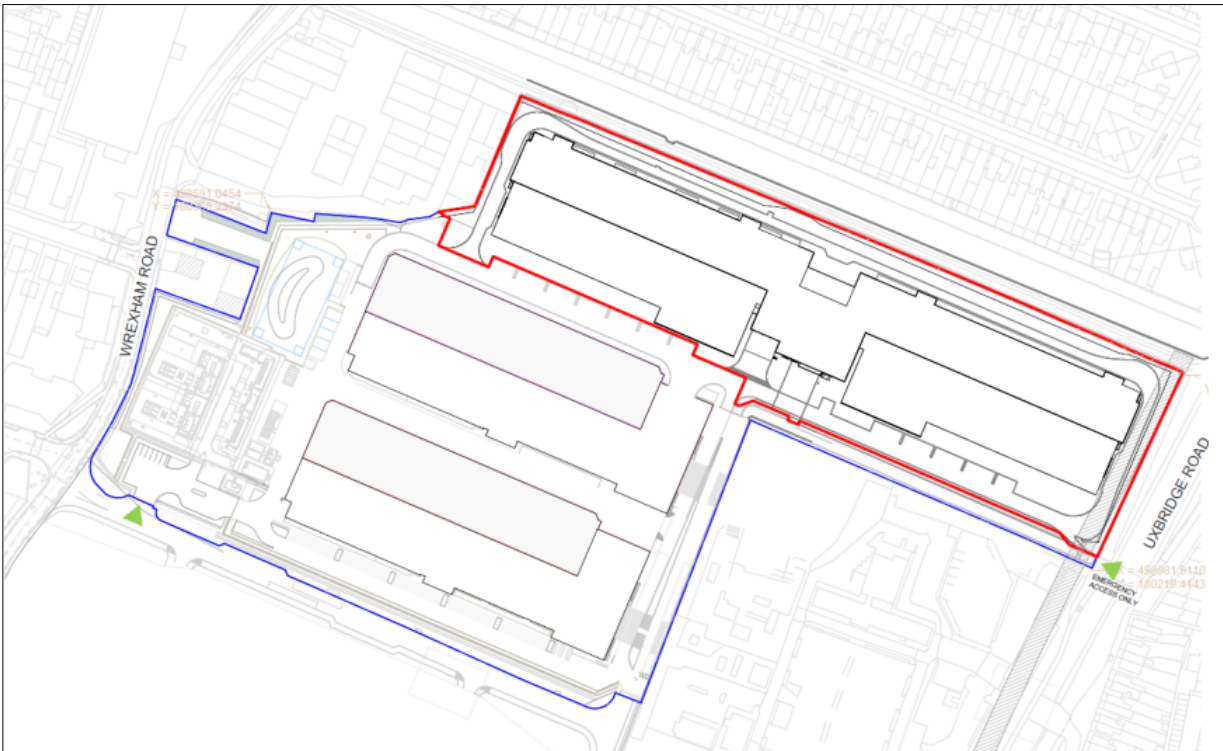


Registration Date:	15 March 2024	Application No:	P/00072/139
Officer:	Martin Cowie	Ward:	Upton Lea
Applicant:	C/O Agent, Yondr Group Ltd	Application Type:	Major Development
		8 Week Date:	14 June 2024
Agent:	Ms. Kelly Phillips, Lichfields, The Minster Building, 21 Mincing Lane, London, EC3R 7AG		
Location:	Land at the Former Akzonobel Decorative Paints, Wexham Road, Slough, SL2 5DS		
Proposal:	Application for approval of reserved matters following outline approval reference P/00072/096 dated 19th November 2020, for the mixed-use development of land at the former Akzonobel Decorative Paints facility, Wexham Road, Slough SL2 5DB. Reserved matters application for full details of access (internal site arrangements), appearance, layout, scale and landscaping for the final phase of approved commercial floorspace, comprising data centre use (including ancillary offices space and associated plant and infrastructure provision); car parking, landscaping and vehicular and pedestrian access		

Recommendation: Delegate to Planning Group Manager for Approval



P/00072/139: Land at the Former Akzonobel Decorative Paints, Wexham Road, Slough, SL2 5DS

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 Group Manager:

For approval subject to:

1. Finalising conditions and informatives and any other minor changes.

PART A: BACKGROUND

2.0 **Proposals**

- 2.1 This application seeks Reserved Matters approval for the *appearance, layout* (inc. internal site arrangements), *scale, and landscaping* associated with the final phase (Phase 2 – Building C) of the approved commercial floorspace pursuant to the Outline Planning Permission granted in November 2020. It also follows the approval of Reserved Matters for Phase 1 (Buildings A and B data centres) in October 2021. The details submitted comprise a data centre facility (including ancillary offices space and associated plant and infrastructure provision), car parking, landscaping and vehicular and pedestrian access. Details of the principal access into the site were approved as part of the Outline Planning Permission (i.e. unreserved at that time).
- 2.2 The proposals have been informed by the land-use and design principles established by the Outline Planning Permission. In particular, the outline permission included approval of a number of parameters plans that identified key characteristics of the proposals, sufficient to define the scope of the permission sought and control the nature of development that could be progressed as Reserved Matters.
- 2.3 Condition 6 attached to the Outline Planning Permission, entitled 'Approved Plans for the Parameters of the Development' requires future development proposals not to depart from nor exceed the parameters as identified on the plans. These Parameter Plans cover details in relation to the acceptable land uses and associated zones for development; access and movement arrangements; maximum height thresholds across the various zones; and maximum heights for buildings and structures.
- 2.4 The Reserved Matters submitted propose a data centre use as approved by the outline permission, at a location and scale consistent with these defined parameters.
- 2.5 A number of other key principles have also already been agreed as part of the Phase 1 Reserved Matters for the data centre Buildings A and B. These include the approach

to design and appearance, landscaping, internal access arrangements and quantum of car and cycle parking. Given that the site will come forward and be operated as a single campus, the principles agreed as part of the Phase 1 Reserved Matters (and subsequent pre-commencement conditions approvals for Buildings A and B) have been carried through to the design development and detail submitted for this current final phase Reserved Matters application.

2.6 As required by the Outline Planning Permission, separate applications have been made to discharge the following planning conditions alongside the submission of the Reserved Matters application for Building C to ensure these more detailed aspects are brought forward in a consistent and complementary manner:

- Condition 9 (Surface Water Drainage);
- Condition 10 (Ecological Mitigation, Compensation and Enhancements);
- Condition 11 (Bird Hazard Management Plan Heathrow Safeguarding);
- Condition 12 (Noise Assessment for Commercial Area); and
- Condition 17 (Air Quality Associated with Data Centre End Use).

