



**Slough Trading Estate  
Simplified Planning Zone Scheme**  
**Health Impact Assessment**

On behalf of



Project Ref: 20712/A5/HIA | Rev: 02 | Date: May 2024

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## Document Control Sheet

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## EXECUTIVE SUMMARY

The importance of healthy communities is a theme running through national and local planning policy. This Health Impact Assessment (HIA) has been prepared on behalf SEGRO to determine the potential health implications of a new Simplified Planning Zone (SPZ) scheme at the Slough Trading Estate (STE).

A SPZ is a unique form of planning permission which creates a flexible permissive environment for development to be brought forward in an area where a local authority wishes to encourage development and investment. The 162 hectares Site forms part of the STE which is one of the oldest and largest industrial areas in Europe and has been in operation for over 100 years. A SPZ Scheme was first granted at the STE in 1995 and was subsequently renewed in 2004 and 2014. This HIA has been prepared for the new 2024 – 2034 SPZ scheme.

This Health Impact Assessment has reviewed the potential health effects of the new SPZ scheme. The assessment uses publicly available baseline information on the health and economic conditions on the Site, considers the local planning policy and health objectives, and using the Healthy Urban Development Unit (HUDU) assessment methodology has considered the potential for positive or negative health effects on the local population focusing on the following key health themes. The Health Impact Assessment concludes that the new SPZ scheme has considered the potential for health effects and included relevant mitigation as part of the development.

# 1 INTRODUCTION

## 1.1 Overview

1.1.1 This Health Impact Assessment (HIA) has been prepared on behalf of SEGRO in support of a new Simplified Planning Zone (SPZ) scheme at the Slough Trading Estate (STE) in Slough (the Site). This HIA seeks to identify and assess the potential health effects of the new SPZ and ensure that Slough Borough Council (SBC) can fully consider the health implications of the new SPZ as part of the planning decision-making process. The structure of this HIA is set out in Table 1.1. below.

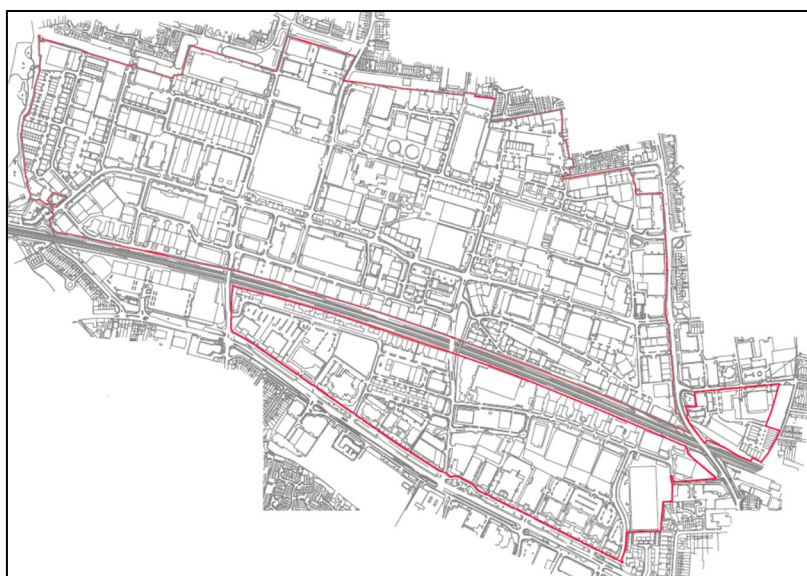
**Table 1.1 Contents of this HIA**

Chapter	Content
Executive Summary	Summary of the HIA
Chapter 1	Description of the Site and the STE, the requirement for HIA and a summary of relevant planning policy
Chapter 2	Outline of the assessment methodology
Chapter 3	Describes the baseline health conditions of the Site and surrounding area
Chapter 4	HIA tables
Chapter 5	HIA conclusions

1.1.2 The HIA has been prepared by the Environmental Planning team at Stantec. The authors have experience in producing HIAs for a variety of planning applications. The Environmental Planning Team at Stantec comprises Chartered Environmentalists and Institute of Environmental Management and Assessment (IEMA) registered EIA Practitioners. Stantec is an IEMA Quality Mark Registrant.

## 1.2 Site Context and Description

1.2.1 The Site (see Appendix A: Site Location Plan) forms part of the STE and is located approximately 1.6km to the north-west of Slough town centre, within the administrative area of SBC. The STE is one of the oldest and largest industrial areas in Europe and has been in operation for over 100 years.



**Figure 1.1: Site Location Plan**

- 1.2.2 The Site is bound by Bath Road (A4) to the south, beyond which lies industrial and commercial units, residential properties and local amenities. Bath Road provides access to Farnham Road (A355), which borders the majority of the Site to the east, and the M4 motorway, which is located approximately 1km to the south of the Site. A Thames Water Management Works and the Jubilee River lie to the south of the M4. The Site's western boundary is bordered by Haymill Valley Local Nature Reserve (LNR), which predominantly comprises woodland. Cippenham Recreation Ground is located 140m to the south-west of the Site. Areas of green space and tree planting are located immediately north of the Site, with the land further to the north comprising residential development and associated community infrastructure. Kennedy Park Recreation Ground is located approximately 220m to the north of the Site.
- 1.2.3 The Site is bisected in an east-to-west direction by the London Paddington to Bristol railway line. The nearest station is Burnham, 350m to the south-west of the Site.
- 1.2.4 Encompassing 162.3 hectares (ha) of previously developed land, the Site includes operational development and development plots under construction supported by road, drainage and utilities infrastructure.
- 1.2.5 Existing uses on the Site include a mix of industrial units, storage and distribution units, data centres, a hotel, research and development facilities, retail units, food and drink establishments including takeaways, leisure units such as gyms along with financial and professional services including telecommunications and technology. These comprise the permissible uses permitted under the current SPZ scheme and include Use Classes B1b, B1c, B2, B8, data centres, A1-A5, other development (solar panels, means of enclosure, CCTV masts and associated equipment and demolition). The total existing floorspace on the Site is approximately 698,830 square metres (sqm) (figure determined on 31<sup>st</sup> December 2022).



**Figure 1.2 Slough Trading Estate looking eastward.**

- 1.2.6 An EIA Screening Report has been produced for the new SPZ and sets out that the existing noise climate is influenced by traffic on nearby roads including Bath Road (A4) to the south, Farnham Road (A355) to the east, the M4 motorway to the south and the Great Western Main Line railway running east-west through the southern part of the STE. Noise also arises from existing operational industrial and commercial units within the wider STE.

- 1.2.7 The Site is not located within an Air Quality Management Area (AQMA). The following AQMAs are located closest to the Site and are all designated for nitrogen dioxide (NO<sub>2</sub>) exceedances:
- Slough AQMA No. 3 Extension (approximately 250m to the south and south-east of the Site);
  - Slough AQMA No.4 (approximately 900m south-east of the Site);
  - Slough AQMA No.1 (along the M4 motorway which is approximately 1.2km to the south of the Site); and
  - South Bucks AQMA (approximately 1.8km to the west of the Site).
- 1.2.8 There are existing emissions to air on the Site associated with the existing industrial units. One key point source release to air is from the Slough Multifuel Facility (Environment Agency permit reference: EPR/CP3031SX). The primary emissions consist of combustion gases to air. Due to the nature of the fuel used, such emissions include nitrogen oxides (NO<sub>x</sub>), sulphur dioxide (SO<sub>2</sub>), other acid gases (hydrogen chloride and hydrogen fluoride), dioxins and heavy metals (including mercury), and particulate matter. The combustion gases are treated prior to being discharged to control and minimise the emissions of these pollutants and monitoring is undertaken (in accordance with Environment Agency permit reference EPR/CP3031SX).
- 1.2.9 Vehicular access to the STE is provided by a network of key roads:
- Buckingham Avenue;
  - Edinburgh Road;
  - A4 Bath Road (and service road);
  - Leigh Road; and
  - Dover Road.
- 1.2.10 Buckingham Avenue bisects the STE and forms the main east-west route through the STE linking Burnham (west) to the A355 Farnham Road (east). A comprehensive suite of traffic surveys were undertaken in March 2022 across the STE. Across the STE there is a good network of pedestrian and cycle infrastructure including footways, cycleways and dedicated crossing facilities. Footways are provided along both sides of the carriageway along all the main routes through the STE with crossing facilities provided at key desire lines and junctions to enable pedestrians and cyclists to safely move around the STE. The STE is located within walking distance of the surrounding residential areas of Britwell, Manor Park, Salt Hill and Cippenham. Several footpaths are provided which link from Britwell to the north of the STE via Greystoke Road, Scaffel Road, and Pevensey Road. From Britwell to the north using these footpaths approximately 100 pedestrians and cyclists were recorded travelling into the STE.
- 1.2.11 SEGRO have invested in local infrastructure improvements which have provided new walking and cycling routes and included replacing the Leigh Road Bridge in 2015, retention of the old bridge as a dedicated foot / cycle route and improving Public Right of Way (PRoW) Slough 15 to provide a new direct route into Cippenham.
- 1.2.12 In terms of public transport, the STE is located on three bus corridors with buses routing through the STE on Buckingham Avenue as well as on the eastern boundary (A355) and southern boundary (A4). Extensive bus priority has been implemented on the A4 frontage. The surveys undertaken in March 2022 recorded a total of 322 people boarding and alighting the buses on Buckingham Avenue and A4 Bath Road Service Road between 07:00 to 10:00 and 271 people between 16:00 to 19:00. The STE is served by rail services from both Burnham station and Slough Station. Burnham station is within walking distance

of the centre of the STE and served by trains on the Elizabeth Line connecting west to Maidenhead and Reading and east to stations across London.

- 1.2.13 The Site has been associated with industrial uses for over 100 years. SEGRO has active measures in place to assess and understand baseline conditions across the Site allowing active management of contamination to enable a consistent and continuous improvement in land and water quality.

