



Slough Trading Estate Simplified Planning Zone Scheme

Environmental Impact Assessment Screening Report

On behalf of



Document Control Sheet

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EXECUTIVE SUMMARY

This Screening Report has been prepared to identify the environmental effects that could arise from a new Simplified Planning Zone (SPZ) on the Slough Trading Estate. There have been three SPZs on the Slough Trading Estate with the current one (2014 – 2024) due to end in November 2024.

What is a Simplified Planning Zone?

A simplified planning zone is a defined area of land where the types of development described in the SPZ are deemed to have planning permission for a defined period of time (usually 10 years).

Where is the Slough SPZ?

The Slough SPZ is 162 hectares in area and is located approximately 1.6 km to the north-west of Slough Town Centre.

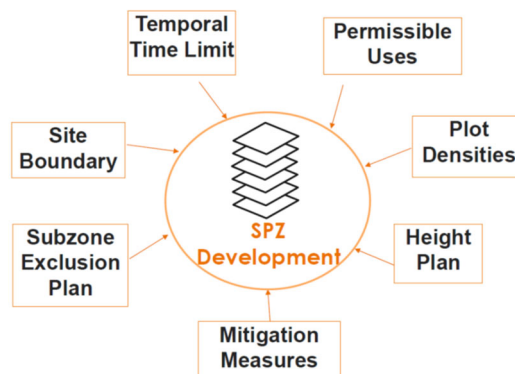
What are the existing conditions on the SPZ?

Current uses on the trading estate include industrial units, storage and distribution units, data centres, a hotel, research and development facilities, a power station, retail units, food and drink establishments, leisure units such as gyms, and financial and professional services. Some of the plots within the estate have been redeveloped in the course of the current SPZ and are unlikely to be redeveloped in the next SPZ, and other uses on the estate have leases lasting more than 10 years and are also unlikely to be redeveloped in the next 10 years. In environmental terms the site is of limited sensitivity with no areas statutorily protected for ecological, heritage or landscape purposes.



What is the new Slough SPZ?

The new Slough SPZ will comprise a defined area of land where the types of development described in the SPZ subject to defined environmental mitigation will be deemed to have planning permission for a defined period of time. The 'development' or project considered in this EIA Screening Report is defined by a series of parameters and mitigation shown below.



How were the potential environmental effects of the new Slough SPZ identified?

In order to identify the potential environmental effects of the new SPZ and establish whether any potential effects would be significant, the applicant's technical team has:

- Reviewed publicly available baseline information and collected focused site survey data;
- Identified the pattern of development across the SPZ since its inception in 1995 through to the current SPZ;
- Considered each of the SPZ scheme parameters;
- Identified the maximum possible developable areas within the SPZ to use as 'worst case' scenarios in respect of environmental effects; and
- Held focused technical workshops with specialists in transport, air quality, noise, landscape/townscape, visual impacts, and heritage.

The aspects of the environment considered as part of the screening process are those established by the EIA Regulations and included population and human health; biodiversity; land, soil, water, air and climate; material assets, cultural heritage and the landscape; and the interactions between these factors.

The worst case environmental effects that could occur as a result of the flexibility allowed by the SPZ were established through the consideration of a number of unrealistic but theoretically possible development 'scenarios'.

Will the new Slough SPZ result in significant environmental effects?

This Screening Report concludes that the new SPZ would not be likely to result in significant effects on the environment. This conclusion has been drawn from the assessment of defined parameters and including the implementation of the identified mitigation measures secured through standard planning mechanisms.

1 INTRODUCTION

- 1.1 This Screening Report has been prepared by Stantec on behalf of SEGRO (hereafter referred to as the Applicant). The report accompanies a request to Slough Borough Council (SBC) to adopt a Screening Opinion in accordance with the *Town and Country Planning (Environmental Impact Assessment) Regulations 2017*ⁱ to determine whether a new Simplified Planning Zone (SPZ) Scheme at Slough Trading Estate (STE), Slough (Appendix 1.1 amended May 2024), constitutes EIA development.

Simplified Planning Zone

- 1.2 A SPZ is defined in section 82 of the Town and Country Planning Act 1990ⁱⁱ 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 Therefore, once adopted, development proposed within the Slough SPZ would not require further planning permission so long as it accorded with the requirements of the SPZ.

- 1.4 Regulation 31 of the EIA Regulations states:

No—

(a) adoption or approval of a simplified planning zone scheme(a) ...

shall grant planning permission for EIA development, but it may grant planning permission for Schedule 2 development where that grant is made subject to the prior adoption of a screening opinion or to the prior making of a screening direction that the particular proposed development is not EIA development.

- 1.5 A SPZ Scheme was first granted at the STE in 1995 and was subsequently renewed in 2004 and 2014. The 2004 renewal of the SPZ Scheme was not considered to be EIA development by SBC. A request for a Screening Opinion was sought from SBC in January 2013 for the 2014 renewal of the SPZ Scheme. SBC adopted its Screening Opinion in February 2013 concluding that EIA was not required (see Appendix 1.2). This Screening Report has been prepared for the new 2024-2034 SPZ scheme.

Report Structure

- 1.6 This Screening Report structure accords with the requirements of Regulation 6 of the EIA Regulations, and Table 1.1 sets out the requirements of the Regulations and a signpost to this information in the Report.

Table 1.1: Regulation 6 EIA Screening Requirements

EIA Regulations 2017 - Regulation 6	Location in EIA Screening Report
<i>(a) a plan sufficient to identify the land</i>	Appendix 1
<i>(b) a description of the development, including in particular (i) a description of the physical characteristics of the development and, where relevant, of demolition works; (ii) a description of the location of the development, with particular regard to the environmental sensitivity of geographical areas likely to be affected;</i>	Chapter 3
<i>(c) a description of the aspects of the environment likely to be significantly affected by the development;</i>	Chapter 2
<i>(d) to the extent the information is available, a description of any likely significant effects of the proposed development on the environment resulting from: (i) the expected residues and emissions and the production of waste, where relevant; and (ii) the use of natural resources, in particular soil, land, water and biodiversity;</i>	Chapter 5
<i>(e) such other information or representations as the person making the request may wish to provide or make, including any features of the proposed development or any measures envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment."</i>	Chapters 5 and 6

Stantec

- 1.7 This Screening Report has been prepared by the Environmental Planning team at Stantec. The author has over 20 years' experience in all stages of Environmental Impact Assessment and the team comprises Chartered Environmentalists and Institute of Environmental Management and Assessment (IEMA) registered EIA Practitioners. Stantec is an IEMA Quality Mark registrant. A Statement of Expertise for the team contributing to this Screening Report is provided in Appendix 1.3.
- 1.8 This Screening Report concludes that, like the three previous SPZs, the new SPZ Scheme would not permit EIA development as defined by the EIA Regulations.

2 SITE DESCRIPTION

Introduction

- 2.1 This section sets out the baseline conditions on and around the STE. Establishing clear baseline conditions is important in EIA as the potential for significant effects needs to be considered in the context of the established baseline position.

Site Context

- 2.2 The site forms part of the STE and is located approximately 1.6 km to the north west of Slough Town Centre, within the administrative area of SBC. The STE includes a variety of business, industrial and warehouse uses with a limited number of service activities, including shops and banks to predominantly meet the needs of employees working on the STE. The STE is one of the oldest and largest industrial areas in Europe and has been in operation for over 100 years.
- 2.3 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. The Thames Water Management Works and the Jubilee River lie to the south of the M4.
- 2.4 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.
- 2.5 The site is bisected in an east to west direction by the London (Paddington) to Bristol Railway line. The nearest train station is Burnham, which is located 350m to the south west of the site, at the closest point.

Site Description

Background and Existing Uses

- 2.6 The site is a long-standing established employment location. The site extends to 162.3ha in size and comprises previously developed land. The site includes development plots and supporting road, drainage and utilities infrastructure.



Figure 2.1: Slough Trading Estate looking east

- 2.7 Existing uses on the plots within 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 31st December 2022).
- 2.8 The site includes independent offices (Use Class E) in particular along the Bath Road frontage.
- 2.9 The site also includes the Slough Combined Heat and Power Plantⁱⁱⁱ. In June 2017, SBC granted planning permission to Slough Heat and Power Ltd (under SBC refs: P/00987/051 (being a section 73 variation of P/00987/024 and P/00987/035) and P/00987/025, P/00987/052 and P/19876/000) for the development of a new energy-from-waste facility, known as Slough Multifuel, at the Slough Combined Heat and Power Plant site. In August 2018, decommissioning and demolition works began to facilitate the development. Part of the existing Slough Combined Heat and Power Plant remains operational and continues to supply energy, water and heat. Construction of Slough Multifuel commenced in May 2021 and is expected to take approximately three and a half years. The new facility will produce electricity and heat through burning waste-derived fuels made from various sources of municipal solid waste, commercial and industrial waste, and waste wood. The existing planning permission allows the Multifuel Plant to generate up to 50 megawatts (MW) of electricity. An application for development consent was submitted to the Planning Inspectorate in September 2022 (PINS Ref: EN010129) to increase the efficiency of the Plant to allow the generation of up to 60 MW of electricity. A Development

Consent Order was made on 28th November 2023 to come into force on 20th December 2023.

- 2.10 Other developments which have planning permission, and/or resolution to grant, are part of the baseline, and are referred to at paragraphs 2.11 and 2.12 below.

Existing Heights

- 2.11 The existing heights of built development on the site vary. The current 2014 – 2024 SPZ Scheme heights parameters, up to which built form may be constructed at present, set a maximum of 23m above ground level, and this is applicable across the majority of the site. Other existing and consented built forms exceeding these heights include V-Park, Liverpool Road (36m) (ref: P/19650/000) and Slough Combined Heat and Power Plant (48m). The cooling towers associated with the Slough Combined Heat and Power Plant are 49m tall and the north stack (the taller of the two chimneys) is 104m tall.
- 2.12 In addition, the height of built form that is anticipated to be consented at Equinix LD14 on Banbury Avenue (up to 41m), has also been considered for the purposes of determining and assessing the proposed massing. The Council has confirmed their EIA Screening Opinion (P//20054/000) that this proposal would not be EIA Development. For the purpose of the assessment of townscape and visual effects (see Appendix 2.1) and cultural heritage (see Appendix 2.2), the current 2014 – 2024 SPZ Scheme heights parameters together with existing, consented and anticipated to be consented built forms, as set out above, is considered as the assessed baseline.

Environmental Baseline Conditions

- 2.13 There are no internationally designated sites on or within close proximity to the site. A review of the environmental baseline conditions is set out below.

Townscape and Views

- 2.14 A Townscape and Visual Appraisal (TVA) has been prepared for the site and is included at Appendix 2.1. The site is not located within or in the vicinity of any landscape or landscape-related designations. The site is not located within an Area of Outstanding Natural Beauty (AONB), National Park, or an Area of High Landscape Value. The nearest Area of Outstanding Natural Beauty (AONB) is the Chilterns AONB located over 10km to the north-west of the site.
- 2.15 There are no Registered Parks or Gardens (RPG) adjoining the site. The RPG nearest to the site – Stoke Park (Grade II) lies approximately 900m to the north-east of the site. There are a number of other RPGs in the wider context, including Eton College (Grade II); The Royal Estate, Windsor: Windsor Castle and Home Park (Grade I); and Cliveden (Grade I). There is no visibility of the site from Stoke Park, Cliveden or Eton College owing to intervening vegetation and built form. There is glimpsed visibility of existing infrastructural/industrial/commercial development

within the site from some locations on elevated land within The Royal Estate, Windsor.

- 2.16 In terms of land use and settlement, the urban area of Slough generally occupies the Thames valley floor, extending approximately 3.8km north-south. As a result of the topographical pattern and the significant road and rail corridors that follow it, urban development extends in a broadly east-west pattern along the valley floor. Slough forms part of a conurbation with Burnham to the west and Langley to the east. This urban area is substantial, extending approximately 11km east-west.
- 2.17 The many strategic movement routes have long influenced the land use within the conurbation, which includes extensive industrial, business and transport infrastructure uses. As set out above, the STE comprises industrial, utilities (including the Slough Combined Heat and Power Biomass multifuel plant), commercial and office use. These features form part of a pattern of large-scale land uses extending along the A4 corridor from the district of Cippenham to the south-west of the site, as far as Slough town centre to the east. The town centre includes extensive commercial, business and transport infrastructure uses. In summary, 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.
- 2.18 These dominant urban influences reflect published character assessment at a National level, which sets out the strong urban character and the range of wider urbanising influences in this part of NCA 115: Thames Valley; and at a Berkshire county level, which includes the site within land defined as 'Urban Area' for which no further detail is provided.
- 2.19 In terms of views, there is limited visibility of the lower levels of the site within the existing urban area, unless in immediate proximity to the Site. The upper levels of existing built forms within the site, in particular the Slough Combined Heat and Power Plant cooling towers and chimney and new energy centre as well as some of the larger-scale commercial uses are seen from a range of locations, including in glimpses along road corridors in the urban area and over and between existing vegetation and built form in the valley floor to the south and west. Views across the valley floor from elevated locations to the north and south are limited by the predominant wooded structure of the upper valley flanks. Where existing built forms within the site are seen from elevated views from these locations, they are seen against or above the wooded flanks of the opposite side of the valley. In all views, where seen, the site is perceived as a significant industrial and infrastructural influence.

Noise and Vibration

- 2.20 The existing noise climate is influenced by traffic on nearby roads including Bath Road (A4) to the south, Farnham Road (A355) which borders the site to the east, the M4 motorway which is approximately 1km to the south of the site, and the Great Western Main Line railway running east-west through the southern part of the STE. Noise also arises from surrounding existing

operational industrial and commercial units within the wider STE. Noise monitoring baseline data have been collected for locations representative of residents around the STE, attached at Appendix 2.3.

Air Quality

2.21 The site is not located within an Air Quality Management Area^{iv} (AQMA). The following AQMAs are located closest to the site and are all designated for nitrogen dioxide (NO₂) exceedances:

- Slough AQMA No. 3 Extension (approximately 250m to the south and south east of the site);
- Slough AQMA No. 4 (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).