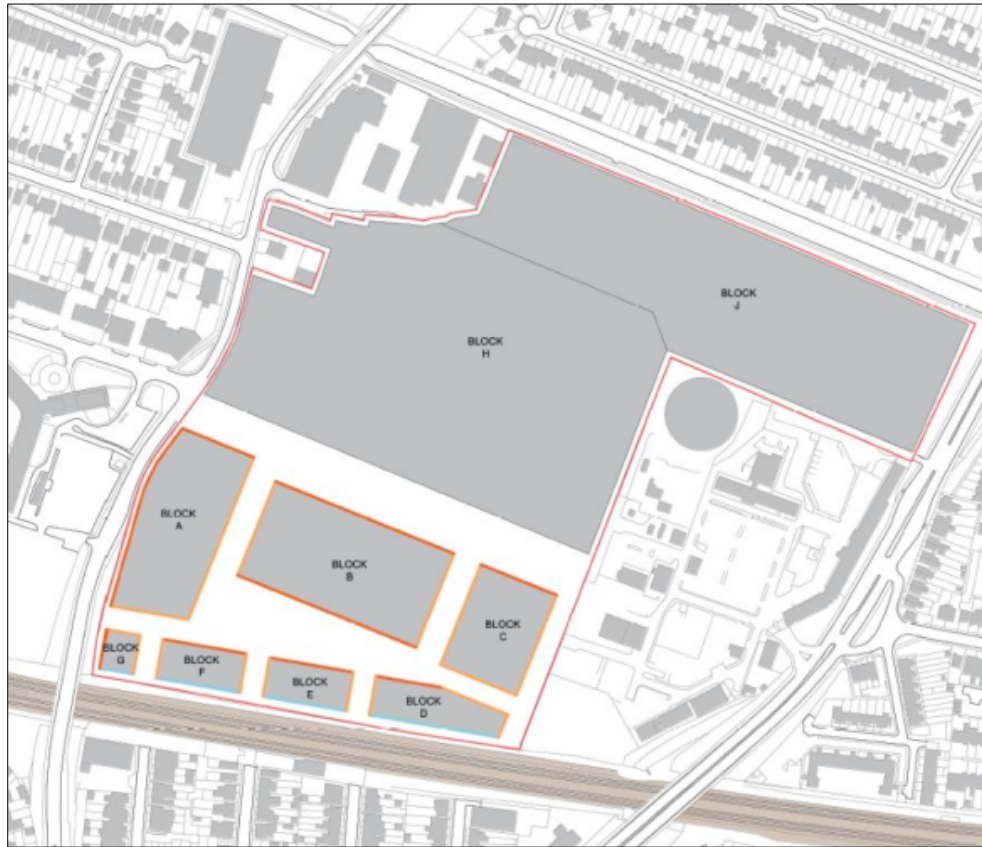
2.7 In addition, separate applications for the following pre-commencement planning conditions pursuant to the Outline Planning Permission have also recently been submitted for Building C, to again ensure consistency of approach and enable early delivery:

- Condition 18 (Tree Protection)
- Condition 19 (Construction Traffic Environment Management Plan)
- Condition 20 (EV Charging facilities)
- Condition 21 (Servicing and Delivery Layout Plan)
- Condition 22 (Interference with Telecommunication signals)
- Condition 23 (BREEAM sustainable development for Commercial Area)
- Condition 26 (Canal Embankment Risk Assessment and Method Statement)
- Condition 27 (Piling Environment Agency)
- Condition 28 (Piling Thames Water)
- Condition 33 (Landscaping Details)
- Condition 35 (Landscape Management Plan)
- Condition 36 (Lighting Scheme)
- Condition 39 (Low or zero carbon energy for Commercial Area)

2.8 The Reserved Matters application therefore deals with some of the outstanding details of the outline application proposal in so far as they relate specifically to the appearance, scale, layout, and landscaping of the proposed development. The detailed items covered by the planning conditions highlighted above are being considered separately having regard the Reserved Matters proposals, but their outcome is not affected by any decision made in respect to this application.

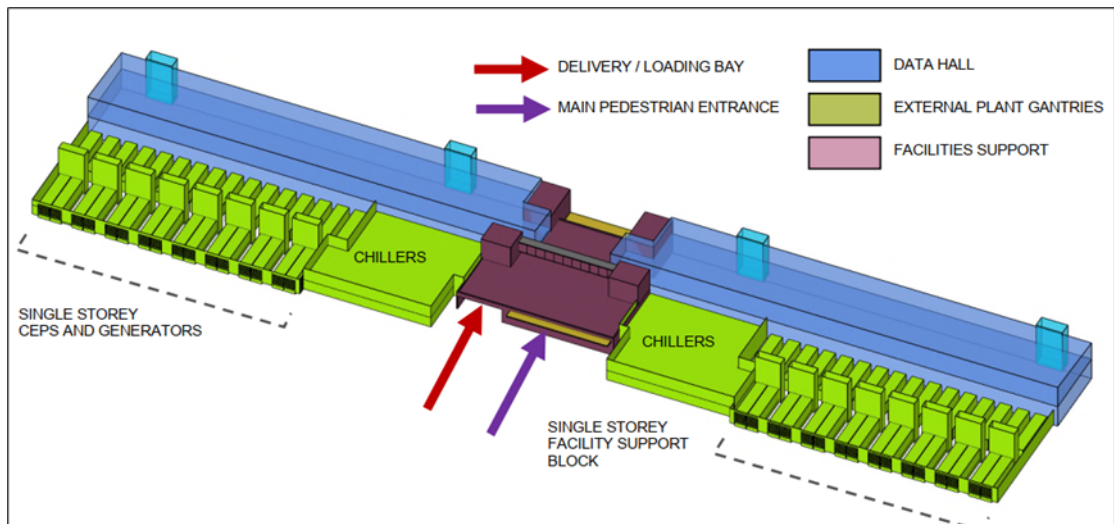
2.9 The site, which is the subject of this Reserved Matters submission, comprises an area of 2.97 ha and forms the northern part of the wider former Akzonobel Decorative Paints facility adjoining the Slough Arm of the Grand Union Canal (Block J as highlighted in

the Development Zones Parameter Plan below, approved under the Outline Planning Permission).