### 1.3 Simplified Planning Zone Scheme

- 1.3.1 A SPZ is defined in Section 82 of *The Town and Country Planning Act (1990)*<sup>j</sup> as:

*“The adoption or approval of a simplified planning zone scheme has effect to grant in relation to the zone, or any part of it specified in the scheme, planning permission—*


*(a) for development specified in the scheme, or*


*(b) for development of any class so specified.”*

- 1.3.2 A SPZ is a unique form of planning permission which creates a flexible permissive environment for development to be brought forward in an area where a local authority wishes to encourage development and investment.
- 1.3.3 A SPZ scheme was first granted at the STE in 1995 and was subsequently renewed in 2004 and 2014. This HIA has been prepared for the new 2024 – 2034 SPZ scheme. As is the case with the previous and current 2014 – 2024 SPZ schemes, the new SPZ will not involve the comprehensive redevelopment of the entire STE; it involves the redevelopment of plots as and when leases come to an end or for other reasons. The requirement for flexibility is inherent in a SPZ application where the quantum and type of the development delivered will depend on many factors including market conditions. The flexible nature of the development is and will be clear in all documents which are published relating to the new SPZ.
- 1.3.4 At this stage, it is not practicable or reasonable (given the need for flexibility) to define a formal description of development for the purposes of considering whether the new SPZ would be likely to give rise to beneficial or adverse health impacts. However, a number of parameters have been set for the new 2024-2034 SPZ scheme. The planning permission proposed to be granted by the SPZ Scheme will be limited by the following parameters which set the fixed maximum elements of the proposed SPZ that cannot change, and to which development brought forward under the SPZ will adhere, each of these is presented in Table 1.2 below.



**Table 1.2: SPZ Parameters**

PARAMETER	DEFINITION
<p><b>1</b> <b>Boundary</b></p>	<p>162 hectares in area as shown below and in Appendix A.</p> 
<p><b>2</b> <b>Temporal Limit</b></p>	<p>10 years starting no earlier than 12<sup>th</sup> November 2024</p>
<p><b>3</b> <b>Permissible Uses</b></p>	<ul style="list-style-type: none"> <li>• <u>General Industrial Use (B2)</u> <ul style="list-style-type: none"> <li>○ <i>Industrial process other than one falling within Class E(g)</i></li> </ul> </li> <li>• <u>Storage or Distribution Use (B8)</u></li> <li>• Data Centres</li> <li>• <u>Class E – Commercial, Business and Service Use</u> <ul style="list-style-type: none"> <li><i>E(a) Display or retail sale of goods, other than hot food</i></li> <li><i>E(b) Sale of food and drink for consumption (mostly) on the premises</i></li> <li><i>E(c) Provision of:</i> <ul style="list-style-type: none"> <li>(i) <i>Financial and Professional Services</i></li> <li>(ii) <i>professional services (other than health or medical services)</i></li> <li>(iii) <i>other appropriate services in a commercial, business or service locality</i></li> </ul> </li> <li><i>E(g)(ii) Research and development of products or processes</i></li> <li><i>E(g)(iii) Industrial processes</i></li> </ul> </li> <li>• <u>Other Development</u> <ul style="list-style-type: none"> <li>○ <i>Hot Food Takeaways (sui generis)</i></li> <li>○ <i>Change of Use</i></li> <li>○ <i>Extensions to Buildings</i></li> <li>○ <i>Solar Photovoltaic Panels (where attached to new or existing buildings)</i></li> <li>○ <i>Walls and other means of enclosure</i></li> <li>○ <i>Demolition</i></li> <li>○ <i>Decked Car Parking</i></li> <li>○ <i>Refurbishment Works</i></li> <li>○ <i>CCTV Masts and associated equipment</i></li> </ul> </li> </ul>
<p><b>4</b> <b>Plot Densities</b></p>	<p>Maximum 50% of each plot will be built footprint with 60% built footprint for data centres.</p>

5	<b>Building Heights Plan</b>	<p>Development within the SPZ will not exceed the Height Parameter Plan as shown below.</p> 
6	<b>Street Type and Sub-Zone Plan</b>	<p>This plan, not included in this Report but which will form part of the SPZ, is the spatial framework for specific design requirements and development controls and it identifies a number of Sub-Zones where special controls are to be implemented.</p>
7	<b>Mitigation Measures</b>	<p>Mitigation measures Report have been developed through detailed consideration of the baseline information, series of technical assessment workshops with the teams appointed by SEGRO and meetings with SBC to take into account feedback and concerns.</p> <p>The high level measures to be secured through the SPZ which are relevant to this HIA are outlined in Table 4.1.</p>

## 1.4 Requirement for HIA and Guidance Considerations

- 1.4.1 The World Health Organisation (WHO) defines health as *“A state of complete physical, mental, and social wellbeing and not merely the absence of disease or infirmity”*<sup>ii</sup>.
- 1.4.2 SBC does not mandate the need for HIA for a scheme such as the for the new SPZ; however, Strategic Objective K of SBC’s Local Plan Core Strategy<sup>iii</sup> is to *“improve the health and wellbeing of all residents and reduce deprivation through providing opportunities for residents to live positive, healthy, active and independent lives”*. Further, priority four ‘Workplace Health’ within the Slough Wellbeing Strategy<sup>iv</sup> aims to reduce gaps in employment rates for key groups (e.g., those with a learning disability), reduce wage gaps, and improve the wellbeing at work of people employed within the Borough. Therefore, to support Strategic Objective K of SBC’s Core Strategy, and priority four within the Slough Wellbeing Strategy, this HIA has been produced to identify the likely health impacts of the new SPZ.

## 1.5 National legislation and Regulation

### *Health and Social Care Act*<sup>v</sup>

- 1.5.1 The Health and Social Care Act (2012) introduced a duty upon local authorities to *‘take such steps as it considers appropriate for improving the health of the people in its area’*. This can include requiring Health Impact Assessment (HIA) for policies, plans and projects.

### **National Planning Policy Framework (NPPF)<sup>vi</sup>**

1.5.2 The NPPF identifies the key principles in relation to health that local planning authorities should consider. In particular, Chapter 8 of the NPPF ‘Promoting healthy and safe communities’ states that decisions should aim to achieve the following key features to a healthy and safe community:

- a) *‘promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;*
- b) *are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of beautiful, well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continual use of public areas; and*
- c) *enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.’*

*To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:*

- a) *‘plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;*
- b) *take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community;*
- c) *guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community’s ability to meet its day-to-day needs;*
- d) *ensure that established shops, facilities and services are able to develop and modernise, and are retained for the benefit of the community; and*

*ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.’*

## **1.6 Local Planning Policy and Guidance**

### **Slough Local Plan Saved Policies<sup>vii</sup>**

1.6.1 The policies within this document were adopted in 2004. As the planning process has changed over time, some policies are no longer in use. Those that remain and are of relevance to this HIA comprise:

- **Policy EMP7 (Slough Trading Estate)**, sets out that within the STE, developments for B1 business, B2 general industrial and B8 warehousing and distribution will be permitted subject to there being no overall increase in the number of car parking spaces within the estate.
- **Policy EN5 (Design and Crime Prevention)**, sets out that all development schemes should be designed to minimise criminal activity and anti-social behaviour. Planning permission will not be granted unless all the following criteria have been adequately considered in drawing up a scheme:

- Limited number of access points;
- Provision of secure boundaries such as fences, walls or landscaping around private and public spaces;
- Well-lit external areas subject to maximum natural surveillance without any potential hiding areas;
- Use of suitably robust materials; and
- Use of defensive landscaping to deter intruders.

### Slough Local Development Framework: Core Strategy 2006 – 2026 (adopted December 2008)<sup>viii</sup>

1.6.2 SBCs Core Strategy is the overarching strategic policy document and sets out the key issues to be addressed, and how this will be achieved through the spatial vision, strategic objectives, spatial strategy and supporting policies for addressing the social, economic and environmental issues for development across the Borough. The leading policies of relevance to this HIA comprise:

- **Core Policy 5 (Employment)**, sets out that intensive employment generating uses which increase the level of in-commuting, increase skill shortages or reduce employment opportunities for local people will be expected to contribute toward appropriate mitigation measures, including new training, childcare and transport facilities.
- **Core Policy 7 (Transport)**, sets out that development proposals will (either individually or collectively), have to make provisions for:
  - Widening travel choices and making travel by sustainable means of transport more attractive than the private car;
  - Improving road safety; and
  - Improving air quality and reducing the impact of travel upon the environment, in particular climate change.
- This policy goes on further to state that there will be no overall increase in the number of parking spaces permitted within commercial redevelopment schemes (unless this is required for local road safety or operational reasons).
- **Core Policy 8 (Sustainability and the Environment)**, states that all development within the Borough shall be sustainable, of a high-quality design, improve the quality of the environment and address the impact of climate change. This policy sets out a range of requirements related to Sustainable Design and Construction Principles; High Quality Design; Pollution; and Flooding.
- **Core Policy 12 (Community Safety)** sets out that all new development should be laid out and designed to create safe and attractive environments in accordance with the recognised best practice for designing out crime. Activities which have the potential to create anti-social behaviour will be managed in order to reduce the risk of such behaviour and the impact upon the wider community.

### Slough Joint Strategic Needs Assessment<sup>ix</sup>

1.6.3 The Slough Joint Strategic Needs Assessment (JSNA) sets out a review of the health inequalities in the Borough of Slough. It sets out a range of data, identifying the health and wellbeing needs of the residents of Slough.

### Slough Wellbeing Strategy\*

1.6.4 The Slough Wellbeing Strategy is the overarching plan to improve the health and wellbeing of residents in the Borough. It is focused around four priority areas that the Slough Wellbeing Board will seek to address in order to improve the health and wellbeing of the people of Slough. These are:

- **Starting well** – focusing on the health and wellbeing of children and young people;
- **Integration** – ensuring that all people within Slough can access the health and social care resources they need to live a healthy life;
- **Strong, Healthy and Attractive Neighbourhoods** – aiming to increase levels of resident satisfaction; improve the life of Slough’s residents; reduce health inequalities between wards; and increase engagement and volunteering impact, and improve community resilience; and
- **Workplace Health** – reducing the gap in employment rate for key groups; reducing wage gaps and sickness absences; and improving the wellbeing at work of people employed in the Borough.

### Technical Standards and Guidance

#### National Health Service (NHS England Healthy New Towns)<sup>xi</sup>

1.6.5 NHS England launched the Healthy New Towns programme in 2015 to explore how the development of new places could provide an opportunity to create healthier and connected communities with integrated and high-quality services. This resulted in the adoption of the following 10 principles for healthy places:

1. Plan Ahead Collectively;
2. Assess Local Health and Care Needs and Assets;
3. Connect, Involve and Empower People and Communities;
4. Create Compact Neighbourhoods;
5. Maximise Active Travel;
6. Inspire and Enable Healthy Eating;
7. Foster Health in Homes and Buildings;
8. Enable Healthy Play and Leisure;
9. Develop Health Services That Help People Stay Well; and
10. Create Integrated Health.

