve, William St, Slough SL1 1XY SEGRO has been absolutely amazing and has supported us since March 2020 with a space for the Slough collection. The Museum would not exist today if it was not for their support giving space for the collection since 2020. Over the last 18 months they have been more involved both attending and have promoted events we have shared. They have also funded our technological connectivity to help support schools groups visit the museum through the provision of wifi and projection. In addition at times where they can they have supported some of our facility costs when needed. We feel we have a very positive working and good open communication with our relationship with SEGRO.	Consultation portal	Noted
13	3 rd Sector Slough Business Community Partnership (SBCP)	Support	SBCP is happy to support SEGRO's Simplified Planning Zone application to help with the continual need for change but also that the investment that this will bring to help with infrastructure improvements, the commitment to work with partners to enable young people to access jobs in Slough and to improve the overall environment on and surrounding the Trading Estate.	 24 08 19 Support Slough Business Cor	Noted
14	3 rd Sector Slough CVS	Support	I am writing to you as Chairman of Slough Council For Voluntary Service to express my unequivocal support for Slough Estates Group's proposed Simplified Planning Zone.	 24 08 19 Slough CVS Support.pdf	Noted

15	3 rd Sector The Slough Hub	Support	I am writing on behalf of The Slough Hub to express our full support for SEGRO's proposed new Simplified Planning Zone (SPZ) on the Slough Trading Estate.	 24 08 19 The Slough Hub- Support Letter.1	Noted
16	3 rd Sector Windsor Forest Colleges Group	Support	I am writing on behalf of The Windsor Forest Colleges Group to express our full support for SEGRO's application for a new Simplified Planning Zone (SPZ) at Slough Trading Estate.	 24 08 19 Windsor Forest Schools Suppc	Noted
17	3 rd Sector Learning to Work	Support	This is why we, as an organisation, see the SPZ as a crucial way to improve the life chances of young people in Slough and therefore fully support its continuation.	 24 08 16 Learning To Work Letter of Suj	Noted
18	Resident	Support	Although I am in favour of a continuation of the SPZ I would welcome reassurance that any future buildings just north of the railway line will, in no way, either overlook properties on Burnham Lane just south of the railway, or have windows that may give direct line of sight into those properties.	Consultation Portal	Noted The proposed conditions and height conditions have been designed to protected neighbouring residential amenity.
19	Resident	Object	Although i welcome the news with regards to SPZ but as a resident nearby, I am very concerned with environmental impact to us residents especially when living with young children. I see [...] buildings popping up fast here and there around me and [...] can see these majority are data centre [...]. I have observed huge ventilation plants being installed on these buildings [.. and..] smoke from SSE plant nearly by daily [..plus...] I smell caramelized burnt sugar from Mars daily. I am currently researching [...impact on our] health especially our children and i can see the air quality is becoming worse around slough trading estate. I am hence concerned that slough borough council may leave us like the state as of ghost town centre at the end and may impose traffic conditions causing further traffic jams. From me	 24 07 08 APAS Planning Portal Resic	Noted The conditions and obligations contained within the SPZ as well as additional Environmental permits mitigate the impact of the development. Specifically the mandatory design codes that accompany the SPZ will ensure that the "metallic buildings" that are "popping up" will not be repeated. The aim of the SPZ, as well as enabling economic development is to <i>green</i> the estate as well as provide a far better quality of development in visual and townscape concerns.

			<p>home i have two through roads only jammed packed daily to bath road when going to drop kids [...]. I am very concerned that making the area SPZ may benefit the businesses but would impact very negatively to the residents. I therefore ask you to provide what measures and mitigative actions are being considered for the residents of the area [...]</p> <p>As a full council tax payer and a civil servant serving uk government, i believe i have a right to live in a clean, healthy and organised area.</p>		<p>Regarding health and air quality, the SSE power station has been subject to separate consent and no changes/intensification is possible as a result of the propose SPZ. Existing smells associated with Mars would not be made worse by the SPZ.</p> <p>Regarding transport movements, the move from tradition B8 and offices within the trading estate is expected to have a positive impact in terms of reduced vehicle movements and the sustainable transport solutions, by way of bus service and cycle provision should encourage less vehicular movements thereby reducing congestion.</p>
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