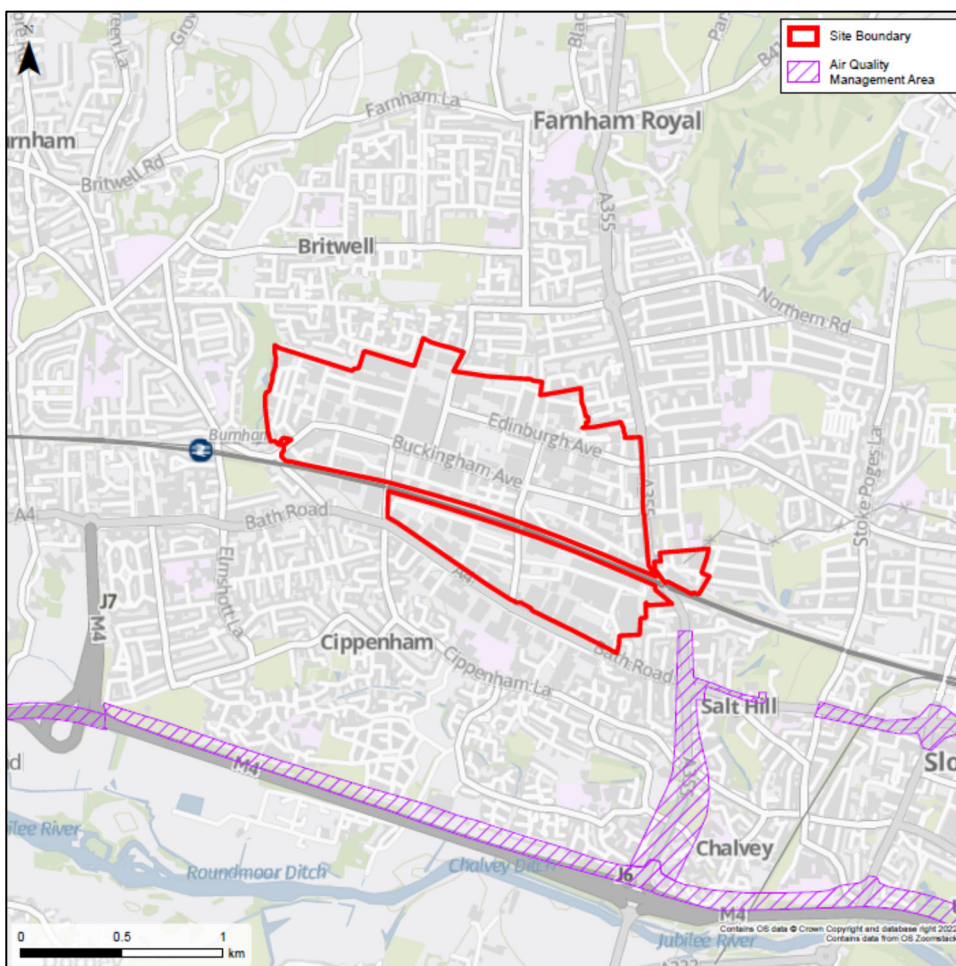


Figure 2.2: Air Quality Management Areas (approximate site boundary)

2.22 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 multifuel facility (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_x), sulphur dioxide (SO₂), 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). Baseline air quality data for the SPZ are provided in Appendix 2.4.

Biodiversity

2.23 There are two international statutory designated sites located within 6km of the site. The closest is Burnham Beeches, a Special Area of Conservation (SAC) and a Site of Special Scientific Interest (SSSI), located approximately 2.3km to the north of the site. Windsor Forest and Great Park SAC and SSSI is approximately 5.8km to the south of the site. The closest statutory site, Haymill Valley Local Nature Reserve (LNR), sits directly to the west of the site. Haymill Valley LNR is also designated as a non-statutory Berkshire Local Wildlife Site and Berkshire Buckinghamshire and Oxfordshire Wildlife Trust Reserve, and a Biodiversity Opportunity Area. Cocksherd Wood LNR and Hershel Park LNR are located approximately 700m to the north and 2.3km to the south east of the site, respectively. There are seven non-statutory designated sites within 1 km of the site. Three of these cover all or part of the Haymill Valley LNR such that they lie adjacent to the western site boundary.

2.24 A Preliminary Ecological Assessment has been undertaken for the site (see Appendix 2.5). In terms of habitats, the site comprises a combination of industrial and office buildings, hardstanding, bare ground, amenity grassland, introduced shrubs, hedgerows and scattered trees. It lies in an urban area and is surrounded by residential housing and further industrial development to the north, east and south, and Haymill Valley LNR, to the west. A railway line with vegetated banks (woodland and dense scrub) forming a green corridor through Slough bisects the site.

2.25 None of the buildings or trees on-site were assessed as supporting features suitable to support roosting bats. Whilst the hedgerows, introduced shrub beds and scattered trees provide foraging and commuting opportunities for bats, the Site's urban location and high levels of light spill anticipated at nighttime mean the on-site habitats were assessed as being of low quality for foraging and commuting bats. The site has limited potential to support hedgehogs. The non-native invasive species wall cotoneaster is present on the site. Badgers may be present within the adjacent Haymill Valley LNR, or along the banks of the railway line, but are considered unlikely to make use of the site itself. There is a distinct lack of suitable habitat for reptiles on-site and in the majority of habitats adjacent to the site. Although some of the habitats within

Haymill Valley LNR adjacent to the site could be suitable for reptiles, no records of reptiles could be found for any of these species within the reserve. As a result, it is considered unlikely that reptiles frequent the site.

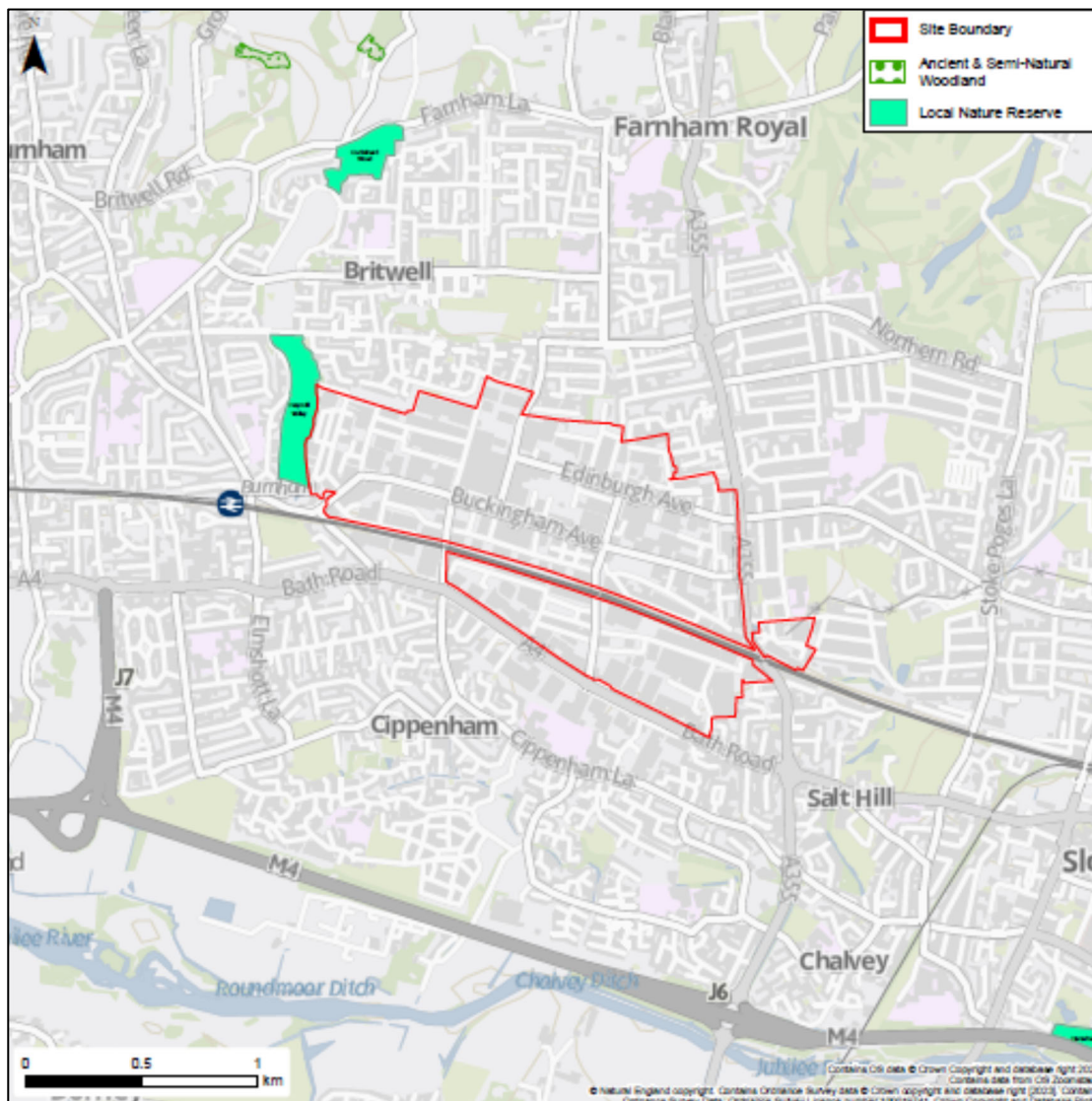


Figure 2.3: Local Nature Reserves (approximate site boundary)

Built Heritage and Archaeology

- 2.26 A Cultural Heritage Technical Note has been prepared for the site and is included at Appendix 2.2 and an addendum to the Cultural Heritage Technical Note is attached at Appendix 2.2a.

Designated Heritage Assets

- 2.27 Given the scale and massing of the current built development on the site, a 5km study area is considered appropriate for heritage (see Appendix 2.2). The extent of the study area has been determined by the valley topography and associated higher ground that affords long distance views towards the site. To this end, a 5km study area that incorporates the higher ground on

either side of the valley to the north/northwest and southeast has been drawn from the boundary of the site.

2.28 There are no listed buildings, ancient monuments or conservation areas within the SPZ boundary. The Grade II Listed Railway Bridge over the Great Western Railway Line, adjacent to Leigh Road, is outside the SPZ boundary. The Grade II Listed Milestone Marker located on Bath Road is also adjacent to but outside of the SPZ boundary.

2.29 A search of the National Heritage List for England identified 891 designated heritage assets within the study area:

- 841 Listed Buildings;
- 16 Registered Parks and Gardens;
- 11 Scheduled Monuments; and
- 23 Conservation Areas.

2.30 These include several assets at the highest designations, such as:

- Assets at Windsor Castle, including the Scheduled Monument and Grade I listed buildings within the castle precinct, 3.2km south east of the site;
- The Royal Estate, Windsor: Windsor Castle and Home Park and Frogmore Gardens - Grade I Registered Park and Gardens and associated listed structures, 2.4km south east of the site;
- Grade I listed Eton College buildings and Grade II Registered Park and Garden, 2km south east of the site; and
- Registered Parks and Gardens at Stoke Place (Grade II) and Stoke Park and Stoke Poges Gardens of Remembrance (Grade I), 934m to the north east of the site at the closest point.

2.31 There are several listed buildings within and in proximity to the boundary of the site, including:

- Railway bridge – Grade II (UID:1391570), within the site on Leigh Road;
- Milestone at SU9556 8054 – Grade II (UID:1113373), close to the junction of Leigh Road and Bath Road;
- The Long Barn Public House – Grade II (UID: 1113378), 200m south of the site;
- Barn approximately 10m E of the Long Barn Public House – Grade II (UID: 1321978), 223m south of the site;
- Barn approximately 40m SW of the Long Barn Public House – Grade II (UID: 1113379), 246m south of the site;
- 1-5 Cippenham Lodge – Grade II (UID: 1321979), 294m south east of the site; and

- Wall at Cippenham Lodge – Grade II (UID: 1113380), 294m south east of the site.

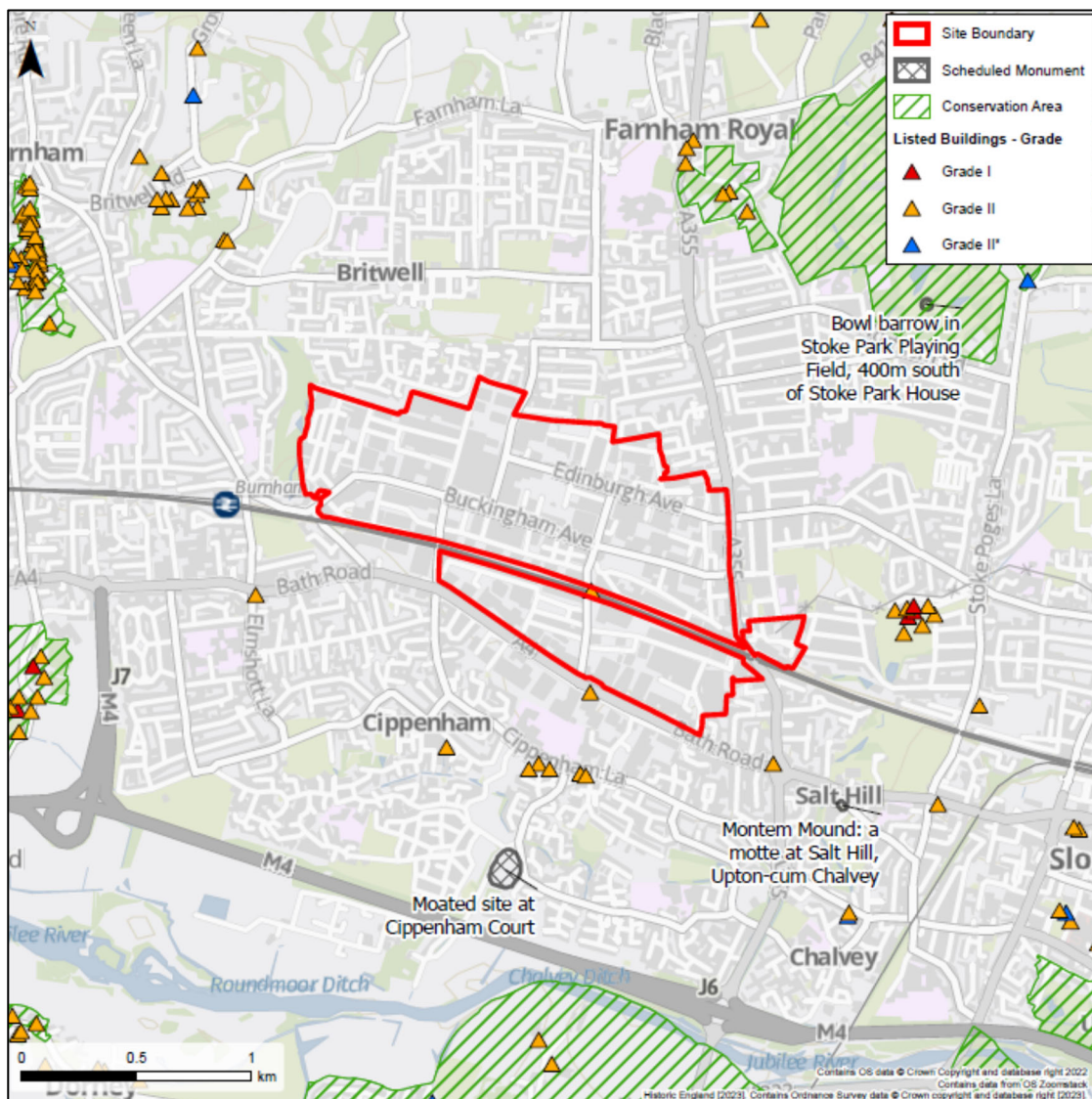


Figure 2.4: Heritage Assets (approximate site boundary)

Non-designated Heritage Assets and Archaeological Remains

2.32 The Written Scheme of Investigation (WSI) undertaken for the current 2014 – 2024 SPZ Scheme highlighted areas of archaeological potential which have since been mitigated and developed. Given the scale of the current built development, the potential for archaeological remains on the site is low. However, there is the potential for below ground non-designated heritage assets to survive in small areas of the site.

Transport and Access

2.33 A comprehensive suite of traffic surveys was undertaken in March 2022 across the STE to understand the baseline traffic conditions on the local highway network. The key findings are summarised as follows.