1.6.6 These ten principles were developed and culminated in the publishing of four reports in 2019. The first, “Putting Health into Place Principles 1-3: Plan, Assess and Involve<sup>xii</sup>” is most appropriate to HIA. It advocates a thorough understanding of baseline health conditions and circumstances of an area so that design can incorporate and embed opportunities to improve health outcomes. It provides guidance for establishing the processes that lead to impact and how these can be measured.

#### National Design Guide<sup>xiii</sup>

1.6.7 The National Design Guide was first published in October 2019. It emphasises the importance of considering both physical and mental health to achieve well-designed developments. For example, the

National Design Guide makes mention to 'healthy, comfortable and safe internal and external environment' in order to promote quality of life for a development's occupants and users as well as to the beneficial impacts of compact and walkable neighbourhoods on health and wellbeing.

**IEMA Impact Assessment Outlook Journal: Health Impact Assessment in Planning, October 2020<sup>xiv</sup>**

- 1.6.8 This is a selection of thought pieces featuring case studies by practitioners working in health, planning and impact assessment. It includes ideas for best practice and shows the direction of travel for embedding health and wellbeing in placemaking and integrating health impact with other impact assessments including Environmental Impact Assessment. The discussions in this collection of papers have influenced the assessment within this report.

**Public Health England, Health Impact Assessment in Spatial Planning, October 2020<sup>xv</sup>**

- 1.6.9 This guidance from Public Health England was created in collaboration with national, regional and local experts in planning, public and environmental health, and HIA. The guidance demonstrates HIAs as an essential tool to 'health-proof' spatial plans and to identify opportunities to deliver safer and healthier places and improve public health and wellbeing, and ultimately reduce inequalities.

## 2 Assessment Methodology

### 2.1 Overview

2.1.1 The objectives of this HIA are as follows:

- To identify the potential positive and negative health impacts associated with a new SPZ on the STE;
- To identify opportunities for improving health and promoting health equality; and
- To identify opportunities to mitigate negative impacts on health and reduce health inequalities.

2.1.2 The importance of healthy communities is a running theme throughout national and local planning policy. HIAs are increasingly recognised as comprising an important contribution towards establishing the potential impacts and benefits of plans and policies. HIA is concerned with improving health and reducing health inequalities. HIA can be of different complexities and durations from desk-based up to comprehensive (full), for which there are different accepted methodologies.

2.1.3 The principles of the Healthy Urban Development Unit (HUDU) Rapid HIA<sup>xvi</sup> have formed the basis for this assessment as SBC have no specific HIA methodology. The HUDU Rapid HIA methodology is recognised as an appropriate assessment tool for both rural and urban developments.

2.1.4 This report includes a desk-based review of the baseline conditions, which inform the HIA. The methodology is as follows.

### 2.2 Baseline Conditions

2.2.1 This HIA includes a high-level assessment of the baseline conditions within the SBC administrative area in Chapter 3.

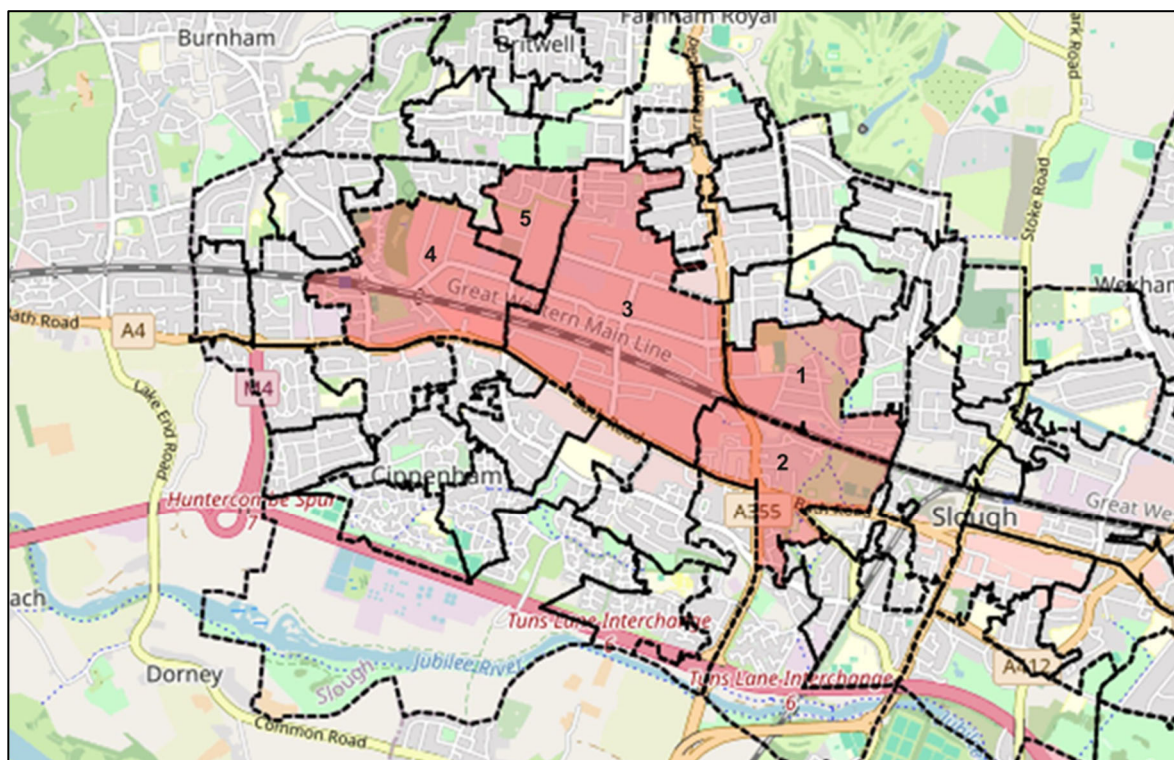
#### *Economic Conditions*

2.2.2 Using available data from the Office for National Statistics, and research undertaken from the Development Economics team at Stantec, Chapter 3 provides a summary of the economic conditions within Slough.

#### *Health Conditions*

2.2.3 Utilising the information from Public Health England's (PHE) latest data for Slough (Appendix B)<sup>xvii</sup>, Chapter 3 provides a summary of the latest health profile at Borough level. At the local level, the baseline conditions of health are identified for the area using the English Index of Multiple Deprivation<sup>xviii</sup> (IMD) at small areas (or neighbourhoods) which are also known as Lower Super Output Areas (LSOAs) which on average contain around 1,500 people. There are 32,844 of these neighbourhoods across England as a whole. The Site is spread across five LSOAs that each sit within different wards and are set out below:

- LSOA Slough 004E (1)– located within the Baylis and Stoke ward;
- LSOA Slough 009D (2)– located within the Cippenham Meadows ward;
- LSOA Slough 002D (3)– located within the Farnham ward;
- LSOA Slough 003B (4) – located within the Haymill and Lynch Hill ward; and
- LSOA Slough 003G (5)– located within the Britwell and Northborough ward.



**Figure 2.1 LSOAs within the Site boundary**

## 2.3 Health Impact Assessment

### The HUDU Rapid Health Impact Assessment Tool

2.3.1 The latest version of the HUDU Rapid HIA Tool was updated in October 2019. The rapid assessment tool is designed to assess the likely health impacts of development plans and proposals. The tool, set out in Chapter 4, identifies 11 topics of broad determinants. These are:

1. Housing quality and design;
2. Access to healthcare services and social care services and other social infrastructure;
3. Access to open space and nature;
4. Air quality, noise and neighbourhood amenity;
5. Accessibility and active travel;
6. Crime reduction and community safety;
7. Access to healthy food;
8. Access to work and training;
9. Social cohesion and inclusive design;
10. Minimising the use of resources; and
11. Climate change.

2.3.2 For the purposes of this HIA, the following topics have been excluded from the assessment as they are deemed to not be applicable, given the nature of the new SPZ:



1. **Housing quality and design** has been omitted on the basis that the new SPZ relates to the provision of storage / distribution and employment floorspace and does not include residential dwellings;
  2. **Access to health and social care services and other social infrastructure** has been omitted as it is assumed that employees involved in all phases of the SPZ renewal will continue to access health care services closer to their own residences where they are already registered and that this will not result in a material effect on the local community. It is expected that the operator(s) within each plot will implement suitable health and safety protocols to limit the impact of emergency requirements;
  9. **Social cohesion and inclusive design** has been omitted from the assessment as the new SPZ does not provide residential dwellings.
- 2.3.3 The new SPZ has been assessed against the criteria set out in the Rapid HIA Tool to identify the impact it will have on health and wellbeing. For each theme, an assessment has been completed to establish the baseline of the existing situation, an evidence base around health impacts associated with a health priority, and identification of likely effects (adverse and beneficial). Recommendations for mitigation and monitoring have also been made. The assessment is found in Chapter 4 of this report.

### Data Sources

- 2.3.4 The HIA is based on the best available information from a variety of sources (cited throughout the document) prepared as part of the new SPZ.

## 3 Baseline Conditions

3.1.1 This chapter summarises the baseline information collated regarding the economic activity of Slough, the local population and indicators of human health.

### 3.2 Economic Profile

3.2.1 Employment rates were lower in the administrative area of SBC when compared to the South-East of England as a whole at the end of June 2023<sup>xix</sup>. Of the working age population (16 to 64), 72.5% were employed in the year ending June 2023, which is a very slight increase compared with the year ending June 2022 when the local rate was 72.1%. Across the South-East of England in the same year 78.3% of people of working age were employed.

3.2.2 Approximately 4,500 people aged 16 and over in Slough were unemployed in the year ending June 2023, equating to a rate of 6%, which is a marginal increase compared with the year ending June 2022 when the unemployment rate was 5.9%.

3.2.3 Approximately 20,000 people (or 20.7% of the population) aged 16 to 64 years of age in Slough were 'economically inactive'<sup>1</sup> in the year ending June 2023. Economic inactivity in Slough is higher than across the South-East of England.

3.2.4 The 2021 Census data show that those aged 25 – 49 make up the bulk of Slough's workforce, comprising 40% of Slough's population, which is higher than that of the South-East (32%) and England (33%). The working aged population of Slough make up a greater proportion of residents than is the case in the wider South-East of England (61%) and the whole of England (62%). Further, Slough's workforce is marginally younger than that of the wider regional and national areas.