Development Zones Parameter Plan (Building C is located in Zone Block J)

- 2.10 The wider site as defined by the Outline Planning Permission is an established industrial area situated off Wexham Road. The manufacturing and research and development buildings associated with the previous occupier of the site have been removed. Construction of the data centres in Phase 1 (Buildings A & B) forming Block H in the above plan is nearing completion and the remainder of the commercial area is cleared and currently being used as a site compound to support the construction activities.
- 2.11 A data centre campus includes a number of spatial and functional components that must be arranged with specific relationships for the site operate optimally. This principle applies to the basic components forming the individual buildings as well as the buildings and plant compounds within the entire site.
- 2.12 The Reserved Matters application for Building C specifically proposes 1no. 40MW data centre building comprising data halls and associated support plant, storage, office and welfare accommodation, logistics area and loading bay, external plant gantry accommodating standby generators, electrical plant rooms and heat rejection plant. ancillary support functions, external compounds, and associated infrastructure. The diagram below illustrates how these elements go to make-up Building C as proposed.

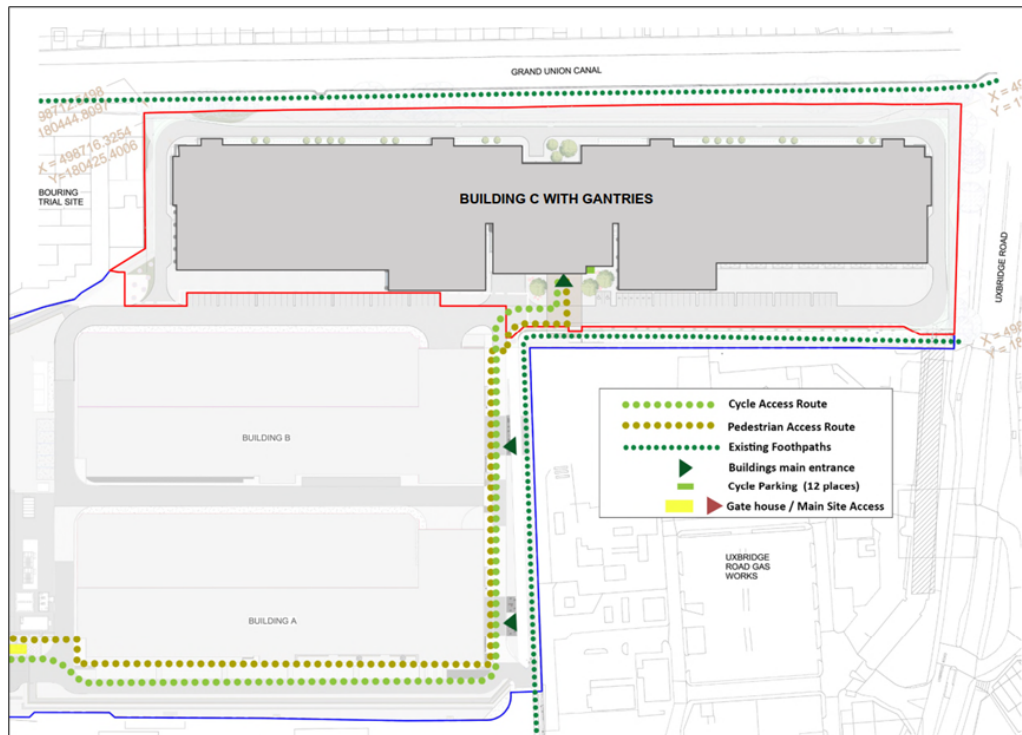


Key components of Building C

Layout/scale/appearance:

- 2.13 Building C would provide four data halls, split over two storeys, with the building divided into an east and west wing. A Facilities Support core accommodating offices/administrative functions and would create a central point of access to the building plant yards, sited to the south of each data hall, which contain all major plant equipment. A service road would wrap around the proposed development providing vehicle and emergency access. Parking would be located to the south of each plant yard, to the east and west of the Building C entrance. Accessible parking would be near the building entrance, just to the east.
- 2.14 It is important to note that there have been some amendments to the boundary line following a formal amendment via a Section 73 in December 2022 from the previous Reserved Matters application. These amendments to the boundary were generally to accommodate updates to the landscaping, roads and kerb lines to achieve the overall functionality of the Yondr data centre campus.
- 2.15 The development of the northern portion of the site with Building C will allow the final completion of the internal road network, car parking, landscaping and related infrastructure associated with the campus.
- 2.16 Building C would present a substantial structure with a floor area of 25,100 sqm (Gross External Area - GEA) aligning west to east along the canal side. In keeping with the approved Parameter Plans, the building would be a maximum height of 15m to accommodate the data halls and chiller enclosure dropping to 12.5m to house the electrical plant. Building C has been designed to be lower in height than Buildings A and B, to present an appropriate scale of building to the canal and residential properties the other side, and its elevation onto Uxbridge Road to the east.
- 2.17 The Facilities Support core, located in the centre of Building C, would step down in height and step back from the data halls on either side, creating a break in scale and

form and establishing an obvious and visible point of entry into the building from the existing footpaths and proposed pedestrian access and cycle routes.



Proposed site layout plan for Building C

2.18 The proposed layout has been informed by the Public Realm Parameter Plan which stipulates a no-build zone located to the north of the site, adjacent to the canal, with narrower no-build zones on the red line boundaries to the east, south and west. In accordance with this parameter plan, the layout has been designed to respect these zones, with boundary landscaping proposed within the zone to the north.