Vehicular Access

- 2.34 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.
- 2.35 Buckingham Avenue bisects the STE and forms the main east-west route through the STE linking Burnham (west) to the A355 Farnham Road (east). Buckingham Avenue is subject to approximately 600 to 800 two-way movements during AM and PM peak hours, of which approximately 12-15% is LGV traffic and 3-5% is HGV traffic.
- 2.36 Edinburgh Avenue runs parallel to the north of Buckingham Avenue providing a link between Fairlie Road and Farnham Road subject to approximately 500 two-way traffic movements during AM and PM peak hours.
- 2.37 Dover Road and Leigh Road both bridge the railway line and connect to Buckingham Avenue to the north and the A4 Bath Road to the south. Both are main routes from the A4 into the STE and carry approximately 600 to 800 two-way vehicles during peak hours.
- 2.38 The surveys also recorded the number of vehicles travelling through the STE across the day. Approximately 30% of trips in the AM peak hour and 50% in the PM peak hour travelled through the STE rather than staying within. This primarily occurred north to south between Fairlie Road (north) and Leigh Road or Dover Road, and east to west through the STE along Buckingham Avenue. HGV flows on roads close to the STE are set out in Table 2.1 below.

Table 2.1: HGV Flows

Road	HGV (two way daily)
A4 Bath Road west of STE	566
A4 Bath Road east of STE	483
A355 Farnham Road	537

- 2.39 The A4 Bath Road lies to the south of Buckingham Avenue and also travels in the east–west direction. This provides a direct link from the south of STE to Slough Town Centre (east) and Maidenhead (west); furthermore, the Bath Road connects to the M4 via Tuns Lane and Huntercombe Spur and at junctions 6 and 7, respectively.

Walking and Cycling

- 2.40 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 pedestrian and cyclists to safely move around the STE. The surveys in March 2022 recorded approximately 700 people walking to and from the STE during the AM peak hour, and approximately 200 cyclists.

- 2.41 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, Scaffell Road, and Pevensey Road. From Britwell to the north using these footpaths approximately 100 pedestrians and cyclists were recorded travelling into the STE.
- 2.42 The Applicant has 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 route direct into Cippenham.

Public Transport

- 2.43 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 recorded a total of 322 people boarding and alighting the buses on Buckingham Avenue and A4 Bath Road Service Road between 0700 to 1000 and 271 between 1600 to 1900. The STE is served by rail services from both Burnham station and Slough station. The former 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.

Contamination

- 2.44 The site has been associated with industrial uses for over 100 years, which has resulted in localised impacts to land and water as a result of contamination. The Applicant 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.
- 2.45 Past investigations on the site (and wider STE) have resulted in a comprehensive archive of reports to document the assessment and mitigation of contamination associated with historical and current activities, with all necessary consultation undertaken with the relevant regulatory authorities to demonstrate an acceptable risk to land and water under existing legislation (EPA 1990 Part 2A^v). The document archive is managed by the Applicant under a site wide asset management risk register. Proactive management of the STE has led to voluntary remediation of a small number of areas where contamination has been identified on the site.
- 2.46 The Applicant completed a site-wide assessment of groundwater quality in 2022, providing a network of over 50 monitoring boreholes, to benchmark groundwater quality and allow future monitoring and assessment of water quality. Monitoring data obtained to date indicates that no notable contamination is present within groundwater at the site.

Flood Risk and Drainage

- 2.47 According to the Gov.UK's 'Flood Map for Planning'^{vi}, the site is located within Flood Zone 1 (low probability of flooding) and borders an area of designated water storage on the western boundary associated with the Haymill stream. However, SBC's local planning Strategic Flood Risk Assessment^{vii} contains details of the historic surface water flooding instances recorded on the site and across the STE. Existing storm water drains and sewers are operating above capacity. Roads which have experienced surface water flooding events include Farnburn Avenue, Berwick Avenue, Winvale Road and Edinburgh Avenue.

Arboriculture

- 2.48 There are no Tree Preservation Orders (TPOs) on or adjoining the site and there are no ancient woodlands within or adjoining the site.

Summary

- 2.49 This chapter of the EIA Screening report has described the 'location of the development' as required by Regulation 6(b)(ii) and as can be seen the site is not in or close to any 'sensitive areas', there are no local designations on the site and the site is not considered to be environmentally sensitive.

SPZ Baseline Evolution 2014 – 2023

- 2.50 A SPZ Scheme was originally adopted at the STE in 1995 and was subsequently renewed in 2004 and 2014. Since the SPZ inception, the baseline conditions have evolved on the STE. Development which falls beyond the scope of the SPZ Scheme (including that which would be likely to result in significant effects (EIA development)) still requires planning permission. A search of the SBC website shows 131 planning applications have been submitted from 1980 to present on the STE. These range from changes of use, demolition, proposed new development, to installation of signage, boundary treatments. Under the current SPZ Scheme, despite its evolving nature, only development which has not given rise to significant environmental effects has been brought forward.

- 2.51 The SPZ Scheme would not permit works to a listed building, and should any buildings be listed within the lifetime of the SPZ Scheme, development involving any of these would not fall within the SPZ Scheme permission and planning and other relevant consents would be required in the normal way.

Future Evolution of Baseline to November 2024

- 2.52 The baseline on the site will continue to evolve until the current SPZ expires in November 2024 and the likely evolution of the baseline without renewal of the existing SPZ needs to be considered. Any development that is implemented pursuant to the current SPZ between now

and November 2024 will continue to be subject to the current SPZ controls including the planning conditions and SPZ Plan.

3 NEW SPZ SCHEME

Simplified Planning Zones

- 3.1 An 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.
- 3.2 The requirement for flexibility is inherent in an SPZ application where the quantum and type of the development delivered will depend on many factors including market conditions, vacancy rates and availability of labour. The flexible nature of the development is and will be clear in all documents which are published relating to the new SPZ.

The Use of Defined Parameters for EIA Screening

- 3.3 This Screening Report provides the information needed for SBC to determine the potential for likely significant effects from the SPZ Scheme in accordance with EIA Regulations.
- 3.4 Regulation 6(2)(b) requires a person who is making a request for a screening opinion to provide the following information to describe the development:

“description of the development, including in particular—

(i) a description of the physical characteristics of the development and, where relevant, of demolition works;

(ii) a description of the location of the development, with particular regard to the environmental sensitivity of geographical areas likely to be affected;”

- 3.5 Regulation 6(2)(b) requires the physical characteristics of a development to be described in order to identify whether significant environmental effects are likely. Regulation 6(2)(b) is not prescriptive in the type or level of detail that is required in the description for the purposes of screening an SPZ.
- 3.6 The Applicant has complied with Regulation 6(2)(b) and described the development by defining seven “SPZ Parameters” which are described at Table 3.1 below, defining the extent of the proposed SPZ in Appendix 1.1 (amended May 2024), defining the location of the development in Chapter 2 and defining the mitigation which would be delivered as part of the development at Table 6.1. These elements combine to provide a clear set of limits and controls within which any development will be constrained and will need to comply.

- 3.7 This allows flexibility for delivery of the development within the defined limits, and other controls, over the 10 year lifetime of the new SPZ. This is an important feature of the SPZ which is intended to create a flexible permissive environment in a location where development and investment is to be encouraged.
- 3.8 The actual quantum and rate of delivery within the defined limits and controls is not known and will depend on actual market and occupier demands over that 10 year period.
- 3.9 There is a very wide range of potential development scenarios, both in terms of quantum and rate of delivery, location and types of use, which could theoretically be developed within defined limits and controls. Whatever those potential development scenarios, a fundamental principle is that they will be constrained by the defined parameters and mitigation measures as set out in this report.
- 3.10 At this stage it is not practicable or reasonable (given the need for flexibility) to define an anticipated development scenario for the purposes of considering whether the grant of the SPZ would be likely to give rise to significant effects on the environment.
- 3.11 In the absence of a fully defined development, however, it still needs to be demonstrated that the likely significant effects of the SPZ Scheme have been identified taking the flexibility sought into account.
- 3.12 The screening process is subject to public scrutiny and must provide sufficient information to enable anyone with an interest in the decision to see that proper consideration has been given to the environmental effects of the development.
- 3.13 To ensure this is the case the “worst case” development scenarios within the parameters which have been considered in this Screening Report make it clear what potential significant effects could be generated within the parameters proposed.
- 3.14 These worst case scenarios are set out in Chapter 5. They are not likely or proposed scenarios but have been selected to identify theoretical development scenarios within the defined limits and controls which would be likely to cause the most impact on the environment for each potential environmental effect. The scenarios are a reasonable and cautious theoretical “worst case” in terms of environmental effects to enable a judgement to be reached as to whether the SPZ would be likely to have significant effects on the environment.
- 3.15 In adopting this approach, it is not necessary to attempt to define other specific potential or approximate likely scenarios which may be delivered over the life of the new SPZ or to include specific floorspace caps. This is because the potential effects on the environment in the scenarios addressed in this Screening Report would be greater than those associated with any approximated reasonable development scenario. The absolute “worst case” approach which has

been adopted is therefore robust for screening purposes.

- 3.16 This approach to screening the SPZ Scheme has also been informed by pre-submission consultation with SBC and its advisors. Further technical and legal information and analysis has been produced and submitted to SBC to support it in exercising its judgement when making the screening decision, the products and outcomes of which are captured in this Screening Report. This further technical and legal information has been submitted to SBC entirely without prejudice to SBC reaching a proper judgement on the point in due course.
- 3.17 The analysis of the approach to screening and the “Rochdale Envelope” set-out at Appendix 3.1 adds further support to demonstrate that the methodology which has been adopted is the most appropriate for the SPZ.

Consideration of Alternative Options for Defining the Development

- 3.18 In developing this screening methodology the Applicant also considered other potential options to fulfil the requirement to provide a description of the development in Regulation 6(2)(b).
- 3.19 Those options are listed below together with the reasons why they would not provide an adequate or appropriate basis for screening the development:

Providing an Illustrative Masterplan

- The SPZ has been in existence in broadly the same location since 1994 and has evolved in accordance with market and occupier demands over the period since. Due to the nature of this evolution, and uncertainty regarding how market forces will operate over the next 10 years, it is not possible to accurately approximate what development may potentially occur within the SPZ between 2024-2034. Any attempt to do so would be at best an informed guess.
- As a result, providing an illustrative masterplan in the context of the screening process is not appropriate. Apart from being of limited use as an indication of what may be delivered, being illustrative in nature it would not have any formal status in describing the development and it is not appropriate for illustrative materials to be attached material weight at the screening stage in terms of judging whether significant effects on the environment are likely.
- The alternative method which the Applicant has adopted of screening various cautious theoretical “worst case” scenarios in terms of each environmental effect is more robust because it means that important potential likely significant effects will not be missed. It is also in line with Sullivan J’s analysis in the Rochdale Cases (see Appendix 3.1).

Potential “Reasonable Worst Cases” / Potential Likely Development Scenarios

- This approach shares many of the same risks as the use of an Illustrative Masterplan because whilst there may be a large range of potential scenarios that may be more reasonable or likely be developed pursuant to the SPZ, when compared to the various cautious theoretical “worst case” scenarios which have been considered, due to the external factors which will influence delivery none would represent a robust prediction of the ultimate form and quantum of development.
- This approach would therefore be artificial and could also lead to the need to prepare and consider a large number of potential scenarios, none of which would represent an accurate prediction of how the development within the SPZ would be likely to emerge over its life. Any scenarios developed would inevitably be partial and raise the prospect of an indeterminate number of combined outcomes, which would make it more rather than less difficult for SBC to reach the relevant judgement; the worst case outcomes approach is pragmatic as well as being in line with authority.
- The approach that the Applicant has adopted of considering the various cautious theoretical “worst case” scenarios also renders such options unnecessary because it considers potential effects beyond those which would be likely for any such options. It ensures all likely significant environmental effects are identified and mitigated because there is no approximation of what kinds of development may be required in the future.

Defining Floorspace Figures for Specified Uses.

- Whilst this approach would set additional parameters for the SPZ to be screened against, and it would unnecessarily constrain the flexibility required in the SPZ.
- The use of various cautious theoretical “worst case” scenarios also renders such option unnecessary because it considers potential effects on the basis no specific floorspace caps are proposed (save in respect of Class B8 floorspace where such a cap has been identified as necessary in one of the scenarios which has been tested).
- The Government intentionally did not include a prescriptive list of conditions that must be attached to simplified planning zone permissions when it debated section 84 Town and Country Planning Act 1990¹.


¹ Standing Committee H, Col. 339, March 18, 1986


- This was on the basis that a local planning authority should have freedom to adopt whatever conditions are necessary.
- The requirement to include caps on floorspace is also not needed to define the development in accordance with Regulation 6(2). This is consistent with Sullivan J's judgement in relation to industrial developments in the Rochdale Cases discussed at Appendix 3.1.

2024-2034 SPZ

3.20 This Screening Report has been prepared in advance of the detailed work associated with the new SPZ planning permission however, 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 discussed in detail below:

Table 3.1: SPZ Parameters

PARAMETER		DEFINITION
1	Boundary	162 hectares in area as shown below and in Appendix 1.1 amended May 2024. 
2	Temporal Limit	10 years starting no earlier than 12 th November 2024
3	Permissible Uses	<ul style="list-style-type: none"> • <u>General Industrial Use (B2)</u> <ul style="list-style-type: none"> ○ <i>Industrial process other than one falling within Class E(g)</i> • <u>Storage or Distribution Use (B8)</u> • Data Centres • <u>Class E – Commercial, Business and Service Use</u> <ul style="list-style-type: none"> <i>E(a) Display or retail sale of goods, other than hot food</i> <i>E(b) Sale of food and drink for consumption (mostly) on the premises</i> <i>E(c) Provision of:</i> <ul style="list-style-type: none"> (i) <i>Financial and Professional Services</i> (ii) <i>professional services (other than health or medical services</i> (iii) <i>other appropriate services in a commercial, business or service locality</i>

PARAMETER	DEFINITION
	<p><i>E(g)(ii) Research and development of products or processes</i> <i>E(g)(iii) Industrial processes</i></p> <ul style="list-style-type: none"> • <u>Other Development</u> <ul style="list-style-type: none"> ○ <i>Demolition</i> ○ <i>Photovoltaic Solar Panels (where attached to new or existing buildings)</i> ○ <i>Walls and other means of enclosure</i> ○ <i>Decked Car Parking</i> ○ <i>Hot food takeaway (Sui Generis)</i> ○ <i>Change of Use</i> ○ <i>Extensions to Buildings</i> ○ <i>Refurbishment Works</i> ○ <i>CCTV Masts and associated equipment</i>
4	<p>Plot Densities</p> <p>Maximum 50% of each plot will be built footprint with 60% built footprint for data centres.</p>
5	<p>Height Parameter Plan</p> <p>Development within the SPZ will not exceed the Height Parameter Plan as shown below and in Appendix 3.2 amended May 2024.</p> 
6	<p>Street Type and Sub-zone Plan</p> <p>This plan, not included in this Screening 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	<p>Mitigation Measures</p> <p>The mitigation measures set out in this Screening Report have been developed through:</p> <ul style="list-style-type: none"> ■ Detailed consideration of the baseline information; ■ An extensive series of technical assessment workshops with the teams appointed by the Applicant covering each of the following environmental aspects: population and human health, biodiversity, land, soil, water, air, climate, material assets, cultural heritage, and landscape, with the purpose of establishing mitigation required to prevent significant effects; and ■ Meetings with SBC to take into account feedback and concerns. <p>The high level measures to be secured through the SPZ are set out in Chapter 6.</p>

1. SPZ Boundary and 2. Temporal Limit

- 3.21 The subject of this EIA Screening Report is the application for the STE SPZ to continue the development of industrial type activities. The boundary of the SPZ Scheme is shown in Appendix 1.1 amended May 2024, and permission granted would relate to this area only. The SPZ would operate for a 10-year period from November 2024 to October 2034.
- 3.22 As with the current SPZ Scheme at the end of the 10-year period, the SPZ would cease to have effect except for the development that has already commenced. Any planning permission granted by the SPZ would need to be started within 10-years of the date of adoption of the SPZ scheme. Where there are unfinished developments, the Applicant shall provide details of these within three months of the expiry of the SPZ and SBC could serve a Completion Notice stating that the planning permission granted by the SPZ will cease to have effect after a further specified period of not less than 12 months.