### 3.3 Demographic Profile

3.3.1 The Site encompasses five wards. Table 3.1 below sets out the number of people living in each of the five wards that the site sits within and the percentage of those of working age (16 to 64 years of age) using the Office for National Statistics (ONS) mid-year population estimates<sup>xx</sup>. A red / green system has been used in the last column to show if the working age population is higher (green) or lower (red) than the England average (62.9%).

**Table 3.1 Working Age Population**

Ward	Population	Population of Working Age (16 to 64 years)
Baylis and Stoke	9,701	6,025 (62.1%)
Cippenham Meadows	11,891	7,392 (62.2%)
Farnham	10,988	6,744 (61.4%)
Haymill and Lynch Hill	9,525	6,006 (63.1%)
Britwell and Northborough	10,686	6,599 (61.8%)

### Deprivation Levels

3.3.2 Deprivation levels are established using a methodological framework and broadly define deprivation to encompass a wide range of an individual's living conditions. People may be considered to be living in poverty if they lack the financial resources to meet their needs, whereas people can be regarded as

<sup>1</sup> People are classed as 'economically inactive' if they are not in employment but don't meet the criteria for being 'unemployed'. This means that they have not been seeking work within the previous four weeks or were unable to start work within the next two weeks.

deprived if they lack any kind of resources, not just income<sup>xxi</sup>. Table 3.2 below details how each LSOA is ranked, both overall and by each deprivation domain, against all of the LSOAs within England.

**Table 3.2: English Index of Multiple Deprivation (IMD) ranking for the Site location.**

Domain of Deprivation (Rank out of 32,844 where 1 is the most deprived)	Slough 004E	Slough 009D	Slough 002D	Slough 003B	Slough 003G
Overall IMD Rank	11,985	9,662	8,111	15,910	7,185
<i>IMD Percentage</i>	<i>40% most deprived</i>	<i>30% most deprived</i>	<i>30% most deprived</i>	<i>50% most deprived</i>	<i>30% most deprived</i>
Income Rank	12,807	12,725	8,836	19,693	7,098
<i>Income Percentage</i>	<i>40% most deprived</i>	<i>40% most deprived</i>	<i>30% most deprived</i>	<i>50% least deprived</i>	<i>30% most deprived</i>
Employment Rank	17,179	16,397	10,602	22,923	9,183
<i>Employment Percentage</i>	<i>50% least deprived</i>	<i>50% most deprived</i>	<i>40% most deprived</i>	<i>40% least deprived</i>	<i>30% most deprived</i>
Education, Skills and Training Rank	14,919	14,125	7,385	19,005	9,308
<i>Education Percentage</i>	<i>50% most deprived</i>	<i>50% most deprived</i>	<i>30% most deprived</i>	<i>50% least deprived</i>	<i>30% most deprived</i>
Health Deprivation and Disability Rank	10,190	10,293	8,314	19,429	6,886
<i>Health Percentage</i>	<i>40% most deprived</i>	<i>40% most deprived</i>	<i>30% most deprived</i>	<i>50% least deprived</i>	<i>30% most deprived</i>
Crime Rank	8,479	16,389	26,338	13,311	24,044
<i>Crime Percentage</i>	<i>30% most deprived</i>	<i>50% most deprived</i>	<i>20% least deprived</i>	<i>50% most deprived</i>	<i>30% least deprived</i>
Barriers to Housing and Services Rank	4,770	1,272	779	2,026	497
<i>Barriers to Housing and Services Percentage</i>	<i>20% most deprived</i>	<i>10% most deprived</i>	<i>10% most deprived</i>	<i>10% most deprived</i>	<i>10% most deprived</i>
Living Environment Rank	10,921	3,329	17,912	7,441	22,716
<i>Living Environment Rank Percentage</i>	<i>40% most deprived</i>	<i>20% most deprived</i>	<i>50% least deprived</i>	<i>30% most deprived</i>	<i>40% least deprived</i>

3.3.3 As set out in Table 3.1, each LSOA varies in terms of their domains of deprivation. Slough 003G is the subject of the highest levels of deprivation out of the five LSOAs.

### 3.4 Local Health Profile

3.4.1 This section is informed by the PHE Local Authority data for Slough<sup>xxii</sup>.

#### Health Inequalities

3.4.2 The health of people living in Slough is varied when compared with the England average. In 2021/2022, approximately 23.2% (9,151) of children live in relative low-income families in Slough which is higher than the national average of 19.9%. Life expectancy for both men and women is lower than the England average between 2020-22. Inequality in life expectancy at birth between the most deprived and least deprived areas of Slough between 2018-20 is 7.2 years for men and 7.6 years for women.

## Adult Health

3.4.3 The rate for alcohol-related harm hospital admissions is 448 per 100,000 people in 2021/22, which is lower than the England average of 494 per 100,000 people. This represents 563 admissions per year. The rate for self-harm hospital admissions is 96.5 per 100,000 people for 2021/22, lower than the England average of 163.7 per 100,000 people. This represents 170 admissions per year. Estimated levels of adults classified as overweight or obese (aged 18+) in 2021/22 and smoking prevalence in 2022 are higher than the England averages. The levels of physically active adults (aged 19+) in 2021/22 are lower than the England average. The rates of new sexually transmitted infections are lower than the England averages. The rates of those killed and seriously injured on roads and new cases of tuberculosis, violent crime (hospital admissions for violence), and under 75 mortality rate from circulatory diseases are higher than the England averages.

## 3.5 Public Consultation

3.5.1 Consultation and engagement with the community of Slough on the new SPZ scheme is has been undertaken by SEGRO. This will ensure the proposals being brought forward are informed by stakeholder input and where possible respond to the needs of the community. A range of communication and engagement methods have been prepared, to make best use of opportunities for face-to-face engagement, and to include those elements of digital communications which have proven to be most effective in recent years. In terms of community engagement, the approach incorporates traditional engagement methods alongside online material made available and direct dialogue with community groups to enable engagement with different parts of the community. Residents of Slough have the opportunity to engage via the following activities:

- Public exhibitions (on 19 March 2024 from 12:30pm to 7pm and 26 March 2024 9am to 2pm, both at Slough Museum), a further round of consultation will be undertaken in collaboration with SBC as part of the statutory process for the adoption of the new SPZ scheme.
- A dedicated website: <https://www.segro.com/countries-repository/united-kingdom/spz-slough-trading-estate> ;
- Public exhibition press adverts in local newspapers; and
- Consultation-related content advertised via social media outlets.

## 4 HIA Assessment Matrix

4.1.1 The tables below set out the potential health and wellbeing impacts associated with the new SPZ. As set out in the Assessment Methodology section in Chapter 3, the tables have been adapted from the HUDU Rapid Health Impact Assessment Tool.

**Table 4.1 Access to Open Space and Nature**

Assessment Criteria	Relevant?	Details / Evidence	Potential health impact?	Recommended mitigation or enhancement?
Does the proposal retain and enhance existing open and natural spaces?	Yes ✓ No N/A	The STE is a heavily industrialised area is in constant regeneration; there are few open / natural spaces and any that exist do so in the form of amenity landscaping. The SPZ will include the provision of new open space and landscaped areas (in the form of ‘pocket parks’ and ‘amenity areas’) to be secured via Section 106 agreement which will improve existing open and natural spaces.  Any development that may come forward within the 10-year period of the new SPZ will comply with appropriate design controls including allocating a minimum of six percent of plot area for provision of landscape treatment. Landscaping provided will be managed for the duration of the SPZ.	Positive ✓ Negative Neutral Uncertain	No further mitigation or enhancement required.
In areas of deficiency, does the proposal provide new open or natural space, or improve access to existing spaces?	Yes ✓ No N/A	The SPZ enables predominantly commercial and industrial development. Landscaping will be provided in accordance with conditions on the SPZ and landscape provided will be managed appropriated.  The SPZ will provide new and improved open spaces through the creation of the aforementioned ‘pocket parks’ and ‘amenity spaces’.  The development includes safe access for pedestrians and cyclists to existing open spaces adjacent to the Site.	Positive ✓ Negative Neutral Uncertain	No further mitigation or enhancement required.
Does the proposal provide a range of play spaces for children and young people?	Yes No N/A ✓	The new SPZ does not include formal recreation play areas due to the commercial nature of the proposals.	Positive Negative Neutral ✓ Uncertain	N/A
Does the proposal provide links between open and natural spaces and the public realm?	Yes ✓ No N/A	The new SPZ will include the provision of landscaped areas within the Site and safe access to open and natural spaces around the Site.  SEGRO has committed to upgrading Buckingham Avenue with pedestrian (and cycle) infrastructure which will provide links between open	Positive ✓ Negative Neutral Uncertain	No further mitigation or enhancement required.

Assessment Criteria	Relevant?	Details / Evidence	Potential health impact?	Recommended mitigation or enhancement?
		spaces and improve the public realm through the Trading Estate secured via Section 106 agreement.		
Are the open and natural spaces welcoming and safe and accessible for all?	Yes No N/A✓	Any new landscape space that is created within the Site will be distinct, clearly defined and separate from internal road networks, creating a safe environment that is accessible for all employees and users of the Site.	Positive ✓ Negative Neutral Uncertain	No further mitigation or enhancement required.
Does the proposal set out how new open space will be managed and maintained?	Yes No✓ N/A	Landscaped spaces will be appropriately maintained within the SPZ area.	Positive Negative Neutral Uncertain✓	No further mitigation or enhancement required.

**Table 4.2 Air Quality, Noise and Neighbourhood Amenity**

Assessment Criteria	Relevant?	Details / Evidence	Potential health impact?	Recommended mitigation or enhancement?
Does the proposal minimise construction impacts such as dust, noise, vibration and odours?	Yes ✓ No N/A	<p>The EIA Screening Report that has been prepared for the new SPZ sets out that demolition and construction phases that could take place within the new SPZ could generate dust and noise emissions. The nature of the development proposed under the new SPZ will not cause significant levels of vibration. Significant odour effects are not anticipated (at demolition, construction or operational phases) for any development proposed within the new SPZ.</p> <p>All demolition / construction activities will be undertaken in accordance with the Demolition / Construction Environmental Management Plan (D/CEMP) which will be prepared to cover the entire of the new SPZ and will include steps to mitigate fugitive dust emissions by setting out measures relating to Site management, preparing and maintaining the Site, operating vehicles / plant / machinery and sustainable travel, operations, waste management, earthworks, construction and track-out. The D/CEMP will be produced in consultation with a competent ecologist to determine any mitigation or control measures required to mitigate any potential effects of any development that could come forward within the new SPZ on protected species.</p> <p>Similarly, noise impacts that may arise during the demolition and construction phases of any development that could come forward within the new SPZ scheme will be managed to a satisfactory level through the implementation of the D/CEMP.</p>	Positive Negative Neutral ✓ Uncertain	No further mitigation or enhancement required.
Does the proposal minimise air pollution caused by traffic and energy facilities?	Yes ✓ No N/A	<p>The Site is not within an AQMA; however, is in proximity to a number of AQMAs, as set out above.</p> <p>Pollutant emissions associated with the operation of plant and vehicles could be expected during demolition and construction phases of development that could come forward under the new SPZ. Plant and Non-Road Mobile Machinery (NRMM) would be operated in line with the SPZ-wide D/CEMP (to be secured via planning condition) to ensure that pollutant emissions are reduced and avoided where possible. NRMM will be maintained to a good condition and engines will not be left to idle. Demolition / construction vehicle emissions will be managed through the implementation of the D/CEMP and operation of Heavy Goods Vehicles</p>	Positive ✓ Negative Neutral Uncertain	No further mitigation or enhancement required.