Aerial view of Building C in foreground and Buildings A and B in background

- 2.19 A series of key design principles were agreed as part of the approval of Phase 1 of the commercial area (Buildings A & B). The design approach adopted for the Building C Reserved Matters submission accords with these established principles, thus maintaining the campus vernacular. This includes the use of black and gold cladding, curtain walls and brise soleil, green walls, and louvre screens.
- 2.20 Attention has been paid to the treatment of the building's outward facing facades. The northern elevation, overlooking the canal makes use of black and gold composite cladding, extruded stair cores, glazing panels and a green wall system, to add visual interest to this elevation. The eastern façade faces towards Uxbridge Road. Louvre screens are located around the generator yard to conceal equipment in this area. Existing vegetation helps screens this façade from view from the highway.
- 2.21 The chosen material palette follows the colours approved for Buildings A and B, which are a mixture of white, dark grey and brass tones. The materials used have been specified to be durable and of high quality, whilst easy to maintain, and safe for the purpose and context

Landscaping:

- 2.22 A landscaping strategy has been designed for the site with the dual objective of creating an attractive environment for site employees and visitors, whilst also delivering on a net improvement to prevailing site biodiversity. This is achieved through extensive site planting that will comprise an appropriate mix of trees, shrubs, hedges, climbing plants and grassland.
- 2.23 The core objective of the landscaping scheme is to integrate the proposal into the surrounding landscape. This will be achieved by enhancing habitats, adding valuable ecological resources and landscape features, extensive planting, integrating water attenuation, and improving wildlife corridors. Key landscaping features of the development proposals include provision of green walls on the northern façade; installation of a sedum roof; creation of a planted buffer zone on the northern boundary; incorporation of a swale; and extensive planting across the site.

Access, servicing and parking:

- 2.24 Vehicular access to the site is provided via the campus' main entrance off Wexham Road, which will be used for access and egress for all users. This was approved at outline stage and is already in operation to provide access to Buildings A and B. This access links to a spine road that dissects the data centre campus from the area to the south, with the Reserved Matters site boundary following the northern edge of the spine road pavement. Internal circulation roads are provided as part of the wider site to allow access to all buildings and plant compounds.
- 2.25 Vehicle entry onto the data centre site is controlled by a gatehouse arrangement accessed shortly after the Wexham Road junction, with both entering and exiting vehicles required to pass through two sets of gates to enable security checks to take place. Pedestrian access to the site will be via the main entrance on Wexham Road.

Secondary access will be provided from Uxbridge Road via a pedestrian gate, adjacent to the approved public footpath. Safe pedestrian walkways will be provided throughout the site with pedestrians taking priority over vehicles.

2.26 Building C has an access point to the south where parking and loading facilities are provided. An internal road surrounds the data centre building, which has been designed to accommodate the largest vehicle likely needing to access the site during operation. Most of the traffic on the site is likely to be employee cars and delivery vehicles accessing the loading bay at the front/south of the building.

2.27 A total of 30 car parking spaces (of which 2 accessible and 7 provided with charging points for electric vehicles) is provided for Building C within the secure perimeter of the site. 16 cycle parking spaces are provided in the proximity of the data centre building entrances

3.0 **Application Site**

3.1 As indicated previously, the application site forms part of a wider site measuring approximately 12.7 ha which has been the subject of an Outline Planning Permission (P/00072/096) that allows for its mixed-use redevelopment. The permission granted approval for the residential use of the southern part of the site whilst to the north, a variety of commercial uses, including data centre development, were permitted.

3.2 The site is located at the northern end of the commercial area of the outline application site, adjacent to the canal. The Grand Union Canal forms the northern boundary and runs parallel to the site and there is a band of mature trees located on this boundary, providing some screening the site from the canal. The Phase 1 data centres - Buildings A and B are being constructed on the south-eastern boundary and the Uxbridge Road Gas Works sit to the south-east of the site. Uxbridge Road bounds the site to the east, with mature trees and vegetation occupying this boundary whilst immediately to the west is a 'Business Village' industrial area which supports a mix of light industrial, general industrial and storage units.

3.3 The area surrounding the wider site includes a mixture of commercial/industrial properties and residential properties. To the north, beyond the canal, are residential properties that front Hazelmere Road. Further east of Uxbridge Road are additional residential properties. The railway line sits immediately to the south of the outline application site.

3.4 The site is located approximately 450m to the south-west of Slough Town Centre, whilst Slough Railway Station is located approximately 750m away to the south-west.

3.5 In terms of site designations, there are no designated Listed Buildings or Scheduled Monuments within the site boundary, nor is the site located within a Conservation Area. The closest listed buildings are the Grade II Listed Buildings located approximately 850m to the south-west of the site at Slough Station.

3.6 There are no formal landscape designations close to the site and there are no identified statutory ecological designations within the site or surrounding areas. In terms of other environmental designations, the Environment Agency's the site is located within Flood Zone 1 (low probability of river or sea flooding). The site is not located within an Air Quality Management Zone ('AQMA').



- | | | | |
|---------------------------------------|------------------|------------------|--------------------------------------|
| Reserved Matters Application Boundary | Industrial Zone | Place of Worship | Educational Zone |
| Ownership Boundary | Residential Zone | Law Court | Hotel Zone |
| Future Residential Development | Commercial Zone | Office Zone | Approved Data Centre Buildings A & B |

Site and surrounding land uses

4.0 **Site History**

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

P/00072/149 Submission of details pursuant to Condition 19 (Construction Traffic Environment Management Plan) of planning permission P/00072/096 dated 19/11/2020

Currently under assessment

P/00072/147 Submission of details pursuant to Condition 18 (Tree Protection), Condition 20 (EV Charging facilities) and Condition 21 (Servicing and Delivery Layout Plan), Condition 33 (Landscaping Details) and

Condition 35 (Landscape Management Plan) of planning permission P/00072/096 dated 19/11/2020

Currently under assessment

P/00072/146 Submission of details pursuant Condition 22 (Interference with Telecommunication signals) and Condition 36 (Lighting Scheme) of planning permission P/00072/096 dated 19/11/2020

Currently under assessment

P/00072/145 Submission of details pursuant to Condition 26 (Canal Embankment Risk Assessment and Method Statement), Condition 27 (Piling Environment Agency) and Condition 28 (Piling Thames Water) of planning permission P/00072/096 dated 19/11/2020

Currently under assessment

P/00072/144 Submission of details pursuant to Condition 23 (BREEAM sustainable development for Commercial Area) and Condition 39 (Low or zero carbon energy for Commercial Area) of planning permission P/00072/096 dated 19/11/2020

Currently under assessment

P/00072/143 Submission of details pursuant Condition 9 (Surface Water Drainage) of planning permission P/00072/096 dated 19/11/2020

Currently under assessment

P/00072/142 Submission of details pursuant Condition 12 (Bus shelter) and Condition 14 (Wayfinding) of planning permission P/00072/096 dated 19/11/2020

Currently under assessment

P/00072/137 Submission of details pursuant to Condition 10 (Ecological Mitigation, Compensation and Enhancement Strategy), Condition 11 (Bird Hazard Management Plan Heathrow Safeguarding), Condition 12 (Noise Assessment for Commercial Area) Condition 17 (Air Quality associated with data centre end use) of planning permission P/00072/096 dated 19/11/2020