3. SPZ Permissible Uses

- 3.23 Only development within the use classes identified in Table 3.1 above would be permissible.
- 3.24 The SPZ Scheme will also look to support film studios and production uses, which generally fall into either Class E(g)(iii) or Class B2 uses subject to their operations. Both of these uses are permissible under the current SPZ Scheme and are proposed to be carried forward into the SPZ Scheme.
- 3.25 The proposed uses are reflective of those contained within the current 2014 – 2024 SPZ Scheme but, have been updated in line with The Town and Country Planning Use Class Order 1987 (as amended) to reflect the September 2020 changes. Subsequent changes to the Use Classes Order could result in new use classes being created or existing classes amended. For the avoidance of doubt these would not change the types of uses permitted by the SPZ Scheme. If any of the changes affect the range of uses permitted by the SPZ Scheme, it will be put to SBC to consider a focussed amendment to the SPZ Scheme to ensure consistency between it and the new Use Classes Order. The proposed SPZ Scheme will also include the provision of new and/or enhanced public realm, open space and landscaped areas to be created within the site.

4. Plot Densities

- 3.26 For each plot to be brought forward a maximum of 50% of the plot (excluding any “deck” parking facilities, plant and gantries) will be built footprint which in line with Condition 1 of the existing SPZ scheme. For data centre plots a maximum of 60% of the plot will be built footprint.

5. Height Parameter Plan (Appendix 3.2 amended May 2024)

- 3.27 The height parameter plan has been developed through analysis of the townscape context of

the site, including landform, vegetation, transport features and settlement pattern; analysis of published landscape character assessments encompassing the site; an appraisal of the character of the site itself; and a description of the visual characteristics of the site in its context in the surrounding landscape/townscape. This information was used to develop a series of townscape development principles with the aim of avoiding or reducing adverse effects on townscape character and visual amenity and optimising beneficial change in the townscape and in views.

- 3.28 Detailed analysis of various potential development scenarios was undertaken. These concepts were refined through design team meetings and a preferred option resulting from appraisal and consultation is the development parameter plan (Appendix 3.2 - amended May 2024). This plan includes distribution of differing building heights ranging from 36m to 7m at edges in very close proximity to residential dwellings. The majority of the model comprises massing 25m high and provides a progression of scale from the nearby uses.
- 3.29 The heights were considered against the current 2014 – 2024 SPZ Scheme heights parameters, up to which built form may be constructed at present (maximum of 23m above ground level, applicable to the majority of the site), in addition to any other existing and consented built forms exceeding these heights, including V-Park, Liverpool Road (36m) and Slough Combined Heat and Power Plant (48m). In addition, the height of built form that is anticipated to be consented at Equinix LD14 on Banbury Avenue (up to 41m), has also been considered for the purposes of determining and assessing the proposed massing. The development heights shown on Appendix 3.2 do not include flues associated with data centre uses which would not exceed 3m.

6. Street Type and Sub-zone Plan

- 3.30 The current SPZ includes a subzone exclusion plan which identifies specific controls for defined areas of the STE. The plan also identifies the Slough Combined Heat and Power facility as excluded from the SPZ. The new SPZ will include a street type and sub-zone plan setting out similar controls such as specific design requirements and methods of preventing noise effects (restrictions on hours of external operations and deliveries). The final plan will be included with the material submitted in support of the SPZ.

7. Mitigation Measures

- 3.31 The SPZ contains inherent controls on development. Measures to mitigate significant effects form part of the inherent mitigation and are discussed in detail in Chapter 6 of this EIA screening. The measures proposed are plainly and easily achievable, and will be secured through planning conditions or other appropriate mechanism such that SBC can rely on the efficacy of the mitigation to prevent significant effects on the environment.
- 3.32 Any development on the SPZ outside of these parameters would be unlawful development.

4 SCREENING METHODOLOGY

Introduction

4.1 In determining whether the proposed SPZ Scheme constitutes EIA development, consideration should be had for the following questions:

- Is the proposed development of a type listed in Schedule 1?
- If not, is it listed in Schedule 2?
- Is it located within a sensitive area?
- Does it meet any of the relevant thresholds and criteria set out in Schedule 2; and/or
- Would it lead to likely significant effects on the environment after inclusion of mitigation measures?

4.2 These questions are answered in this and the following Screening Report chapters.

Schedule 1 Projects

4.3 EIA is mandatory for projects listed in Schedule 1 of the EIA Regulations. Schedule 1 developments are large scale projects for which significant effects would be expected and comprise developments such as new airports and power stations. The proposed SPZ Scheme is not of a type listed in Schedule 1. Regulation 31 of the EIA Regulations identifies that Schedule 1 development must not be granted planning permission by the adoption or approval of a SPZ.

Schedule 2 Projects

4.4 EIA is discretionary for projects listed in Schedule 2. If the development proposed is of a type listed in Schedule 2 then it may be classified as EIA development depending on the location of the development (i.e. if it is within a sensitive area) and/or whether it meets any of the relevant thresholds or criteria in Column 2. The permitted developments of the SPZ are types listed in Schedule 2. Schedule 2 development can be included in, and permitted by a SPZ, providing the development is not EIA development, as also set out in Regulation 31.

Sensitive Areas

4.5 Sensitive Areas are defined in the EIA Regulations as:

- Sites of Special Scientific Interest and European Sites;
- National Parks, the Broads, and Areas of Outstanding Natural Beauty; and
- World Heritage Sites and Scheduled Monuments.

- 4.6 In certain cases, local designations which are not included in the definition of sensitive areas, but which are nonetheless environmentally sensitive, may also be relevant in determining whether an assessment is required. Furthermore, in considering the sensitivity of a particular location, regard should also be had to whether any national or internationally agreed environmental standards (e.g. air quality) are already being approached or exceeded. The SPZ is not in or adjacent to a 'sensitive area'.

Thresholds

- 4.7 The new SPZ Scheme falls within category 10 of Schedule 2, 'Infrastructure Projects', sub-section (a) 'Industrial Estate Development Projects'. The site is not located within a sensitive area and therefore the threshold should be applied. The threshold for developments as set out in Schedule 2 relate to those where "*the area of the development exceeds 5 hectares*". At 162ha in area, the new SPZ Scheme exceeds the threshold.

Schedule 3

- 4.8 Schedule 3 of the EIA Regulations sets out criteria which assist in the identification of the potential for significant effects: the characteristics of the development; the location of the development; and the characteristics of the potential impact. These factors should be taken into account as part of the screening process and are set out below:

Characteristics:

- the size and design of the whole development;
- cumulation with other existing development and/or approved development;
- the use of natural resources, in particular land, soil, water and biodiversity;
- the production of waste;
- pollution and nuisances;
- the risk of major accidents and/or disasters relevant to the development concerned, including those caused by climate change, in accordance with scientific knowledge; and
- the risks to human health (for example, due to water contamination or air pollution).

Location:

- the existing and approved land use;
- the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground; and
- the absorption capacity of the natural environment.

Potential Impact:

- the magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected);
- the nature of the impact;
- the transboundary nature of the impact;
- the intensity and complexity of the impact;
- the probability of the impact;
- the expected onset, duration, frequency and reversibility of the impact;
- the cumulation of the impact with the impact of other existing and/or approved development; and
- the possibility of effectively reducing the impact.

Aspects of the Environment to be considered in EIA Screening

4.9 Regulation 4, section 2 of the EIA Regulations sets out the environmental factors to be considered in EIA as comprising:

“a) population and human health;

(b) biodiversity

(c) land, soil, water, air and climate;

(d) material assets, cultural heritage and the landscape;

(e) the interaction between the factors referred to in sub-paragraphs (a) to (d).”

4.10 This EIA Screening Report has focused on the requirements of Regulation 4 of the EIA Regulations. Other topics such as job creation will be addressed as part of the planning application for the SPZ.

Identification of Potential Environmental Effects

4.11 In order to identify likely effects on the environment that could arise through the SPZ, the Applicant’s technical team:

- Reviewed publicly available baseline information and collected focused site survey data as set out in Chapter 2;
- Identified the pattern of development across the SPZ since its inception in 1995 through to the current SPZ;
- Considered each of the SPZ parameters as set out in Chapter 3;
- Identified the maximum possible developable areas on the STE (as set out in Appendix 4.1 and discussed further in Chapter 5); and

- Held focused technical workshops with specialists in transport, air quality, noise, landscape/townscape, visual impacts and heritage.

Consideration of Mitigation Measures

- 4.12 The mitigation measures set out in this EIA Screening Report have been derived from existing controls on the SPZ (set out in Table 6.1) and through identification of new measures and are based on the mitigation hierarchy of avoid, reduce and off-set. As established in case law *'measures can be taken into account if, fairly considered, they are themselves unlikely to have significant effects on the environment because they are of limited impact or well established to be easily achievable within the process of the development'*. There are no new, untested, novel, or unknown technologies proposed for the new SPZ. Further information on mitigation is provided in Chapter 6 of this EIA Screening Report.

Consideration of Cumulative Effects

- 4.13 Schedule 4 of the EIA Regulations requires consideration of a proposed development cumulatively with other development. Guidance on the consideration of cumulative effects in the EIA screening process is set out in the PPG, which echoes the requirements of the EIA Regulations:

"each application (or request for a screening opinion) should be considered on its own merits. There are occasions where other existing or approved development may be relevant in determining whether significant effects are likely as a consequence of a proposed development. The local planning authorities should always have regard to the possible cumulative effects arising from any existing or approved development."

- 4.14 A search for potential developments outside of the SPZ that could result in cumulative effects has been carried out via SBC's planning website. The search identified the potentially cumulative developments set out in Table 4.1 that are either *'existing or approved'*, in accordance with the EIA Regulations. It should be noted that this list provides a snapshot at one moment in time. Due to the long-term nature of the likely development, additional schemes are likely to be permitted during the implementation of the SPZ Scheme and will take due consideration of development at the site at the time for potential cumulative effects.

Table 4.1: Cumulative Schemes

Application Reference	Description	Status	Distance to site *
PINS Ref: EN010129 – Slough Multifuel Extension	Works to increase the efficiency and output of a generating station which was originally consented in June 2017 under the Town and Country Planning Act 1990 regime with capacity up to 50 megawatts ('MW') (Planning Ref. P/00987/024 and P/00987/025) ("Slough Multifuel"), to achieve up to 60MW electrical output.	DCO made 28th November 2023 to come into force 20th December 2023.	Within the site (see section 2)
P/02683/013 - Former BHS 204- 206 High Street, Slough, Berkshire	78 dwellings in 4, 5, and 11 storey buildings (3) replacement flexible retail space, flexible commercial and (office/leisure use)	Approved 4th March 2020. S73 application submitted in 2021 – removing flexible office space, increasing height by 2 storeys to provide 89 residential units (P/02683/015) approved in February 2022 – construction does not appear to have commenced	3km
P/04888/022 - Former Octagon, Brunel Way, Slough, SL1 1QY	Redevelopment of temporary car park comprising the erection of a 7 storey building to provide 19,608 sqm including B1 office floorspace, ground floor retail uses (Use Class A1/A3), and car parking, alongside associated landscaping, access and servicing areas	Approved 26th March 2021.	2.25km
P/07383/010 - Former leisure centre site, car park, streamside area and woodland, Montem Lane	Full planning 212 new dwellings 11 3 and 4 storey apartment blocks and a small block of 2 storey with 2 storey houses, including landscaping, amenity space and ancillary works and infrastructure.	Approved formally on 2nd August 2022 – development is under construction	1.2km
P/07584/011 - Land at Stoke Wharf, Stoke Road & Land to west of 9 to 17 Kendal Close &, Former builders' merchants to rear and north of 132- 144 Stoke Road &, Bowyer Recreation Ground, Slough	312 residential units 329 sqm commercial floorspace and associated works.	Approved subject to conditions legal agreement amended plans and consultation with residents and ward members (10th February 2021)	2.2km
P/02272/030 - Buildings 1 and 3, The Future Works, Wellington Street, Slough, SL1 1FQ	Full planning, 2 detached office buildings 11 and 12 storeys in height including basement, 31,978 office floorspace and amenity, car and cycle parking, flexi class e use	Approved at planning committee for delegation to the planning manager for approval - subject to legal agreement and finalising conditions (10th March 2022)	2.4km
P/00094/068 - The Horlicks Factory, Stoke Poges Lane, Slough, SL1 3NW	Phase 2 of larger comprehensive redevelopment of up to 1300-unit residential led scheme – 701 new homes, 135 sqm commercial unit, 251 parking spaces, public realm,	Approved at planning committee for delegation to the planning manager for approval - subject to revised plans, finalising conditions	1.6km

Application Reference	Description	Status	Distance to site *
	and amenity space	and further minor changes (26th July 2022) Approved formally on 12th September 2022	
P/00072/108 - Akzo Nobel Site, Wexham Road, Slough, SL2 5DS	Reserved matters approval for 2 x 3 storey data centre buildings up to 25.5m in height including plant and flues, 41,311.5sqm floorspace	Approved at planning committee for delegation to the planning manager for approval - subject to finalising conditions, informative on CMP and restriction on HGV movements (15th September 2022)	2.8km
P/19689/000 - Queensmere Shopping Centre, High Street, Slough, SL1 1LN	Outline application for demolition and redevelopment for mix of uses - C2 and C3, Class E and F, sui generis town centre uses and associated works and servicing	Approved at planning committee for delegation to the planning manager for approval subject to legal agreements equalities impact assessment and finalising conditions and any minor changes (29th September 2022)	2.8km

* Approximate distance

4.15 SEGRO submitted a planning application for data centre uses (ref: P/20367/001) on land at 188-216 Bath Road, Slough. The site forms part of the current SPZ however as the height of the proposed development would exceed the current SPZ height parameter, a planning application has been submitted to SBC. The proposed development forms part of the SPZ area and would replace development within the consented SPZ. It does not form an additional cumulative scheme and as such has not been considered further in this report.

Planning Practice Guidance on Environmental Impact Assessment

4.16 Paragraphs 057 and 058 of the PPG provide guidance to help determine whether projects should be screened for EIA purposes with the table at paragraph 058 setting out some indicative screening criteria and thresholds. Table 4.2 below sets out the indicative screening criteria, thresholds and key issues to be considered at the screening stage in this case from the table at paragraph 058 in the PPG. Whilst the SPZ as a whole exceeds the threshold it is important to note that the individual plot developments within the SPZ are unlikely to exceed the threshold.

Table 4.2: PPG Indicative Screening Criteria^{viii}

Development type	Indicative criteria and threshold	Key issues to consider
10(a) Industrial Estate development projects	(iii) Site area of the new development is more than 20ha.	Potential increase in traffic emissions and noise.

5 NEW SPZ LIKELY ENVIRONMENTAL EFFECTS

Introduction

5.1 Following the approach discussed in Chapter 3 in order to identify the worst case(s) that could occur with regard to effects on the environment as a result of the flexibility allowed by the SPZ a number of practically unrealistic but theoretically possible development 'scenarios' were identified. Given the undefined sequence of development permissible across an SPZ the permutations of likely development are infinite consequently the scenarios identified are not exhaustive however they have been devised to consider extremes which allow for identification of worst case effects. The scenarios were identified considering the following:

1. Maximum developable area of each permitted use;
2. Implemented across the entire STE;
3. Lasting the duration of the SPZ.