Assessment Criteria	Relevant?	Details / Evidence	Potential health impact?	Recommended mitigation or enhancement?
		<p>(HGVs) will be dispersed across the working day to avoid a concentration of released pollutants, and noise. A Construction Traffic Management Plan (CTMP) would also be implemented for any new development coming forward within the new SPZ (secured via planning condition) to minimise the potential for significant traffic effects.</p> <p>In terms of emissions to air associated with the operational phase of the new SPZ, Travel Plans will be provided as part of any new development that could come forward and would include measures such as car share schemes and encouraging employees to uptake non-car modes of transport. Any new Use Class B8 units, over 2,500 sqm and any change of use to units falling within Use Class B8 over 2,500 square metres in size (with the exception of units which primary use is for electronic storage, receipt and transmission of data and information) that come forward for development within the new SPZ will be restricted to a maximum of 55,000sqm across the entire SPZ in order to prevent significant HGV movements leading to air quality effects that cannot be mitigated. The Car Parking Cap (CPC) that is currently in force within the current SPZ will be maintained within the new SPZ, and the SPZ-wide Travel Plan that is currently in force will be maintained within the new SPZ for existing development. EV charging infrastructure will be provided for any new development coming forward within the new SPZ which provides over 10 car parking spaces. Where relevant, any new data centre development coming forward within the new SPZ will require Environment Agency (EA) permits prior to operation, and as part of the permitting process the EA will set conditions that will limit the operational hours of plant and require adoption of the ‘Best Available Techniques’ (BAT) to minimise impacts on the environment.</p> <p>Further, SEGRO has committed to funding a daily 15-minute frequency bus service from the STE to Burnham Station located approximately 300m to the west of the Site, in addition to upgrading Buckingham Avenue with pedestrian and cycle routes. The implementation of these measures will minimise air pollution associated with the use of the private car and would be secured via Section 106 contribution.</p>		
Does the proposal minimise noise pollution caused by traffic and commercial uses?	Yes ✓ No N/A	As discussed above, the new SPZ includes measures to mitigate noise effects related to HGV movements on the Site. The CPC implemented within the current SPZ would be maintained within the new SPZ, in	Positive ✓ Negative Neutral	No further mitigation or enhancement required.



Assessment Criteria	Relevant?	Details / Evidence	Potential health impact?	Recommended mitigation or enhancement?
		<p>addition to the current SPZ-wide Travel Plan, which would minimise the potential for significant noise effects.</p> <p>Appropriate design specifications and noise control measures would be included as required as part of the new SPZ (e.g. plant noise level limits, and conditions restricting night time deliveries in sensitive zones any adverse effects will be mitigated to ensure an appropriate acoustic environment for future employees/users of the site and sensitive receptors surrounding the site. The granting of the new SPZ does not prevent SBC from taking action under Environmental Health Legislation against activities resulting in noise. Action can also be taken on other environmental legislation where infringements occur. Any adverse effects will be mitigated to ensure an appropriate acoustic environment for future employees / users of development within it and sensitive receptors in its vicinity. As set out above, a site-wide travel plan is being prepared and will be secured through the Section 106 agreement. Where an individual development for Class E(g)(ii), E(g)(iii), B2 or B8 floorspace exceeds the Council's borough wide thresholds Occupiers will be required to produce their own travel plans too. The Travel Plan(s) would minimise noise emissions associated with the use of the private car.</p> <p>The Street Type and Sub-Zone Plan<sup>2</sup> will identify noise mitigation to prevent effects on adjacent residents. The exact nature of the mitigation will be worked up prior to adoption of the SPZ. EA permits will control noise levels associated with data centres where relevant.</p>	Uncertain	

<sup>2</sup> The current SPZ includes a subzone exclusion plan which identifies specific controls for defined areas around the STE. The new SPZ will include a sub-zone plan setting out similar controls in the form of Sensitive Boundary Sub-Zones in which restrictions on hours of external operations and delivers will apply. The final subzone plan will be an appendix to the new SPZ.

**Table 4.3 Accessibility and Active Travel**

Assessment Criteria	Relevant?	Details / Evidence	Potential health impact?	Recommended mitigation or enhancement?
Does the proposal address the ten Healthy Street indicators?	Yes No N/A ✓	The relevant healthy street indicators have been addressed through the other aspects of this table including air, noise access.	Positive Negative Neutral ✓ Uncertain	N/A
Does the proposal prioritise and encourage walking for example, through the use of shared spaces?	Yes ✓ No N/A	The new SPZ (like the current SPZ) includes pedestrian routes. In addition, new public realm will be created within the new SPZ, as set out in Table 4.1 above, allowing future employees and users of the new SPZ to cross the STE.  A Framework Travel Plan will be provided for the new SPZ, with occupier travel plans prepared for developments which comprise Use Class E(g)(ii) or E(g)(iii) and exceeds 2,500 square metres gross external area, Use Class B2 exceeding 4,000 square metres gross external area or Use Class B8 exceeding 5,000 square metres gross external area. The travel plans will encourage sustainable modes of active travel (e.g., walking) within the new SPZ, reducing the reliance on the private car. SEGRO has committed to upgrading Buckingham Avenue with pedestrian (and cycle) infrastructure, secured via Section 106 agreement, hence encouraging walking for future users and employees of the new SPZ.	Positive ✓ Negative Neutral Uncertain	No further mitigation or enhancement required.
Does the proposal prioritise and encourage cycling (for example by providing secure cycle parking, showers and cycle lanes)?	Yes ✓ No N/A	Please see the response above. A Framework Travel Plan will be provided as part of the new SPZ, which would encourage modes of active travel such as cycling.  Further, SEGRO has committed to upgrading Buckingham Avenue with cycle (and pedestrian) routes. The implementation of these measures will facilitate modes of active travel, such as cycling, throughout the new SPZ.  The SPZ sets out minimum cycle parking requirements as two per unit, then one for every 500 square metres (sqm) over 500 sqm.	Positive ✓ Negative Neutral Uncertain	No further mitigation or enhancement required.
Does the proposal connect public realm and internal routes to local and strategic cycle and walking networks?	Yes ✓ No N/A	The Site and its internal routes are connected to local area to the north, west and east. The new SPZ on the Site will not change the level of connectivity of the STE to the wider area.  As set out above, SEGRO has committed to upgrading Buckingham Avenue with pedestrian and cycle infrastructure, therefore connecting the new SPZ with strategic walking and cycling networks.	Positive Negative Neutral ✓ Uncertain	N/A

Assessment Criteria	Relevant?	Details / Evidence	Potential health impact?	Recommended mitigation or enhancement?
Does the proposal include traffic management and calming measures to help reduce and minimise road injuries?	Yes ✓ No N/A	<p>For any new development coming forward within the 10-year period of the new SPZ, during their respective demolition and construction phases, demolition and construction traffic will be managed in accordance with the Construction Traffic Management Plan (CTMP), which will form part of the SPZ-wide D/CEMP (to be secured via planning condition). In addition, a CTMP would also be implemented for any new development coming forward within the new SPZ (secured via planning condition) to minimise the potential for significant traffic effects and associated injuries.</p> <p>Once operational, vehicles within the new SPZ will be subjected to limited speeds (i.e., 30 miles per hour) and speed cameras are in force within the Site. Internal routes are distinctly separated from plots that could be developed within the new SPZ. Further, the CPC that is currently implemented within the current SPZ will be maintained within the new SPZ.</p>	Positive ✓ Negative Neutral Uncertain	No further mitigation or enhancement required
Is the proposal well connected to public transport, local services and facilities?	Yes ✓ No N/A	<p>As set out above, the STE is located on three bus corridors with buses routing through the STE on Buckingham Avenue as well as on the eastern boundary (A355) and southern boundary (A4). Extensive bus priority has been implemented on the A4 frontage. In addition, the STE is served by rail services from both Burnham Railway Station and Slough Railway Station. Furthermore, SEGRO has committed to funding a daily 15-minute frequency bus service from the STE to Burnham Station located approximately 300m to the west of the Site.</p> <p>The STE is within walking distance of existing residential dwellings in the area of Slough (the Chartered Institution of Highways and Transportation (CIHT)<sup>xiii</sup> suggests 2km as the preferred maximum walking distance for commuting), allowing for pedestrian access.</p> <p>The STE is well connected to the wider area.</p>	Positive ✓ Negative Neutral Uncertain	No further mitigation or enhancement required
Does the proposal seek to reduce car use by reducing car parking provision, supported by the controlled parking zones, car clubs and travel plans measures?	Yes ✓ No N/A	<p>The CPC within the current SPZ will be maintained in the new SPZ.</p> <p>The Framework Travel Plan (and where applicable operator travel plan) include sustainable transport measures aimed at reducing the reliance on the private car.</p>	Positive Negative Neutral ✓ Uncertain	No further mitigation or enhancement required

Assessment Criteria	Relevant?	Details / Evidence	Potential health impact?	Recommended mitigation or enhancement?
Does the proposal allow people with mobility problems or a disability to access buildings and places?	Yes ✓ No N/A	Any new development within the new SPZ will comply will all relevant building regulations and incorporate measures to ensure that all users and employees will have access to the facilities, regardless of ability.	Positive ✓ Negative Neutral Uncertain	No further mitigation or enhancement required

