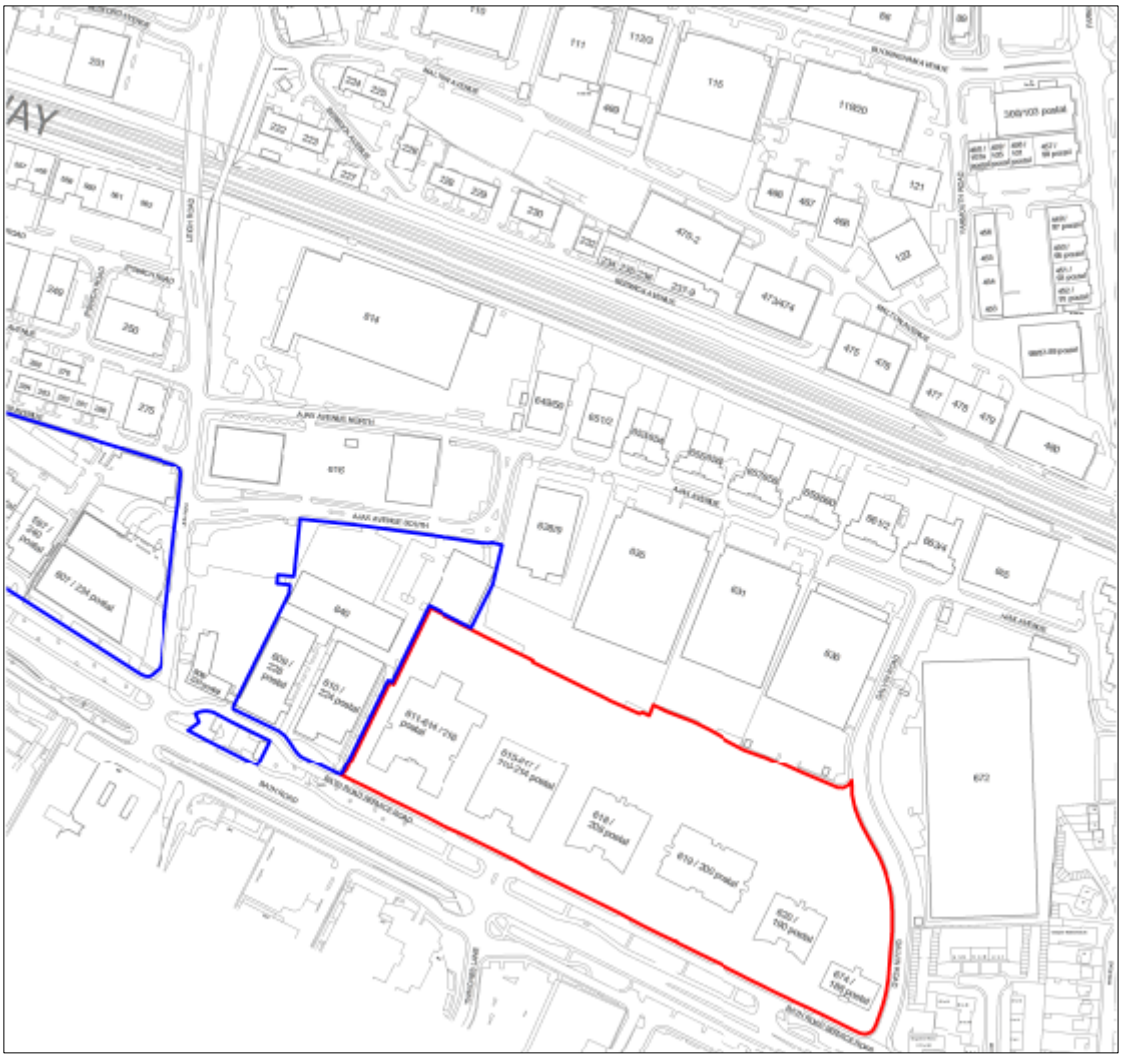
Registration Date:	03 January 2024	Application No:	P/200367/001
Officer:	Martin Cowie	Ward:	Northborough & Lynch Hill Valle
Applicant:	Mr Dan Holford, SEGRO STE, Slough, SL1 3WE	Application Type:	Major Development
		8 Week Date:	03 April 2024
Agent:	Mr Ben Cook, Stantec, 10th Floor, Bank House, 8 Cherry Street, Birmingham, B2 5AL		
Location:	188-216 Bath Road, Slough, SL1 3WE		
Proposal:	Outline planning application for the following two independent and severable acts of development: 1. Demolition of 188, 190 and 200 Bath Road and the construction of a Data Centre with ancillary office space, together with landscaping, boundary treatments, substation, plant enclosure, gantry and all associated and ancillary works. Retention and alteration of existing points of access and egress to Galvin Road. Retention of existing Bath Road access for emergency services. Provision of new cycle and vehicle parking, including electric vehicle parking. Details of access, appearance, landscaping, layout and scale all submitted for approval. 2. Demolition of 208, 210 and 216 Bath Road and the construction of a Data Centre with ancillary office space, together with landscaping, boundary treatments, substation, plant enclosure, gantry, new cycle and vehicle parking and all associated and ancillary works. Detailed approval is sought for the retention and alteration of existing access and egress to Galvin Road and Bath Road. Appearance, landscaping, layout and scale reserved for subsequent approval (Amended description).		

Recommendation: Delegate to Planning Group Manager for Approval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PITMAN ROAD
ALPINE
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RAILTON AVENUE
RIVERSIDE AVENUE
MONARCH AVENUE
HARBOUR ROAD
SIXTH AVENUE
BAY ROAD SERVICE ROAD

P/20367/001: 188-216 Bath Road, Slough, SL1 3WE

SUMMARY OF RECOMMENDATION

1.0 This application has been referred to the Planning Committee for consideration as the application is for a major development.

1.1 Having considered the relevant policies set out below, and comments that have been received from consultees, and all other relevant material considerations it is recommended the application be delegated to the Planning Manager:

A) For approval subject to:

1. The satisfactory competition of a Section 106 to secure:

i. Financial contribution of £649,017 towards Local Employment Training and Business Promotion.
ii. Skills development programme for the construction phase.
iii. Travel Plan.
iv. Construction vehicle routing strategy.
v. Financial contribution of £5,000 Travel Plan Monitoring Fee.
vi. Car Parking Management Plan.
vii. Future connection to a district heating network.
viii. Financial contribution of £25,000 towards the closure of the Bath Road service road to vehicles only.

2. Agreement of the pre-commencement conditions with the applicant/agent; finalising conditions; and any other minor changes.

B) Refuse the application if the completion of the above has not been satisfactorily completed by 29th November 2024 unless a longer period is agreed by the Planning Manager, in consultation with the Chair of the Planning Committee.

PART A: BACKGROUND

2.0 **Proposal**

2.1 This is an Outline planning application for the following two independent and severable acts of development:

3. Demolition of 188, 190 and 200 Bath Road and the construction of a Data Centre with ancillary office space, together with landscaping, boundary treatments, substation, plant enclosure, gantry and all associated and ancillary works. Retention and alteration of existing points of access and egress to Galvin Road. Retention of existing Bath Road access for emergency services. Provision of new cycle and vehicle parking, including electric vehicle parking. Details of access, appearance, landscaping, layout and scale all submitted for approval.

4. Demolition of 208, 210 and 216 Bath Road and the construction of a Data Centre with ancillary office space, together with landscaping, boundary treatments, substation, plant enclosure, gantry, new cycle and vehicle parking and all associated and ancillary works. Detailed approval is sought for the retention and alteration of existing access and egress to Galvin Road and Bath Road. Appearance, landscaping, layout and scale reserved for subsequent approval (Amended description).

2.2 The application is essentially a part-outline, part-detailed submission (otherwise known as a 'Hybrid' planning application). It seeks detailed approval for the proposed development at 188 – 200 Bath Road (hereafter referred to as 200 Bath Road) with no matters reserved, and outline approval for the development at 208 – 216 Bath Road (hereafter referred to as 210 Bath Road), with all matters reserved except for access. Detailed access arrangements are proposed serving the entire development across both parts of the site.

2.3 'Reserved matters' are those aspects of a proposed development - 'Access', 'Appearance', 'Landscaping', 'Layout' and 'Scale' - which an applicant can choose not to submit details of with an outline planning application, (i.e. they can be 'reserved' and submitted within 3 years for determination by the Local Planning Authority).

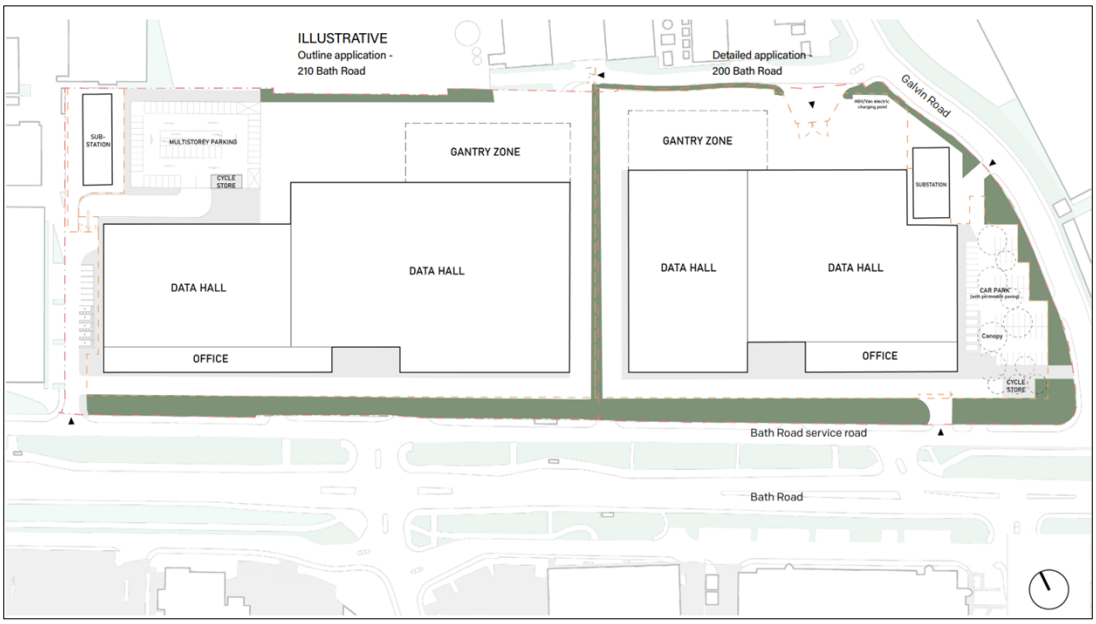
2.4 In respect to the outline element for 210 Bath Road, the Reserved Matters will be conditioned and guided by a series of 'Parameter Plans', which establish overarching rules and principles for the development, the detail of which will be determined through future reserved matters applications.

2.5 The Parameter Plans submitted for approval in respect of 210 Bath Road cover the following items:

- Built Form;
- Building Heights;
- Access and Movement; and
- Landscaping

2.6 The Parameter Plans have been prepared in accordance with the technical assessments submitted in support of the application and have been prepared and considered in conjunction with the submitted Design and Access Statement and Design Code. The Design Code sets out a comprehensive series of guidelines to inform the detailed design of the proposed data centre at the Reserved Matters stage. These complement the Parameter Plans and identify more specific design related requirements concerning elevational breaks/set-backs, external treatment for example.

2.9 The masterplan shows the two data centres and associated office space, plant enclosures, sub-stations, parking areas and landscaping on each part of the site.



Proposed indicative masterplan

2.9 The data centre subject to the detailed element would have a total useable floorspace (offices and data halls) of 30,130 sqm (324,306 sqft) – Gross External Area (GEA), whilst that for the outline data centre, based on the parameter plans could indicatively be 49,700 sqm (534,966 sqft) (GEA). Both data centres would present extensive frontages to Bath Road behind a service strip and a substantial 9m landscaped buffer with set-backs within the building line. The data centre at 200 Bath Road would be set further back from Galvin Road behind a proposed parking area. Gantry areas and service yards would all be located to the rear of both data centres, in addition to new sub-stations. The data centre at 210 Bath Road would also be served by a multi-level car park at the back of the site.

2.10 The data centre at 200 Bath Road would be delivered across three floors (ground, first and second), with associated plant at roof level. The western side of the proposed building would be 25m high dropping to 18.5m on its eastern side towards Galvin Road. The height of the data centre at 210 Bath Road is guided by the Building Heights Parameter Plan which identifies two height zones proposed within this outline part of the site - one up to 25m and another rising to 31m towards the centre. These heights reflect the nature of the site and surrounding area including wider topographical and heritage characteristics, namely Windsor Castle and its environs.

2.11 Access for servicing and deliveries would be shared between both data centres to the rear, off Galvin Road which is an existing access point. Main pedestrian and vehicular access however would be split across the site. The data centre at 200 Bath Road would be served by separate pedestrian/cycle and vehicular entrances off Galvin Road, and the data centre at 210 Bath Road would incorporate an access off the Bath Road service road at the western end of the site for pedestrian/cycle and vehicular use.

2.12 The proposed development would be constructed from high-quality, sustainable, and contemporary materials that are functional, reflect the historical nature of the trading estate and complement those within the surrounding area. The buildings would predominantly comprise of powder coated steel façades with a precast concrete base along the main elevations. Large areas of glazing would however be used to maximise the transparency of lobbies and office space, in addition to opaque panels to provide a lighter, continuous, and consistent appearance.

View of front of proposed data centre at 200 Bath Road (detailed element)

2.13 Architectural details such as fins and shadow gaps would be incorporated to allow the break-up of the façades and provide articulation, particularly to elevations with fewer openings. The tops of the buildings would include lightweight slatted panels that filter views of the plant from the public view whilst maintaining the elevational composition of the floors below. Both buildings would also make effective use of colour and lighting to enhance the overall design approach.

2.14 Full details of the design of the data centre at 200 Bath Road are presented for determination, albeit specific materials and detailed elevational treatment will be conditioned as part of any planning consent. As details in relation to the data centre at 210 Bath Road are submitted in outline, the design of the building is only indicative at this stage and will be guided by the Design Code and Design and Access Statement when considered at the Reserved Matters stage.

2.15 The site is located within the Slough Trading Estate which is designated as a Simplified Planning Zone (SPZ). This is effectively a specialised planning permission that applies across the majority of the Trading Estate. It sets out a range of conditions that must be met so that certain types of development can be built without the need to apply for an individual planning permission, and therefore provides some flexibility for new investment opportunities and change in the area.

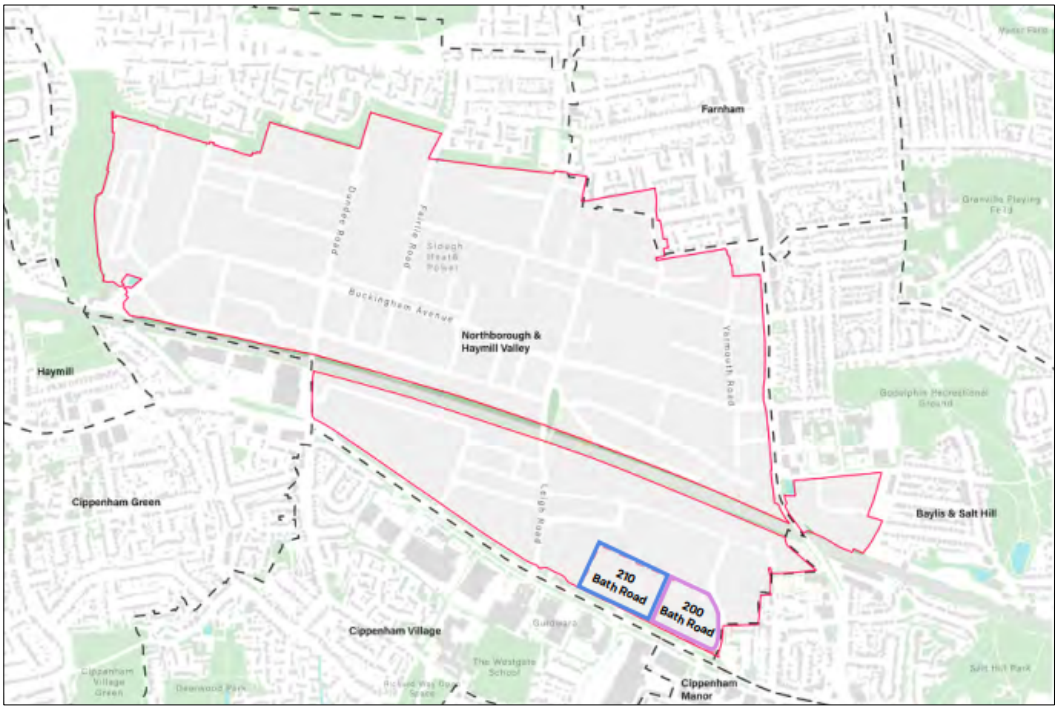
2.16 The SPZ includes 47 planning conditions that must be complied with for a proposal to benefit from the provisions of the SPZ. In this instance, the proposed development falls beyond the parameters of Condition 5, which states:

"The maximum height of development, including plant and machinery (including screening or enclosure) and solar panels shall not exceed those set out in Table 1 Building Heights".

2.17 In this instance, the site spans several building height zones, including the Sensitive Boundary Zone (where up to 7m is permitted), the Outside of the Controlled Height Sub-Zone (where up to 20m is permitted for Storage and Distribution Uses) and the Research and Development or Colocation/Data Centre Sub Zones (where up to 23m is permitted). The proposed building heights are in excess of that which is permissible under the SPZ. As such, a planning application is required given that the proposed heights exceed these parameters.

3.0 Application Site

3.1 The site is located approximately 1.8km to the north-west of Slough Town Centre and currently accommodates six buildings (188, 190, 200, 208, 210 and 216 Bath Road) and their associated curtilage which include car parking areas, circulation space and landscaping. These buildings together amount to an overall site area of approximately 5.46 hectares. The buildings are found to the south-eastern corner of the Slough Trading Estate by the junction of Galvin Road and Bath Road. The site is bound to the north by a private access road which currently serves the rear of 190-208 Bath Road, in addition to the rear of 630-639 Ajax Avenue. 188 Bath Road is currently accessed from two existing points of access from Galvin Road, whilst each of the six buildings also benefits from an existing access from Bath Road.



Plan showing location of site within Slough Trading Estate

3.2 The current planning use of these buildings is for office purposes, however, they are underutilised and only partially occupied.

3.3 The existing buildings sit behind a service road and landscape strip and present a staggered frontage to Bath Road. They vary in size but generally comprise 3 main floors of accommodation ranging in height from 14.5m to 19.5m. The designs of the buildings differ, albeit 190-208 Bath Road are similar, having been completed between 1999-2002 and feature curtain wall glazing, and pre-cast reconstituted stone cladding as their main facade treatment. None of the buildings are of any particular architectural and are typical of office development in business park settings/trading estate.

3.4 Due to the site's location in the Slough Trading Estate, most of the surrounding area comprises predominantly industrial, office and commercial space, with residential uses lying beyond the Estate to the north, east and south-east. Directly north of the site lie three data centres, further industrial/commercial developments, and the Great Western Main Line railway beyond Ajax Avenue. East of the site, beyond Galvin Road, a large data centre can be found adjacent to a six-storey building, containing 28no. residential apartments. Beyond this lie further residential property. South of the site, past Bath Road, lie various commercial/industrial developments. Similarly, to the west of the site, past Leigh Road, there is more commercial/industrial land-uses.

Aerial photograph of site and existing buildings looking north-east

3.5 The site is designated within an existing business area as defined by the Council's planning policy proposal map, and as highlighted earlier it is subject to the Slough Trading Estate SPZ designation. It also forms part of the wider site-specific policy allocation ref: SSA4 (Slough Trading Estate - including Leigh Road Central Core Area) in the Site Allocations Development Plan Document. This proposes a mixed-use development comprising of "Offices, research and Development, Light Industrial,

General Industrial, Storage and Distribution, Residential, Retail, Food and Drink, Hotels, Conference Facilities, Educational Facilities, Recreation and Leisure Uses".

Aerial view of estate and surrounding area looking south-west

3.6 The site benefits from good connectivity to the surrounding pedestrian and cycle network as well as local public transport services. Burnham and Slough Railway Stations are 2.1km west and 2.2km east from the site respectively and there are bus services nearby on the Bath Road. The site also has excellent access to the major trunk road and motorway networks.

3.7 In respect to other relevant aspects of the site, it should be noted that it falls within Flood Zone 1 and is at low risk of surface water flooding. There are no other local or statutory environmental (e.g. Air Quality Management Areas) or historical designations on or bordering the site.

3.8 There are however several Listed Buildings in the surrounding area. Milestone At Su 9556 8054 lies 80m west of the site, the Three Tuns Inn lies 360m east of the site, the Railway Bridge lies 350m north-west of the site and 1-5 Cippenham Lodge and the Wall at Cippenham Lodge lie 370m to the south of the site. In addition, there are two Scheduled Monuments, 'Montem Mound; a motte at Salt Hill Upton-cum Chalvey' lies approximately 600m to the south-east of the site and 'Moated site at Cippenham Court' is located approximately 800m to the south-west of the site. Further afield, other heritage features comprise Stoke Park Registered Park or Garden (RPG) (Grade II) and Herschel Park (Formerly Upton Park) RPG (Grade II) which are located approximately 1.8km to the north-east and 1.9km to the south-east respectively.

3.9 The Royal Estate, Windsor: Windsor Castle and Home Park, Frogmore Gardens, Windsor Great Park Grade I Registered Park and Gardens and associated listed structures lie approximately 2.6km south-east of the site). The Grade I Listed Eton College buildings and Grade II Registered Park and Garden are also situated approximately 2.2km south-east of the site.

4.0 **Site History**

4.1 The most relevant planning history for the site is presented below:

188-216 Bath Road:

P/20367/000 Environmental Impact Assessment (EIA) Screening Opinion request for:

1. Outline planning application for the following two independent and severable acts of development: Demolition of 188, 190 and 200 Bath Road and the construction of a Data Centre with ancillary office space, together with landscaping, boundary treatments, substation, plant enclosure and all associated and ancillary works. Retention and alteration of existing points of access and egress to Galvin Road. Retention of existing Bath Road access for emergency services. Provision of new cycle and vehicle parking, including electric vehicle parking. Details of access, appearance, landscaping, layout and scale all submitted for approval.

2. Demolition of 208, 210 and 216 Bath Road and the construction of a Data Centre with ancillary office space, together with landscaping, boundary treatments, substation, plant enclosure, new cycle and vehicle parking and all associated and ancillary works. Detailed approval is sought for the retention and alteration of existing access and egress to Galvin Road and the retention of existing Bath Road access for emergency services and access to substation only. Detail of pedestrian and cycle access reserved for subsequent approval. Appearance, landscaping, layout and scale also reserved for subsequent approval.

Under consideration.

208 Bath Road:

P/00263/026 Change of use from class B1 to sale and storage of motor vehicles with ancillary offices and erection of security fencing.

Approved - 28/05/1992

210 Bath Road:

P/01100/003 Erection of a building to be used for any purpose within class B1.

Approved: 08/12/1989

216 Bath Road:

P/01354/025 Erection of single storey extension to rear for storage purposes.

Approved 25/05/2004

P/01354/022 Erection of a three-storey building for B1(b) research and development and walkway to existing facility.

Approved 22/10/2002

P/01354/018 Erection of 2 storey rear extension to existing research facility to form new laboratory and storeroom.

Approved: 11/06/1997

P/01354/006 Erection of a speculative high technology building.

Approved: 15/04/1985

190 – 208 Bath Road:

P/00263/030 Variation of Condition No.1 of Permission P/00263/027 to Increase Floor Space Limit of 15,795 Sqm to 16,998 Sqm.

Approved: 24/07/2001

P/00263/028 Erection of three storey office development and associated car parking (reserved matters application).

Approved: 05/10/1999

P/00263/027 Demolition of existing building construction of B1 development with associated car parking.

Approved: 17/02/1999

Bays 9-13 (building 1) Banbury Avenue, Slough Trading Estate, Slough, SL1 4LH:

P/20054/001 Erection of Use Class B8 data centre with ancillary Use Class E office space together with hard and soft landscaping, utilities, car parking and associated site clearance, demolition, engineering,

ground works, infrastructure, and site access via Dundee Road and Oxford Avenue.

Committee resolution to approve subject to signing of S.106 Agreement: 25/04/2023

5.0 **Neighbour Notification**

5.1 In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended), 9 site notices were displayed around the site on 19/01/2024. The application was advertised as a major application in the 12/01/2024 edition of The Slough Express.

5.2 Following receipt of amended and additional plans and documents, the application was consulted upon again and a further 9 site notices were displayed around the site on 24/04/2024 and advertised again in the 26/04/2023 edition of The Slough Express.

5.3 One local representation in response to the application was received at the time of writing this report:

- This application fails to consider the employment impact of this change. While the current occupancy of the properties being demolished is low, it is not guaranteed that this will remain true. If the data centres are built, the possible number of employees will drop, and the majority of the positions that are full time will not be higher salary positions. In short, this will damage Slough's employment potential. I've worked in IT for more than three decades.

5.4 *Officer comment:*
The employment implications of the proposed development have been acknowledged and considered as part of the overall assessment of the planning application. As detailed later in this report, the site forms part of a policy designated and established commercial area accommodating a range of business and industrial uses and does not restrict data centres. It is presently vacant with several previous occupiers having downsized and relocated, which is reflective of a wider downward trend in the office market.

The proposed development is an employment generating use and whilst its employment capacity is less than the existing office accommodation on-site, it would assist in delivering a wide range of new direct and indirect employment opportunities locally and regionally, and it would support more generally the rapidly expanding digital based economy and associated activity. In addition, the application would also secure a significant contribution towards local employment and training initiatives.

Further details in respect to employment issues and potential benefits arising from the proposals are set out later in the report.

6.0 Consultation

6.1 SBC Local Highway Authority:

The economic appraisal has forecast 180 jobs will be created on site within maintenance and operation roles. There will also be 200 job roles created during the construction phase.

- *Vehicle Access*

SBC Transport Officers have no objection to the proposed access arrangement for 200 Bath Road. The NPPF states in Paragraph 114 that applications for development should ensure: *'Safe and Suitable access to the site can be achieved for all users'* and that *'The design of streets, parking areas, other transport elements and content of associated standards reflects current national guidance'.*

The vehicle access for 200 Bath Road is shown on Drawing No. 332610165-STN-HGN-DR-H-0016-DR in Appendix C. The drawing demonstrates that a visibility splay of 2.4m x 43m can be provided in accordance with the Manual for Streets visibility standards for a 30mph road.

Swept path analysis has been provided which demonstrates that a 16.5m long articulated vehicle and an 18m low loader truck can ingress/egress the development using the amended vehicle access bellmouth.

The access proposals include minor widening of the bellmouth and relocation of the footway (by 0.8m). This is to improve access for servicing vehicles.

The collision data shows that in the last 5 years there have been no accidents recorded along the Bath Road service road in the vicinity of the site, with only one recorded on Galvin Road and one at the junction with Bath Road to the front of Plot 190. There are no significant trends or patterns of accidents that would be exacerbated by the proposed development.

- *Section 106 Contributions*

SBC have agreed a Section 106 (S106) contribution with the applicant to close the A4 Bath service road to vehicles and retain access as a walking/cycling route only. A S106 contribution of £25,000 has been agreed with the applicant.

SBC Transport Officers require the payment of £5,000 S106 contribution towards Travel Plan Monitoring.

- *Pedestrian Access*

The Transport Assessment outlines that the pedestrian access points will be designed with level access so that wheelchairs and disabled users can safely access the building.

- *Car Parking (200 Bath Road)*

SBC Transport Officers are satisfied with the 65 car parking spaces proposed for 200 Bath Road and the 127-160 car parking spaces proposed for 210 Bath Road. There is not expected to be any overspill of parked vehicles onto the surrounding roads. A parking accumulation study has been submitted within the Transport Assessment which concludes a maximum of 65 cars would accumulate between 10:30 – 11:30. However, the calculation omitted car trips between 05:30 – 06:30. 77 cars were forecast to accumulate after the inclusion of trips between 05:30 – 06:30 at the request of SBC Transport Officers. Throughout the rest of the day there would be 9 – 58 vehicles on site.

The parking accumulation has been forecast using TRICS trip surveys from similar data centres within Slough. The TRICS Database is the national trip generation database and is used by professionals across the Town Planning and Transport Planning industries.

A minimum of 127 car parking spaces and an upper parameter of 160 car parking spaces is proposed for 210 Bath Road where up to 49,700sqm of data centre floor space proposed. This provides 1 car parking space per 391sqm of data centre space at the same ratio of spaces to square floor area provided for 200 Bath Road.