Currently under assessment

P/00072/132 Non-material amendment to planning application P/00072/096 dated 19/11/2020 (Amendment to wording of condition 16 to state the following 'The pedestrian/cycle link from the estate road to Uxbridge

Road shall be carried out in accordance with the approved details within 3 months of the first occupation of the final phase of the development (known as Building C) and shall be permanently retained thereafter

Approved - 11/10/2023

P/00072/118 Variation of condition 1 (Approved Plans) of planning permission P/00072/108 dated 12/10/2021 to provide minor changes to the layout of the site and appearance of the buildings

Approved with conditions - 16/12/2022

P/00072/108 Approval of reserved matters following the outline approval reference P/00072/096 dated 19th November 2020 for the mixed use development of land at the former Akzonobel Decorative Paints facility, Wexham Road, Slough SL2 5DB. Reserved matters application for full details of access (internal site arrangements), appearance, layout, scale, and landscaping for the first phase of the approved commercial floorspace, comprising data centre use (including ancillary office space and associated plant and Infrastructure provision); car parking, landscaping and vehicular and pedestrian access

Approved with conditions - 12/10/2021

P/00072/096 Outline planning (to include matter of principal points of access), to be implemented in phases, for mixed use development comprising:

- a) Demolition of existing buildings and structures and preparatory works (including remediation) and access from Wexham Road;
- b) up to 1,000 residential dwellings (Use Class C3); along with flexible commercial uses including all or some of the following use classes A1 (Shops), A2 (Financial and Professional Services), A3 (Food and Drink), D1 (Non-residential Institutions) and D2 (Assembly and Leisure); car parking; new public spaces, landscaping; vehicular and pedestrian access; and
- c) the provision of commercial floorspace including all or some of the following use classes B2 (General Industry), B8 (Storage or Distribution) and sui generis data centre (including ancillary office space and associated plant and infrastructure provision); car parking, landscaping and vehicular and pedestrian access (Matters of Scale, Layout, Appearance, and Landscaping to be dealt with by reserved matters)

Approved with conditions and informatives - 19/11/2020

P/00072/128 Planning application for the de-contamination of the site, demolish the remaining buildings, undertake ancillary engineering work to stabilise the ground conditions and the delivery of ancillary retaining walls.

(Land to the south of the Yondr data campus occupying the other half of the Former AkzoNobel Decorative Paints site).

Approved with conditions and informatives – 07/03/2024

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), 6 site notices were displayed around the site on 28/03/2024. The application was also advertised in the 12/04/2024 edition of The Slough Express.

5.3 No public representations have been received to the application.

6.0 **Consultation**

6.1 **SBC Transport/Highways:** Awaiting comments. An update will be provided on the amendment sheet to committee.

6.2 **SBC Environmental Services:**

Noise – Following the receipt of additional information, the conclusions of the Noise Assessment submitted pursuant to Condition 12 (Noise assessment for commercial area) in respect to Building C are accepted, and Condition 12 can be discharged. The proposed development will not significantly or adverse impact local amenity.

Air quality – Following the receipt of additional information, the conclusions of the Air Quality Assessment submitted pursuant to Condition 17 are acceptable and the condition can be discharged. The EA will also be reviewing this assessment and will not grant a permit if they find any issues with the Assessment. The proposed development will not significantly or adverse impact local amenity. A compliance condition is recommended however in relation to generator testing to ensure that only one generator is tested at any one time across the campus. This has been included as Condition 2 in the recommendation.

6.3 **SBC Urban Design Consultant:**

No objection.

The reserved matters application, although seeking to vary the scheme from the original illustrative scheme design, following previous amendments broadly retains the principles of the outline consent. The development would have compatibility with the

phases already delivered on-site, and through negotiations, additional enhancements have been sought to provide additional activation through provision of additional glazing/fenestration to public facing façades.

6.4 SBC Contaminated Land:

No response received.

Planning Officer note:

Matters concerning land contamination and remediation are specifically covered by planning conditions 30 (Contaminated Land Remediation Strategy), 31 (Contaminated Land Watching Brief) and 32 (Confirmation of Gas and/or Vapour Protection) attached to the Outline Planning Permission.

6.5 SBC Lead Local Flood Authority:

Application has been reviewed and the LLFA has no comment as the proposed application for approval of reserved matters is not related to drainage.

Planning Officer note:

The LLFA officer is currently considering Condition 9 (Surface Water Drainage) attached to Outline permission in respect to Phase 2 and submitted separately.

6.6 SBC Economic Development:

No response received.

6.7 Berkshire Archaeology:

This site has had a series of archaeological investigations at earlier stages, however as far as I am aware, the reports on these stage investigations do not appear to have been submitted to you, to fulfil their condition, as yet.

There is no need for further archaeological investigation on this site, however the status of the reports on previous work does need to be resolved.

Planning Officer note:

Archaeological investigation and mitigation related matters are specifically concerned by planning condition 25 (Archaeology) attached to the Outline Planning Permission.

6.8 SBC Heritage Advisor:

No response received.

Planning Officer note:

The Heritage advisor provided the following comments in relation to the Reserved Matters application for Phase 1 – Buildings A and B:

“...The 2 data centres in the centre of the site have a large footprint but will be lower in height than much of the adjacent residential development upon the Akzo Nobel site. Blocks A, B and C, which will be sited immediately to the south of the data centres, all contain elements which will be 7 storeys (25.5 metres) in height, there is also an 8 storey (28.5 metre) element to block A. The proposed data centres will be lower in height than the residential development to the south, as such the data centres will be largely concealed by this intervening residential development (if built as per the proposed scheme) when viewed from the south.

BEAMS would agree with the view taken by Lichfields that whilst the southern part of the site may be part visible, the data centres will not be visible in views from the railway station buildings (designated heritage assets). As such there will be no impact upon these assets or their significance.

In relation to any impact upon the setting of the St Bernards Conservation Area which is located circa 0.5km to the south of the application site; BEAMS appreciate the points made by Lichfields in relation to the distance between the current application site and Conservation Area and the position / scale of intervening development (both existing and of that proposed within the Akzo Nobel site).

For these reasons BEAMS advise that the current proposals will not have an adverse impact upon these designated heritage assets and thus their significance will be preserved in accordance with National and Local Plan Policy.”

This response is considered applicable to the current Reserved Matters application and given the nature of the development hereby proposed, there are no concerns in relation to its impact on heritage assets.