5.2 The maximum developable area of each permitted use is set out in detail in Appendix 4.1 and has been derived considering permissible plot density and the height parameter plan. To facilitate establishing worst case scenarios in order to ensure sufficient mitigation has been identified to prevent significant effects, existing uses have been excluded including those unlikely to change.

5.3 Using these criteria the following scenarios were identified:

1. 100% of the SPZ for the whole 10 year period to comprise B8 use that storage / logistics / industrial use but with no data centre uses that would be permissible under B8;
2. 100% of the SPZ for the whole 10 year period to comprise entirely data centre uses with no storage / logistics / industrial uses
3. 100% of the SPZ for the whole 10 year period to comprise B2 General Industrial Use;
4. 100% of the SPZ for the whole 10 year period to comprise Creative Industries (e.g. film studio use); and
5. 100% of the SPZ for the whole 10 year period to comprise Research and Development Use.

5.4 Further consideration was given to other possible combinations of development that could come forward on the STE under the SPZ and the following additional scenarios were identified:

6. A mix of Permitted Use Classes across the SPZ (taken as 20% of each use); and
7. 50% of the SPZ in B2 use and 50% in B8 Use.

5.5 Consultation with SBC identified one further scenario for consideration:

8. Demolition / Demolition and Construction Activities across the whole STE for the duration of the SPZ. This is not an option the Applicant wishes to pursue and full demolition of the entire Trading Estate at the same time could not happen in practice due to constraints on income / funding, existing tenant leases, availability of contractors to undertake the works, and the scale of the area concerned.

Scenario Caveats

5.6 As above, these scenarios, whilst theoretically possible, are highly unlikely given that many plots on the STE:

- Have long established uses that are not expected to change in the foreseeable future; and / or
- Have long leases in place; and / or
- Are newly completed development and therefore are highly unlikely to be redeveloped in the lifetime of the new SPZ; and / or
- Are being constructed now and again are highly unlikely to be redeveloped in the lifetime of the new SPZ; and / or
- Will shortly be subject to notifications in existing SPZ and again are highly unlikely to be redeveloped in the lifetime of the new SPZ.

5.7 Therefore, whilst unlikely, the scenarios were useful to determine theoretical likely worst case environmental impacts. Case law identifies that EIA should focus on consideration of likely taken to mean possible^{ix} significant effects only therefore this information has helped identify mitigation which provides confidence that any eventual development on the SPZ would not result in significant environmental effects.

Summary

5.8 Whilst considering the potential “worst case” position, the scenarios considered do not cover every eventual form of development across the SPZ as the actual development will naturally, depend on market conditions over the operational life of the SPZ. The scenarios do consider all of the possible permitted uses, the existing baseline information (primarily that the SPZ covers an industrial trading estate in operation for 100 years, that does not contain nor is close to sensitive areas and currently operates within a series of environmental controls such that there have been no previous environmental effects that would be considered significant), in order to identify likely environmental effects.

5.9 Once possible effects under the worst case scenarios had been identified further cross-discipline workshops were held with the technical team to identify interactive and cumulative effects. This information was used to establish which effects can be mitigated though existing controls applied to the current SPZ that would need to be carried forward to the new SPZ, and where new mitigation measures would need to be applied to the new SPZ to ensure no significant effects

on the environment. The identification of likely environmental effects is set out in Table 5.1 and the identified mitigation measures are set out in Table 6.1.

Table 5.1: New SPZ Likely Environmental Effects

DESCRIPTION OF DEVELOPMENT	SENSITIVE RECEPTORS	LIKELY ENVIRONMENTAL EFFECT
Demolition / Demolition and Construction Activities		
<p>The STE is constantly regenerating and over the 162ha site area demolition and construction activities will be typically taking place on discrete parcels of land. The potential for the whole of the SPZ to be demolished and comprehensively rebuilt within the 10 year lifetime of the SPZ has been considered. Whilst technically possible and permissible, this is an unrealistic scenario given the expected lifetimes of recent developments completed and constructed during the current SPZ. Depending on the location and duration of demolition and construction activities, effects may be direct, indirect, cumulative, short term or longer term. There will be no transboundary effects. Effects from demolition and construction activities will not be permanent. High level calculations of HGV numbers suggests that up to half of the SPZ could be under demolition at any one time but would not result in significant effects when considered against the existing baseline flows. Effects from demolition and construction activities are not complex, they are easily mitigated and reversible on completion of the works. Demolition and construction activities are the only events that would disturb the ground and potentially release contamination from historic uses of the STE. The potential for contamination will be addressed through appropriate surveys and where any contamination is identified it would be remediated using standard methods. The residual effects on the environment of the STE would be beneficial but not significant.</p> <p>Construction and demolition also have the potential to affect existing drainage patterns. It is understood that parts of the STE are subject to surface water flooding in certain conditions and therefore any redevelopment works would also include new drainage measures which would also result in an overall beneficial but not significant effect on the STE.</p> <p>Construction of new developments will include biodiversity and landscape measures which would result in further beneficial but not significant effects.</p>	<ul style="list-style-type: none"> • There are no sensitive areas on or adjacent to the STE. • Where redevelopment occurs on the SPZ boundaries the potential exists, as with any construction project, for noise and air quality to affect residents and other adjacent land users. • Visual effects may be perceived in views close to the site and from sensitive receptors and heritage features further afield. • Ground conditions; and • Drainage and the existing water regime. 	<p><u>Magnitude and spatial extent of the impact</u></p> <ul style="list-style-type: none"> • Demolition and construction could occur across the entire STE but from a practical perspective this is highly unlikely to occur at the same time <p><u>Nature of the impact</u></p> <ul style="list-style-type: none"> • Noise from demolition activities, construction plant and machinery, vehicles • Air quality emissions associated with construction plant, vehicles and machinery • Changes to views from heritage features • Potential for spills leading to contamination of water, or for changes in the drainage regime to affect local flood risk. • Lighting spill during construction works. • Potential for release of existing contamination into the environment. • Potential for effects on buried archaeology. • Generation of wastes. <p><u>Transboundary nature</u></p> <ul style="list-style-type: none"> • None <p><u>Intensity and complexity</u></p> <ul style="list-style-type: none"> • Construction effects are not complex and given the scale of the site demolition is unlikely to occur in close temporal or spatial proximity. <p><u>Probability</u></p> <ul style="list-style-type: none"> • Demolition and construction activities across the STE are likely however redevelopment of the entire STE is unlikely. <p><u>Expected onset, duration, frequency and reversibility</u></p> <ul style="list-style-type: none"> • Construction is temporary and effects will be reversible on completion. Duration and frequency is likely be similar to historic regeneration of the STE. <p><u>Cumulation</u></p> <ul style="list-style-type: none"> • The potential for cumulative effects relies on two (or more) developments impacting the same receptor(s) through incremental or combined interactions. As has been the case for the past three SPZs, development across the STE does not evolve in a predetermined manner, therefore the potential exists for two or more developments to occur in the new SPZ in close spatial proximity and temporally simultaneously. If such developments are

DESCRIPTION OF DEVELOPMENT	SENSITIVE RECEPTORS	LIKELY ENVIRONMENTAL EFFECT
		<p>not adjacent to the SPZ boundaries/ or are in the centre of the SPZ there are no sensitive receptors such as residents nearby to be affected by dust or noise from construction. Once operational the developments would all comply with the parameters of the SPZ such as height limits/ drainage mitigation measures etc such that no significant operational effects would result. Should two or more developments on the boundary of the SPZ coincide temporally, given the scale of the SPZ and plot density limits, the same residential receptors would not be likely to be affected by noise / dust from more than one development. Mitigation measures discussed in Chapter 6, including the building heights limits would prevent significant effects. Overall therefore, there will be no significant cumulative effects from multiple developments in close proximity permitted by and within the SPZ.</p> <ul style="list-style-type: none"> The developments outside the SPZ boundary and identified in Table 4.1 will not result in direct cumulative effects given the distances to the SPZ. Indirect cumulative environmental impacts resulting from changes in e.g. traffic levels have the potential to occur depending on the precise location of the developments. However, as the SPZ is an existing operational Estate the schemes in Table 4.1 will have accounted for factors such as existing traffic flows therefore any new development on the SPZ will not be additional and therefore cumulative traffic. No significant cumulative effects would arise between the schemes in Table 4.1 and developments permitted by the SPZ. <p><u>Possibility of effectively reducing the impact</u></p> <ul style="list-style-type: none"> Demolition and construction can be effectively mitigated, see Table 6.1.
<p>100% of the SPZ for the whole 10 year period to comprise B8 storage / logistics / industrial use</p>		
<p>B8 uses can comprise storage, distribution, logistics or industrial activities. Typically this type of development comprises large buildings with a high number of HGV movements, depending on the specific activities undertaken. The volume of traffic that would be generated by this scenario would therefore depend on the nature of the B8 uses brought forward.</p> <p>B8 developments of less than 2,500 square metres generate limited HGVs and given the baseline traffic flows on and around the SPZ, will have low, not significant, environmental effects.</p>	<ul style="list-style-type: none"> There are no sensitive areas on or adjacent to the STE Residents and other land users adjacent to both the SPZ and roads in and around the SPZ; and AQMAs. 	<p><u>Magnitude and spatial extent of the impact</u></p> <ul style="list-style-type: none"> The magnitude of effect will vary depending on the specific B8 use however uncontrolled HGV movements could result in significant effects. <p><u>Nature of the impact</u></p> <ul style="list-style-type: none"> The main effects from B8 use across the entire SPZ would relate to the potential for noise and air quality effects. Noise sources typically associated with B8 uses include the manoeuvring, reversing, entry and exit of HGVs together with the unloading and loading of goods. Operation may also result in the generation of wastes.

DESCRIPTION OF DEVELOPMENT	SENSITIVE RECEPTORS	LIKELY ENVIRONMENTAL EFFECT
<p>Evidence from B8 units used solely for storage identifies that traffic generation is not likely to result in generation of significant HGV levels and so can similarly be discounted in terms of potential environmental impacts.</p> <p>Larger B8 logistics units have the potential for significant traffic generation and use of the whole SPZ for logistics could result in potentially significant air quality and noise effects.</p> <p>The effect from HGVs (on air quality and from noise) and from operation of the B8 units would be indirect and permanent for the duration the development is operational. The potential for cumulative effect exists with other developments outside of the SPZ however the reality of the whole SPZ comprising B8 is not likely or realistic and that measures have been identified to prevent significant effects from the SPZ no cumulative effects are expected to occur.</p> <p>Tall buildings have the potential for effects on views, heritage and the townscape/ wider landscape therefor the Height Parameter Plan has been designed to prevent significant effects.</p> <p>No effects on contamination, water, biodiversity would result from any B8 development once complete and occupied.</p>		<p><u>Transboundary nature</u></p> <ul style="list-style-type: none"> • None <p><u>Intensity and complexity</u></p> <ul style="list-style-type: none"> • The effects from B8 use would not be complex nor particularly intense with the exception of HGV movements. <p><u>Probability</u></p> <ul style="list-style-type: none"> • The probably of the whole SPZ in B8 use is low and unlikely. <p><u>Expected onset, duration, frequency and reversibility</u></p> <ul style="list-style-type: none"> • Effects from industrial uses are reversible once the use has ceased. Frequency and duration of effects would occur across the STE if the entire site was in B8 use. <p><u>Cumulation</u></p> <ul style="list-style-type: none"> • As above. <p><u>Possibility of effectively reducing the impact</u></p> <ul style="list-style-type: none"> • Uncontrolled B8 movements could result in significant effects therefore controls would be required to prevent significant effects. The controls are discussed in detail in Table 6.1 and include limiting the size of B8 units on the STE. These controls have been established through the use of IEMA Transport Guidance^x, which has also been used to confirm no other caps on other uses would be required. • Visual effects will be controlled through the heights parameter plan and landscape design strategy proposals.
<p>100% of the SPZ for the whole 10 year period to comprise entirely data centre uses</p>		
<p>Use of the entire SPZ for data centres is not an aspiration of the Applicant however as it would be technically permissible under the new SPZ the environmental effects of this option have been considered.</p> <p>Traffic generation from data centres would be limited and there would be no effects on air quality or noise from transport. The heights of any data centres would be controlled through the use of the building height parameter plan.</p> <p>Emergency generators associated with data centres are tested. The low frequency of testing (circa 1 hour per month for testing), is such that the potential for significant effects on off-site air quality impacts is considered to be low.</p> <p>Heat from data centres is not a greenhouse gas. The heat may, on occasion, contribute to urban heat island effects however heat effects are subject to the locations of the data centres, the prevailing wind direction, and seasonal</p>	<ul style="list-style-type: none"> • There are no sensitive areas on or adjacent to the STE. • Noise effects on residents adjacent to any generators / plant • Air quality effects from generators / plant • Effect on views and heritage features from tall buildings 	<p><u>Magnitude and spatial extent of the impact</u></p> <ul style="list-style-type: none"> • Across the STE many of the current data centre operators have signed up to the 'Climate Neutral Data Centre PactXi' which requires operators to achieve greenhouse gas reductions to make data centres climate neutral by 2030. For those data centres not part of the Pact it is important to note that the National Grid is undergoing a process of decarbonisation which will continue over the next decade with year on year reductions in carbon. The UK Government published the Net Zero Strategy: Build Back GreenerXii setting out policy to decarbonise the UK economy in order to meet the net zero target by 2050, this included proposals such as fully decarbonising the UK power system by 2035. <p><u>Nature of the impact</u></p> <ul style="list-style-type: none"> • Noise and air quality effects associated with coolers and standby generators. • Visual effects on sensitive receptors and heritage features

DESCRIPTION OF DEVELOPMENT	SENSITIVE RECEPTORS	LIKELY ENVIRONMENTAL EFFECT
<p>temperatures. If required modelling of heat from data centres can be included in the SPZ application however no mitigation is required at this stage as there would be no significant effects from hot air.</p>		<p><u>Transboundary nature</u></p> <ul style="list-style-type: none"> • None <p><u>Intensity and complexity</u></p> <ul style="list-style-type: none"> • Effects on the environment from data centres are not complex. <p><u>Probability</u></p> <ul style="list-style-type: none"> • The probability of significant environmental effects from data centre use is identified as unlikely. <p><u>Expected onset, duration, frequency and reversibility</u></p> <ul style="list-style-type: none"> • Effects from operation of data centre generators would be intermittent and short term. <p><u>Cumulation</u></p> <ul style="list-style-type: none"> • As above and, the construction of all data centres across the SPZ has the potential for cumulative noise and air quality impacts on receptors if generators are located in close proximity to residents around the STE. Data centres need to be issued with an Environment Agency Permit to operate and data centres on the SPZ are operating under EA permits. As part of the permitting process consideration is taken of both air quality and noise effects and if considered unacceptable the EA will not issue a permit to operate. <p><u>Possibility of effectively reducing the impact</u></p> <ul style="list-style-type: none"> • Impacts from generators associated with data centres will be controlled and managed through Environment Agency permits. Where there is a risk of environmental breaches permits will not be issued to data centre operators. Impacts on heights would be controlled through the Height Parameter Plan.
<p>100% of the SPZ for the whole 10 year period to comprise B2 General Industrial Use;</p>		
<p>The change from the current mix of uses on the SPZ to 100% B2 general industrial uses would alter road traffic numbers and would likely lead to a reduction in car traffic associated with the office uses but an increase associated with the current data centre uses, however with an overall reduction in vehicle movements across the SPZ.</p> <p>As with 100% B8, the effect from HGVs would be indirect and permanent for the duration the development is operational. The potential for cumulative effect exists with other developments outside of the SPZ however the whole SPZ comprising B2 is not likely or realistic and measures have been identified to prevent significant effects. No cumulative effects are expected to occur</p>	<ul style="list-style-type: none"> • There are no sensitive areas on or adjacent to the STE. • Residents and other land users adjacent to the SPZ and roads in and around the SPZ; and • AQMAs 	<p><u>Magnitude and spatial extent of the impact</u></p> <ul style="list-style-type: none"> • The magnitude of effect will vary depending on the scale of B2 use however uncontrolled development could result in significant effects associated with road traffic. <p><u>Nature of the impact</u></p> <ul style="list-style-type: none"> • The main effects from B2 use across the entire SPZ relate to the potential for noise and air quality effects associated with road traffic and specifically HGVs as well as any noise and air quality effects associated with ancillary plant. • B2 developments may generate wastes • Effects on views / heritage receptors if buildings were outside the identified Height Parameter Plan