SBC Transport Officers are satisfied that there will be no overspill of parked vehicles onto the surrounding roads given the parking provision is evidenced by TRICS survey data and car parking will be managed by a car parking management plan. Bath Road is subject to double yellow line restrictions and Galvin Road has double and single yellow line restrictions which restrict on-street car parking.

- *Car Parking Management Plan and System*

65 car parking spaces will be provided on site at 200 Bath Road and a further 12 car parking spaces provided within the Bedford Avenue Car Park owned by SEGRO. A Car Parking Management Plan will be conditioned which covers the management of these 12 spaces and allows SEGRO to reallocate these spaces if they are unused. SEGRO have confirmed that Bedford Avenue car park is underutilised and has capacity to accommodate additional car parking.

Car parking for the site will be managed through a booking system and visitors will not be able to access without prior arrangements through security.

- *Trip Generation*

SBC Transport Officers have no objection to the proposed data centres due to the number of vehicle trips which would be generated. The NPPF requires states that applications for development should only be refused where: *‘Development should only be prevented or refused on highways grounds if there would be an*

unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'.

The existing offices at 188 – 216 Bath Road contain 1124 car parking spaces (Drawing No. UKBS-6385, dated 06/02/2017). The proposed data centres would have a maximum of 225 car parking spaces. Therefore, the consented use clearly has far greater potential to generate a higher number of vehicle trips than the existing use.

The Transport Assessment presents a forecast of the change in vehicle trip generation in Table 5.3 of the Transport Assessment. The Transport Assessment calculates that the existing offices would generate 631 two-way vehicle trips during the AM Peak Hour (0800 – 0900) and 441 two-way vehicle trips during the PM Peak Hour (1700 – 1800).

Therefore, a reduction is forecast of 529 vehicle trips during the AM Peak Hour (0800 - 0900) and a reduction of 379 two-way trips during the PM Peak Hour (1700 - 1800).

- *Travel Plan*

SBC Transport Officers are satisfied with the submitted Travel Plan, which aims to reduce Single Occupancy Vehicle Journeys by 10% within 5 years. A baseline survey will be completed 6 months after occupation of Bath Road to provide an updated baseline.

- *Blue Badge/Disabled Car Parking*

The site plan for 200 Bath Road displays 5 car parking spaces which are designed for blue badge use/accessible use. This equals 7.69% of the 65 car parking spaces proposed for 200 Bath Road.

This exceeds the requirements of DfT Guidance Inclusive Mobility (2021) which requires *'5% of the total parking capacity should be designated (to include both employees and visitors')* for car parks with newly built employment facilities.

DfT data (March 2023) showed that 4.6% of the UK population (2.57 million people) hold a valid blue badge.

- *Electric Vehicle Parking*

SBC Transport Officers are satisfied with the level of electric vehicle charging proposed on site.

It is proposed that 17 of the proposed car parking spaces at 200 Bath Road will be fitted with Electric Vehicle (EV) Car Charging Points. This is 25% of the 65 car parking spaces proposed on site. This exceeds Slough Council's current requirements for EV Charging at employment facilities.

The Slough Low Emissions Strategy (2018 – 2025) requires that 10% of car parking spaces are designed for Electric Vehicle Charging at developments which provide employment. The NPPF requires that new developments are designed to facilitate

the charging of electric vehicles and recent data indicates that electric vehicles comprise 17% of new car sales.

- *Cycle Parking*

SBC Transport Officers have no objection to the proposed number of cycle parking spaces for 200 Bath Road. The Slough Parking Standards do not provide a specific cycle parking standards.

60 cycle parking spaces will be provided for 30,130sq.m of data centre use at 200 Bath Road. Shower and changing facilities are proposed within each building to encourage sustainable travel.

The SPZ cycle parking standard for B8 Co-location Datacentres is 2 per unit and then 1 for every 500sq.m. Therefore 60 cycle parking spaces are considered suitable for 30,130sq.m.

At 210 Bath Road, 105 cycle parking spaces are proposed at the same ratio as cycle parking is proposed for 200 Bath Road.

- *Deliveries and Servicing*

Swept path analysis has been provided which demonstrates the servicing yard for 200 Bath Road provides suitable turning space for a 16.5-metre-long articulated vehicle, 18m long low loader and a 12m long rigid lorry can enter and exit the site in a forward gear.

- *Electric Vehicle Parking*

17 electric vehicle charging spaces (25%) are proposed which would exceed the requirements of the Slough Low Emissions Strategy. The Slough Low Emissions Strategy requires that active electric charging points are provided for 10% of car parking spaces.

The Slough Low Emissions Strategy (2018 – 2025) requires the provision of EV Charging Points for new dwellings with allocated parking. The National Planning Policy Framework Paragraph 112 requires applications for development to: *'Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible, and convenient locations'.*

- *Summary and Conclusions*

No objection to the proposed development on highways and transport grounds. If planning permission is granted, recommend that approval is subject to conditions to control the impact of the development.

6.2 **SBC Urban Design Consultant:**

Proposals have been subject of significant pre-application discussions regarding their design and detailing. The introduction of data centres along the prominent Bath Road frontage of the Slough Trading Estate represents a significant change from the established character of the existing developments within this context. As such, officers have worked closely with the design team to establish a key set of principles

in relation to the architectural character, materials, and lighting strategy for the development.

The scheme proposes two buildings, one subject to detailed design and the second subject to outline parameter plans and design codes.

For the detailed design proposal (200 Bath Road), the massing of the data centre has been carefully designed to break down the overall bulk of the scheme into two clearly defined blocks, linked by a recessive and set-down reflective glazed element. The architectural appearance of the scheme will bring forward a strong structural grid to the Bath Road frontage, with a clearly defined base, middle and crown to give the building presence and character which is complementary to other existing buildings along this stretch. The materiality and tonality of the façade treatments have also been carefully considered to provide mitigation of wider townscape impacts and respond well to the landscape character of key strategic views of the site.

Both the data-hall and office façades along the Bath Road frontage are designed to incorporate a mix of transparent and translucent glazing which will bring animation to these façades throughout the day. The condition of these elevations has also been considered during the evening/night-time hours, with the introduction of architectural and feature lighting introduced to provide animation and activity during these times.

The outline scheme, (210 Bath Road), is accompanied by a series of parameter plans and design codes of an illustrative scheme design. These codes are useful in helping to establish principles of design which should inform future detailed reserved matters submissions.

In terms of massing, the codes set the principles as to how the data centre would be broken-up to avoid the scheme having a dominating impact upon the local area. Similar to the detailed proposals, the design codes provide indicative principles for the design of the data-hall and office components of the scheme. These codes guide the architecture, materiality and detailing of the outline scheme and set minimum levels of transparent glazing to be achieved across the Bath Road frontage. The codes also provide suitable mitigation measures to resolve wider townscape impacts of the scheme upon key strategic views.

The codes are considered to be sufficient to allow for the detailed design to bring forward a high quality of design.

Both elements of the scheme are supported by a strong landscape strategy, including the provision of a significant nine metre landscape strip adjacent to the kerb line of the Bath Road service route. This buffer would include significant tree planting to in part screen and enclose the new buildings situated behind this setting. Other landscape features within the scheme are supported from a design perspective.

Overall, the scheme is considered to represent a high quality of design and would represent a step-change in the character and evolution of the trading estate, particularly along the prominent Bath Road frontage. The proposals would be

consistent with design policies of the National Planning Policy Framework and retained Core Strategy Policy Core Policy 8 (Sustainability and the Environment) and retained Local Plan 2004 Policy EN1 (Standard of Design).

6.3 **SBC Planning Policy:**

The site falls within an Existing Business Area (relevant to Core Strategy Policy 5) and the Simplified Planning Zone (SPZ). The principle of the use is acceptable given its location in an identified business area. Regarding employment the applicants stated economic benefits of a data centre on the local economy are noted but the level of employment in the data centre is likely to be below that for the offices it replaces.

Other relevant key strategic policy matters are sustainable travel, car parking, design (re: prominent main road frontage and size of building), effect of tall buildings on the setting of distant heritage assets, energy and climate change and Biodiversity Net Gain.

Broadly support approach to energy including targeting of BREEAM Excellent, use of renewable/low carbon technologies generation (PV/ASHP etc.) and general compliance with Core Policy 8 and Developers Guide part 2 re: climate change.

Important to consider waste heat generated from development and potential to and connect to a nearby district heat system. Applicant should commit to seek connect if viable and feasible.

6.4 **SBC Environmental Services:**

Air Quality:

An air quality assessment has been prepared by Stantec in support of this application, dated December 2023. The content of the assessment has been reviewed below.

- Assessment Scope

Section 1.2 outlines the scope as establishing the existing air quality within the study area and assessing the impact of the construction and operation of the proposed development in the study area. The study area is defined based on the relevant assessment criteria, as detailed in Section 4. For the construction dust risk assessment, the study area is defined as an area up to 250m from the site boundary and 50m from the route used for construction vehicles, up to 250m from the site entrance. For the construction and operational assessment, traffic emissions are considered on roads within 250m from the site boundary and any roads which are predicted to exceed the relevant screening criteria. In relation to generator emissions, the study area is defined by distances from the emission stack in which the risk of potential impacts is considered likely to occur, which is 2km from the site for human receptors, and 2-10km from the site for ecological receptors. The scope outlines the pollutants to be assessed including dust, PM10 and PM2.5 and NO2,

associated with road traffic and diesel fired generators. As such, the LPA can be confident that the assessment considers all potential pollutant sources associated with the proposed development.

- Methodology

A detailed methodology is provided in Section 3. This section details how baseline information on air quality was sourced, and how construction dust and operational traffic and generator emissions will be assessed. The back-up generators (53 in total) will require a permit from the Environment Agency (EA) prior to operation, which will place controls on the management and monitoring of operations to ensure Best Available Techniques (BAT) are applied to reduce emissions and will therefore be the primary form of emission control.

The emissions from generators have been assessed using the AERMOD model for NO2, PM10 and PM2.5 under two different scenarios: routing testing, and full emergency operations. The testing regime has not yet been confirmed however details of a typical arrangement has been provided. Paragraph 3.6.7 states that it is assumed that each generator is operating at “100% load”, however the proceeding list describes weekly testing at “low load”, and bank testing at up to “50% load”. Clarification on the correct load testing was sought on 18th March and the applicant confirmed that the typical regime applied is considered a worst case both in terms of testing frequency and load, as 100% load will result in greater emissions than lower load settings. This response is accepted.

To support a worst-case assessment, it has been assumed that generators for both 200 and 210 data centres will be tested simultaneously. It has also been assumed that the generators close to residential receptors are operational all year to assess against all meteorological conditions. In relation to the emergency operations scenario, the pollutant concentrations for a 48-hour power outage event have been modelled. It is stated however that as the power connection at the trading estate is highly reliable, it is very unlikely that such an outage event would occur. On 18th March, it was asked that the applicant supplies details of outage records to support this statement. This information has been provided and is accepted.

Details of point source emission discharge characteristics have been provided. Where information is not available, assumptions have been made on stack diameter and flue height. To ensure the outcomes of the assessment are valid, flue height and diameter dimensions should not be changed. Any variation will need to be justified with evidence that it does not cause a worsening of air quality as a result. The applicant has confirmed that the generator design will be established by the occupier and detailed assessments will be required for the Environmental Permit application, which can also be provided to the council for review. It has also been confirmed that the applied generator and testing regime are considered a worst-case, suggesting that any change in flue height and diameter will not result in a worsening of air quality. This is accepted.

The human receptors chosen for the traffic assessment are the same as for the generator emission assessment. Human receptors have been modelled at elevations corresponding to a range of floor levels. Full details of receptors are provided in Appendix D.2, with location maps provided in Appendix I. It had not been stated however how these receptors were identified, which was raised in the response on 18th March. The applicant has confirmed that no receptors have been specifically excluded and those modelled have been selected to be representative of worst-case exposure (closest to source), sensitive location (i.e. school or nursery) or representative of wider area. This is accepted.

In the response dated 18th March, it was queried whether the traffic impact assessment considered traffic generation associated with 200 Bath Road in isolation, or if it has been considered cumulatively with predicted traffic generation associated with 210 Bath Road. The applicant has confirmed that cumulative traffic impacts associated with both 200 and 210 Bath Road has been considered and is therefore accepted.

- Assessment Approach

There is sufficient evidence that the applicant has followed a worst-case scenario approach throughout the assessment. Section 3.6.20 states that the model has been run with 5 years of hourly sequential meteorological data from Heathrow Airport from 2018 to 2022, to apply worst case meteorological conditions in the air quality model. The applicant has demonstrated a worst-case scenario approach for NO2 and PM modelling, by retaining diesel generator emissions in the background concentrations, and assuming all PM concentrations are PM10 / PM2.5 when calculating annual means (in reality PM10 and PM2.5 form a fraction of the total concentration). The model has been verified against 2019 monitoring data, and uses 2025 emission factors and 2022 background concentrations, with the intention to reduce uncertainties associated with improvements in vehicle emission factors. In assessing impact, the applicant has followed EPUK / IAQM guidance which considers the change in air quality relative to the existing baseline to determine significance. This approach is welcomed.

Two operational scenarios have been considered which includes operational traffic and generator testing as Scenario 1, and operational traffic, generator testing and a 48-power outage as Scenario 2. This adequately represents the two likely operating scenarios of the proposed development.

- Predicted Impacts and Mitigation

Construction - construction dust, high sensitivity residential properties within 20m of the site and medium sensitivity workplaces nearby have been identified with an overall high sensitivity to dust soiling. Construction routing has not been confirmed therefore it has been assumed that HGV movements may occur on all main roads, therefore due to the proximity of receptors, trackout is judged as ‘high’. Low PM10 concentrations in the area however indicate human health impacts will be low.

It is expected that a Construction Environmental Management Plan (CEMP) will be sufficient in reducing dust related impacts, which will be required via condition. This should include details of dust control including measures to avoid dust generation such as waste management, and control measures such as wheel washing and suppression methods. Construction vehicle emissions can also be controlled via the CEMP, by including details on HGV movements, routing and times of day for access.

The report suggests preventing access and minimising traffic on sensitive roads or unsuitable junctions. This should be incorporated into the CEMP. It is also expected that the CEMP will comply with the Slough Low Emission Strategy, by meeting Euro VI emission standards and NRMM controls in line with Table 10. The applicant has confirmed that a CEMP will be secured via planning condition.

Operation (Scenario 1) - Under Scenario 1, the proposed development results in a highest predicted annual mean NO2 contribution of 1.01µg/m3 at Receptor R30a, and a highest predicted concentration of 32.7µg/m3 at Receptor R07. Predicted annual mean NO2 concentrations at all human receptors are therefore below the annual mean air quality objective and considered negligible.

The 1-hour mean is predicted to be exceeded at all receptors under the assumption that worst case meteorological conditions coincide with generator use. Using a hypergeometric distribution to calculate the probably that the operation of generators coincides with worst case meteorological conditions indicates that this situation is highly unlikely (<1%). This is accepted.

Similarly, to NO2, the PM10 and PM2.5 annual mean is below the air quality objective at all receptors. The highest PM10 and PM2.5 contributions are 0.12µg/m3 and 0.07µg/m3 at Receptor R17, respectively. The highest concentrations of PM10 and PM2.5 during operation are 23.4µg/m3 and 14.4µg/m3 at Receptor R07, respectively. As such, this is deemed negligible. This is accepted.

In terms of mitigation, the report proposes that 17 out of 65 parking spaces (25%) will be provided with electric vehicle charging infrastructure. This is accepted. A condition will be imposed which requires 210 Bath Road to meet the same provision. The applicant has confirmed that this condition is accepted. In addition, a damage cost has been calculated at £78K, which has been allocated to travel planning and “additional mitigation measures embedded in the proposed development”. For clarity, it was requested that a list of the embedded mitigation is provided. The applicant has confirmed that this includes:

- Provision of a framework travel plan
- Provision of 25% electric vehicle charging
- Provision of 105 cycle parking spaces
- Provision of on-site green infrastructure as part of the scheme design

Operation (Scenario 2) - Under scenario 2, the impacts are greater. In relation to the NO2 annual mean, the highest contribution is predicted at Receptor R30c at 3.33µg/m3, 3.31µg/m3 of which is caused by the generator operations and is considered slight adverse at 9 receptors. The highest annual mean is predicted at

Receptor R07 at 33.0µg/m3, which is below the air quality objective. The report states that emergency operations are unlikely to occur, which has been evidenced via information shared following comments on 18th March.

As with scenario 1, the 1-hour mean is predicted to be exceeded at all receptors, however the likelihood of generator operation coinciding with worst case meteorological conditions is considered unlikely (1.0% - 1.2%). The highest PM10 and PM2.5 annual means as a result of the schemes are 23.4µg/m3 and 14.4µg/m3 at Receptor R07, respectively. The highest contribution towards PM10 and PM2.5 is at Receptor R17 at 0.12µg/m3 and 0.07µg/m3, respectively. These results suggest that the full power outage scenario has little impact on PM10 and PM2.5 concentrations.

An assessment of impacts on proposed receptors has also been considered for Scenario 2, represented in Section 5.3. This section identifies that there is risk of the 1-hour objective being exceeded in proximity to future office receptors of the development (PR3 – PR5). As such, it is recommended in the report that mechanical ventilation with NOx filtration is employed to ensure air quality is acceptable at these receptors. This will be secured via condition. The applicant has confirmed that this potential risk is being considered within the ventilation design and will be considered further at the reserved matters stage and the condition is accepted. It was raised in comments on 18th March that financial support for Slough Borough Council's air quality monitoring network will be sought. It is stated in the applicant's response that wider contributions are being discussed as part of the new Simplified Planning Zone arrangement. This is accepted.

- Summary

Overall, the report is thorough and detailed, and the assessment approach is accepted. The conclusion of the assessment is that impacts are not significant. A summary of clarifications and conditions required to agree with this statement are provided below:

Clarifications:

- It is not clear whether the traffic impact assessment considers traffic generation associated with 200 Bath Road in isolation, or if it has been considered cumulatively with predicted traffic generation associated with 210 Bath Road. This requires clarification.
- A damage cost has been calculated at £78K, which has been allocated to travel planning and "additional mitigation measures embedded in the proposed development". For clarity, a list of the embedded mitigation should be provided.

Conditions:

- A Construction Environment Management Plan (CEMP) is required. Mitigation measures proposed in the report are all accepted (Table 6-1) and should form part of the CEMP. The CEMP must include details of dust and noise control and demonstrate commitment to emission

standards required within the Low Emission Strategy, including Euro VI construction vehicles and NRMM controls in line with Table 10.

- 25% of car parking provision at 200 Bath Road shall be provided with EV charging infrastructure, (17 of the 65 parking spaces) in line with Table 7 of the Low Emission Strategy Technical Report.
- 25% of car parking provision at 210 Bath Road shall be provided with EV charging infrastructure (40 of the 160 parking spaces) in line with Table 7 of the Low Emission Strategy Technical Report. Should the number of car parking spaces increase for either site, the number of car parking spaces with access to EV charging must also increase to ensure 25% provision will be met.
- All heating systems associated with the proposed development shall meet the emission standards laid out in table 7 of the Low Emission Strategy Technical Report. The applicant has confirmed that heating demand from the offices will be recovered from the waste heat generated by the data centres, therefore this condition is not required.
- To reduce risk of impacts to future occupants of the development, mechanical ventilation with NOx filtration must be installed. Full details of the ventilation system, including schematic drawings indicating the locations of ventilation units, ducts, extract and exhaust locations will be required. This condition requirement has been accepted by the applicant.

Noise:

A noise impact assessment has been prepared in support of this application, dated December 2023. The submitted report intends to determine the airborne noise propagation from the proposed development to the nearest noise sensitive receptors, and identify mitigation required to achieve the proposed criteria. The assessment includes an environmental sound survey to establish the existing sound levels at the nearest noise sensitive receptors to establish this.

A summary of the policy, standards, guidance and criteria that has been considered in the assessment has been provided in Section 2. It was agreed during previous consultation that the proposed development during typical operations would not exceed the background noise level at the nearest noise sensitive receptor. This has been confirmed in the report.

- Noise Survey

The assessment is informed by an unattended sound survey undertaken from 14:30 Wednesday 5th July to 14:30 Thursday 6th July 2023, with two hours of attended surveying undertaken on Thursday 6th July from 11:00-12:00 and 13:15-14:15. Sound levels were measured in two locations representative of the two nearest receptors, which were residential dwellings on Galvin Road (unattended – P1) and the Eden Girls School (attended – A).

As the survey was mostly unattended, the report states that it is not possible to accurately comment on the meteorological conditions, changing environment or

dominant noise sources. Typically, weather information is taken from a nearby weather station such as Heathrow Airport, and recordings are analysed post survey to determine the dominant noise source. Weather information has been taken from forecasts and observations at the start of the monitoring period, however it was recommended in the response dated 18th March that the meteorological information presented in the report is compared with the data from the Heathrow Airport meteorological station to verify its accuracy. The applicant has submitted a technical note that provides this data. The meteorological data from Heathrow Airport appears to align with meteorological conditions recorded on site, therefore this matter is resolved.

Regarding dominant noise during the survey, it was noted at the beginning and end of the survey that that noise levels were dominated by vehicular movements particularly from Bath Road. As the area is predominantly office and residential uses, it is expected that noise levels from these sources would be low, therefore this is likely to be an accurate assumption.

- Results

The results of the survey are presented in Section 4, Appendix C and Appendix D. Daytime and night-time background noise levels at P1 were recorded at 58dB and 44dB (LA90), and the LAeqT was 62dB and 57dB, respectively. At monitoring location ‘A’, the LA90 was 59dB from 11:00-12:00 and 58dB from 13:15-14:15. During these periods, the LAeqT was 70dB and 68dB, respectively.

The plant noise assessment has been completed by comparing to the lowest background noise levels, which are 10dB and 4dB lower than typical background noise levels recorded at location P1 during the day and night, respectively. This supports a conservative approach and ensures that noise impact will be low if levels are limited to this level.

Detailed plant information is available for the eastern part of the development that would affect the nearest noise sensitive receptors, which includes 32 chillers and 18 generators. The chillers will be located at roof level and includes a 5.4m high parapet which is expected to provide some screening effects. The generators will be installed at the rear of the data hall, with 8 at ground level, 8 at first floor level, and 2 at second floor level. All chillers will operate 24 hours per day and will be enclosed within a louvred enclosure. Full details of the mitigation package applied to operational plant will be required via condition. The applicant’s comment that the 0dB exceedance above background sound level plant limit should be applicable to typical operations only and not the emergency generator plant is accepted.

The generators will be tested periodically, 5 minutes weekly, 1 hour monthly at 50% load, and annually for 2 hours at 75%-100% load. It is not clear whether the generators will be tested individually or collectively. It is typical for generators to be tested simultaneously to test emergency responses. Clarification was sought on this matter on 18th March, which has been addressed in the BS 4142 Assessment section below.

The plant serving 210 Bath Road is unknown, therefore a condition will be imposed which limits the plant noise level to 0dB above background. The applicant has agreed with this condition subject to full detailed wording. Plant noise emission limits are proposed in Section 5.14 which are lower than the measured background levels. To support a conservative approach, this noise criteria is accepted and will be incorporated into the condition.

Unlike the air quality assessment, the noise assessment does not appear to consider cumulative noise impact of both 200 Bath Road and 210 Bath Road operating simultaneously. This shall therefore be required at the reserved matters stage and will be secured via condition. The applicant has agreed with this condition subject to full detailed wording.

- BS 4142 Assessment

The assessment considers two scenarios (typical operation and emergency operation) and the impacts have been calculated for both via modelling software SoundPLAN v9.0.

Typical Operations - Typical operation is stated to include all 32 chillers operating simultaneously, however generator testing was not included. This matter was raised on 18th March and has been addressed within the submitted technical note. This has been reviewed below.

Within the technical note, the applicant has prepared an assessment of an indicative short duration testing programme based on weekly, monthly, and annual testing of generators. The assessment has followed the same methodology, acoustic model and receptors as the original noise assessment; therefore, the impact of these scenarios has been reviewed only.

Sound power levels for the uncased emergency generators with no exhaust attenuation have been used in the assessment. Casing, exhaust attenuation, and acoustic enclosures can reduce noise levels by up to 30dB, therefore the applicant has applied a conservative reduction of 20dB to the source sound levels to reflect this. This is accepted.

The testing regime is not confirmed; however, three testing scenarios have been assessed, including weekly testing of individual generators at 10% load for 5 minutes, monthly testing of up to 9 generators at 50% load for 1 hour, and yearly testing of all generators at 10% load for 2 hours. All generator testing scenarios are limited to occur between 08:00 – 18:00.

The original noise impact assessment indicates that background sound levels at the nearest noise sensitive receptors is 57dB between 08:00-18:00. An assessment has been completed in line with BS4142 which compares the rating level (inclusive of a 3dB penalty to account for intermittency of weekly generator testing) to the background sound level. An exceedance of the background sound level by 2dB is

experienced at Receptor 1 during the 2-hour annual generator test (scenario 3), however, as this is predicted to only occur for 2 hours in a year, this short-term exceedance is acceptable. The rating level is below or equal to background sound levels at Receptor 2 in all testing scenarios and is indicative of low impact, therefore this is accepted.

As evidenced in the original noise report, chiller noise during the night is below background noise levels at Receptor 1 (Receptor 2 is not operational at night) and is therefore acceptable.

Emergency Operations - the emergency operation scenario assumes that all 32 and 18 generators are operating consecutively. At Receptor 1, noise levels are 21dB and 27dB above the cumulative plant noise emission criteria during the day and night, respectively. At Receptor 2, noise levels are 19dB above the cumulative plant noise emission criteria. Mitigation has been suggested in Paragraph 5.11.6 and has been replicated below:

- Locating the generators within specifically designed enclosures.
- Testing of generators outside of school hours and not during night-time periods.
- Adding acoustic treatment to the internal surfaces of the generator enclosure.
- The use of secondary attenuation to the air inlets of the generators.
- The installation of a screen around the proposed plant area; and/or
- The use of silencers/attenuators to the generator exhaust system.

Due to the level of exceedance experienced during the operation of generators and chillers together in Scenario 2, all of the above mitigation will be required via condition to reduce noise impact as far as practicable, as part of the mitigation package. The mitigation package should clearly demonstrate the impact of these measures on noise levels at the nearest noise sensitive receptors.

- Further Considerations

The assessment does not appear to consider construction noise impacts. Construction noise can likely be addressed via a Construction Environment Management Plan (CEMP), which will be required via condition. The CEMP will be required to consider noise management and control measures to ensure that noise levels are acceptable. A noise limit should be included in the CEMP that has been derived using the ABC method in accordance with BS 5228. The CEMP should also include details of noise monitoring to ensure that this noise level is not exceeded, and the action taken if this was to occur. The applicant has confirmed agreement with this condition subject to full detailed wording.

- Summary

In summary, all previously raised clarifications have been addressed and the applicant has demonstrated that the operation of the development is not expected to result in unacceptable noise impacts at nearby noise sensitive receptors.

The suggested conditions outlined below have been accepted subject to full detailed wording:

- Full details of the mitigation package applied to operational plant is required, to evidence that noise has been reduced to not exceed the background noise level at the nearest noise sensitive receptor as a minimum during typical operations. In addition, the mitigation package shall include the mitigation outlined in Section 5.11.6 of the noise assessment dated December 2023 to reduce noise impact during emergency operations. The mitigation package should clearly demonstrate that predicted noise levels at the nearest noise sensitive receptors as presented in the noise impact report can be achieved as a minimum.
- The plant serving 210 Bath Road is unknown, therefore plant noise emission will be limited to the criteria presented in Table 5.9, Section 5.14 of the noise assessment dated December 2023.
- The noise assessment does not appear to consider cumulative noise impact of both 200 Bath Road and 210 Bath Road operating simultaneously, therefore this shall be required at the reserved matters stage.
- A CEMP must be submitted which considers noise management and control measures to meet a noise limit derived using the ABC method within BS 5228, plus details of monitoring.

6.5 **SBC Contaminated Land:**

No objection subject to a planning condition.

Following comments having reviewed the submitted information, together with the Council's database of Potentially Contaminated Land sites.

- The preliminary risk assessment has identified a low to moderate risk of soil/groundwater contamination and moderate hazardous ground gas at the Site in the context of the proposed redevelopment. Asbestos may be present within the Made Ground, particularly in areas where demolition of former structures has taken place.

- Following the initial assessment, the investigation at both sides of the site has been carried out in order to provide information on the quality of the soil and groundwater in the context of land contamination and provide information on the ground gas regime beneath the Site for a data centre end use.

- No significant volatile contaminants have been identified in shallow groundwaters of the Site which might pose a risk to human health via migration to indoor spaces and inhalation.

- Based upon the results of the ground gas monitoring from this investigation, the Site has been classified as CS1 – very low risk. No ground gas protection

measures are considered necessary based on the anticipated data centre end use.