**Table 4.4 Crime Reduction and Community Safety**

Assessment Criteria	Relevant?	Details / Evidence	Potential health impact?	Recommended mitigation or enhancement?
Does the proposal incorporate elements to help design out crime?	Yes ✓ No N/A	<p>Table 3.2 above sets out that on average, there are high levels of crime in the area.</p> <p>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.</p> <p>Existing measures on the STE (such as Business Watch) will continue on the STE and is not specific to the SPZ</p> <p>Any lighting for any new development will include appropriate external lighting to provide a safe environment for workers, vehicles, cyclists and pedestrians.</p>	Positive ✓ Negative Neutral Uncertain	No further mitigation or enhancement required
Does the proposal incorporate design techniques to help people feel secure and avoid creating 'gated communities'?	Yes No N/A ✓	As a commercial development this comment is not applicable.	Positive Negative Neutral ✓ Uncertain	N/A
Does the proposal include attractive, multi-use public spaces and buildings?	Yes ✓ No N/A	<p>The new SPZ will maintain the existing operations on the Site, and new development could come forward. Like with the current SPZ, the new SPZ will allow for retail uses alongside commercial and business uses such as Use Class E(g)(ii) &amp; E(g)(iii) within the Service Use Sub-Zone potentially even within the same building.</p> <p>Landscaping areas would have multiple functions such as rainwater attenuation, biodiversity benefit and employee amenity.</p> <p>Pedestrian routes within the site will be accessible by all users. New public realm and landscaping within the new SPZ would be designed to a high quality and maintained to a high standard.</p>	Positive ✓ Negative Neutral Uncertain	No further mitigation or enhancement required
Has engagement and consultation been carried out with the local community?	Yes ✓ No N/A	Undertaking a robust consultation and engagement process with Slough's community on the new SPZ scheme was undertaken by SEGRO in March 2024 <sup>xxiv</sup> .	Positive ✓ Negative Neutral Uncertain	N/A

**Table 4.5 Access to Healthy Food**

Assessment Criteria	Relevant?	Details / Evidence	Potential health impact?	Recommended mitigation or enhancement?
Does the proposal facilitate the supply of local food, i.e. allotments, community farms and farmers' markets?	Yes No ✓ N/A	There are no allotments, community farms or farmers markets proposed as part of the SPZ.	Positive Negative Neutral ✓ Uncertain	N/A
Is there a range of retail uses, including food stores and smaller affordable shops for social enterprises?	Yes No ✓ N/A	A range of retail uses would comply with the requirements of the SPZ.	Positive Negative Neutral ✓ Uncertain	N/A
Does the proposal avoid contributing towards an over-concentration of hot food takeaways in the local area?	Yes No ✓ N/A	Hot food takeaways, a permissible use in the SPZ, will be limited as restricted to one area of the SPZ only.	Positive Negative Neutral ✓ Uncertain	N/A

**Table 4.6 Access to Work and Training**

Assessment Criteria	Relevant?	Details / Evidence	Potential health impact?	Recommended mitigation or enhancement?
Does the proposal provide access to local employment and training opportunities, including temporary construction and permanent 'end-use' jobs?	Yes ✓ No N/A	<p>Economic research undertaken by Stantec demonstrates that in 2021, the current SPZ accommodated 26% of Slough's total number of Full Time Employment (FTE) jobs, demonstrating the economic benefits of an SPZ. The employment, and education, skills and training domains within Table 3.1 rank as some of the lowest in England on average, however in the absence of the new SPZ these domains could see reductions in their rankings, which may have a deleterious effect. The implementation of a new SPZ on the STE will maintain the current opportunities for employment and training opportunities.</p> <p>Any demolition and construction that could come forward within the new SPZ is likely to generate part-time jobs. Further, any demolition and construction that could come forward within the new SPZ would contribute indirectly to the local economy as a result of the spin-off and multiplier effects such as procurement, accommodation and welfare. Once complete and operational, new development coming forward within the new SPZ would provide permanent employment opportunities.</p>	Positive ✓ Negative Neutral Uncertain	No further mitigation or enhancement required
Does the proposal provide childcare facilities?	Yes No ✓ N/A	The new SPZ on the STE will not provide childcare facilities.	Positive Negative Neutral ✓ Uncertain	N/A
Does the proposal include managed and affordable workspace for local businesses?	Yes No N/A ✓	Development permitted by the new SPZ may include flexible workspaces suitable for local businesses and start-ups.	Positive Negative Neutral ✓ Uncertain	N/A
Does the proposal include opportunities for work for local people via local procurement arrangements?	Yes ✓ No N/A	The new SPZ provides continued opportunities for employment. The demolition and construction phases of any new development that could forward within the new SPZ will provide opportunities for local people and the jobs will be temporary. As set out above, any new development that could come forward within the new SPZ will provide permanent employment opportunities.	Positive ✓ Negative Neutral Uncertain	No further mitigation or enhancement required

**Table 4.7 Minimising Use of Resources**

Assessment Criteria	Relevant?	Details / Evidence	Potential health impact?	Recommended mitigation or enhancement?
Does the proposal make best use of existing land?	Yes ✓ No N/A	As identified in Section 1 of this HIA, the SPZ Scheme was first granted at the STE in 1995 and was subsequently renewed in 2004 and 2014. This HIA has been prepared for the new 2024 – 2034 SPZ scheme. The Site lies within a very well-established framework of significant large-scale built development land uses, surrounded by residential development, all set within a network of strategic movement routes. As such, it is considered that the SPZ scheme will not only continue to make best use of existing land but also make more effective use of land on the basis that the parameters of the new SPZ will intensify the use of the existing land available in comparison to the current SPZ.	Positive ✓ Negative Neutral Uncertain	
Does the proposal encourage recycling (including building materials)?	Yes ✓ No N/A	As set out in the pre-deposit scheme, the SPZ scheme will encourage the developer to 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. SEGRO will commit to BREEAM (or relevant equivalent) measures including Wst 03 Operational waste which requires provision of a dedicated space for the segregation and storage of operational recyclable waste generated.	Positive ✓ Negative Neutral Uncertain	No further mitigation or enhancement required
Does the proposal incorporate sustainable design and construction techniques?	Yes ✓ No N/A	<p>The SPZ will require new build projects to achieve Very Good certification under BREEAM New Construction Version 6 or, if BREEAM is replaced by a national measure, the equivalent of measure will be applicable.</p> <p>SEGRO will commit to BREEAM V6 Excellent measures (or equivalent) including consideration for responsible construction practices, requiring the principal contractor to carry out a risk evaluation and implement a mitigation plan.</p> <p>In addition, mitigation from the current SPZ will continue to apply to the new SPZ including:</p> <ul style="list-style-type: none"> <li>On units in excess of 2,000 square metres of floorspace, the Principal Contractor shall comply with the “Considerate Construction Scheme”.</li> <li>The monitoring and recording of data on energy consumption</li> </ul>	Positive ✓ Negative Neutral Uncertain	No further mitigation or enhancement required



Assessment Criteria	Relevant?	Details / Evidence	Potential health impact?	Recommended mitigation or enhancement?
		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 • Compliant Site Waste Management Plan to achieve a minimum 80% of waste recycled during construction; and • Oil/Petrol separators to be used in the surface water drainage systems		

**Table 4.8 Climate Change**

Assessment Criteria	Relevant?	Details / Evidence	Potential health impact?	Recommended mitigation or enhancement?
Does the proposal incorporate renewable energy?	Yes ✓ No N/A	<p>Solar panels will be provided on every new building under the SPZ within certain parameters.</p> <p>Since the adoption of the current 2014 – 2024 SPZ Scheme, in November 2014, SEGRO has made significant improvements to the sustainability and energy efficiency of existing operations and new developments within the STE. These improvements are continually evolving. Measures to be included in the new SPZ include the following or relevant equivalents:</p> <ul style="list-style-type: none"> <li>• In accordance with the Slough Carbon Management Plan new build projects will seek to be built to a minimum BREEAM very good standard;</li> <li>• BREEAM - Ene 01 Reduction of energy use and carbon emissions; and</li> <li>• BREEAM - Ene 02 Energy monitoring for regulated energy loads;</li> <li>• All new buildings to have a minimum EPC rating of “A”.</li> <li>• Refurbishment standards to EPC B or better for exiting stock.</li> </ul>	Positive ✓ Negative Neutral Uncertain	No further mitigation or enhancement required
Does the proposal ensure that buildings and public spaces are designed to respond to winter and summer temperatures, i.e. ventilation, shading and landscaping?	Yes ✓ No N/A	As above, the SPZ will require new build projects to achieve Very Good certification under BREAAAM New Construction Version 6. Although some credits are optional, there are a number of BREEAM credits which relate to overheating and require measures to address ventilation, shading and landscaping.	Positive ✓ Negative Neutral Uncertain	No further mitigation or enhancement required
Does the proposal maintain or enhance biodiversity?	Yes ✓ No N/A	<p>As above, the SPZ will include the provision of new open space and landscaped areas (in the form of ‘pocket parks’). Each new development will also be required to reserve 6% of their plot area for landscaping. The landscaping provided on the SPZ boundary in combination with the proposed off-site enhancement will result in a net gain in biodiversity for the development of over 10% for both area habitats and hedgerow habitats.</p> <p>In line with the proposed SPZ planning conditions, if any new or retained trees or shrubs should die or are removed due to damage or disease within 2 years of a landscape scheme being implemented, they are to be</p>	Positive ✓ Negative Neutral Uncertain	No further mitigation or enhancement required

Assessment Criteria	Relevant?	Details / Evidence	Potential health impact?	Recommended mitigation or enhancement?
		<p>replaced in the next planting season with another of at least the same size and species (or one that is more suitable).</p> <p>The EIA Screening Report states that the SPZ will not have any effects on ecology or biodiversity and SEGRO will commit to securing biodiversity net gain as well as other measures such as well as securing controls on external lighting levels in order to limit light pollution.</p> <p>As with the current SPZ:</p> <ul style="list-style-type: none"> <li>Any planting should aim to enhance retained or adjacent vegetation and be of native species, or those of known value to wildlife, sourced from local nurseries to enhance foraging opportunities for local birds and bats, by increasing the invertebrate diversity on-Site. It is recommended that where trees are planted, they have a functional understorey; and</li> <li>Bird boxes can be integrated into any new buildings on-Site or fixed externally on existing buildings.</li> </ul>		
Does the proposal incorporate sustainable urban drainage techniques?	Yes ✓ No N/A	<p>The surface water drainage design for SPZ developments will manage the surface water run-off they generate for storm events up to and including the 1 in 100 year + 25% event within the plot boundary before discharging to the existing sewer system within the STE. Discharge rates will be reduced from the existing brownfield level and be as close to the greenfield rate as possible. The volumetric discharge from a plot shall also be reduced by reducing the impermeable area of the plot to at least 85%, so less water is collected and conveyed off-site.</p> <p>The SPZ will require, where practical, that surface water should be drained to soakaways or SuDS features using infiltration drainage to maximise source control and return water to ground, which in turn reduces off-site discharge and flood risk. Soakaways should have a 1m clearance between the base and the groundwater level. No soakaway should be constructed in contaminated ground.</p> <p>Additionally, the EIA Screening Report outlines that existing measures in the current SPZ will be carried across to the new SPZ including:</p> <ul style="list-style-type: none"> <li>There shall be no additional drainage to the highway; and</li> <li>No works which will result in the discharge of ground or surface water from the Site until drainage works have been completed.</li> </ul>	Positive ✓ Negative Neutral Uncertain	No further mitigation or enhancement required