DESCRIPTION OF DEVELOPMENT	SENSITIVE RECEPTORS	LIKELY ENVIRONMENTAL EFFECT
<p>Potential effects would be direct, indirect and permanent.</p>		<p><u>Transboundary nature</u></p> <ul style="list-style-type: none"> • None <p><u>Intensity and complexity</u></p> <ul style="list-style-type: none"> • Effects from B2 use would not be complex and give the scale of the STE and plot density controls would not be intense. <p><u>Probability</u></p> <ul style="list-style-type: none"> • The probability of significant environmental effects from B2 use is identified as unlikely. <p><u>Expected onset, duration, frequency and reversibility</u></p> <ul style="list-style-type: none"> • Effects from B2 uses are reversible once the use has ceased. The duration of effects would last the lifetime of the SPZ. Frequency of effects would be likely high. <p><u>Cumulation</u></p> <ul style="list-style-type: none"> • As above. <p><u>Possibility of effectively reducing the impact</u></p> <ul style="list-style-type: none"> • There is a high possibility of effectively mitigating all effects to levels that would not be significant.
<p>An unspecified mix of the Permitted Use Classes across the SPZ</p>		
<p>The current mix of uses on the SPZ forming the baseline position is not currently generating significant effects on the environment therefore it is a reasonable consideration that an evolving similar mix would also not result in significant effects on the environment.</p> <p>The mitigation measures from the worst case scenarios (e.g. B8 across the whole SPZ / B2 across the whole SPZ / data centres across the whole SPZ) will also be applied to this scenario thereby preventing significant effects.</p> <p>On the basis of these controls whatever the mix of uses that comes forward on the SPZ would not result in significant environmental effects.</p> <p>A plan identifying the heights across the SPZ that would not result in significant effects in views from sensitive receptors has been produced using detailed townscape modelling – see Appendix 3.2 – amended May 2024.</p> <p>Potential effects would be direct, indirect and permanent.</p>	<ul style="list-style-type: none"> • There are no sensitive areas on or adjacent to the STE. • Residents and other land users adjacent to the SPZ and roads in and around the SPZ; • AQMAs; and • Visual and heritage receptors including Windsor Castle and Eton College among others (see Appendices 4 and 5). 	<p><u>Magnitude and spatial extent of the impact</u></p> <ul style="list-style-type: none"> • The magnitude of effects would vary depending on the nature of the development however as a mix of uses is proposed no one development is expected to be of a magnitude to result in significant effects. <p><u>Nature of the impact</u></p> <ul style="list-style-type: none"> • Air quality emissions and noise from road traffic • Air quality emissions associated with ancillary plant including generators • Main noise sources include industrial processes and the operation of internal and external building services plant. Unmitigated HGV movements with the unloading and loading of goods could also affect nearby receptors • Visual effects and heritage implications from taller buildings • Generation of wastes <p><u>Transboundary nature</u></p> <ul style="list-style-type: none"> • None <p><u>Intensity and complexity</u></p> <ul style="list-style-type: none"> • The nature of the developments permitted under the SPZ would not be complex and given the range of uses likely under this scenario effects would not be significantly intense.

DESCRIPTION OF DEVELOPMENT	SENSITIVE RECEPTORS	LIKELY ENVIRONMENTAL EFFECT
		<p><u>Probability</u></p> <ul style="list-style-type: none"> The probability of the identified effects occurring is likely. <p><u>Expected onset, duration, frequency and reversibility</u></p> <ul style="list-style-type: none"> Effects will be reversible on completion. Duration and frequency will be similar to historic regeneration of the STE. <p><u>Cumulation</u></p> <ul style="list-style-type: none"> As above. <p><u>Possibility of effectively reducing the impact</u></p> <ul style="list-style-type: none"> There is a high possibility of effectively mitigating all effects to levels that would not be significant.
<p>50% of the SPZ in B2 use and 50% in B8 Use</p>		
<p>A 50:50 mix of B8 and B2 land uses across the SPZ would result in similar considerations in terms of the potential for environmental effects as set out above for scenarios considering 100% of these uses.</p> <p>As with the whole of the SPZ as B8 and the whole of the SPZ as B2, the effect from HGVs would be indirect and permanent for the duration the development is operational. Cumulative effects are possible but the mitigation measures identified for the SPZ and will be required by developments outside the SPZ would be sufficient to prevent significant effects.</p>	<ul style="list-style-type: none"> There are no sensitive areas on or adjacent to the STE. Residents and other land users adjacent to roads in and around the SPZ; and AQMAs. 	<p><u>Magnitude and spatial extent of the impact</u></p> <ul style="list-style-type: none"> The magnitude of effect will vary depending on the scale of B2/B8 use proposed however uncontrolled development could result in significant effects associated with road traffic. <p><u>Nature of the impact</u></p> <ul style="list-style-type: none"> Air quality emissions from road traffic Air quality emissions associated with ancillary plant Noise effects from road traffic Noise effects from ancillary plant Visual effects and heritage implications from taller buildings Generation of waste <p><u>Transboundary nature</u></p> <ul style="list-style-type: none"> None <p><u>Intensity and complexity</u></p> <ul style="list-style-type: none"> Effects from B2 use would not be complex and given the scale of the STE and plot density controls would not be intense. <p><u>Probability</u></p> <ul style="list-style-type: none"> The probability of significant environmental effects from B2/B8 use is identified as unlikely. <p><u>Expected onset, duration, frequency and reversibility</u></p> <ul style="list-style-type: none"> Effects from B2/B8 uses are reversible once the use has ceased. The duration of effects would last the lifetime of the development. <p><u>Cumulation</u></p> <ul style="list-style-type: none"> The whole of the STE in B2/B8 use would result in cumulative effects from traffic on air quality and noise on roads in and around the STE. <p><u>Possibility of effectively reducing the impact</u></p> <ul style="list-style-type: none"> There is a high possibility of effectively mitigating all effects to levels that would not be significant.

DESCRIPTION OF DEVELOPMENT	SENSITIVE RECEPTORS	LIKELY ENVIRONMENTAL EFFECT
100% Creative Industries (e.g. film studio use) or 100% Research and Development (R&D) Use		
<p>Use of the SPZ for creative industries or R&D uses could vary in intensity however these uses are not expected to be a significant generator of HGV traffic. Traffic other than HGVs would be controlled through the car parking cap preventing significant effects.</p> <p>Any air and noise effects from road traffic would be permanent for the duration the development is operational. The potential for cumulative effect exists with other developments however, with low HGVs and a parking cap there would no significant traffic effects and therefore no significant noise and air quality effects.</p> <p>Research and development uses would be subject to appropriate health and safety measures such as COSHH and Environment Agency permitting and no significant health effects would result.</p>	<ul style="list-style-type: none"> • There are no sensitive areas on or adjacent to the STE. • Residents and other land users adjacent to the SPZ and roads in and around the SPZ; and • AQMA. • Visual and heritage sensitive receptors adjacent and distant to the SPZ. 	<p><u>Magnitude and spatial extent of the impact</u></p> <ul style="list-style-type: none"> • The magnitude of effect will vary depending on the scale of uses proposed however uncontrolled development could result in significant effects associated with road traffic. <p><u>Nature of the impact</u></p> <ul style="list-style-type: none"> • Air quality emissions from road traffic • Air quality emissions associated with ancillary plant • Noise effects from road traffic • Noise effects from ancillary plant • Visual effects and heritage implications from taller buildings • Generation of waste <p><u>Transboundary nature</u></p> <ul style="list-style-type: none"> • None <p><u>Intensity and complexity</u></p> <ul style="list-style-type: none"> • Effects from these uses would not be complex and given the scale of the SPZ and plot density controls would not be intense. <p><u>Probability</u></p> <ul style="list-style-type: none"> • The probability of significant environmental effects from these uses is identified as low. <p><u>Expected onset, duration, frequency and reversibility</u></p> <ul style="list-style-type: none"> • Effects from R&D or creative uses are reversible once the use has ceased. The duration of effects would last the lifetime of the SPZ. <p><u>Cumulation</u></p> <ul style="list-style-type: none"> • As above. <p><u>Possibility of effectively reducing the impact</u></p> <ul style="list-style-type: none"> • There is a high possibility of effectively mitigating all effects to levels that would not be significant.

6 MITIGATION MEASURES

6.1 The likely environmental effects of the new SPZ are identified in Table 5.1. Table 6.1 sets out the proposed measures required to prevent the identified likely effects being considered significant. The information in Table 6.1 is based on the precautionary worst case approach. The mitigation measures proposed will be secured through either planning conditions or section 106 obligations, as is standard practice in securing mitigation in EIA. It is also important to note that in accordance with case law^{xiii} all of the mitigation proposed is unlikely to have significant effects itself, is well established and easily achievable.

Table 6.1: Mitigation Measures

ENVIRONMENTAL EFFECT	MITIGATION MEASURES
<p>Demolition and Construction Activities</p>	<p>Effects from demolition and construction processes will be mitigated through standard measures used in industrial estate development projects. The environmental effects of demolition and construction are typically related to dust, noise from construction works, noise and / or air quality emissions from vehicle movements. The effects of these measures can be successfully controlled using the mitigation identified below. The measures include a Demolition and Construction Environmental Management Plans (D/CEMP) which will include:</p> <ul style="list-style-type: none"> • A table showing the objectives, activities (mitigation/optimisation measures including dust/water/noise/biodiversity e.g. bats etc), and responsibilities for the implementation of those activities; • Details of prohibited or restricted operations (location, hours etc.); • Institutional arrangements for its implementation and for environmental monitoring: responsibilities, role of the environmental authorities, participation of stakeholders; • Provision for reporting, public liaison, and prior notification of particular construction related activities; • The mechanism for the public to register complaints and the procedures for responding to such complaints; and • Safe driving and working practices. <p>The D/CEMP (which will be submitted as part of the SPZ Scheme and secured by a condition) will be produced in consultation with a competent ecologist to determine any mitigation or control measures required to mitigate the developments potential effects on protected species. Measures specific to biodiversity will include but are not limited to the following:</p> <ul style="list-style-type: none"> • Controls on lighting levels in order to limit light pollution; • Management of open trenches to limit accidental entrapment of mammals; and • Timing of construction works to reduce disturbance of birds. <p>If tree and scrub removal are to impact any suitable nesting habitat (hedgerows, trees), these will be undertaken outside of the bird breeding season (1st March to 31st August). If this timeframe cannot be avoided, an appropriately qualified ecologist will undertake a site walkover to visually assess suitable habitat for active nests. If active nests are discovered, then the part of the development that could disturb a nest (in</p>

ENVIRONMENTAL EFFECT	MITIGATION MEASURES
	<p>the opinion of an appropriately qualified ecologist), will cease until the nest is deemed inactive. Prior to each plot coming forward for demolition or redevelopment, a bat roost potential survey would be undertaken on the existing structures. Should any of the structures be identified as having bat roost potential, bat surveys would be undertaken by an ecologist to establish whether a roost is present prior to works being undertaken.</p> <p>In addition to the above, the Applicant will commit to BREEAM 2018 Excellent measures (or equivalent) including 'Man 03 Responsible construction practices' requiring the principal contractor to carry out a risk evaluation and implement a mitigation plan. Risks include vehicle movement, pollution management, tidiness, health & wellbeing, security, training, monitoring, and reporting. Mat 03 Responsible sourcing of construction products - 100% of timber and timber-based products used on the project are 'Legal' and 'Sustainable' as per the UK Government's Timber Procurement Policy.</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"> • On units in excess of 2,000 square metres of floorspace, the Principal Contractor shall comply with the "Considerate Construction Scheme". • The monitoring and recording of data on energy consumption from the use of construction plant, equipment and site accommodation; • The monitoring and recording of data on water consumption from the use of construction plant, equipment and site accommodation; • The monitoring and recording of data on transport from delivery of construction materials and removal of waste • 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. <p>A Construction Logistics Management Plan would also be secured through planning conditions and would prevent significant traffic effects.</p> <p>Demolition of all plots within the SPZ at one point in time is a theoretical test and would not happen in practice. However, as a theoretical scenario, the potential exists for HGV impacts therefore the following control over the scale of demolition that can occur at any one time is proposed. The control would be set at a maximum of 30% higher than the baseline level of HGVs which would mean it would only occur at around 50% demolition of the overall Trading Estate at any one point in time.</p>
<p>Traffic</p>	<p>B8 units over 2,500sqm will be restricted to a maximum of 55,000sqm across the entire SPZ in order to prevent significant HGV movements leading to air quality and noise effects that could not be mitigated. Heights of B2 and B8 units to be limited to prevent generation of HGVs movements that would result in significant noise and air quality effects. Plot density will be limited for all development 50% per plot with the sole exception of data centres which will have a maximum plot density of 60%. The Car Parking Cap within the current SPZ will be maintained in the new SPZ The Site Wide Travel Plan the current SPZ will be maintained in the new SPZ. EV charging infrastructure will be provided.</p>
<p>Noise</p>	<p>As set out in the current SPZ, mitigation will include ensuring all external plant and machinery for buildings constructed under the SPZ will be fully screened. Further, the granting of the SPZ consent does not prevent the Borough council from taking action under Environmental Health Legislation against activities resulting in noise, or dust. Action can also be taken under other environmental legislation where infringements occur.</p>