- Based on the overall findings of the intrusive site investigations carried out on both sides of the site, and the remaining uncertainties, remedial works are deemed necessary. Thus, a Remediation & Verification Strategy was prepared and detailed in Section 5 and Section 6 of the report for each side of the site.

- Based on the above, the following condition is recommended:

  Phase 4 Remediation Validation
  No development within or adjacent to any area(s) subject to remediation works carried out pursuant to the Remediation & Verification Strategy, dated 18th December 2023, and prepared by Delta Simons shall be occupied until a full final Validation Report for the purposes of human health protection has been submitted to and approved in writing by the Local Planning Authority. The report shall include details of the implementation of the remedial strategy and any contingency plan works approved pursuant to the approved reports. In the event that gas and/or vapour protection measures are specified by the remedial strategy, the report shall include written confirmation that all such measures have been implemented by a competent installer and then verified by a qualified independent third party/Building Control Regulator.

  REASON: To ensure that remediation work is adequately validated and recorded, in the interest of safeguarding public health and in accordance with Policy 8 of the Core Strategy 2008.

6.6 **SBC Lead Local Flood Authority:**

No objection subject to appropriate planning conditions.

6.7 **Environment Agency:**

No objections subject to appropriate planning conditions.

6.8 **SBC BEAMS Heritage Advisor:**

The application site is within the Slough Trading Estate and proposes demolition of 118 - 216 Bath Road and the construction of data centres upon these plots (one application is full, the other is outline). These will be larger / taller structures than the existing.

The principal heritage implications entail the impact upon the wider setting of Windsor Castle (in views from Snow Hill) and views from the north terrace of Windsor Castle looking towards the site (past a key view of Eton College chapel).

Following concerns raised better detailed Accurate Visual Representations were produced and the mitigation methods further explored.

View 14 shows the proposed development within views from the North Terrace of Windsor Castle. It is noted the existing CHP plant and cooling towers (pale coloured) are visible beyond Eton College Chapel and these detract from the prominence of the Chapel. The proposed development will be visible above the roof of Eton College Chapel, and partially blocking views of the CHP plant which is welcomed (and a heritage benefit). However, the new data centres will be a substantial-sized, modern form of development and it is hard to tell how well the bronze-coloured cladding for the upper levels of 200 Bath Road and the prescribed colour palette for the upper levels of 210 Bath Road will help the development blend into the wooded backdrop. The AVR would suggest they will blend in successfully, but concerns remain that, once built, the data centres may be more prominent features in the landscape than suggested. However, any harm would be at a low end.

View 15 is the view from within Windsor Great Park at Snow Hill and shows the Slough Trading Estate to the west of Windsor Castle. The Castle, with its distinctive and world-famous silhouette is the focal point within this view. The new development will present as a substantial built form, but the AVR shows the proposed development will blend into the wooded backdrop due to its colour finish and should also screen buildings behind which are currently slightly more visible due to their paler colour finish - again, a modest heritage benefit. If there is any harm it will be low. It must be ensured that the reserved matters for the outline application (210 Bath Road) take a rigorous approach to ensuring any harm is mitigated or minimised through the design / materials / colour palette employed.

BEAMS take the view that there will be a very low level of less than substantial harm to the significance of Windsor Castle and Eton College through development within the setting of these nationally important designated heritage assets.

The council as decision maker should balance the less than substantial harm identified against any public benefits the proposals may possess as per NPPF paragraph 208.

6.9 **Aircraft Safeguarding**:

No objection subject to the following condition to be attached to both the Detailed and Outline elements.

- Height Limitation on Buildings and Structures
  No building or structure of the development hereby permitted shall exceed 172m AOD.

  Reason: Development exceeding this height would penetrate the Obstacle Limitation Surface (OLS) surrounding Heathrow Airport and endanger Aircraft movements and the safe operation of the aerodrome.

We would also make the following observations:

- Wind Turbines can impact on the safe operation of aircraft through interference with aviation radar and/or due to their height. Therefore, if wind turbines are proposed to be incorporated into this development, full details must be sent to the Safeguarding team at Heathrow Airport (safeguarding@heathrow.com), to allow further assessments to be completed, to determine the potential impacts on aviation interests. This is explained further in Advice Note 5, 'Renewable Energy & Impact on Aviation' (available at http://www.aoa.org.uk/policy-campaigns/operations-safety/

- It is important that any conditions requested in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of Heathrow Airport Ltd, or not to attach conditions which Heathrow Airport Ltd has advised, it shall notify Heathrow Airport Ltd, and the Civil Aviation Authority as specified in the Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002

6.10 **Thames Water**:

No objection subject to appropriate planning informatives.

6.11 **Cadent Gas:**

No objection subject to the following informative to be attached to any decision to prevent damage to Cadent Assets or interference with its rights.

- Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private

land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions.

Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

6.12 **Natural England:**

No specific comments to make on this proposal or issue.

6.13 **Berkshire Archaeology:**

No objection.

Not considered that there is any need for archaeology to be investigated for this site, as little is likely to remain due to previous impacts.

6.14 **Historic England:**

- *Summary*

Historic England considers that the application would cause harm to Windsor Castle and Windsor Great Park that would be towards the lower end of the less than substantial range, but that harm would be to assets of the highest possible significance.

This application, and others within the borough have highlighted to Historic England that the impact of large-scale development within the setting of Windsor Castle on its significance has not been fully appreciated until more recently.

We are therefore engaged in a study to better understand the setting of Windsor Castle and its contribution to significance. The study will, in our view, help plan for future development in a way that respects the highly sensitive landscape setting of the castle.
We are also concerned that the submitted information does not illustrate the cumulative impact on Windsor Castle and Windsor Great Park and therefore the Council is not able to fully understand the impact of the proposals on these heritage assets of exceptional significance. Our enhanced understanding of the potential impact of large-scale development within the setting of Windsor Castle and Great Park has also amplified, in our view, the need to be very rigorous in assessing cumulative impacts in individual applications.

We therefore recommend the Council seeks information to enable a robust assessment of cumulative impacts from other large buildings within the setting of Windsor Castle and Windsor Great Park.

- *Significance*

Windsor Castle and the Great Park are of the highest significance as one of England's most important historic ensembles. Their setting, and notably views of the Castle from the Park, and out from the Castle, makes a fundamental contribution to the significance of both. Below we set out our understanding of the significance of Windsor Castle, the Great Park and their extensive landscape setting.

Windsor Castle, with its towers, turrets and massive defensive walls, is an extraordinary building and has, since inception, dominated its surroundings and formed the backdrop to royal ceremony. It is the largest castle in England and has been continually inhabited by monarchs since the 11th century. Its position on an eminence overlooking a crossing of the Thames was chosen because it was essential to retain this vital strategic point in the Kingdom under Royal control. As a result, the Castle remained a key royal fortification throughout the middle ages and was continually enhanced. While it is essentially a medieval building, it has been much altered by later hands.

Windsor has become fixed in the popular consciousness as an exemplar of how a medieval Castle should look. Its external appearance has evolved over its history and did not take its current form until the early 19th century. Together George IV, his artistic advisor, Sir Charles Long, and his architect Jeffry Wyatt, created one of the most eloquent architectural expressions of the Romantic movement to be found in England, with elaborate enhancements to emphasise its castle qualities by lifting the Round Tower and walls, adding turrets and battlements. Their transformation of Windsor requires the Castle to be appreciated as a heroic object in the broadest of landscapes.

The contribution of setting is fundamental to the ability to appreciate the Castle's scale and power, symbolism, and romance, and to understand it as an architectural and aesthetic architype. The Great Park has Saxon origins with the first formal landscaping undertaken during the reign of Charles II, when the Long Walk was planted. This was joined by a network of avenues focused on the Castle created by Henry Wise during the early 18th century. These avenues, particularly the 2.6-mile Baroque Long Walk and 18th century Queen Anne's ride, channel views towards the Castle, emphasising its pre-eminence in the landscape. Outside these avenues the Castle has a commanding presence throughout much of the Park, and across much of the surrounding countryside in all directions.

Much of the Park is lower than the Castle, and in views from these areas the Castle is silhouetted against the sky. However, when viewed from a ridge of land to the south of the Castle, which includes the southern end of the Long Walk, which terminates in the monumental equestrian statue of King George III on top of Snow

Hill known as the Copper Horse, and the southern end of Queen Anne's Ride, the Castle is seen against the backdrop of the Chilterns with Slough in between.

From these vantage points the Castle can truly be seen as part of a heroic landscape; it is the most important and most beautiful thing to be seen for miles around. This landscape stretches from the outskirts of London to the suburbs of Reading, allowing the strategic significance of the site which led to the Castle being built there to be appreciated.

In these views of the Castle, the modern world is clearly discernible. Heathrow airport, Datchet reservoir, the large buildings of the Slough trading estate and a number of high-rise towers are visible, albeit mostly some distance from the Castle. Nevertheless, its dominant presence remains largely unchallenged by either the Trading Estate and existing power station, or central Slough, and enough countryside remains for the Castle still to be appreciated within an expansive rural landscape. Views from the Castle itself are also of significance.

The best publicly accessible views are from the North Terrace, which was built for Elizabeth I, and the state apartments also look out in the same direction. From there the panorama takes in a great sweep over the Thames Valley, including Eton College in the foreground with the Chiltern hills beyond. We recognise that this view has been compromised by some modern development. However, what remains still contributes to our ability to appreciate the significance of Windsor Castle and is sufficiently coherent to merit careful consideration about how changes would affect the Castle's significance.

There are other positions from which the Castle has the potential to be appreciated to the west, east and north of Slough, including the raised land north of Slough at Farnham Common and other publicly accessible areas along the ridge of land north of the town. Some of these views will see the Castle silhouetted against the sky and some (Farnham Common) could see the Castle with Great Park behind and with Slough in the foreground. The remarkable significance of the Castle as a piece of monumental military, royal and symbolic architecture, and to our national story is reflected in its grade I listed and scheduled status. The Great Park with its dramatic linear and panoramic views is registered grade I and the colossal statue of George III listed grade I.

- *Impact*

The proposed development at 188-216 Bath Road or 200 Bath Road (full application) and 210 Bath Road (outline application) as set out in the submitted application (as amended/ additional information) illustrates that the scheme would be seen from sensitive locations and have the potential to cause harm (both individually and cumulatively across the wider setting of Castle and Park).

The full application at 200 Bath Road is of a height (25 metres tall), form and location such that it would not be readily visible from sensitive heritage vantage points. Our

concerns about harm are therefore in response to the taller building proposed within the outline application for 210 Bath Road. This harm would chiefly arise because of the scale and bulk of the proposed building. Even if the massing is broken to a degree and elevations treated with materials and detailing as suggested in the Design Code, the building at 210 Bath Road, at 31 metres high, would nevertheless erode the wider landscape setting of Windsor Castle, harming an appreciation that the Castle was designed to dominate its landscape and be the focal point in designed views within the Great Park.

We acknowledge the good work that has been done to result in the Design Code and specifically the proposed external materials and detailing which, as shown in the Verified Photomontages (March 2024) go some way to mitigating the harm from this large building. However, different building shapes and materials will almost always be visible where there are different light conditions through any given day or season throughout the year. And so, the proposed external detailing and materials can only achieve a degree of mitigation, and not totally remove harm. The effect of large-scale development as proposed also has the potential to harm the significance of other important heritage assets including the Chapel at Eton College.

This is illustrated well in view 14 of the updated Verified Photomontages (March 2024) from the North Terrace of Windsor Castle from which the highly distinctive chapel profile can be easily appreciated. View 14 in the Verified Photomontages shows that one's experience of the chapel profile would be altered, and to a degree, diminished by large scale development to its north.

- *Policy*

The Slough Core Strategy 2006-2026 (adopted December 2008) sets out at Core Policy 9 that development will not be permitted unless it enhances and protects the historic environment and respects the character and distinctiveness of existing buildings, townscapes and landscapes.

The National Planning Policy Framework (The Framework, as updated) sets out at paragraph 200 that applicant should provide sufficient information (proportionate to the assets' importance) to understand the impact of the proposals on them. The Framework also requires, at paragraph 205, that great weight should be given to the conservation of heritage assets, with more weight given the greater the importance of the assets), and that any harm to or loss of significance should require clear and convincing justification (paragraph 206).

Where proposals would lead to harm that is less than substantial this harm should be weighted against the public benefits of the scheme (paragraph 208). Historic England position Historic England was pleased to receive additional information on the proposed outline application at 188-215 Bath Road and from this we conclude that there would be some harm to Windsor Castle and Great Park, as well as Eton College. While the harm is towards the lower end of less than substantial scale in NPPF terms, it would be to heritage assets of the highest possible significance. The

NPPF requires that the conservation of these are given great weight as part of the heritage balance, and the more important the asset, the greater the weight (NPPF paragraph 205).

From the information provided, there is a possibility that the scheme could deliver some heritage benefit. It appears that the proposals would achieve some positive screening of the cooling towers of the power station in views from the North Terrace (View 14 of the Verified Photomontages) and screening of pale grey buildings to the north of the application site (within the Trading Estate or nearby) from within Windsor Great Park (View 15 of the Verified Photomontages). This screening could be interpreted as a heritage benefit because the power station and cooling towers are harmfully prominent in the views from the terrace, exacerbated by their external colour, likewise but to a lesser extent (because of their lower height and visibility) the industrial units in view 15. This level of harm and benefit is anticipated for the outline buildings and can only be secured through the detailed submission of a reserved matters application. In addition, we have broader concerns about this application for the following reasons.

Firstly, this and other concurrent planned development in the borough has illustrated to Historic England that the impact of large-scale development within the setting of Windsor Castle on its significance has not been fully appreciated to more recently. This includes those elements of the setting that are within Slough. For this reason, Historic England is involved with a potential study to better understand the setting of Windsor Castle and its contribution to significance that will help plan for future development in a way that respects the highly sensitive landscape setting of the castle. Such a document will also be useful for plan making, as well as inform decision taking across the borough where the castle's setting could be impacted by new development (both in terms of heritage harm and heritage benefits). We think better decisions would be made if you had the benefit of this information. We also note that the TVIA and Verified Photomontages do not show nearby schemes (such as the Simplified Planning Zone at Slough Trading Estate) and we therefore question whether there is sufficient information to properly understand the cumulative impact of this development. The National Planning Practice Guidance sets out (paragraph 013) that "when assessing any application which may affect the setting of a heritage asset, local planning authorities may need to consider the implications of cumulative change".

We consider that, owing to the concerns we have about the cumulative impact of large and tall buildings within the setting of Windsor Castle and Great Park, consideration of the cumulative impacts is needed for this application. We think the best way to provide this is through the TVIA or Verified Photomontage information because the setting issues here are largely experiential and the verified views within a TVIA/ verified photomontage is a good tool to illustrate how the experience of Windsor Castle would change.

We therefore think the application still fails to meet the requirements of paragraph 200 because it is not possible to fully appreciate the cumulative impacts of this

development in a context which holds great historic sensitivity. If, however, you choose to determine the application in its current form, your Council will need to be convinced that the public benefits from the proposals (including any identified heritage benefits) outweigh the level of harm identified, and that these benefits can be secured (paragraph 208, NPPF). The harm to heritage that would result from these proposals (based on the information provided thus far) would attract particularly great weight in the planning balance given the extraordinary significance of the heritage assets affected.

- *Recommendation*

Historic England has concerns regarding the application on heritage grounds. We consider that the issues and safeguards outlined in our advice need to be addressed in order for the application to meet the requirements of paragraph 200 of the NPPF. In determining this application, you should bear in mind the statutory duty of section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving listed buildings or their setting or any features of special architectural or historic interest which they possess.

Your authority should take these representations into account and seek amendments, safeguards, or further information as set out in our advice. If there are any material changes to the proposals, or you would like further advice, please contact us.

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

7.1 The following policies are considered most relevant to the assessment of this application:

7.2 The National Planning Policy Framework (NPPF) 2023

The relevant chapters within the National Planning Policy Framework are:

Chapter 2. Achieving sustainable development
Chapter 4. Decision-making
Chapter 6: Building a strong, competitive economy
Chapter 8. Promoting healthy and safe communities
Chapter 9. Promoting sustainable transport
Chapter 10: Supporting high quality communications
Chapter 11. Making effective use of land
Chapter 12. Achieving well-designed places
Chapter 14: Meeting the challenge of climate change, flooding and coastal change
Chapter 15: Conserving and enhancing the natural environment
Chapter 16: Conserving and enhancing the historic environment
Paragraph 11 of the NPPF states that decisions should apply the presumption in favour of sustainable development which means:

- approving development proposals that accord with an up-to-date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date granting permission unless:
    - the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed (footnote 7); or
    - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Footnote 7 notes that the policies referred to are those in the NPPF (rather than those in development plans) relating to: habitats sites (and those sites listed in paragraph 180) and/or designated as Sites of Special Scientific Interest; land designated as Green Belt, Local Green Space, an Area of Outstanding Natural Beauty, a National Park (or within the Broads Authority) or defined as Heritage Coast; irreplaceable habitats; designated heritage assets (and other heritage assets of archaeological interest referred to in footnote 67); and areas at risk of flooding or coastal change.

7.3 The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, (December 2008)

Core Policy 1 – Spatial Strategy
Core Policy 5 – Employment
Core Policy 7 – Transport
Core Policy 8 – Sustainability and the Environment
Core Policy 9 – Natural and Built Environment
Core Policy 12 – Community Safety

7.4 The Local Plan for Slough, Adopted March 2004

EN1 – Standard of Design
EN3 – Landscaping Requirements
EN5 – Design and Crime Prevention
EN6 - Interference with Telecommunication Signals
EN17 - Locally Listed Buildings
EN22 - Protection of Sites with Nature Conservation Interest
EN34 - Utility Infrastructure
EMP2 - Criteria for Business Developments
EMP7 - Slough Trading Estate
T2 – Parking Restraint
T8 – Cycle Network and Facilities

7.5 Slough Local Development Plan and the NPPF

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission are determined in accordance with the development plan unless material considerations indicate otherwise. Annex 1 to the National Planning Policy Framework advises that due weight should be given to relevant policies in existing plans according to their degree of consistency with the Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).

The relevant Local Development Plan Polices in relation to determining this application are largely considered to comply with the National Planning Policy Framework 2023.

7.6 The Proposed Spatial Strategy (Nov 2020)

Under Regulation 18, the Proposed Spatial Strategy for the Local Plan for Slough was the subject of public consultation in November 2020. This sets out a vision and objectives along with proposals for what the pattern, scale and quality of development will be in Slough.

The consultation document contained a revised Local Plan Vision which supports the Council's vision for Slough as a place where people want to "work, rest, play and stay."

It should be noted that the consultation document for the Proposed Spatial Strategy does not contain any specific planning policies or allocate any sites. It made it clear that the existing planning policy framework for Slough would remain in force until replaced by new Local Plan policies in the future. Nevertheless, it sets out the most up to date statement of the Council's position with regards to strategic planning issues.

7.7 Emerging Preferred Spatial Strategy for the Local Plan for Slough

The emerging Preferred Spatial Strategy has been developed using guiding principles which include locating development in the most accessible location, regenerating previously developed land, minimising the impact upon the environment and ensuring that development is both sustainable and deliverable. The site is not allocated in this Strategy.

7.8 Other relevant documents

- Slough Local Development Framework Proposals Map 2010
- Slough Borough Council Developer's Guide Parts 1-4
- Slough Low Emission Strategy 2018 – 2025
- DEFRA Technical Guidance TG (16). (Air quality).
- Sustainable Drainage Systems Non-statutory technical standards for sustainable drainage systems (March 2015)

7.9 Planning (Listed Buildings and Conservation Areas) Act 1990

Section 66 of the 1990 Act imposes a general duty on the Council as respects listed buildings in the exercise of its planning functions. In considering whether to grant planning permission for development which affects a listed building or its setting, the Council shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

7.10 Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021)

Under Schedule 7A of the Act, since 2 April 2024 developers of major development and small sites must deliver a Biodiversity Net Gain (BNG) of 10%, meaning that the development results in more or better quality natural habitat than existed before.

The Local Planning Authority is currently preparing a draft Strategy for Biodiversity Net Gain which will set out in detail the Council's approach to ensure that habitats for wildlife on-site and/or off-site are left in a measurably better state than before development takes place.

7.11 Equality Act

In addition, Section 149 of the Equality Act (2010) which sets a Public Sector Equality Duty (PSED) came into force in April 2011 and requires the Council to consider the equality impacts on all protected groups when exercising its functions. In the case of planning, equalities considerations are factored into the planning process at various stages. The first stage relates to the adoption of planning policies (national, strategic and local) and any relevant supplementary guidance. In coming to a recommendation, officers have considered the equalities impacts on protected groups in the context of the development proposals as set out in paragraph 21.0 of this report.

7.10 The main planning issues relevant to the assessment of this application are as follows:

- Principle of development and land-use
- Design and impact on character and appearance of the area
- Impact on Heritage Assets
- Amenity of neighbouring occupiers / uses
- Sustainable transport, highways, and parking
- Air quality
- Noise
- Biodiversity and ecology
- Safety and crime prevention
- Gound conditions and contaminated land
- Health and safety
- Flood risk and surface water drainage

- Economic impact
- Sustainable design and construction
- Equalities considerations
- Section 106 Requirements
- Presumption in Favour of Sustainable Development

8.0 **Principle of development and land use**

8.1 Paragraph 85 of the National Planning Policy Framework states that planning decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future.

8.2 Paragraph 87 of the National Planning Policy Framework states that planning decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations.

8.3 Core Policy 5 of the Core Strategy requires no loss of the defined Existing Business Areas to non-employment generating uses, especially where this would reduce the range of jobs available.

8.4 Policy EMP7 of the Local Plan is specific in stating that B1 business, B2 general industrial and B8 warehousing uses will be permitted within the Slough Trading Estate. However, Policy EMP7 does not contain specific restrictions for data centres within the Slough Trading Estate.

8.5 The Site is located within Slough Trading Estate, which is identified within the adopted Site Allocations DPD (Reference SSA4) as being suitable for a variety of employment generating land uses.

8.6 Data centres are essential data infrastructure that play a vital role in supporting the rapidly expanding digital economy and emerging technological change. Digitisation in the way people live, work and play has grown exponentially in recent years, with a growing demand for the storage and use of personal and commercial data.

8.7 Locational requirements are a key consideration in identifying suitable locations for data centres and Slough is an internationally recognised location for such uses due its market-leading access to a secure, fast data network and resilient power supply. There are approximately 289 commercial data centres in the UK, and around 10% of these are on the Slough Trading Estate (live or under construction).

8.8 Data centres also require sufficient space to optimise economies of scale, given the specialist nature of the accommodation and facilities they provide. This not only includes the data halls housing the IT equipment, and associated office space but

areas for mechanical and electrical plant providing ventilation and cooling, sub-stations, back-up power generators, cabling, and storage. In addition, they need parking, servicing/delivery yards, easy access for emergency services and appropriate security arrangements.

8.9 The application site is a sizeable, rectangular plot covering approximately 5.46ha in an established commercial/industrial area. It benefits from good connectivity to the surrounding pedestrian and cycle network, as well as local public transport services, trunk roads and motorways. It fronts a major arterial road, sits next to 3 other data centres, and is served by existing access/servicing points. The site provides the opportunity to deliver a viable long-term and appropriately scaled data centre development (with associated supporting infrastructure), which optimises the space available and is responsive to its immediate and wider environmental and townscape context.

8.10 The proposed development would replace six buildings with a combined footprint of approximately 12,686 sqm and 1124 associated car parking spaces. In total the existing buildings provide approximately 40,253 sqm (Gross Internal Area – GIA) of commercial office space and have the capacity to accommodate in the region of 2000 workers. They comprise a combination of self-contained single and multi-let office buildings constructed during the 1980's to 1990's which are now vacant. The five companies formerly on-site have downsized and relocated to other premises within or outside the Borough. This change very much reflects the local, regional and national office markets which are experiencing reduced levels of demand, especially for 'headquarter' style premises, and this trend has accelerated following the Covid-19 pandemic.

8.11 Slough's occupational market including Bath Road specifically is therefore in a period of transition, and more so post-pandemic with the growth of hybrid working. The applicant Segro, a large commercial landlord has highlighted that multiple developers and property owners with an interest in Slough and along the Bath Road have had to revise their plans due to financial challenges with offices uses.

8.12 The two proposed data centres would have a combined footprint of up to 24,611 sqm approximately, roughly twice that of the existing buildings on-site, and could provide approximately 79,830 sqm (GEA) of useable accommodation including ancillary office space. Although data centres accommodate fewer employment numbers in relation to traditional office space, they are important employment generating uses and have significant wider economic benefits. The applicant has stated that the development will secure approximately 200 jobs during its construction phase and 180 jobs on-site once operational. In addition, about 74 indirect jobs could be created in Sloughs local data economy and over 300 local unrelated service sector jobs e.g. retail/hospitality. In respect to direct and indirect employment across the South-East and nationwide, it is estimated that the proposed development could support over 8,000 and 10,000 new jobs respectively.

8.13 Having regard to the location and nature of the site, the proposed data centres are considered to represent an appropriate redevelopment which would secure its

longer-term commercial use and provide wider economic benefit. The scheme aligns with the policies in the Local Plan which promote new investment and employment opportunities within existing business areas, as well as the guidance in the NPPF which seeks to make provision for clusters or networks of knowledge or data driven industries.

8.14 Based on this assessment, the proposed development and use are acceptable in principle and compliant with local planning policy and the NPPF.

9.0 **Design and impact on character and appearance of the area**

9.1 Policies EN1 and EMP2 of the Adopted Local Plan for Slough and Core Policy 8 of the Core Strategy require development to be of a high standard of design which respects, is compatible with and/or improves and the character and appearance of the surrounding area. Chapter 12 of the National Planning Policy Framework states "the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve".

9.2 Paragraph 139 of the National Planning Policy Framework requires development that is not well designed to be refused, especially where it fails to reflect local design policies and government guidance on design. Conversely, significant weight should be given to development which reflects local design policies and government guidance on design and / or outstanding or innovative designs which promote high levels of sustainability or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

9.3 The proposed development seeks to optimise the use of the site to secure a significant new and long-term investment opportunity in an established commercial location. Its layout and design, in detailed and outline form have been carefully considered to accommodate the specific technical requirements associated with data centres and deliver a high-quality scheme that respects the character and appearance of the surrounding area including wider strategically significant landscape e.g. Windsor Castle and Windsor Great Park.

9.4 The proposals have been informed by a thorough understanding of the site's context including the position, scale, design and use of neighbouring property, the nature of the public realm and the character and appearance of the wider townscape including key views. A comprehensive Townscape and Visual Impact Assessment (TVIA), Heritage Statement, Design and Access Statement (DAS) and Design Code have been submitted with the application to demonstrate how the proposed layout, massing and design of the development has considered these matters and addressed related impacts to ensure it presents a high-quality and complementary piece of townscape.

9.5 Bath Road is a major thoroughfare accommodating a range of movement and this particular section of Bath Road comprises a wide tree-lined carriageway with adjoining service roads and variety of building types and styles. The proposed development would present a more prominent and consistent frontage to Bath Road

than existing to assist in better defining the site and streetscape and make more effective use of the site.

View of the proposed development looking west along Bath Road

9.6 ***Layout:***

9.7 The site would accommodate two data centre facilities fronting Bath Road and backing onto existing substantial commercial development to the rear. The data centres would be set behind a substantial 9m deep linear landscaped buffer to enhance their setting and the appearance of Bath Road and provide important greening, biodiversity, and drainage benefits. A further 10m deep strip, formed of grasscrete, to complement the landscaped buffer would be retained for servicing across the front of the data centres. It should be acknowledged that the siting of the proposed buildings aligns with the existing established building line along this side of Bath Road.

9.8 Each data centre would comprise of a data hall(s) and ancillary office accommodation facing Bath Road to present an active frontage, and associated gantry/plant area, substation and service yard to the rear. In respect to the detailed proposals at 200 Bath Road, the proposed layout and massing of the data centre building would be broken down by two distinct wings, separated by a central area to the front which would provide external amenity space for staff and a servicing area to the rear. The ancillary office space is proposed in the south-eastern frontage of the building to provide an active frontage and corner.

9.9 *- 200 Bath Road*

9.10 The proposed data centre at 200 Bath Road would be deliberately and substantially set back further from its corner with Galvin Road than the current office block at 188 Bath Road to respect the amenity of the residential properties opposite. The existing car park associated with 188 Bath Road would be retained and reconfigured to provide 65 spaces to the east of the site and also include cycle parking. Substantive landscaping and 11 raised circular canopies between 8.8m and 12.6m in diameter

are proposed over the car park. Green roofs are proposed to the top of the canopies, as well as to the roof of the office space and part of the substation situated to the rear. This approach not only seeks to create a degree of physical separation between the data centre and the existing residential neighbours but to address this key corner of the trading estate with a visually more interesting and 'greener' treatment that would filter views of the car park and built form for local residents and the wider public.