Assessment Criteria	Relevant?	Details / Evidence	Potential health impact?	Recommended mitigation or enhancement?
		<p>In addition to the above, SEGRO will commit to BREEAM 2018 Excellent measures (or relevant equivalent) including Wat 01 Water consumption which requires achieving a 12.5% reduction over percentage improvement over baseline building water consumption, and Wat 02 Water monitoring - Fit water meters to the mains water supply to each building.</p>		

## 5 CONCLUSION

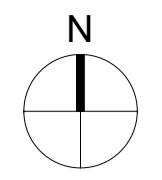
5.1.1 This Health Impact Assessment has been undertaken to allow Slough Borough Council to make an informed decision on the health implications of the new Simplified Planning Zone at the Slough Trading Estate. The assessment uses publicly available baseline information on the health and economic conditions on the Site, considers the local planning policy and health objectives, and using the Healthy Urban Development Unit assessment methodology has considered the potential for positive or negative health effects on the local population focusing on the following key health themes:

- Access to open space and nature;
- Air quality, noise and neighbourhood amenity;
- Accessibility and active travel;
- Crime reduction and community safety;
- Access to work and training;
- Minimising the use of resources; and
- Climate change.

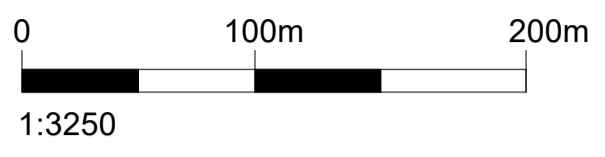
5.1.2 The review of the existing baseline conditions identified that the local population of Slough has high levels of deprivation, higher levels of health problems in the local population than the average for England, and that the Council's health objectives include *reducing the gap in employment rate for key groups; reducing wage gaps and sickness absences; and improving the wellbeing at work of people employed in the Borough.*

5.1.3 The STE is a large source of employment in the borough and the new SPZ will ensure further local employment opportunities. The new SPZ has a series of planning conditions and design requirements to ensure that as plots within the STE are redeveloped that landscaping and good access provisions are included. The proposals will therefore directly allow opportunities for access to nature and open space adjoining the site thereby allow the opportunity for improved health conditions for employees and visitors to the Site. Measures to prevent significant effects on health conditions including from noise air quality associated with demolition and construction activities will be carefully controlled through management plans. The Site is adjacent to existing AQMAs and the SPZ proposals have taken these into account in the design of the proposed mitigation measures. Further, once plots have been built out there will be travel plans to encourage active travel and consequently again allows opportunities for health and exercise. Finally, the importance of the changing climate and the implications associated with climate change have been considered to ensure safe and health workspaces for all future employees and visitors to the Site.

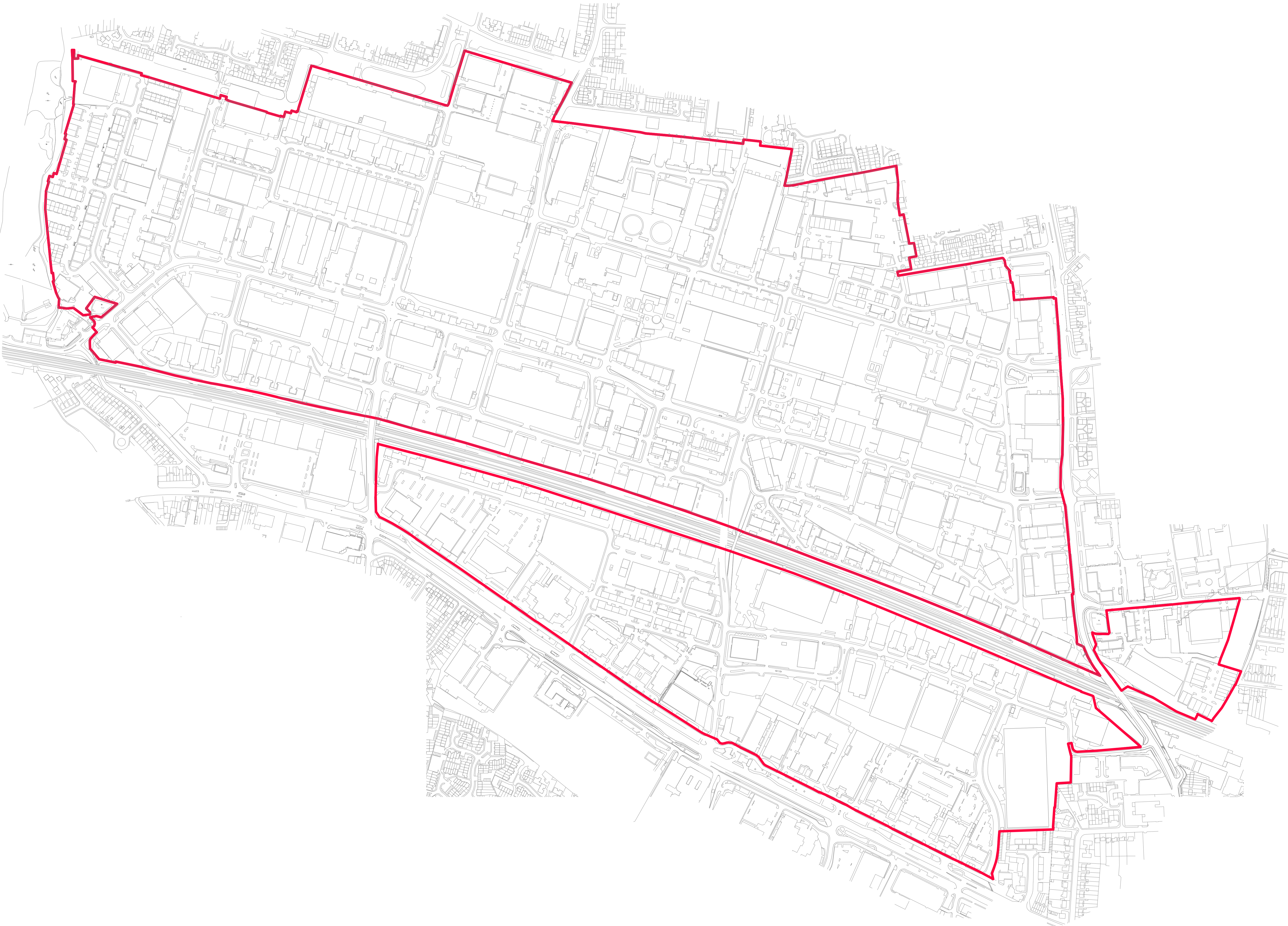
# Appendix A Site Location Plan



NOTES:  
 Copyright Chetwoods (London) Limited. No implied licence exists.  
 Contractors must verify all dimensions on site before commencing any work or stop drawings. This drawing is not to be scaled. Use figured dimensions only.  
 Building areas are liable to adjustment over the course of the design process due to the ongoing construction detailing developments.  
 Please note the information contained within this drawing is solely for the benefit of the employer and should not be relied upon by third parties.  
 The CDM hazard management procedures for the Chetwoods aspects of the design of this project are to be found on the "Chetwoods - Hazard Analysis and Design Risk Assessment" and/or drawings. The full project design teams comprehensive set of hazard management procedures are available from the Principle Designer appointed for the project.



**New SPZ Scheme Boundary**



05	Revised SPZ boundary	01/05/24	SL
04	Revised SPZ boundary	24/04/24	SL
03	Draft for consultation	13/03/24	SL
02	Minor Amendments	19/01/24	SL
01	Issued for Planning	19/01/24	SL
00	First Issue	19/07/23	SL

Rev	Revision Description	Date	Author/Reviewer
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Project  
**SPZ**

Client  
**SEGRO**

Drawing Title  
**Plan 1 – SPZ Scheme Boundary Plan**

Scale	Size	Drawn	Checked	Date
1 : 3250	A1	SL	LF	19/07/23

Project	Originator	Zone	Level	Type	Role	Number	Rev
5120	CA	00	ZZ	DR	A	05023	05

# **Appendix B      Public Health England Report for Slough**





## Slough

Published on 03/03/2020

Area type: Unitary authority  
Region: South East

# Local Authority Health Profile 2019

This profile gives a picture of people's health in Slough. It is designed to act as a 'conversation starter', to help local government and health services understand their community's needs, so that they can work together to improve people's health and reduce health inequalities.

Visit <https://fingertips.phe.org.uk/profile/health-profiles> for more area profiles, more information and interactive maps and tools.

## Health in summary

The health of people in Slough is varied compared with the England average. About 15.1% (5,540) children live in low income families. Life expectancy for both men and women is lower than the England average.

## Health inequalities

Life expectancy is 6.0 years lower for men and 4.4 years lower for women in the most deprived areas of Slough than in the least deprived areas.