6.9 **Environment Agency:**

Thank you for consulting us.

Due to increased workload prioritisation we are unable to provide comments on this application. We are not a statutory consultee for reserved matters applications.

Please take account of any conditions, informatives or advice that we provided in our response to the outline application when making your determination of this reserved matters application.

We will of course still provide our comments for any conditions that we requested and were applied by you on the outline planning permission. Please continue to consult us with these conditions as usual.

Planning Officer note:

The Environment Agency raised no objections to the outline planning application subject to conditions and provided no comments in relation to the Reserved Matters application for Phase 1 – Buildings A and B.

A number of relevant conditions attached to the Outline Planning Permission have been part discharged in relation to Phase 1 and a current application to discharge Condition 28 (Piling Environment Agency) is being considered separately for Phase 2.

6.10 Aircraft Safeguarding:

No response received.

Planning Officer note:

Whilst a response from Aircraft Safeguarding Limited is also awaited in relation to condition 11 (Bird Hazard Management Plan) submitted separately (P/000/137), they raised no objection to the Reserved Matters application in respect to Phase 1 for Building A and B nor in relation to the part discharge of planning condition 11 concerning Phase 1 - Buildings A and B specifically.

Given a similar approach has been adopted in relation to Phase 2 in this regard, it is not anticipated that that Aircraft Safeguarding will have any significant concerns.

6.11 Thames Water:

No comments further to those TW provided at the Outline application stage.

Planning Officer note:

Thames Water has no objection to the discharge of planning condition 28 (Piling) (P0072/145) relevant to Phase 2.

6.12 **Cadent:**

No response received.

Planning Officer Note:

The following comments were provided in respect to the outline application (ref. P/00072/096):

“The apparatus that has been identified as being in the vicinity of your proposed works is:

- High or Intermediate pressure (above 2 bar) Gas Pipelines and associated equipment
- Low or Medium pressure (below 2 bar) gas pipes and associated equipment. (As a result, it is highly likely that there are gas services and associated apparatus in the vicinity)
- Above ground gas sites and equipment.

To confirm that Cadent Gas have no objection to the proposed planning application at Akzonobel Decorative Paints Wexham Road Slough as the HP gas pipeline in the vicinity will not be affected.”

This response is considered applicable to this Reserved Matters application as it was in relation to the Reserved Matters application for Phase 1 – Building A and B.

6.13 **Natural England:**

Natural England has no comments to make on this reserved matters application.

The advice in our previous response to Outline application P/00072/096, reference 350712 dated 26 October 2020, still stands.

Planning Officer note:

The response to the Outline application raised no objection subject to appropriate mitigation being secured.

6.14 **Canal and River Trust:**

Thank you for your consultation on additional information.

We are the charity who look after and bring to life 2000 miles of canals & rivers. Our waterways contribute to the health and wellbeing of local communities and economies, creating attractive and connected places to live, work, volunteer and spend leisure time. These historic, natural and cultural assets form part of the strategic and local green-blue infrastructure network, linking urban and rural communities as well as habitats. By caring for our waterways and promoting their use we believe we can improve the wellbeing of our nation. The Trust is a statutory consultee in the Development Management process.

The main issues relevant to the Trust as statutory consultee on this application are:

- a. Impact on the structural integrity of the waterway.
- b. Flood risk.
- c. Impact on the character and appearance of the waterway corridor.

Based on the additional information available our advice and comments are below and these should be read in conjunction with our previous response dated 13th May 2024:

- ***Impact on the structural integrity of the waterway***

The additional information provides a thorough response to the points raised previously in relation to the swale construction, vibration monitoring and works already undertaken in relation to site remediation works. The Trust therefore have no further comments to make and consider the details are now sufficient for planning purposes and any other matters can be adequately addressed via the Canal & River Trust "Code of Practice for Works affecting the Canal & River Trust", including the required monitoring of ground vibrations.

The applicant is advised to contact William Hardy, Canal & River Trust Works Engineer to discuss this and ensure that all works comply with the Code. In addition, whilst the requirements for a secure site are noted we would reiterate our request for access for the Trust to be permitted through the site to allow for inspections of the canal embankment. This matter could also be discussed with the Works Engineer.

- ***Flood risk***

The Trust have no further comments to make on this matter.

- ***Impact on the character and appearance of the waterway corridor***

In our original response we stated that to assist in understanding the potential impacts of overshadowing on the existing canal side vegetation, and the success of the proposed landscaping along the northern boundary, the daylight/ sunlight and overshadowing analysis should be updated to include consideration of the towpath and canal. The additional information seems to have considered the potential impact of shading from tree planting but not from the building itself and therefore does not seem to address our original comments. It would still be beneficial to understand the extent of overshadowing on the canal/associated vegetation.

With regards to the proposed tree planting, as the drawings do not have scale bars on them it is difficult to determine the size of the planting beds, though from the ground prep specifications provided on the new drawing 1952-04 they appear to be sufficient. However, if tree cells are not to be utilised then root barrier membrane should be used to line the edge of the bed.

The justification and recommendations within the updated Arboriculture impact Assessment (AIA) in relation to the removal of the 2no. trees from a health and safety perspective is noted, though standing deadwood has ecological value.

The AIA states 'fell and replant', and in terms of biodiversity and visual impact on the canal corridor these trees should be replaced. The removal of T46 in particular would leave a significant visual gap, and replacement planting would be desirable to aid in screening the development from the canal corridor.

The applicant/developer is advised that any works to trees on Trust land will require our separate agreement, full details on replacement planting should be provided and no works should be undertaken without the Trust's consent. These works could be managed via the Trust's Code of Practice and contact details are provided in the information below.

Should reserved matters be granted we request that the following informative is/informatives are appended to the decision notice:

- 1) The applicant is advised to contact William Hardy, Canal & River Trust Works Engineer (William.hardy@canalrivertrust.org.uk) in order to ensure that any necessary consents are obtained and that the works comply with the Canal & River Trust "Code of Practice for Works affecting the Canal & River Trust".

For us to monitor effectively our role as a statutory consultee, please send me a copy of the decision notice and the requirements of any planning obligation.

Planning Officer note:

The applicant has provided additional information further to these comments to address the outstanding queries/concerns raised in relation to tree planting/removal and overshadowing. This additional information is considered acceptable.

6.15 Health & Safety Executive:

No response received.