View of proposed development from opposite Bath Road looking west

9.11 *- 210 Bath Road*

9.12 The proposed development in relation to 210 Bath Road is controlled by the submitted Parameter Plans as mentioned earlier in this report (Built Form, Building Heights, Access and Movement and Landscaping) in conjunction with the submitted Design Code. The layout however would follow a similar approach to that proposed for the detailed element at 200 Bath Road, described above.

9.13 The data centre would be sited at least 20m to the west of that proposed at 200 Bath Road and at least 20m away from the existing commercial development further west, providing a substantial gap in the overall form of development fronting Bath Road. Its layout would include an area within the centre of the site which may be developed as data halls and their associated internal ancillary and circulation spaces. Further space would be situated to the front of the site, adjacent to Bath Road, which may be developed as either data hall (eastern section of the site frontage) or office space (western section of the site frontage) and an appropriate set-back(s) of at least 10m included to break down length of the frontage. The offices would be located along the south facing elevation adjacent to Bath Road to again maximise the activity and animation of the Bath Road frontage. Siting the offices in this location would also mirror that which is proposed at 200 Bath Road, providing symmetry and coherency between the two elements of the combined site.

View of proposed development from Galvin Road looking west showing substation

9.14 Spaces are identified towards the rear of the site which may be developed as either plant or further data hall area, depending on detailed design. Circulation spaces are proposed around the periphery of the main developable area for general site access, emergency vehicle access and servicing. An area to the very rear of the site in the northwestern corner is proposed to accommodate a substation with the option of also delivering a multi-storey car park.

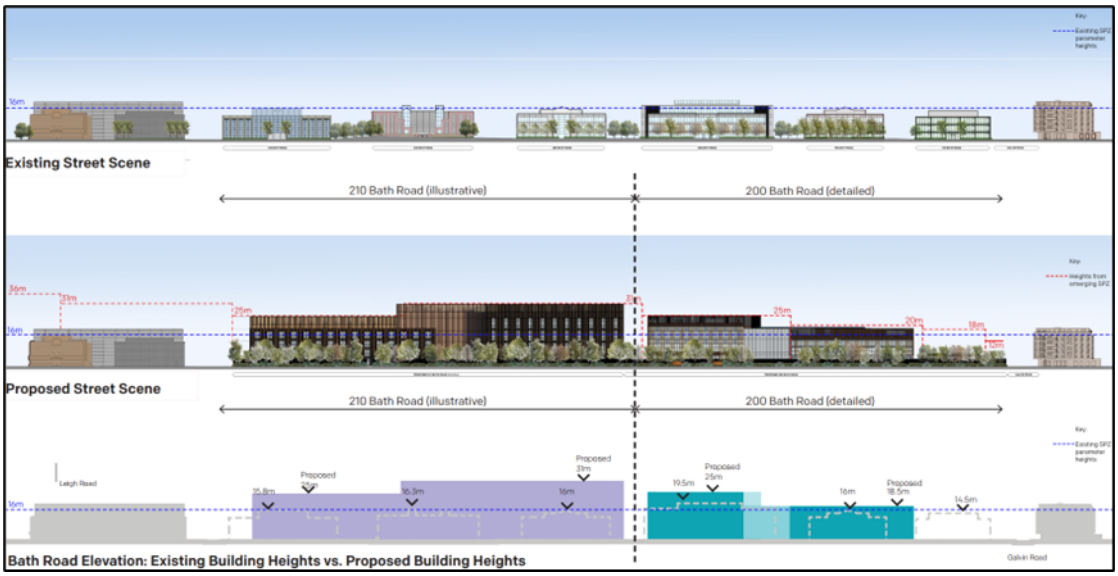
9.15 Having regard to the nature of the site, its boundary conditions and neighbouring uses, the layout of the proposed development is considered appropriate in optimising the space available and respecting the urban grain and character of the surrounding area in accordance with national and local planning policy and guidance.

9.16 ***Height, scale, and massing:***

9.17 The height, scale and massing of the proposed development have been carefully informed by the Townscape and Visual Impact Assessment, Heritage Statement, Design and Access Statement and Design Code. These have considered the pattern, scale, and character of the surrounding townscape, local and strategic views and key heritage assets including Windsor Caste and Windsor Great Park. This considered approach adopts established urban design principles to ensure that the proposed development not only fits comfortably on-site but also respects and enhances the streetscape and wider townscape.

9.18 The documents demonstrate that the key axis of Bath Road can accommodate taller buildings given the scale and importance of the route in the area and evident through the strong presence of existing taller buildings. They conclude therefore that the introduction of larger scale buildings along this route would be reasonable and further reinforce the legibility of this pattern and approach. In relation to the specific heights proposed, the lower height of the development to the east for instance has been proposed to respect the transitional characteristics of the site as one travels westwards along Bath Road, whilst also respecting the existence of residential properties at Galvin Road. The proposed increase in height further west also reflects

the approach to Bath Road from Twinches Lane to the south, linking Cippenham, which forms a nodal point and therefore provides an opportunity to emphasise this location.



Existing and proposed building heights

9.19 The existing 6 office buildings on-site vary in scale but generally comprise 3 main floors of accommodation ranging from 14.5m to 19.5m in height above ground level. The height of buildings surrounding the site also vary from approximately 6m to 25m. The existing large floorplate industrial and commercial buildings to the rear of the site are approximately 14.7m and 25m high, and the existing data centre and 6-storey residential block of flats to the east are approximately 18.3m and 19.1m high respectively. The higher buildings opposite and fronting Bath Road are between 18m and 20m high approximately.

9.20 *- 200 Bath Road*

9.21 In respect to the detailed proposals at 200 Bath Road, the proposed height of the eastern wing and central section of the building is 18.5 metres above ground level (48.7m above ordnance datum). This includes both the data hall and office spaces. The western wing would rise to 25 metres above ground level (55.2m above ordnance datum) and includes only data hall space. It should be noted that the central break in the massing would create the appearance of two separate buildings of differing height, when viewed from Bath Road.

9.22 It should be noted by way of comparison that 18.5m is equivalent to a 5 or 6-storey residential building, approximately and 25m equivalent to a 7 or 8-storey residential building.

9.23 The proposed development would be delivered across three floors (ground, first and second), although the floor heights of the proposed offices and data halls do not align due to differing storey height requirements.

9.24 The proposed height of the data centre at 200 Bath Road would therefore be 4m – 5.5m greater than the heights of the existing offices in this part of the site. Having

regard to the design of the development, key views and heritage impacts, outlined in later sections of this report, and in the context of the site's location on Bath Road within the trading estate, this increase in height is considered reasonable and would not significantly or detrimentally affect the character and appearance of the surrounding area in accordance with national and local planning policies and guidance.

9.25 *- 210 Bath Road*

9.26 In relation to the outline proposals for 210 Bath Road, the building heights Parameter Plan illustrates that two height zones are proposed within the site; up to 25m above ground level to accommodate the data hall(s), office space and plant (55.2m above ordnance datum) rising to up to 31m above ground level to include similar (61.13 above ordnance datum). Again, it should be noted by way of comparison, 25m is the equivalent as indicated above to a or 5 or 6-storey residential building, approximately and 31m equivalent to a 9-storey residential building. The height parameter steps up from the west to the east towards the centre of the site adjacent the highest part of the proposed data centre at 200 Bath Road. The proposed substation and muti-storey car park to the rear of the site fall within the lower height parameter.

9.27 The Design Code stipulates that, in respect of massing, the proposed building must be broken up with setbacks within the building line. Furthermore, buildings that are over 100m long must incorporate setback of a suitable size, located so that it deliberately breaks the building line into smaller parts. Finally, any building must use deliberate and defined changes in building form to help break up massing.

9.28 The proposed heights would therefore be 9.2m – 15m greater than the heights of the existing offices in this part of the site. Whilst this difference is more significant, again having regard to the proposed design of the building, key views and heritage impacts outlined in later sections of this report, and in the context of the site's location on Bath Road within the trading estate, it is considered on balance to be acceptable and broadly compliant with national and local planning policies and guidance.

9.29 ***Appearance****:*

9.30 The proposed development would be constructed from high-quality, modern, and sustainable materials and its external treatment would be careful articulated, detailed and coloured to create a dynamic and interesting appearance. This approach would take cues from the existing and historical premises on the trading estate and those within the surrounding area, complement the scale and massing of the proposed buildings and mitigate their visual impact where necessary.

9.31 *- 200 Bath Road*

9.32 In relation to the detailed design of the data centre at 200 Bath Road, the façade would comprise predominantly of bronze coloured metal cladding panels and large areas of glazing to maximise the transparency of lobbies and work/office spaces. A sandstone-coloured precast concrete base would feature along the main elevations.

The use of architectural details such as metal fins, louvres and shadow gaps would break-up of the façade and provide articulation and a dynamic finish, particularly to those elevations with fewer openings. The appearance of the development seeks to create a clear rhythm and symmetry and incorporate vertical components to further establish this rhythm.

9.33 The proposals include a number of mitigation measures, primarily the use of colour that would enable the greater scale and massing in this location primarily to create a recessive appearance in highly sensitive views from the south around Windsor Castle and Windsor Great Park. The bronze façade colouring is respectful to the local identity of the townscape, following a similar colour palette of red – orange tones as seen in the brick characteristic of the wider townscape of Slough.

9.34 The tops of the building would be carefully detailed and coloured include a lightweight slatted panel that filters views of the plant from the public view while simultaneously continuing the elevational rhythm from the main bulk of the building below.

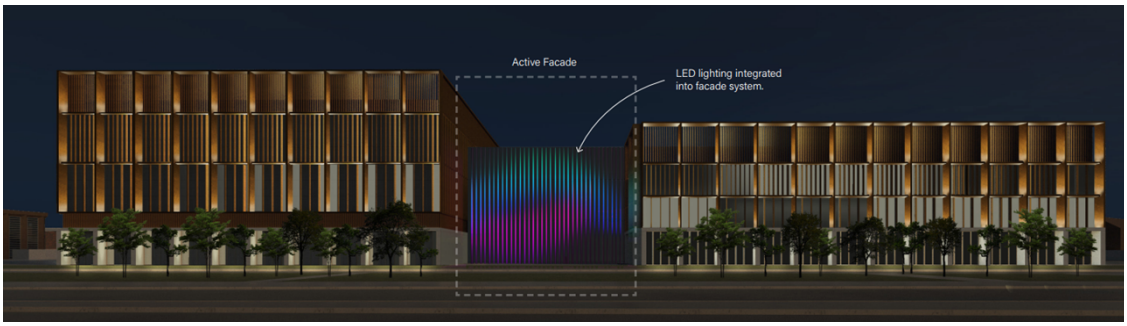
The proposed substation is designed to integrate with the main building. It would use the same material palette and has proportions that tie in with the levels and architectural language of the adjacent data centre building. One third of the roof would be planted as a green roof.

9.35 Similarly, the circular raised green roofed canopies proposed to the car park would add further visual interest and may be seen as a continuation of the tree line along Bath Road. The canopies would be lifted to align with the base of the architecture and the warm colour palette of reds and oranges tie in with the bronze tones of the main building.

View of proposed development looking west towards the entrance

9.36 A Lighting Strategy has been submitted with the application detailing how lighting will be used within the development to reinforce its design approach and appearance, particularly in the early evening and winter months. The central area of the building

where the main break in elevation occurs would provide further active frontage and visual interest through the provision of art lighting. The lighting would reflect the high-tech nature of the development, signifying its use to local residents and visitors and is considered to be an innovative approach which is welcomed by the Local Planning Authority.



View of proposed lighting option for 200 Bath Road

9.37 The detailed design of the proposals at 200 Bath Road is considered to be acceptable having regard to the indicative outline scheme at 210 Bath Road. It presents a contemporary and high-quality data centre development that would respect the character and appearance of the surrounding area in accordance with national local planning policies and guidance.

9.38 *- 210 Bath Road*

9.39 Whilst appearance is a matter to be reserved for future determination in relation to the outline proposals for 210 Bath Road, principles to shape and guide future applications are contained within the submitted Design Code. The Design Code includes shared elements from the design for 200 Bath Road, to ensure the proposal presents as a coherent whole, whilst allowing for a degree of individuality.

9.40 Given the significant scale and height of the proposed building, the Design Code requires that it must present a visually layered approach to the street, creating a strong hierarchy by differentiating between base, mid-level and top/crown. This should be achieved using a combination of strongly expressed structural elements, contrasting material treatments, and fenestration. The development would use robust, high-quality materials such as concrete and masonry at the base. Mid-level would include materials such as lightweight metal mesh or perforated metal screens.

9.41 The top of the data centre would integrate effectively with the body and be permeable. Increasing the mesh opening sizes or the size of the perforations in a metal screen will help to achieve this. Window and door openings would also look to complement both the base and body of the structure to maintain consistency and provide greater articulation.

9.42 The Design Code also makes clear that the principal frontage must incorporate glazed windows. The mid-floor elevations of the principal frontage must be of complementary but visually different materials from ground floor, sensitively incorporating fenestration. The crown of the building must be differentiated from base

and mid-level floors either using changes in form or setback volume, and/or contrasting but complementary materials or rhythm of fenestration, while maintaining a simple roof. The appropriate use of lighting as at 200 Bath Road would also form part of the design approach.

9.43 The use of colour is particularly important in developing out 210 Bath Road to support a cohesive townscape and effectively contribute to the overall wider setting which is sensitive to visual impacts. An effective colour strategy would allow for the mitigation of the perception of height and massing. The effective use of colour will also help to provide interest to the development while also promoting the schemes' identity.

9.45 This approach has been guided by the Townscape and Visual Impact Assessment. The proposals must use a sensitive colour strategy for the upper parts of the built form (above 15m) to manage its appearance in the wider landscape context. In sensitive elevated long-distance viewpoints from the south around Windsor Castle, the taller parts of the building would be seen against the distant wooded backdrop. This backdrop includes mid-dark tones including grey-green-brown hues.

9.46 The Design Code includes a prescribed colour palette have been derived from the study of the wider landscape through townscape and visual appraisal fieldwork. To avoid prominence and competition with Windsor College and Eton College Chapel as focal features in these views, taller elements of the proposed built form that would be visible must reflect the range of hues in these views. The palette of colours indicated, would assist in receding the proposals into the wooded background in views from Windsor Castle and Windsor Great Park, whilst complementing the local townscape.

9.47 The design approach in relation to 210 Bath Road is considered acceptable having regard to the detailed scheme at 200 Bath Road and key views, as set out below. It provides the opportunity to deliver a contemporary and high-quality data centre development that would respect the character and appearance of the surrounding area in accordance with national local planning policies and guidance.

9.48 ***Key views:***

9.49 As previously indicated, the design, scale, height, and massing of the proposed development have been carefully informed by a number of detailed studies which considered and assessed how it would sit in the surrounding townscape and wider landscape. This is particularly important given that the proposed buildings would be larger than those existing on-site, and as data centres their appearance is in part constrained by a number of technical requirements e.g. plant, screening.

9.50 A Townscape and Visual Impact Appraisal (TVIA) is submitted with the application and has been prepared alongside a Heritage Statement, which also accompanies the application to ensure that all appropriate impacts have been considered.

9.51 A TVIA is essentially a visual appraisal to determine the relationship of an area with its surroundings, the visibility of a site within the wider landscape/townscape and provide a basis for consideration of the effects that a proposed development would have on views and the landscape/townscape and visual characteristics of the area.

9.52 The visual appraisal was undertaken from publicly accessible viewpoints within the surrounding townscape, primarily roads, footpaths and public open space, to determine the approximate extent of the area from which the site is visible from the eye level of a person standing on the ground.

9.53 In order to represent the nature of identified views, 21 ‘Site Context Photographs’ were selected from those photographs taken during the visual appraisal fieldwork and used to prepare Accurate Visual Representations (AVR). These were then also used as a basis to create accurate photomontages providing ‘wireline’ views and ‘rendered’ views of the proposed development. The photographs comprise near-distance and long-distance views as indicated on the plans below.

Near-distance views assessed

Long-distance views assessed

9.54 In addition to those close-range photomontages presented along Bath Road in the section above, a selection of other key photomontages is shown below providing further indication of the visual impact of proposed development within the vicinity of the site and from the wider area. These views highlight that the development would be visible in a variety of ways depending on their distance from the site and the nature of the surrounding townscape/landscape. Whilst the proposed development would change to the townscape/landscape to differing degrees, having regard to its design, height, massing, and materiality officers consider it would not significantly nor detrimentally affect the character or appearance of the surrounding area.

Existing and proposed views of development looking west along Bath Road (TVIA View 4)

Existing and proposed views north from junction of Cippenham Lane and Twinches Lane (TVIA View 5)

Existing and proposed views looking east along Bath Road (TVIA View 7)

Existing and proposed views looking north towards north from Winsor Castle (TVIA View 14)

Existing and proposed views looking north towards site north from Snow Hill within Windsor Great Park (TVIA View 15)

10.0 **Impact on Heritage Assets**

10.1 Sections 66 and Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 seeks special regard to the desirability of preserving a listed building or its setting and to preserve or enhance the character or appearance of a conservation area.

10.2 Chapter 16 of the National Planning Policy Framework intends to preserve and enhance the historic environment; paragraph 205 requires local planning authorities to afford great weight to the asset's conservation, irrespective of whether the potential harm is substantial harm, total loss or less than substantial harm. Paragraph 200 requires an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail

should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance.

10.3 Paragraph 201 also requires local planning authorities to identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.

10.5 Paragraph 208 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

10.6 Core Policy 9 of the Core Strategy, (2006 – 2026) Development Plan Document December 2008 states that development will not be permitted unless it:

- Enhances and protects the historic environment;
- Respects the character and distinctiveness of existing buildings, townscapes and landscapes and their local designations;

10.7 In accordance with Paragraph 200 of the National Planning Policy Framework, the application is accompanied by a Heritage Statement. The extent of the study area has been determined by the immediate dense industrial location of the Slough Trading Estate (STE), and the wider valley topography and associated higher ground that affords long distance views towards the site. To this end, a 1km study area has been drawn from the boundary of the site that provides the immediate context in which the site is located, characterised by the industrial and commercial development of the STE and the surrounding urban environment of Slough.

10.8 A second wider 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, encompassing more open topography between the Site and elevated levels, particularly to the south. Within the 5km study area, those heritage assets with potential to be affected have been identified. A desk-top review identified a high number of designated heritage assets within a 5km study area from the site boundary, including several assets at the highest designations, including Windsor Castle and Eton College Chapel.

10.9 The site is not located in or near a Conservation Area, nor does it accommodate any heritage assets. In accordance with Historic England guidance a significant number of designated heritage assets within the wider environs of the site have been scoped out of this assessment as they would not be affected by the proposed development in terms of material changes or changes to their setting and significance. This has been based on the distance of the asset from the site, the asset's location, scale and orientation, and the nature, extent and scale of intervening-built form and vegetation.

10.10 The following designated heritage assets have been identified as having the potential to be affected by the proposed development:

10.11 Designated Heritage Assets within the 1km Study Area:

- Railway Bridge – Grade II
- Milestone at SU9556 8054 – Grade II and Milestone SU 94128097 – Grade II
- The Long Barn Public House – Grade II
- Barn approximately 10m E of the Long Barn Public House – Grade II
- Barn approximately 40m SW of the Long Barn Public House – Grade II
- Three Tuns Inn – Grade II
- Moated site at Cippenham Court – Scheduled Monument

10.12 Assets at the Highest Designations within the 5km Study Area:

- The Royal Estate, Windsor: Windsor Castle and Home Park, Frogmore Gardens, Windsor Great Park Grade I Registered Park and Gardens and associated listed structures (approx. 2.6km south-east of the site).
- Grade I Listed Eton College buildings and Grade II Registered Park and Garden (approx. 2.2km south-east of the site).
- Grade I Listed Huntercombe Manor and Grade II Registered Park and Garden,
  Grade I Listed Burnham Abbey and buildings (approx. 1.4km west of the site).

10.13 In assessing the potential impacts, the Townscape and Visual Impact Assessment (TVIA) and relevant views including AVRs and photomontages was considered carefully. In relation to the Designated Heritage within the 1km Study Area, having regard to the distance from the site and nature of the existing townscape (topography, intervening built and natural environment), the Heritage Statement highlights that the proposed development would have either no impact or a negligible impact on the setting and the significance of heritage assets. Negligible impact is identified in respect to the Long Barn Public House and surrounding barns, the Moated Site at Cippenham Court, and via a change in setting, amounting to the lowest end of less than substantial harm. The proposed development would for instance be slightly visible from certain locations within these heritage asset sites and alter a small part of the skyline within the wider townscape. The planning balance required by virtue of paragraph 208 of the NPPF, as set out above would therefore be engaged.

10.14 A series of design principles that have emerged from this baseline assessment have been formulated to guide the redevelopment of the site as indicated in the earlier design section of this report. The application of these principles in relation to appearance, landscaping and layout would minimise any potential impact to the setting of the asset. Included within these principles is the use of sensitive colour and materials for taller buildings, taken from local landscape, townscape, and historic development. Maintaining a varied roofscape with the potential for permeability at roof level would also create visual interest whilst reducing the perception of mass at upper levels. With the adoption of these development principles, the proposed

change would not affect the setting of the asset or be so significant as to detract from the ability to appreciate their significance.

10.15 The conclusions reached in the Heritage Statement in respect to Designated Heritage Assets within the 1km Study are considered by officers to be reasonable and acceptable. Given the limited impact identified and having regard to the principle and benefits of the proposed development, discussed below, officers are of the view that it would not result in any meaningful change or adversely affect the setting of these key local heritage sites.

10.16 The principal heritage implications entail the impact upon the wider setting of Windsor Castle and Windsor Great Park (in views from Snow Hill) and views from the north terrace of Windsor Castle looking towards the site (past a key view of Eton College chapel).

In reviewing the planning application, as noted earlier in the consultation section of this report, Historic England considers that the application would cause harm to Windsor Castle and Windsor Great Park that would be towards the lower end of the less than substantial range, but that harm would be to assets of the highest possible significance. The response highlights specifically however, that due to the location and form of the proposed building at 200 Bath Road, it would not be readily visible from sensitive heritage vantage points and their concerns about harm are therefore in response to the taller building proposed within the outline element of the submission for 210 Bath Road.

10.17 The Heritage Statement describes in detail the significance of Windsor Castle and Windsor Great Park and associated heritage features. Its states that Windsor Castle holds high historic and archaeological value as the oldest and largest inhabited Royal residence in the world. Architecturally and aesthetically, the Castle has exceptional qualities in its display of English gothic architecture, its scale and iconic composition. Views of the Castle, sitting within the royal gardens and designed royal parks, are of national significance.

10.18 It goes on to highlight how the Grade I Registered Park and Garden of Windsor Great Park has high significance as a medieval royal park that is part of the Royal Estate, Windsor. The later landscaping of the parkland and development of the gardens associated with the principal residences within the Estate by renowned designers, including the Long Walk connecting the Great Park with Windsor Castle by Hugh May for Charles II in 1680, makes a strong contribution to its significance. The form and composition of Windsor Castle, terminating the Long Walk vista from Snow Hill, is fundamental to the view and makes an important contribution to the significance of Windsor Great Park.

10.19 Given the topographical location of Windsor Castle on a promontory and its expansive historic environment, the potential for the proposed development to cause a change to the wider setting by way of its appearance in long-range views from within the Great Park and North Terrace, has been carefully considered in the application. A detailed assessment of the impact on the significance of the Castle

and it environs has been undertaken using the relevant viewpoints, AVRs and photomontages included in the Townscape and Visual Impact Assessment.

10.20 Two views are particularly relevant as shown in the previous section of this report – View 14 (North Terrace at Windsor Castle) and View 15 (Snow Hill, Windsor Great Park). View 14 shows the proposed development within views from the North Terrace of Windsor Castle. It is noted that the existing CHP plant and cooling towers (pale coloured) are visible beyond Eton College Chapel, and these detract from the prominence of the Chapel. The proposed development would be visible above the roof of Eton College Chapel, and partially blocking views of the CHP plant which officers welcome and consider to be a modest heritage benefit. The proposed bronze-coloured cladding for the upper levels of 200 Bath Road and the prescribed recessive colour palette for the upper levels of 210 Bath Road would help the development blend into the wooded backdrop/skyline.

10.21 View 15 is the view from within Windsor Great Park at Snow Hill and shows the Slough Trading Estate to the west of Windsor Castle. The Castle, with its distinctive and world-famous silhouette is the focal point within this view. The proposed development would present as a substantial built form, but the AVR indicates that it would also blend into the wooded backdrop/skyline due to the intended colour finish and should also screen buildings behind which are currently slightly more visible due to their paler colour finish - again, considered a modest heritage benefit by officers.

10.22 This approach is clearly acknowledged in the consultation response from Historic England, which states:

"From the information provided, there is a possibility that the scheme could deliver some heritage benefit. It appears that the proposals would achieve some positive screening of the cooling towers of the power station in views from the North Terrace (View 14 of the Verified Photomontages) and screening of pale grey buildings to the north of the application site (within the Trading Estate or nearby) from within Windsor Great Park (View 15 of the Verified Photomontages). This screening could be interpreted as a heritage benefit because the power station and cooling towers are harmfully prominent in the views from the terrace, exacerbated by their external colour, likewise but to a lesser extent (because of their lower height and visibility) the industrial units in view 15. This level of harm and benefit is anticipated for the outline buildings and can only be secured through the detailed submission of a reserved matters application."

10.23 In addition to the suggested colour palette, it should be noted that the variation in height across the proposed development, use of set-backs, vertical accents and a visually permeable crown would assist in breaking-up the horizontal massing of the development and further reducing its visibility in these long-distanced views. It is critical of course that any Reserved Matters application for the outline element at 210 Bath Road takes a rigorous approach to ensuring these complementary design measures are employed.

10.23 The photomontages prepared based on the AVRs would suggest that the proposed development would blend into the existing backdrop reasonably successfully, but concerns remain that, once built, the data centres may be more prominent features in the landscape than demonstrated. Officers consider, as advised by Historic England that the impact of the proposed development on Windsor Castle, Windsor Great Park, and associated heritage assets, given their significance would be harmful but that harm would be towards the lower end of the less than substantial range.

10.24 In accordance the NPPF, the Council as decision maker must balance the less than substantial harm identified against any public benefits the proposals may provide. Having regard to the nature of the site and its location and the principle of the development, officers consider that proposals present an appropriate re-use that would secure a significant long-term commercial investment in the Borough.

10.25 The proposed developed involves bringing a vacant, underutilised, brownfield employment site in a sustainable location back into productive use, which the NPPF states should be given 'substantial weight' in planning terms. The key local and wider economic benefits of the proposed development concern employment creation and supporting the rapidly expanding digital economy, upon which most of modern society is reliant. It is anticipated that at least 200 direct jobs would be created during the construction phase of the development, 180 direct jobs once operating, and significantly more indirect employment opportunities would arise local and regionally within this sector and across a wide variety of commercial/industrial sectors. Contributions would also be secured for local employment and skills training and initiatives. These benefits are described in more detail later in this report.

10.26 The proposals would deliver a contemporary and high-quality development that would respect the amenity and character and appearance of the local area, reduce traffic movement and improve highway safety, significantly enhance greening and biodiversity and reduce flood risk with better and more sustainable drainage measures.

10.27 Officers conclude therefore that the less than substantial harm to identified heritage assets that would otherwise result is demonstrably outweighed by the public (and heritage benefits) summarised above and expanded upon elsewhere in this report.

10.28 Based on the above assessment, and having regard to the heritage advice received, the proposal is considered on balance to be acceptable in accordance National Planning Policy Framework and would also comply with Core Policy 9 of the Core Strategy.

11.0 **Impact on amenity of neighbouring occupiers / uses**

11.1 The National Planning Policy Framework states that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Paragraph 135 states that planning decisions should ensure developments:

a) will function well and add to the overall quality of the area
b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping
f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

11.2 This general approach is reflected in Core Policy 8 of the Core Strategy and Local Plan Policies EN1 and EMP2.

11.3 The site is mainly surrounded by commercial/industrial uses, however there are also residential and educational buildings nearby. The proposed development has the potential to impact the these in several ways during both construction and longer-term operational phase. Impacts may relate to matters including noise, air-quality, privacy, sunlight/daylight, outlook, lighting, highway safety and parking, drainage and ecology.

11.4 The proposals have been designed to respect and enhance neighbouring amenity and mitigate against potential adverse impacts. The application is supported by a range of detailed technical assessments demonstrating how the proposed development can be satisfactorily accommodated in this location without compromising local amenity and existing environmental conditions.