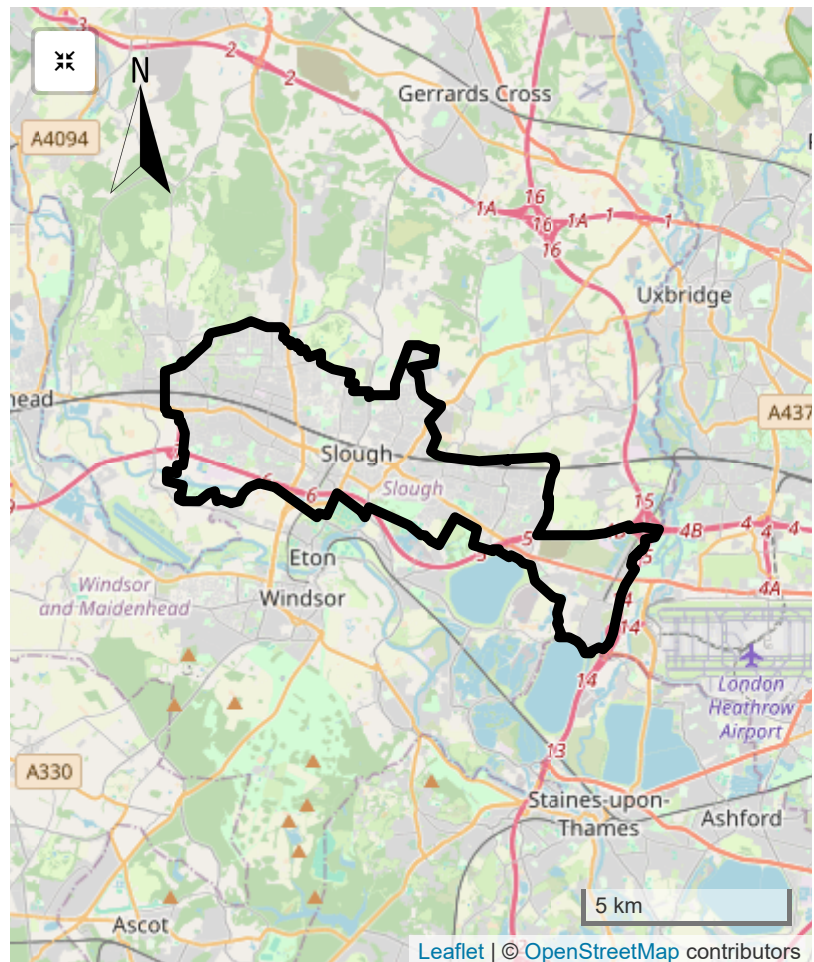
## Child health

In Year 6, 26.2% (626) of children are classified as obese, worse than the average for England. The rate for alcohol-specific hospital admissions among those under 18 is 16\*, better than the average for England. This represents 7 admissions per year. Levels of GCSE attainment (average attainment 8 score), breastfeeding and smoking in pregnancy are better than the England average.

## Adult health

The rate for alcohol-related harm hospital admissions is 678\*. This represents 833 admissions per year. The rate for self-harm hospital admissions is 173\*. This represents 260 admissions per year. Estimated levels of excess weight in adults (aged 18+), smoking prevalence in adults (aged 18+), smoking prevalence (in routine and manual occupations) and physically active adults (aged 19+) are worse than the England average. The rates of new sexually transmitted infections and killed and seriously injured on roads are better than the England average. The rate of new cases of tuberculosis is worse than the England average. The rates of violent crime (hospital admissions for violence) and under 75 mortality rate from cardiovascular diseases are worse than the England average.

\* rate per 100,000 population



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Contains OS data © Crown copyright and database right 2019  
Local authority displayed with full resolution clipped boundary

# Health summary for Slough

## Key

Significance compared to goal / England average:

<b>Significantly worse</b>	<b>Significantly lower</b>	↑ Increasing / Getting worse	↑ Increasing / Getting better
<b>Not significantly different</b>	<b>Significantly higher</b>	↓ Decreasing / Getting worse	↓ Decreasing / Getting better
<b>Significantly better</b>	<b>Significance not tested</b>	↑ Increasing	↓ Decreasing
		↑ Increasing (not significant)	↓ Decreasing (not significant)
		– Could not be calculated	→ No significant change

## Life expectancy and causes of death

Indicator	Age	Period	Count	Value (Local)	Value (Region)	Value (England)	Change from previous
1 Life expectancy at birth (male)	All ages	2016 - 18	n/a	78.6	80.7	79.6	↑
2 Life expectancy at birth (female)	All ages	2016 - 18	n/a	82.4	84.1	83.2	↓
3 Under 75 mortality rate from all causes	<75 yrs	2016 - 18	1075	398.6	292.3	330.5	↓
4 Mortality rate from all cardiovascular diseases	<75 yrs	2016 - 18	264	105.7	59.0	71.7	↓
5 Mortality rate from cancer	<75 yrs	2016 - 18	331	131.0	123.6	132.3	↓
6 Suicide rate	10+ yrs	2016 - 18	38	10.1	9.21	9.64	↑

## Injuries and ill health

Indicator	Age	Period	Count	Value (Local)	Value (Region)	Value (England)	Change from previous
7 Killed and seriously injured (KSI) rate on England's roads	All ages	2016 - 18	142	31.8	49.6	42.6 \$	–
8 Emergency hospital admission rate for intentional self-harm	All ages	2018/19	260	172.6	199.7 ~	193.4	↓
9 Emergency hospital admission rate for hip fractures	65+ yrs	2018/19	80	524.7	516.6 ~	558.4	↑
10 Percentage of cancer diagnosed at early stage	All ages	2017	175	46.8	52.7	52.2	↑
11 Estimated diabetes diagnosis rate	17+ yrs	2018	n/a	88.4	75.2	78.0	↑
12 Estimated dementia diagnosis rate	65+ yrs	2019	598	64.9 *	65.6 *	68.7 *	↑

## Behavioural risk factors

Indicator	Age	Period	Count	Value (Local)	Value (Region)	Value (England)	Change from previous
13 Hospital admission rate for alcohol-specific conditions	<18 yrs	2016/17 - 18/19	20	15.8	31.7 ~	31.6	↓
14 Hospital admission rate for alcohol-related conditions	All ages	2018/19	833	678.4	526.3 ~	663.7	↑
15 Smoking prevalence in adults	18+ yrs	2018	22624	21.3	12.9	14.4	↑
16 Percentage of physically active adults	19+ yrs	2017/18	n/a	55.8	69.8	66.3	↑
17 Percentage of adults classified as overweight or obese	18+ yrs	2017/18	n/a	66.8	60.3	62.0	↑

## Child health

Indicator	Age	Period	Count	Value (Local)	Value (Region)	Value (England)	Change from previous
18 Teenage conception rate	<18 yrs	2017	38	14.1	13.9	17.8	↑
19 Percentage of smoking during pregnancy	All ages	2018/19	163	7.40	9.70 \$	10.6	↑
20 Percentage of breastfeeding initiation	All ages	2016/17	1852	76.2	79.1	74.5	↑
21 Infant mortality rate	<1 yr	2016 - 18	43	5.65	3.65	3.93	↑
22 Year 6: Prevalence of obesity (including severe obesity)	10-11 yrs	2018/19	626	26.2	16.8	20.2	↓

## Inequalities

Indicator	Age	Period	Count	Value (Local)	Value (Region)	Value (England)	Change from previous
23 Deprivation score (IMD 2015)	All ages	2015	n/a	22.9	-	21.8	–

Indicator	Age	Period	Count	Value (Local)	Value (Region)	Value (England)	Change from previous
24 Smoking prevalence in adults in routine and manual occupations	18-64 yrs	2018	n/a	36.0	25.0	25.4	↑

## Wider determinants of health

Indicator	Age	Period	Count	Value (Local)	Value (Region)	Value (England)	Change from previous
25 Percentage of children in low income families	<16 yrs	2016	5540	15.1	12.9	17.0	↑
26 Average GCSE attainment (average attainment 8 score)	15-16 yrs	2018/19	90828	49.4	47.9	46.9	↑
27 Percentage of people in employment	16-64 yrs	2018/19	71100	73.5	78.4	75.6	↓
28 Statutory homelessness rate - eligible homeless people not in priority need	Not applicable	2017/18	48	0.86	0.66	0.79	↓
29 Violent crime - hospital admission rate for violence (including sexual violence)	All ages	2016/17 - 18/19	335	71.9	31.2 ~	44.9	↑

## Health protection

Indicator	Age	Period	Count	Value (Local)	Value (Region)	Value (England)	Change from previous
30 Excess winter deaths index	All ages	Aug 2017 - Jul 2018	72	28.0	30.2	30.1	↑
31 New STI diagnoses rate (exc chlamydia aged <25)	15-64 yrs	2018	749	769.0	708.1	850.6	↑
32 TB incidence rate	All ages	2016 - 18	133	29.8	6.19	9.19	↓

For full details on each indicator, see the [definitions tab of the Local Authority Health Profiles online tool](#).

For a full list of profiles produced by Public Health England, see the fingertips website: <https://fingertips.phe.org.uk/>

## Indicator value types

1,2 Life expectancy - years 3,4,5 Directly age-standardised rate per 100,000 population aged under 75 6 Directly age-standardised rate per 100,000 population aged 10 and over 7 Crude rate per 100,000 population 8 Directly age-standardised rate per 100,000 population 9 Directly age-standardised rate per 100,000 population aged 65 and over 10 Proportion - % of cancers diagnosed at stage 1 or 2 11 Proportion - % recorded diagnosis of diabetes as a proportion of the estimated number with diabetes 12 Proportion - % recorded diagnosis of dementia as a proportion of the estimated number with dementia 13 Crude rate per 100,000 population aged under 18 14 Directly age-standardised rate per 100,000 population 15,16,17 Proportion 18 Crude rate per 1,000 females aged 15 to 17 19,20 Proportion 21 Crude rate per 1,000 live births 22 Proportion 23 Index of Multiple Deprivation (IMD) 2015 score 24 Proportion 25,26 Slope index of inequality 27 Proportion 28 Mean average across 8 qualifications 29 Proportion 30 Crude rate per 1,000 households 31 Directly age-standardised rate per 100,000 population 32 Ratio of excess winter deaths to average of non-winter deaths 33 Crude rate per 100,000 population aged 15 to 64 (excluding Chlamydia) 34 Crude rate per 100,000 population

*	Value compared to a goal (see below)
~	Due to an issue with HES coding in East Sussex Healthcare NHS Trust in 2018/19, for which approximately 85,000 records erroneously had all diagnosis codes removed, this value should be treated with caution. In 2018/19, between 1 to 10% of patients that attended hospital from this area had records that were missing diagnosis codes
\$	Aggregated from all known lower geography values

## Thresholds for indicators that are compared against a goal

Indicator Name	Green	Amber	Red
12 Estimated dementia diagnosis rate (aged 65 and over)	>= 66.7% (significantly)	similar to 66.7%	< 66.7% (significantly)

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- <sup>ii</sup> <https://www.publichealth.com.ng/world-health-organizationwho-definition-of-health/>
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