Planning Officer note:

The Health & Safety Executive stated the following in response to the Reserved Matters application for Phase 1 – Buildings A and B (P/00072/108).

"HSE does not advise on safety grounds, against the granting of planning permission in this case.

As the proposed development is within the Consultation Distance of a major hazard pipeline you should consider contacting the pipeline operator before deciding the case. There are two particular reasons for this:

- The operator may have a legal interest (easement, wayleave etc.) in the vicinity of the pipeline. This may restrict certain developments within a certain proximity of the pipeline;
- The standards to which the pipeline is designed and operated may restrict occupied buildings or major traffic routes within a certain proximity of the pipeline. Consequently, there may be a need for the operator to modify the pipeline, or its operation, if the development proceeds.

The proposed development site in planning application P/00072/18 no longer lies within the consultation distance of any sites which are subject to the Control of Major Accident Hazard Regulations 2015 (COMAH). The former AkzoNobel and Slough Gas Holder Station sites were denotified under COMAH some years ago.

Slough Borough Council informed HSE in 2019 that the hazardous substances consent for the AkzoNobel site had been revoked in 2018 and the

HSE consultation zones associated with that site were therefore withdrawn. Although the former Gas Holder Station is no longer operational and has been denotified under COMAH, the Council has not yet informed HSE that the hazardous substances consent associated with that site has been revoked and so the HSE consultation zones for that site remain in place.

The documents which have been submitted with planning application P/00072/108 do not mention that any hazardous substances will be present on the site or that it will require hazardous substances consent. However, I note that the Planning Statement mentions fuel tanks. The site will require hazardous substances consent if the fuel to be stored falls into one of the hazardous substances categories listed in Schedule 1 of The Planning (Hazardous Substances) Regulations 2015 (legislation.gov.uk) in amounts which are equal to or greater than the controlled quantity. That is a matter for Slough Borough Council, as the hazardous substances authority to determine.

If an application for hazardous substances consent is submitted, HSE should be consulted for advice through hazsubcon.CEMHD5@hse.gov.uk

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).

If planning permission is granted for the proposed development, 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.”

Planning Officer note:

This response is considered applicable to the current Reserved Matters application for Phase 2. The implications raised by the HSE can be managed appropriately via separate legislation and regulations.

6.16 Thames Valley Police:

No response received.

Planning Officer note:

Thames Valley Police were satisfied with the Security Strategy submitted in relation to the Reserved Matters application for Phase 1 – Buildings A and B and the proposals provided in relation to the proposed public cycleway / footway.

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

CG4 - Slough Arm of the Grand Union Canal
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 Policies 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 Other relevant documents

- Slough Local Development Framework, Site Allocations, Development Plan Document (adopted November 2010)
- 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)

7.8 Planning (Listed Buildings and Conservation Areas) Act 1990

Section 66 and Section 72 of the 1990 Act imposes a general duty on the Council as respects listed buildings and conservation in the exercise of its planning functions. In considering whether to grant planning permission for development which affects a listed building, conservation area or their 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.

7.9 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.

7.10 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.

7.11 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
- Amenity of neighbouring occupiers / uses
- Sustainable transport, highways, and parking
- Safety and crime prevention
- Health and safety
- Economic impact
- Sustainable design and construction
- Equalities considerations
- 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 The site is located within a defined Business Area (Mill Street-Petersfield Avenue-ICI) 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. Local Plan Policy EMP12 seeks a range of business developments within this Business Area to encourage its regeneration to replace any businesses that are lost.

8.4 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.

- 8.5 Locational requirements are a key consideration in identifying suitable locations for data centres and Slough is an internationally recognised location for such uses due to 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 in the Borough (live or under construction).
- 8.6 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, substations, back-up power generators, cabling, and storage. In addition, they need parking, servicing/delivery yards, easy access for emergency services and appropriate security arrangements.
- 8.7 This Reserved Matters application has been submitted pursuant to the Outline Planning Permission dated 19 November 2020. A number of development scenarios were permitted under the outline application and as set out in the approved Parameter Plans. Of relevance, a data centre use, with a floor area up to 71,535 sqm, and building heights up to 23.5 metres within Development Zones Block H and Block J was approved on the northern commercial part of the outline application site.
- 8.8 The outline approval clearly establishes the principle of data centre development at the Wexham Road site. The first phase of development in respect to Buildings A and B (Block H) secured approval for 42,237.7 sqm (GEA) of data centre floorspace. Buildings A and B are now under construction, with Building A near completion. The Reserved Matters application seeks to provide the second and final phase of commercial development on this site (Block J). The proposed Building C will provide 25,100 sqm (GEA) of data centre floorspace at a maximum height of 15m to complete the campus development, to be occupied by a single operator.
- 8.9 Together with Phase 1, this results in a total provision of 67,337.7 sqm (GEA), which is well below the approved thresholds as set on the consented relevant Parameter Plans. At a proposed maximum height of 15m, the proposed building would also fall within the heights prescribed in the consented Parameter Plan covering 'Maximum Building Heights'.
- 8.10 In addition, the proposed layout of Building C has been informed by the 'Public Realm' Parameter Plan which stipulates a no-build zone located to the north of the site, adjacent to the canal, with narrower no-build zones on the red line boundaries to the east, south and west. In accordance with this parameter plan, the layout has been designed to respect these zones, with substantial boundary landscaping proposed within the zone to the north along the canal.
- 8.11 As part of delivering Building C, in addition to the offices, data halls and back of houses facilities, the proposals include external plant gantries hosting electrical and mechanical equipment, a loading bay and technical rooms, external lighting, CCTV, drainage, road infrastructure and utilities and landscaping and public realm works. These elements are ancillary to the proposed data centre and wider campus and therefore fall within the scope of the Outline Planning Permission. The specific

nature, impact and acceptability of these ancillary elements are covered by planning conditions, currently being considered under separate submissions and are therefore not assessed in detail as part of this Reserved Matters application. It should also be noted that a centralised substation serving the entire campus (Phases 1 and 2) was included as part of the previous approved Reserved Matters application for Buildings A and B, so does not form part of this Reserved Matters application. The publicly accessible footway and cycleway have also been established through the Outline Planning Permission.

8.12 Having regard to the Outline Planning Permission and the design principles and parameters established by this consent, the Reserved Matters proposals are compliant and considered acceptable in all other related respects. The development of Building C will allow the completion of the commercial area in the northern half of the outline application site including its internal road network, car parking, landscaping and related infrastructure associated with the data centre campus. The proposals represent an appropriate redevelopment which would secure the longer-term commercial use of this established industrial site 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.