11.5 The nearest residential properties are situated on Galvin Road approximately 20m from the site to the eats and Eden Girls School is located approximately 55m to the south across Bath Road. The development would be sufficiently set back away from these neighbouring residential uses to prevent any issues arising in respect to outlook, daylight/sunlight and privacy.

11.6 Whilst closer to the site, given the nature the of neighbouring commercial/industrial uses, it is also not considered that these would be affected.

11.7 The construction of the proposed development would be managed carefully via a Construction Environment Management Plan, conditioned as part of any planning consent to safeguard local amenity during this temporary period. This is also endorsed by the submitted Air Quality Impact Assessment.

11.8 The Air Quality Assessment also demonstrates that subject to appropriate mitigation, local air quality would not be adversely affected by the proposed development once completed and operating. Whilst it identifies that there may be potentially significant NOx levels present in the unlikely event of a 48-hour power outage, the probability of this scenario coming forward is extremely low given the reliability of the existing power connection to the site. The submitted Noise Impact Assessment similarly highlights the potential for adverse noise occurrences but concludes that these would not be significant subject to appropriate mitigation. These matters are discussed in detail later in this report.

11.9 The accompanying Flood Risk Assessment and Drainage Strategy outlines how the proposed development would improve existing conditions by reducing surface water run-off and flood risk using more sustainable urban drainage measures.

11.9 The submitted Transport Impact Assessment details how the proposed development would result in significantly less traffic movement, would provide sufficient parking, and encourage sustainable transport modes to ensure existing road and parking conditions and highway safety are not affected. These matters are discussed in detail later in this report.

11.10 Having regard to the potential impacts and mitigation measures associated with the proposals, it is not considered that the amenity of neighbouring occupiers and users would be adversely affected. In many respects, it is envisaged that the proposed development would enhance local amenity and environmental quality.

11.11 Based on the above assessment, and subject to appropriate planning conditions, the proposal is considered to comply with the relevant requirements of Core Policy 8 of The Core Strategy, Policies EN1 and EMP2 of The Local Plan for Slough, and the requirements of the NPPF.

12.0 **Sustainable transport, parking and highways**

12.1 The National Planning Policy Framework requires development to give priority first to pedestrian and cycle movements, and second - so far as possible – to facilitating access to high quality public transport. Development should be designed to create safe and suitable access and layouts which minimise conflicts between traffic and pedestrians. Plans should also address the needs of people with disabilities, allow for the efficient delivery of goods and access by emergency vehicles, and provide facilities for electric vehicle charging. Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, should be cost effectively mitigated to an acceptable degree.

12.2 This general approach is reflected in Core Policy 7. Paragraph 115 of the National Planning Policy Framework states that “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”.

12.3 Policy T2 of The Adopted Local Plan for Slough 2004 seeks to restrain levels of parking in order to reduce the reliance on the private car through the imposition of parking standards. The Parking Standards have been updated within Part 3 of the Slough Developer’s Guide.

12.4 A Transport Assessment (TA) has been prepared in support of the application. The TA considers the development proposal against both local and national policy and guidance.

12.5 The TA highlights that the site benefits from good connectivity to the surrounding pedestrian and cycle network as well as local public transport services. Burnham and

Slough Railway Stations are 2.1km and 2.2km from the site respectively and there are bus services nearby on the A4 Bath Road.

12.6 It concludes that there are no safety concerns in the surrounding road network that would be made worse because of the proposed development, and that it would reduce parking and traffic issues and the use of the service road providing a betterment to overall road safety.

12.7 ***Trip Generation:***

12.8 The existing offices at 188 – 216 Bath Road accommodate 1124 car parking spaces The proposed data centres would have a maximum of 225 car parking spaces. The consented use has therefore a greater potential to generate a higher number of vehicle trips than the proposed use.

12.9 The Transport Assessment presents a forecast of the change in vehicle trip generation. It calculates that the existing offices when formerly in use could generate 631 two-way vehicle trips during the AM Peak Hour (08:00 – 09:00) and 441 two-way vehicle trips during the PM Peak Hour (17:00 – 18:00).

12.10 A reduction is forecast of 529 vehicle trips during the AM Peak Hour and a reduction of 379 two-way trips during the PM Peak Hour. In relation to the existing use of the site as office, the local highway authority is therefore satisfied that the proposal would not result in an increase in vehicle trips to a degree whereby there would be a significant impact on the highway network.

12.11 ***Access:***

12.12 Main vehicular access to 200 Bath Road would be provided through an access from Galvin Road, into the car park. A further service access will be provided to the rear of the site accessed from a private service road. Emergency access is provided from the Bath Road service road. Access to 210 Bath Road to the car park and for servicing would be provided from the rear of the site via the private service road. An emergency access will be provided from a retained access from the service road. All other existing accesses will be stopped up.

12.13 Pedestrian and cycle access will be provided to 200 Bath Road through a gated access from Galvin Road, which would provide access to the cycle parking and the offices. The Parameter Plan for 210 Bath Road shows indicative pedestrian and cycle access from the Bath Road service road, the details of this will be provide at Reserved Matters stage. Pedestrian access routes would be designed with level access so that wheelchairs and disabled users can safely access the buildings

12.14 Accident data shows that in the last 5 years there have been no accidents recorded along the Bath Road service road in the vicinity of the site, with only one recorded on Galvin Road and one at the junction with Bath Road to the front of Plot 190. There

are no significant trends or patterns of accidents that would be exacerbated by the proposed development.

12.15 SBC Transport officers are satisfied with the proposed access arrangements for the proposed development.

12.16 ***Car parking:***

Local Plan Policies T2, EMP7 and Core Policy 7 seek no increase in the total number of car parking spaces on-site within commercial redevelopment schemes. Additional on-site car parking provision will only be required where this is needed to overcome road safety problems, protect the amenities and operational requirements of adjoining users, and ensure that access can be obtained for deliveries and emergency vehicles. The Parking Standards as updated within Part 3 of the Slough Developer's Guide does not include any specific guidance in relation to the quantum of parking provision for data centres.

12.17 The Transport Assessment identifies that the existing offices at 200 and 210 Bath Road (188, 190 and 200 208, 210 and 216 Bath Road) have car parking provided at the front of the buildings for visitors and to the rear car parking for employees. The visitor parking at the front can be accessed via Bath Road service road while the employee parking is accessed to the rear from Galvin Road and a service road which is accessed via Galvin Road. These six existing plots combined provide 1,124 car parking spaces (455 spaces at 200 Bath Road and 669 at 210 Bath Road).

12.18 Based on survey data, the TA outlines how the detailed proposals at 200 Bath Road would reduce the car parking on-site from 455 to 65. Whilst it is not expected that there would be any overspill of parked vehicles onto the surrounding roads, a further 12 car parking spaces would be provided within a dedicated off-road car park in Bedford Avenue, owned by the applicant, Segro. A Car Parking Management Plan would be secured to cover the management of these 12 spaces, allowing Segro to reallocate these spaces if they are unused. Segro has confirmed that Bedford Avenue car park is underutilised and has capacity to accommodate additional car parking.

12.19 Electric Vehicle (EV) parking would be provided on-site at 200 Bath Road. 17 spaces would be served by an EV charging point which equates to 25% of the total, thus contributing towards achieving net zero and achieving a more sustainable and climate resilient scheme. 5 car parking spaces would also be designed for blue badge use/accessible use, representing 7.69% of total provision.

12.20 Whilst the layout for the outline proposals at 210 Bath Road constitutes a Reserved Matter, the scheme at 210 Bath Road would follow the same car parking ration as that proposed for the data centre at 200 Bath Road. A minimum of 127 car parking spaces would be provided to serve the larger data centre at 210 Bath Road, with an upper limit set at 160 spaces via the Parameter Plans. The proposals for 210 Bath Road would therefore result in a minimum reduction of 542 spaces over the existing.

EV parking would also be secured on site in line with provision at 200 Bath Road, in addition to accessible parking spaces.

12.21 Officers are satisfied with the proposed parking levels and arrangements. It is not expected that there would be any overspill of parked vehicles onto the surrounding roads given the parking provision is evidenced by survey data and car parking would be managed by a Car Parking Management Plan. Car parking across the site would also be strictly managed through a booking system and visitors would not be able to access the premises without prior arrangements through security. It should also be noted that Bath Road is subject to double yellow line restrictions and Galvin Road has double and single yellow line restrictions which restrict on-street car parking.

12.22 The proposed EV parking provision would exceed Slough Council's current requirements for EV Charging at employment facilities. The Slough Low Emissions Strategy (2018 – 2025) requires that 10% of car parking spaces are designed for Electric Vehicle Charging at developments which provide employment. The provision of 5 accessible spaces at 200 Bath Road also exceeds policy guidance, which requires 5% provision. A condition will be included to ensure all car parking spaces are provided with a passive supply to future proof all spaces.

12.23 ***Cycle parking:***

12.24 Slough Parking Standards do not provide a specific cycle parking standard. However, the SPZ cycle parking standard highlights that for Use Class B8 Co-location Datacentres require 2 spaces per unit and then 1 for every 500 sqm. The proposed development at 200 Bath Road (30,130 sqm floor area) would provide 60 cycle parking spaces in accordance with this standard.

12.25 These spaces are to be provided in a secure, covered area in the south-east corner of 200 Bath Road next to the pedestrian entrance gate and close to the entrance to the data centre office. Shower and changing facilities are proposed within the proposed building at 200 Bath Road to encourage sustainable travel among employees and visitors.

12.26 In relation to the proposed data centre at 210 Bath Road, the level of cycle parking would be provided on a similar basis as for 200 Bath Road at the Reserved Matters stage, as would be its location. They would also be secure and covered.

12.27 The approach to cycle parking is accepted by SBC Transport officers

12.28 ***Servicing and deliveries:***

12.29 Both the proposed data centres at 200 and 210 Bath Road would be serviced via the existing rear private service road to their respective service yards and these have been designed with security gates. They have been tracked using a 21m mobile crane, 12.5m rigid truck and 16.5m articulated vehicle. This demonstrates that operational vehicles would be able to enter and exit the site in forward gear and suitable provision is made to enable deliveries and servicing to take place on-site.

The specific arrangements for 210 Bath Road would be agreed at Reserved Matters stage.

12.30 Tracking of a Fire Tender has also been prepared for the emergency access to 200 Bath Road, in the south-east corner and along the southern boundary on the site. The road from the Bath Road Service Road would also provide access to a separate gated entrance for both emergency access and operational access to 210 Bath Road.

12.31 ***Travel Plan:***

12.32 A Framework Travel Plan has also been submitted to accompany the TA in support of the proposed development. This outlines indicative targets which aim to reduce the modal share or car trips throughout the site and increase the modal share of active travel and public transport modes. This would be achieved through the site by implementing measures to increase access and awareness of sustainable transport modes.

12.33 The Travel Plan aims to encourage the local recruitment of staff where possible and undertake staff travel surveys in order to establish baseline modal shares for the Travel Plan. It also seeks to increase walking and cycling. The measures it sets out to achieve this goal are to investigate local campaigns such as ‘walk to work’ week and ‘bike to work’ day. Providing secure cycle facilities and changing and shower facilities as well as promoting the benefits of sustainable transport would help to achieve this aim. Providing more information on the local cycle routes and encouraging occupiers to increase their use of sustainable transport modes would also increase walking and cycling.

12.34 The Travel Plan also sets out the need to encourage car sharing. Providing the necessary information on this such as car sharing schemes like ‘life share’ via notice boards and providing details of taxi hire companies will increase car sharing within Slough.

12.35 Finally, the Travel Plan emphasises the need for public transport and aims to improve this by providing information on bus routes, times and drop off points as well as relaying information regarding discounted tickets/passes. By doing this it will help to enhance and increase the use of public transport.

12.36 These aims and methods as outlined in the Travel Plan would increase travel sustainability on site and within the wider region of Slough and is as policy compliant with national and local guidance.

12.37 SBC Transport Officers are satisfied with the submitted Travel Plan, which aims to reduce Single Occupancy Vehicle Journeys by 10% within 5 years. A baseline survey would be required to be completed 6 months after occupation of Bath Road to provide an updated baseline. To ensure effective delivery of the Travel Plan, a financial contribution of £5,000 towards Travel Plan Monitoring would be secured via the s106 agreement.

12.38 ***Construction Management:***

12.39 As part of ensuring the proposed development is constructed in a carefully managed way and to limit local disturbance, a Construction Management Plan would need to be agreed prior to the commencement of any works on-site. This would form a planning condition and require approval by the Local Planning Authority (LPA). It would complement the Demolition and Construction Environment Management Plan (DCEMP), which would also be conditioned and require approval from the LPA, but its focus is specifically on issues concerning construction related vehicular movement and highway safety including access, site set-up, deliveries, wheel cleansing, heavy loads, emission standards, and vehicular routing and timing.

12.40 These matters are critical to minimise the impact of construction on the safe operation of the surrounding highway network and safeguard local amenity, particularly in surrounding residential areas.

12.41 Subject to appropriate planning conditions and planning obligations, the proposals are considered acceptable in relation to transport, highway and parking related matters and would accord with national ad local planning policy and guidance including policies T2, T7, T8 and T9 of the Local Plan for Slough; Core Policies 5, 7 and 10 of the Slough Core Strategy Core and the National Planning Policy Framework.

13.0 **Air Quality**

13.1 Core Policy 8 of the Core Strategy seeks development to be located away from areas affected by air pollution unless the development incorporates appropriate mitigation measures to limit the adverse effects on occupiers and other appropriate receptors. Proposals should not result in unacceptable levels of air pollution. This is reflected in Paragraph 192 of the National Planning Policy Framework which also goes onto state that planning decisions should contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas (AQMA) and Clean Air Zones, and the cumulative impacts from individual sites in local areas.

13.2 The Council has adopted the Slough Low Emission Strategy on a corporate basis, which forms part of the local air quality action plan incorporating initiatives to be delivered by the Council and will set the context for revising the Local Development Plan Polices. Measures in the Low Emission Strategy include reducing traffic and requiring electric charging points within new developments. The Low Emission Strategy is a material planning consideration, but it does not form part of the current local development plan.

13.3 An Air Quality Impact Assessment (AQiA) has been prepared in support of the application taking into account the requirements of relevant local and national guidance, policy and legislation. It describes existing air quality within the study area and assesses the impact of the construction and operation of the proposed development on air quality on sensitive human and ecological receptors.

13.4 The AQiA highlights that the main air pollutants of concern are emissions of dust and fine particulate matter associated with on-site demolition and construction activities and off-site vehicular movement, and nitrogen dioxide (NO2) emissions associated with existing and proposed road traffic and NO2 emissions associated with the proposed diesel fired back-up power generators proposed on-site, and which are tested on a regular basis.

13.5 The study area is defined in the AQiA based on the relevant assessment criteria. For the construction dust risk assessment, this is an area up to 250m from the site boundary and 50m from the route used for construction vehicles, up to 250m from the site entrance. For the construction and operational assessment, traffic emissions are considered on roads within 250m from the site boundary and any roads which are predicted to exceed the relevant criteria. In relation to generator emissions, the study area is defined by distances from the emission stack in which the risk of potential impacts is considered likely to occur, which is 2km from the site for human receptors, and 2-10km from the site for ecological receptors.

13.6 The Council has investigated air quality within its area as part of its responsibilities under the Local Air Quality Management (LAQM) regime. To date, four AQMAs have been declared because of exceedances of the annual and 1-hour mean NO2 National Air Quality Objectives (NAQO). The Site is not located within an AQMA, the closest AQMA to the site being AQMA No. 3 (Tuns Lane) declared in 2011, which is located approximately 350m east of the site and extends down Tuns Lane to the M4 (and AQMA No.3 Extension to the east of AQMA No.3). Two other AQMA's fall within the vicinity of the site. The closest of these is AQMA No. 1, which covers land around the M4 Motorway, approximately 1 km south of the site and AQMA No. 4, which encompasses most of the Slough town centre, approximately 1km east of the site.

13.7 The Council carries out monitoring at a number of monitoring stations, the nearest of which is located 500m east of the proposed development. The Council also deploys NO2 diffusion tubes at several locations, including many locations located within the study area. Data collated from these and other established sources and have been considered as part of the submitted AQiA.

13.8 Whilst the AQiA considers both human and ecological related impacts, this section specifically focuses on the former and the section below covering Ecology and Biodiversity details the air quality implications for ecological sensitive receptors.

13.9 Based on national air quality guidance, 56 residential properties, schools, nurseries, and residential care homes within the study area and 5 proposed office locations within the proposed development itself were identified as worst-case receptors for the assessment. The locations of these receptors have been chosen to represent locations where both impacts from road traffic generated by the development and impacts from emissions from back-up power generators associated with proposed data centres are likely to be the greatest i.e. as a result of development traffic at junctions.

13.10 ***Construction phase:***

13.11 In relation to construction related activity, the AQiA identified that residential properties and workplaces nearby have an overall high sensitivity to dust soiling. Construction routing has not been confirmed at this stage and it has been assumed that HGV movements may occur on all main roads, therefore due to the proximity of receptors, trackout (vehicular movement related dust) is also judged as 'high'. Low particulate matter concentrations in the area however indicate human health impacts would be low.

13.12 The AQiA advises that a Construction Environmental Management Plan (CEMP) provides sufficient mitigation in reducing dust related impacts, and this would be conditioned as part of any planning consent. The CEMP should include details of dust control including measures to avoid dust generation such as waste management, and control measures such as wheel washing and suppression methods. Construction vehicle emissions can also be controlled via the CEMP, by including details on HGV movements, routing, and times of day for access. The AQiA suggests preventing access and minimising traffic on sensitive roads or unsuitable junctions and that this should be incorporated into the CEMP. The CEMP will also comply with the Slough Low Emission Strategy, by meeting Euro VI vehicular emission standards and Non-Road Mobile Machinery (NRMM) controls.

13.13 The AQiA demonstrates that, with appropriate mitigation, the demolition and construction impact of the proposed development would not be significant in relation to nearby residents and non-residential occupiers.

13.14 ***Operational phase:***

13.15 In relation to the proposed development once completed, the AQiA assessed two scenarios:

- Scenario 1 – includes the operational traffic associated with the full build out of the proposed development and emissions from the routine testing of the proposed back-up power generators.
- Scenario 2 - includes the operational traffic associated with the full build out of the proposed development, emissions from the routine testing of the proposed back-up power generators, and the emissions from the proposed back-up power generators during a hypothetical 48-hour power outage.

13.16 A particular concern in relation to air quality relates to the proposed 53 diesel generators (18 for the data centre at 200 Bath Road and 35 for that at 210 Bath Road). The generators are only required in an emergency in the event of a power outage, but they will require regular testing.

13.17 Under Scenario 1, predicted annual mean NO2 concentrations at all human receptors are below the annual mean air quality objective and considered negligible. The 1-hour mean is predicted to be exceeded at all receptors under the assumption that worst case meteorological conditions coincide with generator use. Using appropriate modelling to calculate the probably that the operation of generators coincides with worst case meteorological conditions indicates that this situation is

highly unlikely (<1%). Similarly, the annual mean level for particulate matters is below the air quality objective at all receptors.

13.18 Developments of this size in the Borough are required to mitigate their impact on traffic and seek to promote sustainable transport where possible. The application includes a Framework Travel Plan which states for instance in relation to the detailed proposal at 200 Bath Road that 17 out of the total 65 (25%) of the development's parking spaces would incorporate electric vehicle charging points. There would also be a minimum of 105 cycle spaces provided. The Travel Plan provides a variety of other sustainable transport measures which will be implemented to encourage sustainable transport and reduce car trips associated with the operation of the entire development.

13.19 Additionally, as highlighted earlier in this report green infrastructure such as trees, and landscaping would be included in the design of the scheme, which can have a beneficial impact on air quality as it can form a physical barrier between pollution source and receptor. In accordance with the Slough Low Emissions Strategy (LES) (SBC, 2018), the proposed development is considered a "major" development, and therefore an evaluation of the emission increases due to vehicle trips is required. As part of the assessment, the applicant has calculated the value of mitigation required to offset the increased traffic related emissions associated with the proposed development

13.20 The proposed development is predicted to generate 1,146 LDV and 30 HDV vehicle trips per day (AADT) with no allowance made for movements associated with previous uses. The estimated central present value of damage costs using the emission factors (DEFRA, 2023) is £45,041 for 794.4 kg/year of NOx and £33,005 for 81.3 kg/year PM2.5; a combined damage cost of £78,046.

13.21 Although final costings are not available at this stage, the combination of the Travel Plan and additional mitigation measures embedded in the proposed development are expected to be sufficient to cover the damage cost total, and therefore no further mitigation measures are required.

13.22 Under Scenario 2, the impacts are greater to identified receptors. In relation to the NO2 annual mean, the highest contribution is considered 'slight adverse' at 9 receptors and 'negligible' at 90 receptors in accordance with Environmental Protection UK (EPUK)/IAQM guidance. It should be noted that given the reliability of the existing power connection to the Slough Trading Estate, the probability of this impact ever occurring in extremely low. Between 2019 and 2022 connectivity was over 99.9999% reliable.

13.23 As with Scenario 1, the 1-hour mean is predicted to be exceeded at all receptors, however the likelihood of generator operation coinciding with worst case meteorological conditions is considered unlikely (1.0% - 1.2%).

13.24 The AQiA results confirm that there are no predicted exceedances of particulate matters in relation to National Air Quality Objectives (NAQOs) at any of the existing

receptor locations near the site and suggests that a full power outage scenario has little impact on such concentrations.

13.25 An assessment of impacts on proposed receptors has also been considered for Scenario 2. This identifies that there is risk of the 1-hour objective being exceeded in proximity to future office receptors of the development. As such, it is recommended in the report that mechanical ventilation with NOx filtration is employed to ensure air quality is acceptable at these receptors. This would be secured via a planning condition.

13.26 It should be also noted that because of the thermal capacity of these generators, they would require an Environmental Permit (EP) issued by the Environment Agency prior to operation; the issuing of this EP will consider the impacts of emissions to air and define management and monitoring procedures to ensure the Best Available Techniques (BAT) are applied to minimise emissions and impacts.

13.27 The EP will therefore be the primary mechanism for controlling the potential impacts from these back-up power generators, and these have also been assessed to inform the planning application.

13.28 The Council's Environmental Services officer has reviewed the AQiA and considers it to be thorough and detailed, and its assessment approach acceptable. Subject to appropriate mitigation the proposed development would not have a significant nor adverse impact on air quality on-site or in in the surrounding area.

13.29 Based on the assessment above, and subject to conditions, the proposal is considered to be in accordance with the requirements of national and local and planning policy and guidance regarding air quality.

14.0 **Noise**

14.1 Paragraph 191 a) of the NPPF requires planning decisions to mitigate and reduce to a minimum, potential adverse impacts resulting from noise from new development and avoid noise giving rise to significant adverse impacts on health and the quality of life. This is reflected in Core Policy 8 of the Core Strategy and Local Plan Policies EN1 and EMP2.

14.2 In relation to potential noise nuisance, there are two neighbouring uses near the site that could be potentially affected (noise sensitive receptors). The first are the existing residential dwellings located on the corner of Bath Road/Galvin Road approximately 20 metres east of the site and the other is Eden Girls School across Bath Road, approximately 55 metres to the south of the site.

14.3 As indicated earlier in this report, the layout and design of the proposed development has sought to respect nature of the surrounding area. The position of the nearest proposed data centre at 200 Bath would, for instance be set back further away from the neighbouring residential properties than the current office buildings and the inclusion of substantive landscaping would further serve to create a degree of

physical separation between the proposal and these existing uses. The positioning of associated plant/equipment on-site has also been similarly informed.

14.4 ***Construction Phase:***

14.5 In relation construction related noise, it is considered that potential impacts can be satisfactorily addressed via the Construction Environment Management Plan (CEMP), which would be required via a planning condition. The CEMP would be required to consider noise management and control measures to ensure that noise levels are acceptable. A noise limit would be included in the CEMP and details of noise monitoring set out to ensure that this noise level is not exceeded.

14.6 ***Operational Phase:***

14.7 A Noise Impact Assessment has been prepared in support of the application to determine the airborne noise arising from the proposed development to the nearest noise sensitive receptors, and identify mitigation required to achieve the proposed criteria. The assessment includes an environmental sound survey to establish the existing sound levels at the nearest noise sensitive receptors to inform the approach.

14.8 The Assessment confirms as advised during pre-application engagement with the applicant that the proposed development during typical operations would not exceed the background noise level at the nearest noise sensitive receptors.

14.9 The plant noise assessment has been completed by comparing against the lowest background noise levels, which are 10dB and 4dB lower than typical background noise levels recorded at the neighbouring noise sensitive uses during the day and night, respectively. This supports a conservative approach and ensures that noise impact will be low if levels are limited to this level.

14.10 Detailed plant information has been provided for 200 Bath Road and an assessment has been taken to determine the likely rating noise levels associated with plant and machinery serving this part of the proposed development at the nearest noise sensitive receptors. The plant would include 32 chillers and 18 generators.

14.11 The Noise Impact Assessment highlights that details of the proposed chillers and emergency generators are not yet known, as the tenant who would be responsible for their installation is not yet known. It is therefore proposed that their detail will be reserved by condition. Assumptions have nonetheless been made in respect to the potential impact of these elements of the proposal in order to assess their significance.

14.12 All chillers installed at the development have been assumed to be in operation 24 hours per day. The generators have the potential to operate at any given time, but this will only be in emergency situations as noted previously, if electricity supply for any reasons to the development fails. The emergency generators will also follow a testing regime. The generators will be tested periodically, 5 minutes weekly, 1 hour monthly at 50% load, and annually for 2 hours at 75%-100% load. The operation of

both chillers and emergency generators has been considered at both identified sensitive neighbouring receptors.

14.13 The results of the Assessment show that the proposed plant noise emissions associated with the operation of the chillers and generator testing at 200 Bath Road are likely to be equal to or fall below the plant noise emission criteria at both receptors during weekly and monthly testing. A 2dB exceedance above background sound levels is predicted at the residential dwellings (Receptor 1) during the annual generator test, however as this occurs for only two hours of the year, this impact is deemed acceptable. All other scenarios result in noise levels below background sound levels at both Receptor 1 and Receptor 2 and are therefore compliant with the relevant criteria.

14.14 The Assessment indicates that the proposed plant noise emissions associated with the testing and operation of the emergency generator are likely however to exceed the plant noise emission criteria at the neighbouring noise sensitive locations. Mitigation measures exist that are likely to be capable of ensuring that noise associated with the operation of the generators achieves the plant noise emission criteria (such as locating the generators within specifically designed enclosures). Full details of the mitigation package applied to operational plant would be required via condition as part of any consent.

14.15 Given that the layout of the proposal remains a matter to be reserved, and the exact details of the plant serving the development that will occupy 210 Bath Road are at this stage unknown, plant noise emissions limits have been proposed for this part of the development. The limits are based on the results of the environmental sound surveys, the typical requirements of the local authority and the calculated rating sound levels for the assumed plant at 200 Bath Road. The proposed plant noise emission limits are subject to change should the noise levels associated with plant serving 200 Bath Road also change. Plant noise emission limits are proposed which are lower than the measured background levels. To support a conservative approach this noise criteria is accepted and would be incorporated into a planning condition which again will full details of the mitigation package applied to the operational plant.

14.16 The Council's Environmental Services officer has reviewed the application and Noise Impact Assessment and considers it presents an acceptable approach and that subject to appropriate mitigation the proposed development would not have a significant nor adverse impact in respect to noise on-site or within the surrounding area.

14.17 Based on the assessment above, and subject to conditions, the proposal is considered to comply with the requirements of national and local planning policy and guidance regarding air quality and environmental noise.

15.0 **Ecology and biodiversity**

15.1 Paragraph 180 of the National Planning Policy Framework states that planning decisions should contribute to and enhance the natural and local environment and

requires development to minimise impacts on biodiversity and provide net gains in biodiversity.

15.2 Core Policy 9 relates to the natural environment and also requires new development to preserve and enhance natural habitats and the biodiversity of the Borough

15.3 In England, Biodiversity Net Gain (BNG) is now mandatory under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021). Developers must deliver a BNG of 10%, meaning that the development results in more or better-quality natural habitat than existed before.

15.4 An Ecological Impact Assessment (EcIA) and Biodiversity Net Gain Assessments have been prepared in support of the application. These Reports address the potential impacts of the development on ecology and nature conservation.

15.5 ***Off-site impacts:***

15.6 As part of EcIA, an ecological desk study identifies two internationally designated statutory sites:

- Burnham Beech Special Area of Conservation (SAC), located 3.70 km north of the site; and
- Windsor Forest and Great Park, 4.95 km south.

15.7 There are no nationally designated statutory sites within 2 km of the site, however, there are two regionally designated statutory sites:

- Haymill Valley which is a Local Nature Reserve (LNR), Berkshire Local Wildlife Site (BLWS), Berkshire Buckinghamshire and Oxfordshire Wildlife Trust (BBOWT) Reserve and Biodiversity Opportunity Area (BOA), located 1.58 km north-west of the site.
- Herschel Park LNR, 1.96 km to the south-east.