ENVIRONMENTAL EFFECT	MITIGATION MEASURES
	<p>Effects from new development on noise and will also be controlled through the use of the travel plans including sustainable transport measures and reducing reliance on private cars. Travel plans set out measures to reduce the reliance on private cars and use more active travel measures such as walking and cycling which have health and environmental benefits.</p> <p>The street type and sub-zone plan 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 however as the efficacy and implementation of noise controls, and the baseline position, are well understood, the identification of a requirement of noise mitigation measures on the street type and sub-zone plan at this screening stage can be relied on by SBC in adopting an EIA Screening opinion.</p> <p>Environment Agency Permits will control noise levels associated with data centres.</p>
<p>Air Quality</p>	<p>As with noise, where relevant new data centres will require Environment Agency Permits prior to operation. 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; of particular relevance are the following indicative BAT requirements that the EA apply to backup diesel powered generators at data centres:</p> <ul style="list-style-type: none"> - BAT is considered to be 50hrs per annum to allow for routine testing; - The specification of the generators should ensure they can meet the '2g TA-Luft' (or equivalent standard) emission standard for NOx (i.e. 2000mg/Nm3 at 5%O2, STP); and - Stacks should consider the following to improve efficacy of dispersion: <ul style="list-style-type: none"> - Increased stack height; - vertical release; - Increased distances from buildings to be above roof line; and - Common windshield combining several individual flues. - Operation of diesel backup generators limited to emergency stand-by use only and associated maintenance testing (not exceeding 50-hours per annum per generator) except in emergency circumstances. - Generator to meet NOx emission standard '2g TA-Luft' (or equivalent standard) emission standard for NOx (i.e. 2000mg/Nm3 at 5%O2, STP) <p>Each Environmental Permit for data centres utilising diesel powered backup generators includes the following (or similar) Improvement Condition:</p> <p><i>The Operator shall produce an Air Quality Management Plan in conjunction with the Local Authority outlining response measures to be taken in the event of a grid failure. This should include but not be limited to the following considerations:</i></p> <ul style="list-style-type: none"> o <i>The response should be tailored to reflect the predicted potential impact indicated by the air dispersion modelling at individual receptors;</i> o <i>Specific timescales for response measures;</i> o <i>How local conditions during a grid failure might influence the response required, for example meteorological conditions or time of day;</i> o <i>Contingency for how the response will be carried out in the event scenario i.e. loss of power;</i> o <i>Consider how the response could be co-ordinated with other data centre sites on the Slough Trading Estate operated by the Operator, in addition to any Operator-wide measures that could be put in place during prolonged operation; and</i> o <i>Timescales for continued review of the management plan.</i>
<p>Landscape/Townscape and Visual Effects</p>	<p>Detailed mitigation measures to prevent significant landscape and visual effects are set out in Appendix 2.1 of this EIA Screening report and a summary is included here. The landscape and visual assessment work has produced a parameter plan that identifies heights for development on the SPZ above below which would not result in significant landscape or visual effects. The Height Parameter Plan is provided</p>

ENVIRONMENTAL EFFECT	MITIGATION MEASURES
	<p>in Appendix 3.2 – amended May 2024 - of this Screening Report.</p> <p>From a townscape and visual perspective, aside from the considered approach to the location of height and massing, primary mitigation measures for taller buildings (above approx. 20m above ground level) must use a colour strategy to mitigate the perception of height and built form massing as perceived from the wider landscape. This colour strategy must include consideration of:</p> <ul style="list-style-type: none"> Northern & western facades: recessive paler colours for the upper parts of taller built forms (above c. 20m), to diminish the perception of height against the sky. Southern & eastern facades: recessive mid colour tones, for example greens/greys/browns for the upper parts of taller built forms (above c.20m) where they will appear against wooded backdrops in views across the wider Thames Valley from the south. <p>As set out in the current SPZ, each development site should set aside a minimum of six percent for landscape treatment. Landscaping on individual sites within the Trading Estate must comply with the hierarchy of landscaping requirements.</p> <p>With regard to flues:</p> <ul style="list-style-type: none"> Flues must be integral to design as far as possible (i.e. set within building envelope, rooftop plant enclosure or a specific flue envelope). Where flues protrude, this would not exceed 3m, and their cladding would be subject to the wider colour restrictions, e.g.. the same colour as the crown or paler than the crown. On key movement corridors (Primary Streets and Bath Road) flues to be set to the rear of blocks and not included on the street frontage.
Heritage	<p>The impact of the SPZ scheme on heritage has been considered in Appendix 2.2 in detail. In summary, the height parameter plan at Appendix 3.2 -amended May 2024 - will also provide heritage mitigation benefits, which, when combined with the measures below, would not result in significant effects on the environment:</p> <ul style="list-style-type: none"> Maintaining the legibility of the wooded background and skyline; In particular, seek to retain this legibility and minimise further industrial influences in the immediate backdrop of Eton College chapel as seen from the key viewpoint from the Northern Terrace at Windsor Castle The colour of the proposed built form will be carefully considered so that there is minimal disruption to the foreground focus of the view. This could include colours that are recessive and distinct from the chapel potentially drawing the colour of the wooded character of the skyline on to the buildings as a backcloth to the chapel. Provide a finer grain of roofscape at Whitby Road to reflect the existing roofscape in the east.
Archaeology	<p>As with the current SPZ, a Written Scheme of Investigation will be required for areas defined on an Archaeology Plan which will be updated to reflect current baseline conditions and secured as part of the new SPZ. The WSI sets out the method any potential for archaeology will be investigated and is also a well established and successful step in the mitigation proves.</p>
Biodiversity	<p>The SPZ will not have any effects on ecology or biodiversity however the Applicant 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 continued use of time switch controls.</p> <p>As with the current SPZ:</p> <ul style="list-style-type: none"> 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 Bird boxes can be integrated into any new buildings on-Site or fixed externally on existing buildings.
Lighting	<p>Lighting levels will continue to be controlled in accordance with current measures.</p>

ENVIRONMENTAL EFFECT	MITIGATION MEASURES
Sustainability	<p>Since the adoption of the current 2014 – 2024 SPZ Scheme, in November 2014, the Applicant 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"> • In accordance with the Slough Carbon Management Plan new build projects will seek to be built to a minimum BREEAM very good standard; • BREEAM - Ene 01 Reduction of energy use and carbon emissions; and • BREEAM - Ene 02 Energy monitoring for regulated energy loads; • All new buildings to have a minimum EPC rating of “A”. • Refurbishment standards to EPC B or better for exiting stock.
Water	<p>Existing measures in the current SPZ will be carried across to the new SPZ including:</p> <ul style="list-style-type: none"> • There shall be no additional drainage to the highway; and • No works which will result in the discharge of ground or surface water from the site until drainage works have been completed. <p>In addition to the above, the Applicant 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>
Land Contamination	<p>The potential exists for historic contamination across the SPZ however as required under the current SPZ contamination will be monitored and proactively managed. Measures forming part of the new SPZ will include</p> <ul style="list-style-type: none"> • A desk study assessment of the potential risks to human health and the environment from land contamination shall be completed prior to development. • If the desk study assessment identifies potentially significant risks, a comprehensive phased risk assessment of the extent of any land contamination shall be carried out in line with the Environment Agency’s Land Contamination Risk Management (LCRM) guidance. • Where applicable, this will include completion of a Remedial Options Appraisal, Remediation and Verification Strategy, monitoring of remediation and reporting in a Verification report, with each stage agreed with the regulatory authorities. This will include evidence that suitable measures to remedy any contamination were carried out, where applicable, in order to demonstrate that the site is suitable for use. • If the desk study assessment does not identify any significant risks, the developer’s environmental consultant will carry out a watching brief for unexpected contamination during construction. If any such contamination is encountered a programme of investigation and/or remedial work shall be implemented in order to demonstrate the site is suitable for use.
Waste	<p>As per the current SPZ where large amounts of operational waste is generated, compactors or balers must be provided, and the developer shall where possible re-use and recycle waste, including materials and waste arising from demolition; minimise the pollution potential of unavoidable waste; and dispose of unavoidable waste in an environmentally acceptable manner.</p> <p>In addition to the above, the Applicant 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.</p>

7 SUMMARY AND CONCLUSIONS

- 7.1 This screening report has been prepared to assist SBC in determining whether the proposed SPZ Scheme is likely to give rise to significant effects on the environment. STE is a well-established, large industrial estate that has evolved over the past 100 years and has been the subject of three previous SPZs: 1994 – 2004, 2004 - 2024 and 2014-2024.

EIA Regulations

- 7.2 The SPZ scheme falls within Schedule 2, 10 (a) of the EIA Regulations as the proposals comprise Industrial Estate development projects. The site is not located within a sensitive area as defined by the EIA Regulations, but it exceeds the screening threshold at more than 5 ha in area.
- 7.3 The PPG criteria in Table 4.2 were produced to help planning authorities understand the types of industrial estate development that require EIA Screening. As with all the previous SPZs, the SPZ Scheme as a whole exceeds the PPG 20ha threshold but, as the entire site will not be redevelopment temporally or spatially simultaneously, the individual schemes that will be brought forward over the 10-year period of the SPZ are not considered likely to exceed these thresholds and where they do, exceedance of the thresholds does not automatically mean effects would be significant. Chapter 5 of this Screening Report has set out the measures used to identify the likely effects from the new SPZ. The measures set out in Chapter 6 are commitments to ensure no significant effects arise from any development within the SPZ.

Baseline Conditions

- 7.4 The existing baseline conditions comprise a developed, built out and constantly evolving site. Current uses on the trading estate include industrial units, storage and distribution units, data centres, a hotel, research and development facilities, a power station, retail units, food and drink establishments, leisure units such as gyms, and financial and professional services. Some of the plots within the estate have been redeveloped in the course of the current SPZ and are unlikely to be redeveloped in the next SPZ, and other uses on the estate have leases lasting more than 10 years and are also unlikely to be redeveloped in the next 10 years. In environmental terms the site is of limited sensitivity with no areas statutorily protected for ecological, heritage or landscape purposes. It is against this baseline that the potential for likely significant effects has been determined.

The New SPZ

7.5 The new SPZ is defined by seven parameters comprising:

1. SPZ Boundary;
2. Temporal Limit;
3. Permissible Uses;
4. Plot Densities;
5. Height Parameter Plan;
6. Street type and Sub-zone Plan; and
7. Mitigation Measures.

Identification of Environmental Effects

7.6 The potential effects of the new SPZ were established through:

- Review publicly available baseline information and collected focused site survey data;
- Identification of the pattern of development across the SPZ since its inception in 1995 through to the current SPZ;
- Consideration each of the SPZ scheme parameters;
- Identification of the maximum possible developable areas within the SPZ; and
- Focused technical workshops with specialists in transport, air quality, noise, landscape/townscape, visual impacts, and heritage.

7.7 The worst case environmental effects that could occur as a result of the flexibility allowed by the SPZ were established through the consideration of a number of practically unrealistic but theoretically possible development 'scenarios'.

Mitigation Measures

7.8 Mitigation measures proposed to prevent significant effects will be secured through planning conditions or section 106 obligations, as is standard practice in securing mitigation in EIA. All of the mitigation proposed is unlikely to have significant effects itself, is well established and easily achievable.

Cumulative Effects

7.9 The uses proposed, in the identified cumulative schemes table above on or adjacent to the site, are similar in nature to those proposed under the SPZ Scheme. The remainder of the schemes are of sufficient distance from the site and, given the existing baseline context, are not

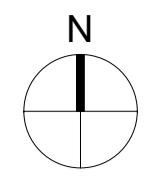
anticipated to be affected by the proposed development. Each cumulative scheme and the SPZ will be required to mitigate its own effects, and overall therefore significant cumulative effects would not be expected.

Conclusions

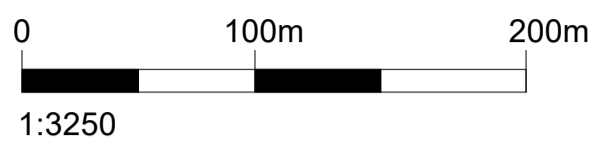
- 7.10 The proposed SPZ Scheme has been carefully considered and appraised by qualified environmental practitioners including experts in transport, townscape/landscape, heritage, noise, air quality, and biodiversity and each have concluded that effects could be managed in accordance with standard methods and best practice measures. Pre-submission consultation has also been undertaken with SBC. The proposed SPZ Scheme is therefore not considered to be EIA development as defined by the EIA Regulations. The information in this EIA Screening Report is sufficiently detailed to allow SBC to understand the nature of the change that would be brought about by the new SPZ such that effects can be clearly anticipated and understood. To assist SBC in adopting their Screening Opinion a completed PPG EIA Screening Checklist is provided in Appendix 7.1 to this Report. In accordance with Regulation 5(5)(a) SBC will be required to set out clear reasons for their adopted screening decision. The legal test to be applied by SBC to the proposed SPZ is the same as that applied and satisfied by SBC for the previous iterations of the SPZ. As a result of the requirements of Regulation 22 of the *Simplified Planning Zone Regulations 1992*^{xiv} SBC was satisfied that none of the previous iterations of the SPZ granted permission for EIA development and this EIA Screening Report has provided sufficient information to confirm this will be the case with the proposed new SPZ.
- 7.11 In conclusion, as identified by Dyson L.J. in *R (Jones) v Mansfield* [2003]^{xv}, uncertainties at the time when a local planning authority is engaged in a screening process will not necessarily prevent the authority from reaching the view that no significant effects on the environment are likely:

"I accept that the authority must have sufficient information about the impact of the project to be able to make an informed judgment as to whether it is likely to have a significant effect on the environment. But this does not mean that all uncertainties have to be resolved or that a decision that an EIA is not required can only be made after a detailed and comprehensive assessment has been made of every aspect of the matter. ... It is possible in principle to have sufficient information to enable a decision reasonably to be made as to the likelihood of significant environmental effects even if certain details are not known and further surveys are to be undertaken. Everything depends on the circumstances of the individual case."

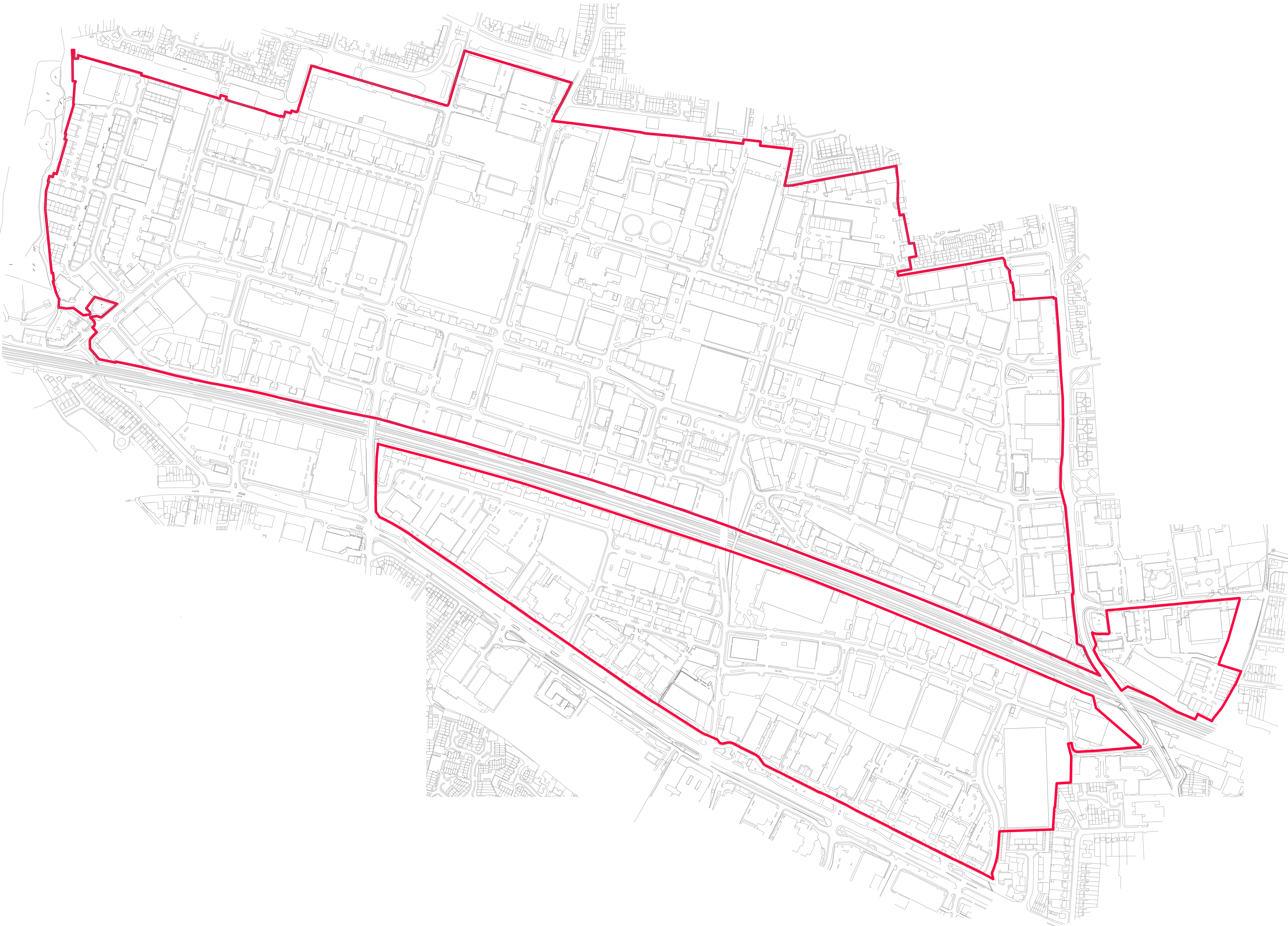
Appendix 1.1 Site Location Plan / SPZ Boundary amended May 2024