15.8 There are no non-statutory designated sites within 1 km of the site, but it does fall within multiple Site of Special Scientific Interest (SSSI) Impact Risk Zones (IRZ).

15.9 In addition, the EcIA study highlights limited recorded instances of the presence of the following protected species within 1 km of the site:

- Amphibians - no recent or historic records. A pond is located 355m to the north-east, separated from the site by roads, rail line and development.
- Reptiles - one record of a slow worm, 686m south-west of the site in 2020, separated from the site by roads and housing.
- Birds - six recent records of notable species.
- Bats - no recent or historic roost records however, there were nine recent field records all 628m south of the site in 2017.
- Badgers - one recent record. Location not intended due to welfare issues.
- Hedgehogs - six recent records, the closest of which was 570m south-west in 2019.

15.10 As also noted by the EcIA, the proposed development does not meet any of the criteria for which the Local Planning Authority would need to consult with Natural England over risks posed by the development. The sites and locations of recorded species highlighted above, are at some distance and fragmented from the site by significant and established commercial, industrial, and residential development and busy road networks. Furthermore, the proposed development is commercial in use, and of a similar nature to that already present on-site and would incorporate a comprehensive range of mitigating measures to address relevant impacts. As such, the EcIA considers that no effects are anticipated on the habitats or fauna supported within these sites and locations of recorded species during either the construction or operation.

15.11 The EcIA concludes therefore that it is unlikely the designated sites within the wider surrounding area will pose any constraints to the proposed development given their distance from the site, the urban context of the site and the nature and scale of the works proposed.

15.12 Given the current use of the site and the nature of the proposals (i.e. commercial/industrial) and the surrounding habitats (i.e. industrial), consideration of air quality impacts has not been triggered through the EcIA. As well as their potential to impact on human health, some air pollutants have long been acknowledged to have effects on vegetation and freshwater systems. Whilst direct impacts of air pollutants on fauna are less common, any such effect on the health of vegetation or freshwater systems can then affect animal species that are dependent on the vegetation.

15.13 The submitted Air Quality Impact Assessment (AQiA) has carried out an assessment on ecological receptors in accordance with the relevant air quality standards and Habitats Regulations. A total of 15 ecological receptor locations have been reviewed within 10km of the site in accordance with Environment Agency and DEFRA guidance. These include locations within the following designated sites:

- Haymill Valley LNR/LWS
- Railway Triangle LWS
- Jubilee River and Dorney Wetlands LWS
- Dorney Wetlands
- Burnham Beeches SAC
- Windsor Forest & Great Park SAC
- South West London Waterbodies SPA

15.14 The AQiA highlights that the main air pollutants of concern are emissions of dust and fine particulate matter associated with on-site demolition and construction activities and off-site vehicular movement, and nitrogen dioxide (NO2) emissions associated with proposed and existing road traffic and NO2 emissions associated with the proposed diesel fired back-up power generators proposed at the site.

15.15 It goes onto state that in relation to ecological receptors, a detailed (quantitative) air quality assessment of impacts is required if there are sensitive habitats (within designated sites) within 200m of a road with a ‘potentially significant change’. If there

are no designated sites containing sensitive habitats within 200m of the affected road, then no further assessment is required as research shows (Natural England, 2018) that there is no credible risk of a significant effect beyond 200m from a road which might undermine a site's conservation objectives.

15.16 There are no sensitive ecological receptors located near the site or within the routes used by demolition and construction vehicles on the public highway. The closest designated ecological site to the Site is located approximately 1.5 km from the site boundary. As such, the AQiA notes that the potential for ecological impacts during the construction process and specifically because of dust soiling can be screened out as being 'not significant'

15.17 As indicated earlier in this report, in respect to the proposed development once completed, the AQiA assessed two scenarios:

- Scenario 1 – includes the operational traffic associated with the full build out of the proposed development and emissions from the routine testing of the proposed back-up power generators.
- Scenario 2 - includes the operational traffic associated with the full build out of the proposed development, emissions from the routine testing of the proposed back-up power generators, and the emissions from the proposed back-up power generators during a hypothetical 48-hour power outage.

15.18 Under Scenario 1, the increase in NOx concentrations and resultant nitrogen and acid deposition on ecological receptors associated with routine operations (and testing of back-up power generators) at the proposed development are not considered to be significant in accordance with Institute for Air Quality Management (IAQM) guidance. Annual mean impacts on existing sensitive ecological receptors as a result of back-up power generators are, for instance below 1% of the relevant critical level/loads.

15.19 In relation to a power failure modelled in Scenario 2, the AQiA identifies potentially significant impacts in terms of NOx, on ecological receptors. The screening criteria for short-term pollutant concentrations is 10% of the relevant critical level. A change greater than 10% of the 24-hour mean NOx critical levels is predicted at each ecological site in Scenario 2, with the 24-hour mean contribution at each Local Wildlife Site (LWS) and Local Nature Reserve (LNR) exceeding 100% of the critical level.

15.20 The IAQM guidance states that a critical level of 200 µg/m3 is applicable where sulphur dioxide (SO2) and ozone (O3) concentrations are below the relevant critical levels, which is generally the case across the UK. Using a critical level of 200 µg/m3, the 24-hour mean NOx critical level is not predicted to be exceeded.

15.21 It should be noted as highlighted previously that given the reliability of the existing power connection to the Slough Trading Estate, the probability of this impact ever occurring in extremely low. Between 2019 and 2022 connectivity was over 99.9999% reliable.

15.22 The EcIA has demonstrated that the that the proposed development would have limited impacts on any of the designated sites in the wider area in line with local and national planning policy. In addition, appropriate conditions are attached in respect to potential emission levels which would provide further safeguards.

15.23 ***On-site Impacts***

15.24 The site accommodates six office buildings set behind a vehicular access, parking area, and a landscaped strip adjacent the service road, along Bath Road. Large areas of surface parking are also located to the rear.

15.25 As most of the site is covered by buildings and hardstanding, there is a light use of landscaping around its perimeter, the office blocks and parking areas. This comprises a diverse assortment of native and exotic, mainly young, and small tree species, ornamental hedgerows, shrubbery and grassed areas.

15.26 An on-site habitats survey was undertaken in June 2023 to indicate the presence of protected or notable birds, bats and widespread invasive plants. This included an external visual assessment of the building on the site for potential bat roost features and any evidence of bat activity, and an assessment of the site's suitability to support commuting and foraging bats.

15.27 The survey specifically covered the following areas on-site:

- Buildings
- Boundary treatment
- Hardstanding - paths, roads, and car parks
- Grassland and shrubbery
- Hedgerows

15.28 The EcIA confirms that the majority of habitats on-site are of low ecological value, with only scattered trees and hedgerows offering greater ecological value.

15.29 In respect specifically to protected species the Assessment describes the following conditions on-site:

- Amphibians - limited terrestrial habitat given that there are no waterbodies capable of supporting breeding.
- Reptiles - lack of suitable mosaic of habitats required for basking, foraging sheltering and hibernating.
- Birds - limited resource and therefore presence. Herring Gull (suspected to be nesting on one of the building roofs), blackbird, magpie and wood pigeon identified.
- Bats - limited features present suitable to support roosting bats, foraging or commuting including buildings, trees shrubbery.
- Badgers - habitats not suitable for sett digging or foraging.
- Hedgehogs - shrub and grassland provide possible foraging, sheltering and commuting opportunities but extent of traffic movement across the site makes conditions less suitable for survival.
- Invasive species - none identified.

15.30 The Assessment concludes that the habitats on-site site are all widespread both nationally and locally and are assessed as being of no more than local value with none of the habitats being considered rare.

15.31 The EcIA has assessed the impact on ecology in relation to the construction and operational phases of the development. Apart from a number of existing scattered trees to be retained, the proposed development will result in the loss of the majority of on-site habitats. This is not anticipated however to significantly contribute to the fragmentation of habitats across the landscape providing appropriate mitigation is put in place during the construction period and when the development is operational.

15.32 Retained habitats would be adequately protected during the construction phase via appropriate working practices and safeguarding measures which will be controlled via planning conditions. These will cover matters such as the nature and timing of works (to avoid disturbing birds and bats in particular), lighting, tree protection, dust and fumes. As part of a comprehensive landscaping scheme, the completed development would incorporate enhanced greening including substantial replacement trees, wildflower grassland, reinforced grassland, shrubbery, green roofs and native species-rich hedgerow planting. This would provide increased foraging, sheltering and commuting opportunities for a variety of fauna and in turn providing foraging opportunities for birds. Hedgerow and tree planting will provide additional nesting opportunities, along with bird nest boxes.

15.33 A Framework Biodiversity Management and Monitoring Plan (FBMMP) would be in place to ensure retained and planted habitats are managed for the benefit of biodiversity for at least the next 30 years. As with the proposed landscaping, this will be controlled by a planning condition.

15.34 The EcIA has looked carefully at the ecology of the site to understand the habitats and species that lie within or near to the site. It concludes that the proposed development would result in no harm or significant residual effect on any of the identified important ecological features and therefore making it unlikely to contribute to a cumulative effect in combination with other nearby developments. If the proposed development is constructed as is proposed and all relevant mitigation is implemented during construction and operation, it would result in a net gain for biodiversity. This aligns with both the local and national planning policy.

15.35 ***Biodiversity Net Gains:***

15.36 Biodiversity Net Gain Assessments have also been prepared for both the detailed and outline parts of the proposed development to understand the overall impact on biodiversity and to demonstrate that they would deliver a 10% net gain in biodiversity in respect to area and hedgerow habitats as required by planning policy.

15.37 In relation to the detailed proposal at 200 Bath Road, the Area Habitats Biodiversity Unit score is +0.49, equating to a total net percentage change of +17.95%. The Hedgerow Habitat Biodiversity Unit score is +0.29 which equates to a total net

change of +27.45%. The Assessment accordingly indicates that the overall development at 200 Bath Road will achieve a biodiversity net gain well more than 10% for both area and hedgerow habitats.

15.38 In relation to the outline element at 210 Bath Road, a Biodiversity Net Gain Assessment provides a summary of an indicative post-development scenario to demonstrate one way in which biodiversity net gain might be delivered. This does not preclude future Reserved Matters applications delivering biodiversity net gain in an alternative way, if they adhere to the proposals established through the Landscape Parameter Plan.

15.39 The report concludes that at 210 Bath Road, based upon the minimum Parameters, the Area Habitats Biodiversity Unit score is +0.28, equating to a total net percentage change of +12.62%. The Hedgerow Habitat Biodiversity Unit score is +0.79 which equates to a total net change of +217.07%. The Assessment accordingly indicates that, based upon the minimum Landscaping Parameters, the overall development at 210 Bath Road will also achieve a biodiversity net gain well more than 10% for both area and hedgerow habitats and therefore exceeding policy requirements.

15.40 Based on the above assessment, the proposal would comply with Core Policy 9 of the Core Strategy and the requirements of the National Planning Policy Framework.

16.0 **Safety and crime prevention**

16.1 Paragraph 96 of the National Planning Policy states that decisions should aim to achieve healthy, inclusive and safe places and beautiful buildings which are accessible so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of beautiful, well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continual use of public areas.

16.2 Policy EN5 of the adopted Local Plan and Core Policy 12 require all development schemes to be designed to reduce the potential for criminal activity and anti-social behaviour.

16.3 Whilst data centres need high levels of security and have very specific technical design requirements, the layout and design of the proposed development have sought to respond positively to the site and its location as described earlier in this report and take a preventative approach to potential criminal and anti-social activities.

16.4 The proposals recognise the importance of place-making and have adopted a number of important principles to ensure the buildings and associated spaces proactively address the sites main street frontages, namely Bath Road and Galvin Road and respect their character and appearance. In particular, the proposed development would present a clear and consistent building line to Bath Road, defined access points, reintroduce active frontage, feature high-quality materials and lighting and incorporate extensive landscaping treatment to enhance the amenity of

this key stretch of Bath Road and its legibility and useability. In relation to Galvin Road, the proposed data centre is substantially set back with more limited active frontage to respect residential property opposite, and again would feature high-quality external treatment, lighting, and landscaping.

16.5 Despite the design constraints associated with data centres, and the predominantly commercial/industrial nature of site and its surroundings, the proposed development seeks to create, in line with policy a higher-quality, greener, more inclusive, and safer environment which enhances the character appearance of the immediate area. In so doing, a greater sense of place would be created, pedestrian and cycling encouraged, natural surveillance improved and opportunities for crime and anti-social behaviour and the fear of these, reduced, if not eliminated.

16.6 In respect to the specific site related security measures, the application includes a detailed Planning Security Statement prepared by a specialist security consultancy which sets out how the layout and design of the proposed development has sought to adopt best practice in this regard.

16.7 One of the key requirements for a data centre is a secure perimeter and the proposed development would include 3m high security fencing. This would be designed to be at least 50% transparent enabling clear visibility through and be set back from the site boundary to soften its appearance against the street frontages/public realm.

16.8 More widely, the development has been designed to benefit from natural surveillance, with access and entrances sited, elevations appropriately activated and lit, and spaces such as parking allocated in such a way to maximise visibility and therefore reducing overall security risks. Visually permeable planting would help to further enhance natural surveillance.

16.9 Depending on future tenant needs, other security features may include the installation of a perimeter intrusion detection system, the installation of a video surveillance system covering the perimeter fencing and access points and the installation of access control system at access points in the perimeter fence. These matters would be controlled by planning condition. Furthermore, the Trading Estate operates its own CCTV coverage across the whole estate to maintain security for businesses, which this development will benefit from.

16.10 The use of appropriate boundary and pavement treatments, signage, wayfinding, lighting, and landscaping would assist in reinforcing site ownership and security whilst also presenting a welcoming interface with the public realm. These physical design elements would allow for a balance between enabling legitimate users and visitors into the area while keeping potential trespassers/intruders out and away from the site.

16.11 Based on the above assessment, it is considered the proposals would accord with Core Policy 12 of the Core Strategy, Local Plan Policy EN5, and the requirements of the National Planning Policy Framework.

16.0 **Ground conditions and contaminated land**

16.1 Paragraph 180 of the National Planning Policy Framework requires that planning decisions should contribute to and enhance the natural and local environment by preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. It goes on to state that a site suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination and appropriate remediation undertaken where necessary.

16.2 This approach is also reflected in Core Policy 8 of the Core Strategy.

16.3 The application is accompanied by a Preliminary Geo-Environmental Risk Assessment and subsequent Remediation and Verification Strategy. This presents a summary of identified risks, remediation requirements, contribute to a sustainable development, provide a formal statement for the likely scope of remediation requirements to facilitate the proposed development.

16.4 The application is accompanied by a Preliminary Geo-Environmental Risk Assessment and subsequent Remediation and Verification Strategy. This presents a summary of identified risks, remediation requirements, contribute to a sustainable development, provide a formal statement for the likely scope of remediation requirements to facilitate the proposed development.

16.5 The Strategy documents that no widespread significant soil contamination, groundwater contamination, or potential sources of ground gas have been identified within the site. Low levels of asbestos have been found within the soil and very localised volatile organic compound contamination has been found in the ground water, however this is not deemed as ‘significant’ as redevelopment of the site will reduce these potential risks.

16.6 It also states that the redevelopment of the site will reduce the overall potential risks through the correct asbestos removal procedure and impacts to neighbouring properties will be minimised during development. Once the development is complete, the site will remove potential risks by capping the site with the building hardstanding area and clean soils in landscaped areas.

16.7 Given the history of the site, and the general site investigation coverage, the report considers that no further investigation is required to support the planning application. It describes how during the enabling phase works, the site will be subject to excavation, breaking out and processing of below ground structures and hard materials. There will also be verification of site won fill materials to confirm suitability for reuse and the testing of soil arising for disposal and any ‘hotspots’ encountered during enabling works will also be addressed.

16.8 The Strategy similarly highlights that during the construction phase works, the provision of a clean cover system within the garden and soft landscaped areas of the site will enhance ground conditions. There will also be the Verification of the clean cover system by an environmental consultant to confirm depth and chemical/physical suitability of the clean cover system along with the installation of clean service corridors and upgraded water supply pipes, if required by the water authority.

16.9 Finally, a verification report will be produced after the remedial works have been completed in order to confirm that the work undertaken is in accordance with the remediation strategy as well as relevant local and national policy.

16.10 Overall, the Remediation and Verification Strategy outlines how the proposed development adheres to local and national policy and will not lead to negative impacts for the ground conditions and will not result in contaminated land.

16.11 The proposal is therefore also in line with Policy EN31 (Protection of water supply) as the development will not adversely affect groundwater and lead to contamination. It also follows national policy under section 15 of the NPPF (Conserving and enhancing the natural environment).

16.12 The Councils' Contaminated Land officer and the Environment Agency have raised no objections in respect to these matters subject to appropriate conditions.

16.13 Based on the above assessment and subject to conditions, the proposal is considered to comply with Core Policy 8 of the Core Strategy, and the requirements of the National Planning Policy Framework.

17.0 **Health and safety**

17.1 The application site is located close to gas infrastructure along the Bath Road. Cadent Gas Ltd have been consulted and raised no objections subject to an informative.

17.2 The proposed development would accommodate diesel generators and associated fuel tanks requiring refilling as necessary. No objections have been raised from Cadent Gas Ltd or the Environment Agency in this regard. In respect to other applications for diesel storage, it has been advised that the applicant will be subject to the requirements of the Health and Safety at Work etc Act 1974 (HSWA) and associated legislation. Under sections 2 and 3 of the HSWA, an operator must conduct the undertaking in such a way as to ensure that, so far as is reasonably practicable, employees and other persons, including people living nearby, are not thereby exposed to risks to their health or safety. This can be included as an informative.

17.3 Two large substations are proposed on the site to serve the development, one in relation to the data centre subject to detailed approval at 200 Bath Road, which would be set-back on the Galvin Road side of the site and the other to the rear of the data centre, in outline form at 210 Bath Road. Given that there is residential property

and a school in the vicinity of the proposed substation at 200 Bath Road an Electromagnetic Fields Assessment report has been submitted with the application to ensure that there are no health implications for neighbouring residents. The Assessment confirms that the substation would fall within the International Commission on Non-Ionizing Radiation Protection (ICNIRP) guidelines and would therefore have no adverse impact.

17.4 In relation to aircraft safeguarding, the Aerodrome Safeguarding Specialist from Heathrow Airport has raised no objections subject to conditions.

17.5 Based on this assessment, and subject to conditions there is no evidence to suggest that the proposals would have unacceptable impacts in relation to health and safety.

18.0 **Flood Risk and drainage**

18.1 Paragraph 173 of the National Planning Policy Framework requires local planning authorities should ensure that flood risk is not increased elsewhere and here appropriate, applications should be supported by a site-specific flood-risk assessment.

18.2 A Flood Risk Assessment (FRA) has been prepared in support of the application in accordance with national, regional and local policy guidance. The FRA highlights that the site lies in Flood Zone 1 meaning that the land has less than a 0.1% annual probability of river or sea flooding (low probability). It further states that Slough's Strategic Flood Risk Assessment (SFRA) highlights that the site has some potential for groundwater flooding at the surface and reveals that the Environments Agency's Flood Map for Surface Water shows that the site itself and the areas immediately adjacent to it are at some risk of surface water runoff flooding at an annual probability of greater than 3.3%. A review of mapping contained within the SFRA however shows that there are no records of historical flooding within or adjacent to the site.

18.3 In order to observe groundwater levels and associated flow conditions, five long term groundwater monitoring wells were installed in 2022 on, or in the vicinity of the site. and are dipped every six months.

18.4 As the site lies within Flood Zone 1, and is therefore at the lowest risk of flooding, it is considered to have passed the Sequential Test and that an Exception Test is not required.

18.5 The site is currently served by several private surface water drainage networks which collect and convey surface water runoff from the site to the Thames Water Utilities Limited (TWUL) surface water sewer within Gavin Road and Bath Road Service Road, located to the east and south of the site.

18.6 In relation specifically to the detailed proposals at 200 Bath Road, the proposed surface water drainage regime would utilise a combination of infiltration and discharge to Thames Water Utilities Limited (TWUL's) surface water sewer with peak

discharge rates restricted to greenfield. Site infiltration would be used on most of the site in the form of either directly infiltrating permeable surfaces or infiltration trenches. The inclusion of planting and permeable directly infiltrating finishes within the proposed redevelopment, in conjunction with the use of infiltrating drainage techniques, would reduce the site's impermeable area and its runoff volume in a 1 in 100-year, 6-hour rainfall event, therefore reducing overall flood risk.

18.7 Where testing has shown that ground conditions are not suitable for infiltration techniques, storage in the form of a cellular tank will be provided. Due to the shallow nature of TWULs surface water sewer in Galvin Road, the discharge from this tank would be pumped at the 1 in 100-year greenfield rate which represents a significant reduction on the existing peak discharge rates into TWUL's sewer.

18.8 Permeable paving will also assist in providing water quality benefits through the removal and breakdown of hydrocarbons and the green roofs installed will allow for the provision of water quality, biodiversity and amenity benefits to the overall scheme and its planting has been considered as part of the wider landscaping design of the proposed scheme.

18.9 In respect to the outline proposals at 210 Bath Road, whilst the layout remains a matter to be reserved for future determination, a similar approach will be adopted as for the detailed element at 200 Bath Road, described above. The submitted Parameter Plans ensure that the inclusion of planting and permeable infiltrating techniques in conjunction with the use of infiltrating drainage techniques will result in an overall reduction in the site's impermeable area.

18.10 This reduction means that the run-off volume from the site in the 1 in 100-year, 6-hour rainfall event is reduced, therefore also reducing overall flood risk to this other part of the site. As at 200 Bath Road and again as part of the overall landscaping scheme, permeable paving, appropriate planting and green roofs will be incorporated to provide water quality, biodiversity and amenity benefits.

18.11 The site is currently served by several private foul drainage networks which collect and convey foul water from the site to the TWUL foul sewer within the A4 Bath Road, located to the south of the site.

18.12 The proposed foul drainage scheme for the 200 and 210 Bath Road site mimics the existing regime and utilises the existing off-site connections to TWUL foul sewer in Bath Road. Due to the nature of the proposed redevelopment the onsite foul drainage networks that serve the rear of the proposed building include lift pumps. These pumps are located on-site to allow the off-site connection to TWUL foul sewer to be made via gravity connection.

18.13 The Council's Flood Risk officer, the Environment Agency and Thames Water have been consulted on the panning application and have confirmed that they have no objection to the scheme subject to appropriate conditions and informatives.

18.14 Based on this assessment, it is considered that there are no flooding and drainage related constraints to the development of the site and the proposals are an appropriate development in this location. The proposed drainage arrangements would ensure that the site and development is safe from surface water flooding and would not increase flooding elsewhere. The application is therefore compliant with Core Policy 8 of the adopted Slough Core Strategy, Section 10 of the NPPF and the corresponding guidance contained in the PPG.

19.0 **Economic impact**

19.1 The site is located within a defined Business Area (Slough Trading Estate) as identified on the Proposals Map (2010). Core Strategy policy 5 (employment) requires there to be no loss of existing business areas to non-employment uses. One of the main aims of the Core Strategy is to ensure that Slough continues to fulfil its regional role in maintaining a competitive, sustainable and buoyant economy, whilst at the same time providing a diverse range of jobs for local people. Paragraph 7.80 of the Core strategy states that the loss of traditional manufacturing and the emergence of knowledge-based industries have meant that there is a skills gap amongst some of the resident work force. In order to reduce this gap, the Economic Development Strategy (Doc.17) identifies the need for better education and training in order to equip the resident work force with the skills necessary to gain access to the new knowledge-based jobs that will be created in Slough.

19.2 Policy EMP7 of the Local Plan is specific in stating that B1 business, B2 general industrial and B8 warehousing uses will be permitted within the Slough Trading Estate. However, Policy EMP7 does not contain specific restrictions for data centres within the Slough Trading Estate.

19.3 The site is also located within Slough Trading Estate, which is identified within the adopted Site Allocations DPD (Reference SSA4) as being suitable for a variety of employment generating land uses.

19.4 Paragraph 85 of the National Planning Policy Framework sates that planning decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future.

19.4 Paragraph 87 of the National Planning Policy Framework states that planning decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high-technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations

19.5 The proposal would replace traditional office-based accommodation with a high-tech, data-based facility. Whilst this would significantly reduce the employment capacity of the site, the existing offices are vacant and have been partly this way for some time

with previous occupiers having either downsized or relocated elsewhere in the Borough and outside. This reflects a national and local trend in respect to the demand for office space which has seen a general decline in recent years, in part as a consequence of the Covid pandemic, and the move towards more remote and home-based working and digital commerce. Conversely, there has been a significant increase in the demand and supply of data centres for similar reasons and due to rapid advances in technology.

19.6 The application is accompanied by an Economic Benefits Statement, which sets out the key economic benefits that would and could be delivered by the proposed development. The assessment is based on published research and identifies the value of the data economy at the national and regional level and capacity for growth, and the value of data centres locally in relation to employment.

19.7 The Statement highlights that there are approximately 400-450 data centre facilities in the UK and 289 colocation centres such as those proposed at Bath Road (centres run by commercial operators, who provide data centre services and lease space for hardware to third parties). It states that Slough, and the Slough Trading Estate are a key component of the Digital Economy, providing much needed digital infrastructure, and supporting local to global economic growth. It describes how Slough has become an important location for data centre investment, containing 379.23 Megawatts (MW) of IT load capacity, constituting 29 facilities.

19.8 It goes onto state that data centre development plays an essential role in facilitating economic growth across Slough, particularly supporting a wide range of digital industries. According to the Office for National Statistics (ONS), within Slough, boosted by Slough Trading Estate, the Digital Economy employs 9,500 people, of whom 4,250 carry out computer programming, consultancy and related activities. Jobs in Slough's digital economy account for 11.2% of all employee jobs, a greater proportion than in any of Slough's neighbours.

19.9 The strength of Slough's digital economy is demonstrated by the fact that several innovation clusters, that are expected to experience significant turnover growth, are centred on, or envelop Slough. These clusters are drivers of productivity and create well paid employment opportunities.

19.10 Based on a total IT load of c40 MW, the construction value of the proposed data centre at 200 Bath Road is estimated at £316m. With a total IT load of c.50 MW, the construction value of the proposed data centre at 210 Bath Road is valued at £395m, which means that the development presented has a total value of £711m. It is also estimated its construction and operational fit out could support at least 200 workers on a full-time basis, over a three-to-five-year period.

19.11 A new build data centre of the types and scales proposed would on average support 90 jobs on site each. With a local Gross Value Added (GVA) per worker figure of £207,230 (as set out in paragraph 4.9), 180 employees would generate an estimated £37.4m in GVA to the local economy following the development.

19.12 Due to its location, the assessment states that it is reasonable to assume that the proposed development would predominantly (e.g. 80%) benefit the data economy across the wider South-East. Based on the assumption that 80% of the value would benefit the South-East, this could result in the indirect benefits of the proposed data centres amounting to £720.2m GVA per annum and around 8732 jobs. Applying the approach on a national basis, the development is estimated to indirectly generate approximately £900m GVA and would support approximately 10,914 indirect jobs cross the UKs data economy.

19.13 The report also estimates that Slough accounts for around 0.8% of all data economy jobs across the wider South-East, and 1.9% of GVA. On this basis, the proposed data centres would indirectly support approximately 74 jobs in the local data economy, and approximately £14m in GVA per annum. The indirect job yield would comprise approximately 120 contract jobs that periodically visit the site for maintenance reasons.

19.14 The generation of 180 direct jobs at the site when operational is also estimated to create approximately 342 non-tradeable local service jobs. Using a GVA per worker figure of £50,061 based on comparative research, this is estimated to generate approximately £15.2m in GVA per annum and would support employment in the local economy, for example within the local retail and catering/hospitality sectors.

19.15 The Economic Benefits Statement finally highlights that based on comparative development with Slough it is estimated that around £6.4m in business rates could be generated by the proposed development.

19.16 Notwithstanding the significant range of employment opportunities that would and may be generated by the development, the numbers delivered on-site would be less than that possible in the existing office accommodation. To further mitigate this, the application will secure a financial contribution of £469,017 towards Local Employment and Training and Business Promotion related activities. This amount is based pro-rata on a similar obligation secured by the planning permission for the data centre development currently being constructed by Yondr at the former AkzoNobel site (ref. P/00072/096). In addition, a Skills Development Programme has also been secured to promote employment opportunities for local residents during the construction phase of the development.

19.17 It is clear that data centres are essential data infrastructure that play a vital role in supporting the rapidly expanding digital economy and emerging technological change. Digitisation in the way people live, work and play has grown exponentially in recent years, with a growing demand for the storage and use of personal and commercial data. ONS figures show that in 2020, the output of the information service Activities industry, of which data centres comprised approximately 71% in 2020, was used in the business activities of over half of all UK industries (58 out of 105) 12. In particular, data centres provide critical technical infrastructure for financial services, Government Services, aerospace, transport, healthcare, retail and utilities. They underpin a digital economy that contributes over 16% of domestic output, 10% of employment and 24% of total UK exports.

19.18 Having regard to the location and nature of the site, the proposed data centres are considered to represent an appropriate redevelopment which would secure its longer-term viable economic use and provide wider economic benefit. The scheme generally aligns with the policies in the Local Plan which promote new investment and employment opportunities within existing business areas, as well as the guidance in the NPPF which seeks to make provision for clusters or networks of knowledge or data driven industries.

20.0 **Sustainable design and construction**

20.1 Core Policy 8 of the Core Strategy seeks to minimise the consumption and unnecessary use of energy; generate energy from renewable resources; and incorporate sustainable design and construction techniques. Paragraph 7.159 states proposals for non-residential development should achieve a BREEAM rating of 'Very Good' or 'Excellent'.

20.2 The Developers Guide Part 2 expects commercial development of 10,000 sqm or more to achieve a BREEAM rating of 'Excellent', along with low or zero carbon energy generation equivalent to approximately 10% of the developments carbon emissions.

20.3 As the proposed development would be more than 10,000 sqm in area, a BREEAM score of 'Excellent' is required. A BREEAM pre-assessment has been carried which confirms that an 'Excellent' rating can be attained. This will be secured by condition.

20.4 It should be noted that the extreme cooling requirements for servers within data centres result in a disproportionately high consumption of energy and waste heat compared with conventional office or hi-tech, light-industrial buildings. They also require substantial space for plant, particularly at roof-level which limits the area available for solar panels and green roofs. For this reason, it is considered appropriate to apply energy related policy and guidance more pragmatically.

20.5 A comprehensive Energy and Sustainability Statement has been submitted with the application which sets out how the design and construction of the proposed development will deliver a sustainable and low carbon approach. application which sets out how the design and construction of the proposed development will deliver a sustainable and low carbon approach.

20.6 In respect to the scheme submitted for detailed approval at 200 Bath Road, passive design measures and a high-performance building fabric will be used, including double glazing and insulated doors to limit energy usage. As part of a sustainable building services strategy, energy efficiency systems covering aspects such as mechanical ventilation and lighting will be installed to further reduce energy consumption. In addition, the proposed buildings will feature low and zero-carbon technologies, including Air Source Heat Pumps (ASHP) and Solar Photovoltaic panels (PV). The ASHPs will provide for heating and hot water, whilst capturing

waste heat from the data halls, and the PVs will provide electricity for the offices and associated communal spaces.

20.7 Having regard to the particular technical constraints associated with designing data centres, it is considered that the application satisfactorily demonstrates how the proposed development would manage energy usage efficiently and minimise its carbon footprint. In line with the Council's policy standard of 10%, the data centre at 200 Bath Road would achieve a carbon reduction of 10.14% in regulated energy, via low and zero carbon technologies, of which 8.04% can be attributed to the proposed PV array and 2.1% to ASHPs. This increases by a further 1.7% to 11.84% when carbon savings from 'non-renewable' passive design measures are considered. Conditions are included which require the applicant to deliver the proposals in accordance with the approach set out.

20.8 The proposed development at 200 Bath Road also aims to mitigate its environmental impact by recycling the existing buildings steel structures and ensure the use of sustainable materials to reduce environmental impacts of construction. Through a Construction and Environmental Management Plan (to be controlled by condition) measures will be put in place through the demolition, construction, and operation of the site to reduce pollution, minimise waste and encourage recycling.

20.9 Similarly, the proposal will enhance biodiversity through the installation of Bio-solar roofs, wildflower grassland, native species-rich hedgerows and semi-mature trees and the introduction of bird boxes. It will also promote sustainable travel by supplying 25% active EV charging car spaces, 10% electric bike charging stations and 1 HGV electric charging point.

20.10 Whilst the proposed scheme for 210 Bath Road is in outline and therefore its detailed design has yet to be developed, it will adopt the same sustainable approach towards as that established in relation to the data centre at 2100 Bath Road. The submitted Design Code stipulates that the development must again have an efficient building fabric using high performance thermal insulation where appropriate in order to further limit heat loss. Similarly, it requires the development to consider the integration of on-site renewable energy production including the incorporation of photovoltaic (PV) cells attached to its roofs and façades where possible and maximise south-facing roof spaces to facilitate energy production. Bio-solar roofs will also be considered which integrate PVs with green and brown roof elements.

20.11 The submitted Energy and Sustainability Statement sets out other measures that will be included at detailed design stage, including EV charging, bike cycle charging, waste and recycling and water efficiency measures. Construction materials will be obtained responsibly, with consideration given to the overall carbon emissions impact.

20.12 As part of a longer-term opportunity to deliver a more sustainable approach in relation to the development, and specifically to capture waste heat from the cooling process, give its significance in this regard, the applicant has agreed in principle to seek provide a connection to a future district heating network. No physical works will

be carried out during the construction phase, however as part of the Section 106 negotiations, the applicant will demonstrate how such a connection could be achieved in principle. A clause(s) in the section 106 will then provide the obligation to provide the connection when requested, if reasonable and practical.

20.13 Based on the above, it is considered that the applicant has satisfactorily demonstrated that the proposals would minimise the consumption of energy; maximise the generation of energy from renewable resources (noting the particular technical constraints and cooling requirements in relation to data centre uses); and incorporate sustainable design and construction measures to comply with the intentions of Core Policy 8 of the Core Strategy and the NPPF.

21.0 **Equalities considerations**

21.1 Throughout this report, due consideration has been given to the potential impacts of development, upon individuals either residing in the development, or visiting the development, or who are providing services in support of the development. Under the Council's statutory duty of care, the local authority has given due regard for the needs of all individuals including those with protected characteristics as defined in the 2010 Equality Act (e.g. age (including children and young people), disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. In particular, regard has been had with regards to the need to meet these three tests:

- Remove or minimise disadvantages suffered by people due to their protected characteristics;
- Take steps to meet the needs of people with certain protected characteristics; and;
- Encourage people with protected characteristics to participate in public life (et al).

21.2 The proposed development supports a number of important aspects relevant to these considerations. It would for instance provide new employment space and create new local employment opportunities, in addition to assisting technological change for potentially wider social and economic benefit. Access to its buildings would be safe and suitable for all users and lift, wheelchair accessible car parking spaces and EV charging points provided.

21.3 There may be temporary (but limited) adverse impacts upon all individuals with protected characteristics, whilst the development is under construction, by virtue of the construction works taking place. People with the following characteristics have the potential to be particularly disadvantaged as a result of the construction works associated with the development e.g. people with disabilities, maternity and pregnancy and younger children, older children and elderly residents/visitors. It is also considered that noise and dust from construction has the potential to cause nuisances to people sensitive to noise or dust. However, measures can be incorporated into the construction management plan to mitigate the impact and

minimise the extent of the effects. This would be secured by condition should the scheme be acceptable.

21.4 In conclusion, it is considered that the needs of individuals with Protected Characteristics have been fully considered by the Local Planning Authority exercising its public duty of care, in accordance with the 2010 Equality Act.

22.0 **Section 106 Requirements**

22.1 It is noted within the report, that in order to make the development acceptable in planning terms, the following obligations are required:

i. Financial contribution of £649,017 towards Local Employment Training and Business Promotion.
ii. Skills Development Programme for the construction phase.
iii. Travel Plan.
iv. Financial contribution of £5,000 for Travel Plan Monitoring Fee.
v. Possible future connection to a district heating network.
vi. Car Park Management Plan
vii. Financial contribution of £25,000 towards the closure of the Bath Road service road to vehicles only.

22.2 The above obligations would comply with Regulation 122 of The Community Infrastructure Levy Regulations 2010 in that the obligations are considered to be:

a) necessary to make the development acceptable in planning terms;
b) directly related to the development; and
c) fairly and reasonably related in scale and kind to the development.

23.0 **Presumption in Favour of Sustainable Development**

23.1 For the purposes of this application, the Development Plan is up to date. The report identifies that the proposal broadly complies with all the up to date and important relevant saved policies in the Development Plan, and most of the paragraphs in the NPPF.

23.2 The proposed development would replace a number of vacant, low density office buildings and large areas of associated car parking with a new commercial and employment generating facility, comprising high-quality contemporary buildings and landscaping. It would optimise and secure the long-term use of the site in an established business location and respect the character and appearance of the surrounding area. As such, it is considered a policy compliant and sustainable development and should be approved.

24.0 **Conclusion**

24.1 The proposals presented in this report represent a major investment opportunity in the Slough Trading Estate that would optimise and secure the long-term use of a large and currently unoccupied and underutilised site.

24.1 The proposed data centres would create approximately 380 jobs during both their construction and operational phases and more significant numbers of indirect employment opportunities in the Borough and outside. They would generate substantial value for the local, regional and national economies and fundamentally support the rapidly expanding digital economy.

24.2 The proposals represent a modern and high-quality commercial development which has been designed to respect the amenity and the character and appearance of the surrounding area.

24.3 The proposed development would be constructed using a variety of contemporary and sustainable materials to complement the surrounding area and provide visual interest. It would incorporate substantial landscaping and sustainable urban drainage measures to enhance its setting and the immediate streetscape. This approach would also provide significant benefits in respect to biodiversity and reducing flood risk. In addition, given the nature of data centres, there would be an overall reduction in traffic movements during peak periods which would result in a significant betterment to local highway conditions and safety in the vicinity of the site.

24.4 Whilst some adverse impacts may arise in relation to air quality and noise during the potential use of the proposed emergency generators, given the extremely low likelihood of a complete power failure occurring, these impacts are not considered on balance to significant.

24.5 It is also recognised that the proposed development would have less than substantial harm to identified heritage assets, including Windsor Castle, Windsor Great Park and associated historical features. On balance however, officers consider that the demonstrable public benefits that would be secured by the application (including some heritage benefit) outweigh this harm.

24.6 Whilst the limited conflict with the development plan and NPPF is noted, on balance it is considered that the proposed development complies in the main with the development plan and NPPF. As such, the proposal represents sustainable development and is recommended for approval as set out in the recommendation.

PART C: RECOMMENDATION

25.0 **Recommendation**

25.1 Having considered the relevant policies set out above, and comments that have been received from consultees, and all other relevant material considerations it is recommended the application be delegated to the Planning Manager:

A) For approval subject to:

1. The satisfactory competition of a Section 106 to secure:

   i. Financial contribution of £649,017 towards Local Employment Training and Business Promotion.
   ii. Skills development programme for the construction phase.
   iii. Travel Plan.
   iv. Construction vehicle routing strategy
   v. Financial contribution of £5,000 Travel Plan Monitoring Fee.
   vi. Possible future connection to a district heating network.
   vii. Car Park Management Plan
   viii. Financial contribution of £25,000 towards the closure of the Bath Road service road to vehicles only.

2. agreement of the pre-commencement conditions with the applicant/agent; finalising conditions; and any other minor changes.

Refuse the application if the completion of the above has not been satisfactorily completed by 29th November 2024 unless a longer period is agreed by the Planning Manager, or Chair of the Planning Committee

PART D: CONDITIONS

SITE WIDE CONDITIONS

Approved Plans

1. The development hereby approved shall be implemented only in accordance with the following plans and drawings hereby approved by the Local Planning Authority:

   a. Site Location Plan (Drg. No. 5476CA-XX-ZZ-DR-A-01001 Rev PL3, dated 06.08.23)
   b. Tree Protection Plan (Drg. No. 11798 TPP 01 Rev A [1/2], dated December 2023)
   c. Tree Protection Plan (Drg. No. 11798 TPP 01 Rev A [2/2], dated December 2023)

   REASON: To ensure that the site is developed in accordance with the submitted application and to ensure that the proposed development does not

prejudice the amenity of the area and to comply with the Policies in the Development Plan.

Building Heights

2. No building or structure of the development hereby permitted shall exceed 172m AOD.

   REASON: Development exceeding this height would penetrate the Obstacle Limitation Surface (OLS) surrounding Heathrow Airport and endanger aircraft movements and the safe operation of the aerodrome.

Landscape Management Plan

3. The development hereby approved shall be carried out in accordance with the approved Landscape Management Plan (Ref: 33313545600/A5/LMP Rev B, dated 11th December 2023) prepared by Stantec for the lifetime of the development.

   REASON: To ensure the long-term retention of landscaping within the development to meet the objectives of Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and Policy EN3 of The Adopted Local Plan for Slough 2004 and the requirements of the National Planning Policy Framework.

Biodiversity

4. The development hereby approved shall deliver at least 10% Biodiversity Net Gain (BNG) on-site.

   REASON: In the interests of enhancing local ecology in accordance with Core Policy 8 of the Adopted Local Development Framework, Core Strategy 2006 - 2026, policies EN1 and EN3 of The Adopted Local Plan for Slough 2004, and the requirements of the National Planning Policy Framework 2023.

Energy Strategy

5. The development hereby approved shall be carried out in accordance with the energy efficiency measures and Low Zero Carbon technology as set out within the Energy and Sustainability Statement (Ref: 28604-HYD-XX-XX-RP-5002 Rev 9 dated 24th April 2024).

   REASON: In the interest of sustainable development in accordance with policy 8 of the Core Strategy of the Core Strategy 2008, and the requirements of the National Planning Policy Framework.

Ancillary offices

6. The office areas hereby permitted shall be used ancillary to the main use only and shall at no time be used as independent offices falling within E(g)(i) of the Town and Country Planning (Use Classes) Order 1987 (and in any provision equivalent to the Class in any statutory instrument revoking or re-enacting that order) and for no other purpose.

   REASON: In order protect the amenities of the area and to ensure an appropriate use within a defined business area comply with Core Policies 5 and 8 of The Core Strategy 2008, and the requirements of the National Planning Policy Framework.

Use Class

7. The development hereby approved shall be used as a Data Centre with ancillary offices (Sui Generis Use Class) only, and for no other purposes.

   REASON: to prevent detrimental impacts to the local highway network in accordance with Core Policy 7 of the Core Strategy and the National Planning Policy Framework and to enable the local planning authority the opportunity to assess whether alternative use would comply with the local development plan.

Access

8. No part of the development shall be occupied until the new means of access has been sited and laid out in accordance with the approved plans and constructed in accordance with Slough Borough Council's Adopted Vehicle Crossover Policy.

   REASON: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.

Visibility

9. No other part of the development shall be occupied until the visibility splays shown on the approved drawings have been provided on both sides of the access and the area contained within the splays shall be kept free of any obstruction exceeding 600 mm in height above the nearside channel level of the carriageway.

   REASON: To provide adequate intervisibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access.

Layout

10. The scheme for parking and manoeuvring indicated on the submitted plans shall be laid out prior to the initial occupation of the development hereby permitted and that area shall not thereafter be used for any other purpose.

    REASON: To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway.

CONDITIONS APPLICABLE SPECIFICALLY TO 200 BATH ROAD

Commencement Period

11. The proposed works for which full permission is sought shall commence before the expiration of three years from the date of this permission.

    REASON To prevent the accumulation of planning permissions, and to enable the Council to review the suitability of the development in the light of altered circumstances and to comply with the provisions of Section 91 of the Town and Country Planning Act 1990.

Approved Plans

12. The development hereby approved shall be implemented only in accordance with the following plans and drawings hereby approved by the Local Planning Authority:

    a. Proposed Site Plan (Drg. No. 5476-CA-XX-XX-DR-A-01050 Rev PL7, dated 22.03.24)
    b. GA Floor Plans – Proposed Ground Floor (Drg. No. 5476-CA-XX-00-DR-A-01100 Rev PL3, dated 05.03.24)
    c. GA Floor Plans – Proposed First Floor (Drg. No. 5476-CA-XX-01-DR-A-01101 Rev PL3, dated 05.03.24)
    d. GA Floor Plans – Proposed Second Floor (Drg. No. 5476-CA-XX-02-DR-A-01102 Rev PL5, dated 22.03.24)
    e. GA Floor Plans – Proposed Roof Level (Drg. No. 5476-CA-XX-RF-DR-A-01103 Rev PL5, dated 22.05.23)
    f. GA Sections – Proposed (Drg. No. 5476-CA-XX-XX-DR-A-03100 Rev PL3, dated 08.03.24)
    g. GA Elevations – Proposed (Drg. No. 5476-CA-XX-XX-DR-A-02100 Rev PL4, dated 26.03.24)
    h. External Finishes Plan (Drg. No. 5476CA-XX-ZZ-DR-A-94000 Rev PL2, dated 06.01.23)
    i. Car Park Canopy (Drg. No. 5476CA-XX-ZZ-DR-A-93000 Rev PL3, dated 13.11.23)
    j. Landscape General Arrangement Plan (Drg. No. RG-LD-05-01 Rev G, dated 27.03.24)

k. General Arrangement Plan – Detail Sheet 1 of 2 (Drg. No. RG-LD-05-02 Rev G, dated
l. 27.03.24)
m. General Arrangement Plan – Detail Sheet 2 of 2 (Drg. No. RG-LD-05-03 Rev F, dated 27.03.24)
n. Landscape Typical Details (Drg. No. RG-LD-03 Rev A, dated 18.07.23)
o. Landscape Specification (Drg. No. RG-LD-04-01 Rev A, dated 18.10.23)
p. Landscape Schedules (Drg. No. RG-LD-04-02 Rev A , dated 18.10.23)

REASON: To ensure that the site is developed in accordance with the submitted application and to ensure that the proposed development does not prejudice the amenity of the area and to comply with the Policies in the Development Plan.

Surface Water Drainage

13. Before any above ground works commence (excluding above ground demolition) a detailed design of surface water drainage scheme for the site based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development should be submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details (or amended details in line with Condition 11) before the development is completed.

    The scheme shall include:

    i. Details (i.e., designs, diameters, invert and cover levels, gradients, dimensions and so on) of all elements of the proposed drainage system, to include pipes, inspection chambers, outfalls/inlets, and attenuation structures
    ii. Cross sections of the control chambers (including site specific levels mAOD) and manufacturers' hydraulic curves should be submitted for all hydrobrakes and other flow control devices.
    iii. Confirmation of site-specific soil conditions to confirm or exclude use of infiltration solutions.

    REASON: To reduce the risk of flooding both on and off site in accordance with the NPPF and Core Policy 8 of the Core Strategy Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document by ensuring the satisfactory means of surface water attenuation and discharge from the site and to ensure the future maintenance of drainage systems associated with the development.

Ownership of Surface Water Drainage

14. No occupation shall take place until a detailed scheme for the ownership and maintenance for every element of the surface water drainage system proposed on the site has been submitted to and approved in writing by the Local Planning Authority and the maintenance plan shall be carried out in full thereafter. Details are required of which organisation or body will be the main maintaining body where the area is multifunctional (e.g., open space play areas containing SuDS) with evidence that the organisation/body has agreed to such adoption. The scheme shall include, a maintenance schedule setting out which assets need to be maintained, at what intervals and what method is to be used. A site plan including access points, maintenance access easements and outfalls. Maintenance operational areas to be identified and shown on the plans, to ensure there is room to gain access to the asset, maintain it with appropriate plant and then handle any arisings generated from the site. Details of expected design life of all assets with a schedule of when replacement assets may be required.

15. REASON: To ensure the future maintenance of drainage systems associated with the development.

Surface Water Drainage Verification

16. No Occupation shall take place until the Verification Report for the installed surface water drainage system for the site based on the approved Flood Risk Assessment & Sustainable Drainage Strategy, ref. P/20367/001(015) Flood Risk Assessment has been submitted in writing by a suitably qualified drainage engineer and approved by the Local Planning Authority.

    The report shall include:

    a. Any departure from the agreed design is keeping with the approved principles
    b. Any As-Built Drawings and accompanying photos
    c. Results of any Performance testing undertaken as a part of the application process (if required / necessary)
    d. Copies of any Statutory Approvals, such as Land Drainage Consent for Discharges etc.
    e. CCTV Confirmation that the surface water drainage system is free from defects, damage, and foreign objects
    f. Confirmation of adoption or maintenance agreement for all SuDS elements as detailed within the drainage strategy is in place

    REASON: To ensure the installed Surface Water Drainage System is satisfactory and in accordance with the approved reports for the development site.

Phase 4 Remediation Validation

17. No development within or adjacent to any area(s) subject to remediation works carried out pursuant to the Remediation & Verification Strategy (Ref: 95838.574268_REP_200_BathRoad_RVS_231215 dated 18th December 2023) prepared by Delta Simons shall be occupied until a final Validation Report for the purposes of human health protection has been submitted to and approved in writing by the Local Planning Authority. The report shall include details of the implementation of the remedial strategy and any contingency plan works approved pursuant to the approved reports. In the event that gas and/or vapour protection measures are specified by the remedial strategy, the report shall include written confirmation that all such measures have been implemented by a competent installer and then verified by a qualified independent third party/Building Control Regulator.

    REASON: To ensure that remediation work is adequately validated and recorded, in the interest of safeguarding public health and in accordance with Policy 8 of the Core Strategy 2008.

    Remediation Strategy – Environment Agency

18. No development approved by this planning permission shall commence until a remediation strategy to deal with the risks associated with contamination of the site, in respect of the development hereby permitted, has been submitted to, and approved in writing by, the Local Planning Authority in consultation with the Environment Agency. This strategy will include the following components:

    1. An expanded site investigation scheme & risk assessment once demolition has completed. This should provide further information on areas not already investigated for a detailed assessment of the risk to all receptors that may be affected, including those off-site. We would also endorse sampling the Chalk Aquifer to ensure a baseline data set is available for later comparison with monitoring results during development.

    2. Using the amended results of the site investigation and the detailed risk assessment referred to in (1) and, based on these, an amended options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

    3. An amended verification plan providing details of the data that will be collected to demonstrate that the works set out in the remediation strategy in (2) are complete, identifying any requirements for longer-term monitoring of pollutant linkages, maintenance, and arrangements for contingency action. Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved.

REASON: Given the land history of the application site, and wider area history, the groundwater in the Taplow Gravels likely carries a base level of contamination which may prohibit it from use as a potable water supply at this time. Further deterioration of the groundwater present in the Taplow Gravels should be prevented.

Verification report – Environment Agency

19. Prior to any part of the permitted development being brought into use, a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the local planning Authority in consultation with the Environment Agency. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

    REASON: To prevent the deterioration of water resources within a source protection zone and to ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by unacceptable levels of water pollution in line with paragraph 180 of the NPPF.

Previously unidentified contamination – Environment Agency

20. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority in consultation with the Environment Agency) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the Local Planning Authority in consultation with the Environment Agency. The remediation strategy shall be implemented as approved.

    REASON: To prevent the deterioration of water resources within a source protection zone and to ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by unacceptable levels of water pollution in line with paragraph 180 of the NPPF.

Infiltration drainage systems – Environment Agency

21. No drainage systems for the infiltration of surface water to the ground are permitted other than with the written consent of the Local Planning Authority in consultation with the Environment Agency. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.

REASON: To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by unacceptable levels of water pollution caused by mobilised contaminants in line with paragraph 180 of the NPPF.

Protecting Groundwater Quality – Environment Agency

22. Where excavations are proposed beneath the current water table within the Taplow Gravel Formation the following condition would be triggered:

    The development hereby permitted may not commence until a scheme to:
    - Specify the type of groundwater management.
    - Secure de-watering of the site
    - Secure the protection of the principal aquifer at depth.
    - Specify the form of foundations.
    - Specify measures to prevent the migration of any groundwater contamination present on site within the Taplow Gravels.

    has been submitted to, and approved in writing by, the Local Planning Authority in consultation with the Environment Agency. Any such scheme should include a maintenance program of the facilities to be provided. The scheme shall be fully implemented and subsequently maintained as approved.

    REASON: To ensure that the proposed development does not result in unacceptable risks to groundwater resources in line with paragraph 180 of the NPPF.

Monitoring & maintenance plan – Environment Agency

23. The development hereby permitted shall not commence until a monitoring and maintenance plan in respect of contamination, including a timetable of monitoring and submission of reports, has been submitted to, and approved in writing by the Local Planning Authority in consultation with the Environment Agency. Reports as specified in the approved plan, including details of any necessary contingency action arising from the monitoring, shall be submitted to, and approved in writing by, the Local Planning Authority in consultation with the Environment Agency.

    REASON: To ensure the site does not pose any further risk to the water environment by managing any ongoing contamination issues and completing all necessary long-term remediation measures in line with paragraph 180 of the NPPF.

Piling – Environment Agency

24. Piling using penetrative methods shall not be carried out other than with the written consent of the local planning authority. The development shall be carried out in accordance with the approved details.

    REASON: To ensure that the proposed development does not harm groundwater resources in line with paragraph 180 of the NPPF.

    Boreholes – Environment Agency

25. A scheme for managing any borehole installed for the investigation of soil, groundwater or geotechnical purposes shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Environment Agency. The scheme shall provide details of how redundant boreholes are to be decommissioned and how any boreholes to be retained, post-development, for monitoring purposes will be secured, protected, and inspected. The scheme, as approved, shall be implemented prior to the occupation of any part of the permitted development.

    REASON: To ensure redundant boreholes are safe and secure, and do not cause groundwater pollution or loss of water supplies in line with paragraph 180 of the NPPF and A8 of 'The Environment Agency's approach to groundwater protection'

    Sustainable Development Design Stage Certificate

26. Prior to the first use of the development hereby approved a Design Stage Certificate shall be submitted to and approved by the Local Planning Authority confirming that the development has been designed to achieve a standard of BREEAM Excellent (or equivalent standard).

    REASON In the interest of sustainable development in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy EMP2 of the Adopted Local Plan for Slough 2004, and the requirements of the National Planning Policy Framework.

    Sustainable Development Post-Construction Review Certificate

27. Within 6 months of the development hereby approved being brought into first use a Post-Construction Review Certificate confirming the development hereby approved has been constructed to achieve a standard of BREEAM Excellent (or equivalent standard) shall be submitted to and approved the Local Planning Authority.

    REASON: In the interest of sustainable development in accordance with policy 8 of the Core Strategy of the Core Strategy 2008, and the requirements of the National Planning Policy Framework.

Materials

28. Prior to any above ground works commencing, full details and samples of all external materials to be used in the construction of the proposed development hereby approved including hard surfaces, external enclosures / structures and boundary treatment and gates shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be completed in full accordance with the approved details.

    REASON: To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy EN1 of the Adopted Local Plan for Slough 2004, and the requirements of the National Planning Policy Framework.

Details of Typical Bays

29. Prior to any above ground floor works commencing, detailed drawings of that relevant phase or part thereof, at a scale no less than 1:20 in plan, section, and elevation, of a typical bay of each proposed building type to show details of proposed data halls, office and other ancillary buildings, are required to be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

    REASON: To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy EN1 of the Adopted Local Plan for Slough 2004, and the requirements of the National Planning Policy Framework.

Details of Hard and Soft Landscaping

30. Prior to any above ground floor works commencing, full details of the proposed hard and soft landscaping including samples of surface treatments, planting schedules and details of the species, height and maturity of any trees and shrubs and proposed landscape maintenance is required shall be submitted to and approved by the Local Planning Authority. The approved details shall be implemented in the next winter planting season following completion of the building works for the relevant phase of the development of part thereof, or before the occupation or use of that relevant phase, or part thereof, whichever is the earlier, and the landscaping shall thereafter be retained and maintained in accordance with the approved details.

    REASON: To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality and to secure appropriate biodiversity in accordance with Core Policy 8 of The Slough Local

Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policies EN1 and EN3 of the Adopted Local Plan for Slough 2004, and the requirements of the National Planning Policy Framework.

Maintenance plan

31. Prior to the first use of the development hereby approved, a maintenance plan for the exterior of the development hereby approved including, externals enclosures / structures, green roofs and boundary treatment shall be submitted to and approved in writing by the Local Planning Authority.

    This maintenance plan shall set out the long-term objectives for the regular cleaning and maintenance inspection schedule for the external fabric of the main building and should include a time scale for the implementation of any remediation works required as a result from the maintenance inspection. The development shall thereafter be carried out in accordance with the approved details for the lifetime of the development.

    REASON: To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policies EN1 and EN3 of the Adopted Local Plan for Slough 2004, and the requirements of the National Planning Policy Framework.

Lighting

32. Prior to any above ground works commencing, full details of all external lighting to be used in the proposed development including hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be completed in full accordance with the approved details.

    REASON: To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy EN1 of the Adopted Local Plan for Slough 2004, and the requirements of the National Planning Policy Framework.

Bin Storage

33. No part of the development shall be occupied until bin storage has been provided in accordance with the approved plans.

    REASON: To ensure that adequate refuse storage is provided to serve the development.