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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12-13 Clerkenwell Green, London, EC1R 0QJ +44 (0)207 490 2400 www.chetwoods.com



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 1.2 EIA Screening Opinion – 2014 SPZ Scheme

Appendix 1.3 Stantec Statement of Expertise

Appendix 2.1 Townscape and Visual Appraisal

Bound separately

Appendix 2.2 Cultural Heritage Technical Note

Appendix 2.2a Cultural Heritage Technical Note Addendum

Built Heritage

Job Name: Slough Trading Estate, Simplified Planning Zone

Job No: 333120712

Date: April 2024

Prepared By: Lorraine King, Heritage Planning Director

Subject: SPZ EIA Screening Report – Appendix 2.2a Cultural Heritage Technical Note Addendum

1. Introduction

1.1 This addendum has been prepared following extensive engagement with both Slough Borough Council (SBC) and Historic England (HE) in relation to the EIA Screening Report for the new Simplified Planning Zone (SPZ) at Slough Trading Estate (STE), submitted to SBC in December 2023. It seeks to provide clarification in relation to comments raised during this engagement and should be read alongside the submitted EIA Screening Report and Cultural Heritage Technical Note.

2. Background

2.1. The Cultural Heritage Technical Note sets out a detailed methodology as to how built heritage assets were scoped into the assessment prepared for the EIA Screening Report and for expediency this is not replicated here. Following a desk-top review, confirmed by a series of site visits majority of designated heritage assets were scoped out of the assessment due to their distance from the site, intervening landscape features, topography, and built form being such that they would not experience any meaningful change to their setting, or by extension their significance.

2.2. Of those assets scoped into the assessment, many would experience only a minor or negligible change within their setting, such that there would be no impact on their significance. Those assets which were assessed as being impacted, in the most part experienced a minor effect, which was not significant in EIA terms. During the baseline work and through discussions with SBC and Historic England it is considered that the assets with the potential to experience the greatest impact from the proposed SPZ are Windsor Castle (Grade I listed) and Windsor Great Park (Grade I Registered Park and Garden).

2.3. As set out in the previously submitted documents, Slough Trading Estate (STE) is located over 3km to the northwest of the north terrace at Windsor Castle and c.1km northwest of the northern boundary of Windsor Great Park. Windsor Castle occupies a strategically prominent position on a promontory above the river Thames, offering commanding views across the surrounding landscape, including Windsor Great Park, and the river valley below. The setting of these assets is both urban and rural in nature and has undergone significant change, not least in the 20th century, through the urban expansion of Slough to the north.

2.4. The STE having been constructed in the early 20th century holds no functional or associative relationship with the assets at Windsor Castle or Windsor Great Park. The identified views looking towards the site from the North Terrace and Snow Hill show the layer of urban development and the extent of change that has occurred within the wider landscape. The settlements of Windsor and Eton sit within the middle ground, with the STE and Slough town centre appearing within the backdrop against the wooded skyline beyond. The STE forms part of the wider landscape context in which these assets are positioned; however, it is not considered to make any contribution to their heritage significance.

Built Heritage

3. Understanding the Baseline

- 3.1. Following the initial desk-based assessment and site visits, a series of workshops were held with the project team, including Heritage and Landscape Consultants, SEGRO, and SBC. The purpose of which was to undertake initial scenario testing around proposed heights within the new SPZ. Focussing primarily on views from the North Terrace and from Snow Hill, several key principals were quickly established:
1. The prominence of Eton College Chapel within the view from the North Terrace should be retained and consideration of heights should seek to minimise the presence of development in the immediate backdrop of the Chapel.
 2. The legibility of the wooded backdrop and skyline within both views was important to maintaining the ability to appreciate the wider landscape context of the assets and this should not be broken.
 3. The prominence of Windsor Castle within the view from Snow Hill should be retained and consideration given to massing so that height is focussed to the west as to not diminish the prominence of the Castle.
- 3.2. As part of the work undertaken, it was critical to understand the level of potential change that may occur through the SPZ renewal. As such an 'assessed baseline' was established, as set out in the submitted TVIA. The assessed baseline included consideration of the existing SPZ heights parameters and existing exceedances either already constructed or benefiting from planning permission. The relevant views within the TVIA are views 16 (from the North Terrace) and 18 (from Snow Hill).
- 3.3. Through the workshops and ongoing discussions, several development principles were established in the early development of the SPZ parameters. These principles sought to ensure that the emerging proposals responded positively to the sensitivity of the views and minimise the potential impact on the significance of the assets. These included (specific principles relating to scale and massing highlighted in bold):
- **Maintaining the legibility of the wooded backdrop** and skyline.
 - Minimising the perception of unbroken, overbearing mass to avoid creating a uniform skyline and add visual interest.
 - **Minimise further visual intrusion in the immediate backdrop of Eton College Chapel** as viewed from the North Terrace.
 - The need to carefully consider the colour of any new built form to ensure that Eton College Chapel and Windsor Castle remain prominent within the identified views.
 - **Variation in height** across the STE to not only provide visual interest but to also ensure a **tapering effect towards key townscape features** such as Eton College Chapel in the view from the north terrace and Windsor Castle in the view from Snow Hill.
 - **Focussing of massing away from Windsor Castle** ensure the perceived dominance of the castle is maintained in the view from Snow Hill.
 - Legibility of key corridors, nodal points and gateways through the Site including through greater height. Where greater height is proposed, it should have meaning within the townscape.

Built Heritage

Building Heights Model

- 3.4. Following the establishment of these overarching development principles, three early concepts were prepared to show where areas of greater height could be accommodated within the STE:
- **Scenario 1:** a central core, tapering away at the edges.
 - **Scenario 2:** accentuating the legibility of the existing east/west layout and street pattern within the STE.
 - **Scenario 3:** framing the north-south view corridors across the Thames Valley.
- 3.5. Within these three scenarios a range of heights, above the existing SPZ parameters were evaluated including, 54m, 48m, and 36m. Models were created in VuCity and in Google Earth to consider the modelling in both near and long-distance views. Collaboration at this stage between the Heritage and Townscape teams determined that a compromise between scenario 2 and 3 was likely to be most acceptable in terms of potential layout and positioning of heights within the STE. It was also determined that an upper height of 54m would be inappropriate and would result in unacceptable impacts regarding both townscape and heritage considerations.
- 3.6. As a result of this work, a new scenario was developed:
- **Scenario 4:** combination of scenarios 2 and 3 to spread the nodes across the STE and align areas of greater height along key east-west and north-south corridors.
- 3.7. Again, this approach was tested using Zones of Theoretical Visibility (ZTV) and 3D modelling to understand the extent to which buildings of this scale would appear within the wider landscape context, including from those highly sensitive viewpoints at Windsor Castle and Windsor Great Park. As part of the work undertaken to refine the approach, the proposed building heights were reduced to range from 7m to a maximum of 36m across the STE.
- 3.8. The combined landscape and heritage approach resulted in scenario 4 being progressed as the preferred approach. However, as a result of the detailed testing and optioneering work, it became clear that further mitigation, such as a defined colour strategy, would be required in order to further minimise the potential visual impact associated with the increase in height.

Mitigation

- 3.9. Once the building height parameters had been established, consideration then turned to the need for primary mitigation to be incorporated into the proposals. From a heritage perspective, the development principles established the need for Eton College Chapel and Windsor Castle to remain the distinctive landmark feature within the views from the North Terrace and Snow Hill, respectively.
- 3.10. A colour strategy is proposed as primary mitigation to mitigate the perception of height and built form across the STE. Through liaison with the Townscape team, it was agreed that the colour strategy should include:
- The use of vertical elements within facades to break up the horizontal massing.
 - The use of recessive colours on the southern facades, mid-tones that ensure that the built form does not appear dominant and result in minimal disruption to the foreground of the view. This is particularly key within long-distance views from across the Thames Valley, specifically from Windsor Castle and Windsor Great Park.
 - Breaking up the vertical and horizontal massing of large buildings alongside consideration of roof forms and colours to reduce prominence within elevated views across the valley.

Built Heritage

Design Code Development

- 3.11. Through extensive dialogue with SBC in relation to the SPZ renewal, further work has been undertaken in relation to the primary mitigation measures to demonstrate that the SPZ would not result in significant effects in EIA term to the assets at Windsor Castle and Windsor Great Park. This relates primarily to the preparation of a Design Code which will be submitted as part of the SPZ deposit.
- 3.12. Those elements of the Design Code which specifically seek to minimise the potential visual impact of any increase in scale within the SPZ relate to building form and colour strategy. Significant work was undertaken in order to ensure that the prescribed approach responded adequately to the heritage and landscape considerations, principally ensuring that the SPZ development would appear recessive in the wider landscape setting of Windsor Castle and Windsor Great Park.
- 3.13. In order to define the appropriate approach to the colour strategy, further testing was undertaken in the form of modelling, based on the maximum height parameters applied across the STE (worst case scenario). The colour strategy proposes a simplified colour palette, utilising colours found in the surrounding landscape as viewed in the LVIA photography.
- 3.14. The colour strategy will be applied by following an options based approach, dependant on the plot location, height of built form, elevation, building crown, elevational length, and relationship to adjacent buildings. A series of photomontages were prepared, and initial testing of the strategy resulted in areas of built form continuing to be visually prominent within views from Windsor Castle and the Great Park, such that amendments were required to lessen the perceived impact to the setting of these assets. Continued discussions in relation to the options testing has resulted in the refinement of the colour strategy to ensure that the built form will appear recessive within the wider landscape setting of the identified heritage assets.

4. Conclusions

- 4.1. The additional work undertaken in collaboration with the heritage and landscape approach has sought to demonstrate that the mitigation set out in the Design Code would further reduce the visibility of the development within the key views from Windsor Castle and Windsor Great Park. The use of fully rendered images has also allowed for an appreciation of how the development will be viewed from the identified heritage assets.
- 4.2. The extensive work undertaken has confirmed that the mitigation measures embedded within the SPZ, including the distribution of heights and colour strategy are successful in ensuring the new built form will appear recessive in views from Windsor Castle and Windsor Great Park, blending into the wooded skyline in the backdrop of the views. The rigorous testing of the development principles and the primary mitigation confirmed that the development will assimilate successfully into the wider landscape setting of the heritage assets and that the proposed increase in scale can be successfully accommodated within the parameters of the SPZ renewal.
- 4.3. The additional work that has been undertaken has confirmed the original conclusions of the EIA Screening Report that the SPZ renewal has the potential to result in a minor adverse significance of effect which is not significant in EIA terms.

Built Heritage

DOCUMENT ISSUE RECORD

Rev	Date	Prepared	Checked	Reviewed (Discipline Lead)	Approved (Project Director)
01	April 2024	Lorraine King	Mary Mescall	MS	MS

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Registered Office: Buckingham Court Kingsmead Business Park, London Road, High Wycombe, Buckinghamshire HP11 1JU
Office Address: 50/60 Station Road, Cambridge CB1 2JHT: +44 (0) 01223 882000 E: cambridge.uk@stantec.com

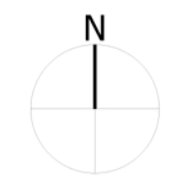
Appendix 2.3 Noise Baseline Data

Appendix 2.4 Local Air Quality Data

Appendix 2.5 Preliminary Ecological Appraisal

Appendix 3.1 Approach to Screening and “Rochdale Envelope”

Appendix 3.2 Height Parameter Plan amended May 2024



LEGEND

- Site Boundary
 - Excluded Zone
(Power Station sub-zone)
Approximate existing heights:
Chimney Stack - 105m
CHP cooling towers - 49m
CHP plant - 48m
- Maximum Building Heights Permitted
- Development Height 36m
 - Development Height 31m
 - Development Height 25m
 - Development Height 20m
 - Development Height 18m
 - Development Height 15m
 - Development Height 12m
 - Development Height 7m
 - Development Height 3m



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Project
 Slough Simplified Planning Zone
 Renewal

Drawing Title
 Plan 3 -
 Building Heights Plan

Date 26.09.2023 Scale 1:3250 @A1 Drawn by ML Check by DD

Project No 20712 Drawing No LN-LP-12 Revision J



Stantec UK Limited
 101 Victoria Street
 Bristol
 BS1 6NU
 T: 0117 929 9677

Appendix 4.1 Theoretical Maximum Developable Areas

Appendix 7.1 Planning Practice Guidance EIA Screening Table

REFERENCES

ⁱ SI 2017/571, as amended by SI 2018/695

ⁱⁱ <https://www.legislation.gov.uk/ukpga/1990/8/section/82>

ⁱⁱⁱ Note: the existing floorspace on the site (approximately 698,830 sqm) does not include floorspace associated with the Slough Combined Heat and Power Plant.

^{iv} An area where levels of pollutants that affect the air quality, such as nitrogen dioxide and particulate matter

exceed the National Air Quality objective.

^v DEFRA (April 2012) Environmental Protection Act 1990: Part 2A Contaminated Land Statutory Guidance

^{vi} Gov.UK Flood Map for Planning, accessed online: Flood map for planning - GOV.UK (flood-map-for-planning.service.gov.uk)

^{vii} SBC (March 2021) Local Plan for Slough, Slough Borough Council Strategic Flood Risk Assessment Level 1

^{viii} [eia-thresholds-table.pdf](#) (publishing.service.gov.uk)

^{ix} Bateman, R (on the application of) v South Cambridgeshire District Council & Anor [2011] EWCA Civ 157 (22 February 2011) (bailii.org)

^x <https://www.iema.net/resources/blog/2023/07/12/new-iema-guidance-environmental-assessment-of-traffic-and-movement>

^{xi} Climate Neutral Data Centre Pact – The Green Deal need Green Infrastructure

^{xii} Net Zero Strategy: Build Back Greener - GOV.UK (www.gov.uk)

^{xiii} <https://www.bailii.org/ew/cases/EWCA/Civ/2003/400.html> - John Gillespie v Bellway Urban Renewal Southern

^{xiv} The Town and Country Planning (Simplified Planning Zones) Regulations 1992 (legislation.gov.uk)

^{xv} <https://www.bailii.org/ew/cases/EWCA/Civ/2003/1408.html>