Electric Vehicle Charging

34. Prior to the commencement of any development hereby approved, details of the 17 active electric vehicle charging points (Type 2' socket and be rated to at least 3.6kW 16amp 0 7kW 30amp single phase), together with details of power supply and cable provision; shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be fully installed and the active charging points shall be fully operational prior to the first occupation of the dwellings and be retained in good working order at all times in the future.

    REASON: to provide mitigation towards the impacts on air quality in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, the Slough Low Emission Strategy 2018 – 2025 Technical Report, and the requirements of the National Planning Policy Framework.

Cycle Parking

35. No part of the development shall be occupied until secure cycle parking store has been provided in accordance with the standards set out in the Slough Developers Guide. Once laid out and constructed that area shall not thereafter be used for any other purpose.

    REASON: To ensure that adequate and convenient cycle storage is provided to accord with the standards set out in the Slough Developers Guide.

Ventilation

36. Prior to any works above ground commencing, full details of the ventilation system, including schematic drawings indicating the locations of ventilation units, ducts, extract and exhaust locations shall be submitted to and approved by the Local Planning Authority. The development shall be implemented in accordance with the approved details and thereafter maintained.

    REASON: To reduce risk of impacts to future occupants of the development, mechanical ventilation with NOx filtration must be installed in Core Policy 8 of

The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, the Slough Low Emission Strategy 2018 – 2025 Technical Report, and the requirements of the National Planning Policy Framework.

Diesel generator restrictions

37. Prior to any works above ground commencing, full details of the proposed diesel generators hereby approved, including their testing regime shall be submitted and approved in writing by the Local Planning Authority.

    The diesel generators shall only be used in accordance with the above details and used only in the event of a power supply outage when not being tested.

    REASON: To ensure that the development hereby permitted is not detrimental to the amenity of the surrounding area by reason of undue noise emission and/or unacceptable disturbance. In accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the National Planning Policy Framework.

Generator testing diary

38. A written diary detailing the date, time of day, and duration of diesel generator testing shall be recorded for the lifetime of the development. The diary shall made available for viewing at the request of the Local Planning Authority.

    To provide verification to the local planning authority that the generator testing is carried out in accordance with the approved details, in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the National Planning Policy Framework.

Noise

39. Prior to any works above ground commencing, full details of the noise mitigation package applied to operational plant shall be submitted and approved in writing by the Local Planning Authority to evidence that noise has been reduced to not exceed the background noise level at the nearest noise sensitive receptor as a minimum during typical operations. In addition, the mitigation package shall include the mitigation outlined in Section 5.11.6 of the noise assessment dated December 2023 to reduce noise impact during emergency operations. The mitigation package should clearly demonstrate that predicted noise levels at the nearest noise sensitive receptors as presented in the noise impact report can be achieved as a minimum.

    REASON: To ensure that the operation of the development does not result in unacceptable noise impacts at nearby noise sensitive receptors in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the requirements of the National Planning Policy Framework.

Demolition and Construction Environment Management Plan

40. No demolition or construction shall commence on site until a Demolition and Construction Environment Management Plan to control the environmental effects of demolition and construction has been submitted to and approved in writing by the Local Planning Authority. The Plan shall include the provision to be made to accommodate:

    i) All site operatives and visitors
    ii) Construction vehicles which meet a minimum Euro 6/VI Standard as a minimum and machinery to comply with Table 10 of the Low Emissions Strategy Guidance.
    iii) Confirmation that the construction site is signed up to implementing the CLOCS Construction Standard and Monitoring Process- https://www.clocs.org.uk/page/clocs-standard
    iv) Site management of construction traffic and access/haul routes and controlled hours of delivering including:
        - A site set up plan displaying hoarding/fencing extents, vehicle and pedestrian access points during construction, provision for storage of materials, waste and recycling facilities/areas, contractor parking, turning space for construction vehicles, loading and unloading arrangements for deliveries, site office and wheel cleaning facilities
        - Specification of haul route(s) and of any temporary signage to be provided to identify the route and promote its safe use.
        - Identification of the routing strategy and procedures for the notification and conveyance of any abnormal or indivisible load authorised by the Highways Agency pursuant to the Road Vehicles (Authorisation of Special Types) (General) Order 2003. The LHA must be notified of any abnormal loads at the following location: https://www.slough.gov.uk/licences-permits/abnormal-loads/1.
        - Details of traffic management measures to control deliveries to site and pedestrian movements on footways in proximity to the site in order to minimise the impact of construction on the safe operation of the surrounding highway network.
        - Vehicle routing plan for HGVs. HGVs shall avoid weight restrictions and AQMAs and local schools at collection/drop off time.
        - Details of how all temporary external lighting will not result in unacceptable neighbour amenity impacts or ecological impacts.
        - Construction working hours, hours during the construction phase, when delivery vehicles taking materials are allowed to enter or leave the site. Deliveries shall be made outside peak hours of 0800 – 0900 and 1700 – 1800, and outside of 1430 – 1530 where the development is located in proximity to a school.

v) Measures to be taken in relation to protecting ecology including trees having regard to the Avoidance and Mitigation measures identified at section 5.2 of the Ecological Impact Assessment (EcIA) (Ref: 87304.544406 Rev 4, dated 28th February 2024) prepared by Delta Simons and the Tree Protection Measures identified at section 4.5 of the Arboricultural Impact Assessment (Ref. 11798_AIA.001 Rev C Dated 27th February 2024) prepared by Aspect Arboriculture.

vi) Non-road mobile machinery (NRMM) used on site is required to meet Stage IV of EU directive 97/68/EC as a minimum. Machines with constant speed engines (such as generators) are required to meet Stage V of EU directive 97/68/EC.

vii) The Plan shall also include details of:

- control of noise, including monitoring against trigger levels.
- control of dust, including monitoring against trigger levels.

The Plan shall thereafter be implemented as approved before development begins and throughout the duration of the demolition and construction works period.

REASON: In the interests of local amenity, highway safety, air quality, the preservation of natural habitats and trees in accordance with Core Policies 7, 8 and 9 of the Adopted Local Development Framework, Core Strategy 2006 - 2026, policies EN1 and EN3 of The Adopted Local Plan for Slough 2004, and the requirements of the National Planning Policy Framework 2023.

Car Parking

41. Prior to the development hereby approved first being brought into use, 65 no. car parking spaces shall be provided and made available for use in connection with the approved data centre. The car parking spaces shall not be used for any separate business, commercial or residential use.

REASON: In the interests of ensuring that the use benefits from satisfactory car parking provision in the interests of the amenities of the area in accordance with Core Policy 7 of the Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008`

Car Park Management Plan

42. No part of the development hereby permitted shall be occupied until a Car Parking Management Plan has been submitted and approved in writing by the Local Planning Authority. The management plan shall include the following:

- Management of parking spaces when demand exceeds capacity during occasional events of heightened activity;
- Booking system for visitor/contractor parking on site;

- Allocation of parking spaces to permanent staff;
- Review process of parking space utilisation.

The development shall be carried out in accordance with the approved car park management plan at all times.

REASON: To ensure parking overspill does not cause highway capacity or highway safety problems in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and the requirements of the National Planning Policy Framework.

CONDITIONS APPLICABLE TO SPECIFICALLY 210 BATH ROAD

Approved Plans

43. The development hereby approved shall be implemented only in accordance with the following plans and drawings hereby approved by the Local Planning Authority:
    a. 210 Bath Road Built Form Parameter Plan (Drg. No. RG-LD-04-01 Rev 5476-CA-XX-XX-DR-A-01003 Rev PL4, dated 04.12.23)
    b. 210 Bath Road Access and Movement Parameter Plan (Drg. No. 5476-CA-XX-XX-DR-A-00102 Rev PL4, dated 11.04.24)
    c. 210 Bath Road Building Heights Parameter Plan (Drg. No. 5476-CA-XX-XX-DR-A-01001 Rev PL3, dated 26.02.23)
    d. 210 Bath Road, Landscaping Parameter Plan (Drg. No. 5476-CA-XX-XX-DR-A-00100 Rev PL7, dated 10.04.24)
    e. General Arrangement Plan (Drg. No. RG-LD-07-01 Rev C, dated 13.11.23)

REASON: To ensure that the site is developed in accordance with the submitted application and to ensure that the proposed development does not prejudice the amenity of the area and to comply with the Policies in the Development Plan.

Outline Details

44. Details of the layout, scale, and appearance of the buildings to be erected, and the landscaping of the site (hereinafter called the reserved matters) shall be submitted to and approved in writing by the Local Planning Authority before development on land to which the reserved matters relate commences. Development thereafter shall be carried out in accordance with the approved details.

REASON: To comply with the requirements of Section 92 of the Town & Country Planning Act 1990 (as amended).

Reserved Matters Submission/s

45. Applications for the approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.

    REASON: To comply with the requirements of Section 91 of the Town & Country Planning Act 1990 (as amended).

Reserved Matters Application/s

46. The details submitted with the reserved matters shall be in accordance with the parameter plans and design principles contained in the Design and Access Statement (5476-CA-XX-XX-RP-A-06000_200 AND 210 BATH ROAD DESIGN & ACCESS STATEMENT-PL11, dated 26.03.24) and Design Code (5476-CA-XX-XX-RP-A-06001_210 BATH ROAD DESIGN CODE-PL10, dated 01.05.24).

    REASON: To ensure compliance between the reserved matters details and the outline proposals assessed.

Reserved Matters Implementation

47. The development hereby permitted shall be begun either before the expiration of five years from the date of this permission, or before the expiration of two years from the date approval of the last of the reserved matters to be approved, whichever is the later.

    REASON: To comply with the requirements of Section 91 of the Town & Country Planning Act 1990 (as amended).

Surface Water Drainage

48. Before any above ground works commence (excluding above ground demolition) a detailed design of surface water drainage scheme for the site based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development should be submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details (or amended details in line with Condition 22) before the development is completed.

    The scheme shall include:

    iv. Details (i.e., designs, diameters, invert and cover levels, gradients, dimensions and so on) of all elements of the proposed drainage

system, to include pipes, inspection chambers, outfalls/inlets, and attenuation structures

v. Cross sections of the control chambers (including site specific levels mAOD) and manufacturers' hydraulic curves should be submitted for all hydrobrakes and other flow control devices.

vi. Confirmation of site-specific soil conditions to confirm or exclude use of infiltration solutions.

REASON: To reduce the risk of flooding both on and off site in accordance with the NPPF and Core Policy 8 of the Core Strategy Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document by ensuring the satisfactory means of surface water attenuation and discharge from the site and to ensure the future maintenance of drainage systems associated with the development.

Ownership of Surface Water Drainage

49. No development (excluding above ground demolition) shall take place until a detailed scheme for the ownership and maintenance for every element of the surface water drainage system proposed on the site has been submitted to and approved in writing by the Local Planning Authority and the maintenance plan shall be carried out in full thereafter. Details are required of which organisation or body will be the main maintaining body where the area is multifunctional (e.g., open space play areas containing SuDS) with evidence that the organisation/body has agreed to such adoption. The scheme shall include, a maintenance schedule setting out which assets need to be maintained, at what intervals and what method is to be used. A site plan including access points, maintenance access easements and outfalls. Maintenance operational areas to be identified and shown on the plans, to ensure there is room to gain access to the asset, maintain it with appropriate plant and then handle any arisings generated from the site. Details of expected design life of all assets with a schedule of when replacement assets may be required.

REASON: To ensure the future maintenance of drainage systems associated with the development.

Surface Water Drainage Verification

50. No Occupation shall take place until the Verification Report for the installed surface water drainage system for the site based on the approved Flood Risk Assessment & Sustainable Drainage Strategy, ref. P/20367/001(015) Flood Risk Assessment has been submitted in writing by a suitably qualified drainage engineer and approved by the Local Planning Authority.

The report shall include:

g. Any departure from the agreed design is keeping with the approved principles
h. Any As-Built Drawings and accompanying photos
i. Results of any Performance testing undertaken as a part of the application process (if required / necessary)
j. Copies of any Statutory Approvals, such as Land Drainage Consent for Discharges etc.
k. CCTV Confirmation that the surface water drainage system is free from defects, damage, and foreign objects
l. Confirmation of adoption or maintenance agreement for all SuDS elements as detailed within the drainage strategy is in place

REASON: To ensure the installed Surface Water Drainage System is satisfactory and in accordance with the approved reports for the development site.

Phase 4 Remediation Validation

51. No development within or adjacent to any area(s) subject to remediation works carried out pursuant to the Remediation & Verification Strategy (Ref: 95838.594604_REP-RVS_210 Bath_Rd, dated 18th December 2023) prepared by Delta Simons shall be occupied until a final Validation Report for the purposes of human health protection has been submitted to and approved in writing by the Local
Planning Authority. The report shall include details of the implementation of the remedial strategy and any contingency plan works approved pursuant to the approved reports. In the event that gas and/or vapour protection measures are specified by the remedial strategy, the report shall include written confirmation that all such measures have been implemented by a competent installer and then verified by a qualified independent third party/Building Control Regulator.

REASON: To ensure that remediation work is adequately validated and recorded, in the interest of safeguarding public health and in accordance with Policy 8 of the Core Strategy 2008.

Remediation Strategy – Environment Agency

52. No development approved by this planning permission shall commence until a remediation strategy to deal with the risks associated with contamination of the site, in respect of the development hereby permitted, has been submitted to, and approved in writing by, the Local Planning Authority in consultation with the Environment Agency. This strategy will include the following components:

1. An expanded site investigation scheme & risk assessment once demolition has completed. This should provide further information on areas not already

investigated for a detailed assessment of the risk to all receptors that may be affected, including those off-site. We would also endorse sampling the Chalk Aquifer to ensure a baseline data set is available for later comparison with monitoring results during development.

2. Using the amended results of the site investigation and the detailed risk assessment referred to in (1) and, based on these, an amended options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

3. An amended verification plan providing details of the data that will be collected to demonstrate that the works set out in the remediation strategy in (2) are complete, identifying any requirements for longer-term monitoring of pollutant linkages, maintenance, and arrangements for contingency action. Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved.

REASON: Given the land history of the application site, and wider area history, the groundwater in the Taplow Gravels likely carries a base level of contamination which may prohibit it from use as a potable water supply at this time. Further deterioration of the groundwater present in the Taplow Gravels should be prevented.

Verification report – Environment Agency

53. Prior to any part of the permitted development being brought into use, a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the local planning Authority in consultation with the Environment Agency. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

    REASON: To prevent the deterioration of water resources within a source protection zone and to ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by unacceptable levels of water pollution in line with paragraph 180 of the NPPF.

Previously unidentified contamination – Environment Agency

54. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority in consultation with the Environment Agency) shall be carried out until a remediation strategy detailing how this

contamination will be dealt with has been submitted to, and approved in writing by, the Local Planning Authority in consultation with the Environment Agency. The remediation strategy shall be implemented as approved.

REASON: To prevent the deterioration of water resources within a source protection zone and to ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by unacceptable levels of water pollution in line with paragraph 180 of the NPPF.

Infiltration drainage systems – Environment Agency

55. No drainage systems for the infiltration of surface water to the ground are permitted other than with the written consent of the Local Planning Authority in consultation with the Environment Agency. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.

    REASON: To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by unacceptable levels of water pollution caused by mobilised contaminants in line with paragraph 180 of the NPPF.

Protecting Groundwater Quality – Environment Agency

56. Where excavations are proposed beneath the current water table within the Taplow Gravel Formation the following condition would be triggered:

    The development hereby permitted may not commence until a scheme to:
    - Specify the type of groundwater management.
    - Secure de-watering of the site
    - Secure the protection of the principal aquifer at depth.
    - Specify the form of foundations.
    - Specify measures to prevent the migration of any groundwater contamination present on site within the Taplow Gravels.

    has been submitted to, and approved in writing by, the Local Planning Authority in consultation with the Environment Agency. Any such scheme should include a maintenance program of the facilities to be provided. The scheme shall be fully implemented and subsequently maintained as approved.

    REASON: To ensure that the proposed development does not result in unacceptable risks to groundwater resources in line with paragraph 180 of the NPPF.

Monitoring & maintenance plan – Environment Agency

57. The development hereby permitted shall not commence until a monitoring and maintenance plan in respect of contamination, including a timetable of monitoring and submission of reports, has been submitted to, and approved in writing by the Local Planning Authority in consultation with the Environment Agency. Reports as specified in the approved plan, including details of any necessary contingency action arising from the monitoring, shall be submitted to, and approved in writing by, the Local Planning Authority in consultation with the Environment Agency.

    REASON: To ensure the site does not pose any further risk to the water environment by managing any ongoing contamination issues and completing all necessary long-term remediation measures in line with paragraph 180 of the NPPF.

    Piling – Environment Agency

58. Piling using penetrative methods shall not be carried out other than with the written consent of the local planning authority. The development shall be carried out in accordance with the approved details.

    REASON: To ensure that the proposed development does not harm groundwater resources in line with paragraph 180 of the NPPF.

    Boreholes – Environment Agency

59. A scheme for managing any borehole installed for the investigation of soil, groundwater or geotechnical purposes shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Environment Agency. The scheme shall provide details of how redundant boreholes are to be decommissioned and how any boreholes to be retained, post-development, for monitoring purposes will be secured, protected, and inspected. The scheme, as approved, shall be implemented prior to the occupation of any part of the permitted development.

    REASON: To ensure redundant boreholes are safe and secure, and do not cause groundwater pollution or loss of water supplies in line with paragraph 180 of the NPPF and A8 of ‘The Environment Agency’s approach to groundwater protection’

    Sustainable Development Design Stage Certificate

60. Prior to the first use of the development hereby approved a Design Stage Certificate shall be submitted to and approved by the Local Planning Authority confirming that the development has been designed to achieve a standard of BREEAM Excellent (or equivalent standard).

REASON: In the interest of sustainable development in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy EN1 of the Adopted Local Plan for Slough 2004, and the requirements of the National Planning Policy Framework.

Sustainable Development Post-Construction Review Certificate

61. Within 6 months of the development hereby approved being brought into first use a Post-Construction Review Certificate confirming the development hereby approved has been constructed to achieve a standard of BREEAM Excellent (or equivalent standard) shall be submitted to and approved the Local Planning Authority.

    REASON: In the interest of sustainable development in accordance with policy 8 of the Core Strategy of the Core Strategy 2008, and the requirements of the National Planning Policy Framework.

Materials

62. Prior to any above ground works commencing, full details and samples of all external materials to be used in the construction of the proposed development hereby approved including hard surfaces, external enclosures / structures and boundary treatment and gates shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be completed in full accordance with the approved details.

    REASON: To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy EN1 of the Adopted Local Plan for Slough 2004, and the requirements of the National Planning Policy Framework.

Details of Typical Bays

63. Prior to any above ground floor works commencing, detailed drawings of that relevant phase or part thereof, at a scale no less than 1:20 in plan, section, and elevation, of a typical bay of each proposed building type to show details of proposed data halls, office, and other ancillary buildings, are required to be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

    REASON: To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy EN1 of the Adopted

Local Plan for Slough 2004, and the requirements of the National Planning Policy Framework.

Details of Hard and Soft Landscaping

64. Prior to any above ground floor works commencing, full details of the proposed hard and soft landscaping including samples of surface treatments, planting schedules and details of the species, height and maturity of any trees and shrubs and proposed landscape maintenance is required shall be submitted to and approved by the Local Planning Authority. The approved details shall be implemented in the next winter planting season following completion of the building works for the relevant phase of the development of part thereof, or before the occupation or use of that relevant phase, or part thereof, whichever is the earlier, and the landscaping shall thereafter be retained and maintained in accordance with the approved details.

    REASON: To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality and to secure appropriate biodiversity in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policies EN1 and EN3 of the Adopted Local Plan for Slough 2004, and the requirements of the National Planning Policy Framework.

Maintenance plan

65. Prior to the first use of the development hereby approved, a maintenance plan for the exterior of the development hereby approved including externals enclosures / structures, green roofs and boundary treatment shall be submitted to and approved in writing by the Local Planning Authority.

    This maintenance plan shall set out the long-term objectives for the regular cleaning and maintenance inspection schedule for the external fabric of the main building and should include a time scale for the implementation of any remediation works required as a result from the maintenance inspection. The development shall thereafter be carried out in accordance with the approved details for the lifetime of the development.

    REASON: To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policies EN1 and EMP2 of the Adopted Local Plan for Slough 2004, and the requirements of the National Planning Policy Framework.

Lighting

66. Prior to any above ground works commencing, full details of all external lighting to be used in the proposed development hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be completed in full accordance with the approved details.

    REASON: To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy EN1 of the Adopted Local Plan for Slough 2004, and the requirements of the National Planning Policy Framework.

    Bin Storage

67. No part of the development shall be occupied until bin storage has been provided in accordance with the approved plans.

    REASON: To ensure that adequate refuse storage is provided to serve the development.

    Car Park Management Plan

68. No part of the development hereby permitted shall be occupied until a Car Parking Management Plan has been submitted and approved in writing by the Local Planning Authority. The management plan shall include the following:

    - Management of parking spaces when demand exceeds capacity during occasional events of heightened activity;
    - Booking system for visitor/contractor parking on site;
    - Allocation of parking spaces to permanent staff;
    - Review process of parking space utilisation.

    The development shall be carried out in accordance with the approved car park management plan at all times.

    REASON: To ensure parking overspill does not cause highway capacity or highway safety problems in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and the requirements of the National Planning Policy Framework

    Electric Vehicle Charging

69. Prior to the commencement of any development hereby approved, details of active electric vehicle charging points (Type 2’ socket and be rated to at least

3.6kW 16amp 0 7kW 30amp single phase), together with details of power supply and cable provision; shall be submitted to and approved in writing by the Local Planning Authority. At least 25% of the car parking space provision shall be provided with EV charging point infrastructure. The approved details shall be fully installed, and the active charging points shall be fully operational prior to the first occupation of the dwellings and be retained in good working order at all times in the future.

REASON: to provide mitigation towards the impacts on air quality in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, the Slough Low Emission Strategy 2018 – 2025 Technical Report, and the requirements of the National Planning Policy Framework.

Cycle Parking

70. No part of the development shall be occupied until secure cycle parking store has been provided in accordance with the standards set out in the Slough Developers Guide. Once laid out and constructed that area shall not thereafter be used for any other purpose.

REASON: To ensure that adequate and convenient cycle storage is provided to accord with the standards set out in the Slough Developers Guide.

Ventilation

71. Prior to any work above ground commencing, full details of the ventilation system, including schematic drawings indicating the locations of ventilation units, ducts, extract and exhaust locations shall be submitted to and approved by the Local Planning Authority. The development shall be implemented in accordance with the approved details and thereafter maintained.

REASON: To reduce risk of impacts to future occupants of the development, mechanical ventilation with NOx filtration must be installed in Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, the Slough Low Emission Strategy 2018 – 2025 Technical Report, and the requirements of the National Planning Policy Framework.

Diesel generator restrictions

72. Prior to any works above ground commencing, full details of the proposed diesel generators hereby approved, including their testing regime shall be submitted and approved in writing by the Local Planning Authority.

The diesel generators shall only be used in accordance with the above details and used only in the event of a power supply outage when not being tested.

REASON: To ensure that the development hereby permitted is not detrimental to the amenity of the surrounding area by reason of undue noise emission and/or unacceptable disturbance. In accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the National Planning Policy Framework.

Generator testing diary

73. A written diary detailing the date, time of day, and duration of diesel generator testing shall be recorded for the lifetime of the development. The diary shall made available for viewing at the request of the Local Planning Authority.

    To provide verification to the local planning authority that the generator testing is carried out in accordance with the approved details, in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the National Planning Policy Framework.

Noise

74. Prior to any works above ground commencing, full details of the noise mitigation package applied to operational plant shall be submitted and approved in writing by the Local Planning Authority to evidence that noise has been reduced to not exceed the background noise level at the nearest noise sensitive receptor as a minimum during typical operations. The mitigation package should clearly demonstrate that predicted noise levels at the nearest noise sensitive receptors as presented in the noise impact report can be achieved as a minimum.

    REASON: To ensure that the operation of the development does not result in unacceptable noise impacts at nearby noise sensitive receptors in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the requirements of the National Planning Policy Framework.

Demolition and Construction Environment Management Plan

75. No demolition or construction shall commence on site until a Demolition and Construction Environment Management Plan to control the environmental effects of demolition and construction has been submitted to and approved in writing by the Local Planning Authority. The Plan shall include the provision to be made to accommodate:

    i) All site operatives and visitors
    ii) Construction vehicles which meet a minimum Euro 6/VI Standard as a minimum and machinery to comply with Table 10 of the Low Emissions

Strategy Guidance.

iii) Confirmation that the construction site is signed up to implementing the CLOCS Construction Standard and Monitoring Process- https://www.clocs.org.uk/page/clocs-standard

iv) Site management of construction traffic and access/haul routes and controlled hours of delivering including:

- A site set up plan displaying hoarding/fencing extents, vehicle and pedestrian access points during construction, provision for storage of materials, waste and recycling facilities/areas, contractor parking, turning space for construction vehicles, loading and unloading arrangements for deliveries, site office and wheel cleaning facilities
- Specification of haul route(s) and of any temporary signage to be provided to identify the route and promote its safe use.
- Identification of the routing strategy and procedures for the notification and conveyance of any abnormal or indivisible load authorised by the Highways Agency pursuant to the Road Vehicles (Authorisation of Special Types) (General) Order 2003. The LHA must be notified of any abnormal loads at the following location: https://www.slough.gov.uk/licences-permits/abnormal-loads/1.
- Details of traffic management measures to control deliveries to site and pedestrian movements on footways in proximity to the site in order to minimise the impact of construction on the safe operation of the surrounding highway network.
- Vehicle routing plan for HGVs. HGVs shall avoid weight restrictions and AQMAs and local schools at collection/drop off time.
- Details of how all temporary external lighting will not result in unacceptable neighbour amenity impacts or ecological impacts.
- Construction working hours, hours during the construction phase, when delivery vehicles taking materials are allowed to enter or leave the site. Deliveries shall be made outside peak hours of 0800 – 0900 and 1700 – 1800, and outside of 1430 – 1530 where the development is located in proximity to a school.

v) Measures to be taken in relation to protecting ecology including trees having regard to the Avoidance and Mitigation measures identified at section 5.2 of the Ecological Impact Assessment (EcIA) (Ref: 87304.544406 Rev 4, dated 28th February 2024) prepared by Delta Simons and the Tree Protection Measures identified at section 4.5 of the Arboricultural Impact Assessment (Ref. 11798_AIA.001 Rev C Dated 27th February 2024) prepared by Aspect Arboriculture.

vi) Non-road mobile machinery (NRMM) used on site is required to meet Stage IV of EU directive 97/68/EC as a minimum. Machines with constant speed engines (such as generators) are required to meet Stage V of EU directive 97/68/EC.

vii) The Plan shall also include details of:

- control of noise, including monitoring against trigger levels.
- control of dust, including monitoring against trigger levels.

The Plan shall thereafter be implemented as approved before development begins and throughout the duration of the demolition and construction works period.

REASON: In the interests of local amenity, highway safety, air quality, the preservation of natural habitats and trees in accordance with Core Policies 7, 8 and 9 of the Adopted Local Development Framework, Core Strategy 2006 - 2026, policies EN1 and EN3 of The Adopted Local Plan for Slough 2004, and the requirements of the National Planning Policy Framework 2023.

INFORMATIVES

S106 Agreement

1. A Section 106 Agreement forms part of this planning permission.

Statement of Working

2. In dealing with this application, the Local Planning Authority has worked with the applicant in a positive and proactive manner through providing pre application advice, requesting revisions and further information. It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.

Cadent Gas

3. Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

   If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions

   Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

Thames Water

4. The proposed development is located within 15 metres of Thames Waters underground assets and as such, the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.

HSE

5. HSE's website provides advice on a wide range of topics, including the fire and explosion risks associated with flammable substances – see About dangerous substances - Fire and explosion (hse.gov.uk) and Storage of flammable liquids in tanks HSG176 (hse.gov.uk).

   The employer will be subject to the requirements of the Health and Safety at Work etc. Act 1974 (HSWA) and associated legislation, including The Dangerous Substances And Explosives Atmospheres Regulations 2002 - see The Dangerous Substances and Explosive Atmospheres Regulations 2002 - Fire and explosion (hse.gov.uk). Under sections 2 and 3 of the HSWA, an operator must conduct the undertaking in such a way as to ensure that, so far as is reasonably practicable, employees and other persons, including people living nearby, are not thereby exposed to risks to their health or safety.

Local Highway Authority

6. The development must be so designed and constructed to ensure that surface water from the development does not drain onto the highway or into the highway drainage system.

7. The applicant is advised that if it is intended to use soakaways as the method of dealing with the disposal of surface water then the permission of the Environment Agency will be necessary.

8. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding, skip or any other device or apparatus for which a licence must be sought from the Highway Authority.