8.13 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 Core Policies 1 and 8 of the Core Strategy and Policy EMP2 of the Adopted Local Plan for Slough 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. Core Policy 9 states that development proposals will not be permitted unless they are shown to enhance and preserve natural habitats and the biodiversity of the Borough, including corridors between biodiversity rich features. Local Plan Policy EN3 requires comprehensive landscaping schemes for all new development proposals.

9.2 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”. 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 industrial location. Its layout and design have been informed by the Outline Planning Permission and have been carefully considered to accommodate the specific technical requirements associated with data centres to deliver a high-quality scheme that respects the character and appearance of the surrounding area.

9.4 A comprehensive Design and Access Statement (DAS) has been submitted with the application to demonstrate how the proposed development has been informed by its context and how its layout, scale and appearance have been considered to ensure it delivers a high-quality and complementary piece of townscape. This section considers the Reserved Matters proposed relating to layout, scale, appearance and landscaping.

9.5 ***Layout and Scale:***

9.6 As highlighted previously, the siting and scale of the proposed development accords with the thresholds approved under the Outline Planning Permission, both in terms of floorspace and heights. Building C is lower in height than Buildings A and B, reflecting these parameters, to respect its relationship with the nearby canal and residential properties beyond.



View of Building C and canal looking west with Buildings A and B in background

9.7 Data centres have specific design and technical requirements to accommodate including large open plan data halls; external plant gantries to support electrical and mechanical plant; facilities to support the operation of the data halls including office and back of house space; the provision of safe access for all forms of traffic (including pedestrians, cars and HGVs); and a requirement to provide adequate HGV servicing areas and car parking. All this needs to be provided in a safe and secure environment, away from public access.

- 9.8 Whilst these requirements dictate layout options to some extent, the proposed layout has been carefully considered to respond to boundary conditions and considerations of public realm, neighbouring amenity, public safety and ecology.
- 9.9 The proposed siting of Building C accords with the no-build zones set out by the Public Realm Parameter Plan, including the area to the north adjacent to the canal. The siting of Building C creates distance between built form and the canal and importantly facilitates landscaping along this boundary. In addition, all external plant has been deliberately located to the south of the building, in a central location within the data centre campus. This also respects the canal side environment and its appearance and keep all plant away from residential property to safeguard amenity.
- 9.10 The layout has also been designed to break down the scale of the building, provide some variation in its form and maximise passive surveillance, both northwards towards the footpath running alongside the canal, and southwards to the foot and cycle way through the campus.
- 9.11 Consistent with this approach, the Facilities Support core including the office accommodation is sited centrally within Building C and stepped in and set down against the two data hall wings. It also incorporates glazing on its north and southern facades. The topography of the site means that the existing canal footpath sits approximately 2 metres higher than the ground floor level of the proposed building. As a result, locating the office use on ground floor level would be ineffective in generating passive surveillance towards the canal. The Facilities Support core has therefore been located on the first floor of the central block so that it is elevated above the vegetation on the boundary, providing visibility to the canal footpath. Additional visibility to the canal is gained from glazing on the projecting stair cores along this elevation. Furthermore, the active frontage of the ground floor entrance forecourt has been sited to face onto the public footpath to the south, promoting passive surveillance and activity along this edge.



View of proposed main entrance and Facilities Support core on southern elevation

9.12 Locating the Facilities Support core here provides a key focal point for Building C, whilst also making efficient use of space, as it can be used by both the east and west data halls.

9.13 It is considered that the layout and scale of the proposed development would sit comfortably within the parameters for the development as set by the Outline Planning Permission. Moreover, the scale and layout have been carefully considered to minimise townscape and visual impacts, overshadowing, and impact on daylight/sunlight for surrounding properties, whilst maximising benefit in relation to public safety and the public realm. As such, the layout proposals have been developed to deliver a high-quality development that meets the operational requirements of the data centre use, whilst aligning with the character of the site and ensuring a sensitive response to the canal and residential properties to the north.



View of proposed Facilities Support core on northern elevation facing the canal

9.14 To conclude, having regard to the nature of the site, its boundary conditions and neighbouring uses, the layout and scale of the proposed development is considered appropriate in optimising the space available and respecting the urban grain and character and appearance of the surrounding area including heritage assets, in accordance with national and local planning policy and guidance.

9.15 ***Appearance:***

9.16 A series of key design principles were agreed as part of the approval of Phase 1 of the commercial area (Buildings A & B). The design approach adopted for the Building C reserved matters submission accords with these established principles, thus maintaining the campus vernacular. This includes the use of black and gold cladding, curtain walls and brise soleil, green walls, and louvre screens.



Photo of Building A under construction

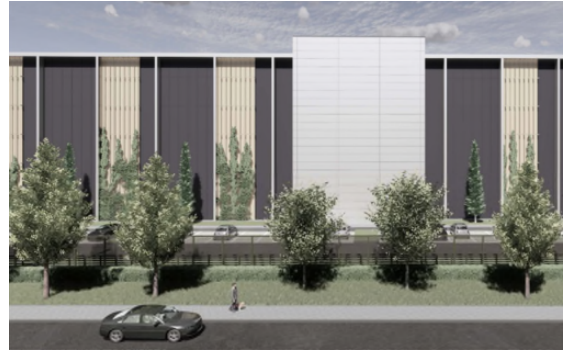


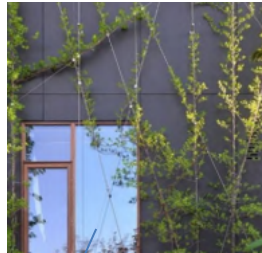
Image of southern elevation of Building A

9.17 Specific attention has been paid to Building C's outward facing facades. The northern façade faces onto the canal, and therefore due consideration has been given to how the proposed building responds to this interface. The black and gold composite cladding has been arranged to add interest for users of the canal and the adjacent public footpath. Extruded stair cores add relief, breaking up the massing and roofline. The massing of the blocks has been set back from the canal edge. A steel cable green wall system is used to enhance the appearance of the building and interact with the canal frontage.

Stair cores cladding and glazing



Green wall system



Cladding colours



Proposed northern elevation facing canal

Proposed southern elevation facing into data centre campus



Louvres to external plant enclosure



Vertical fins to base of chiller enclosure



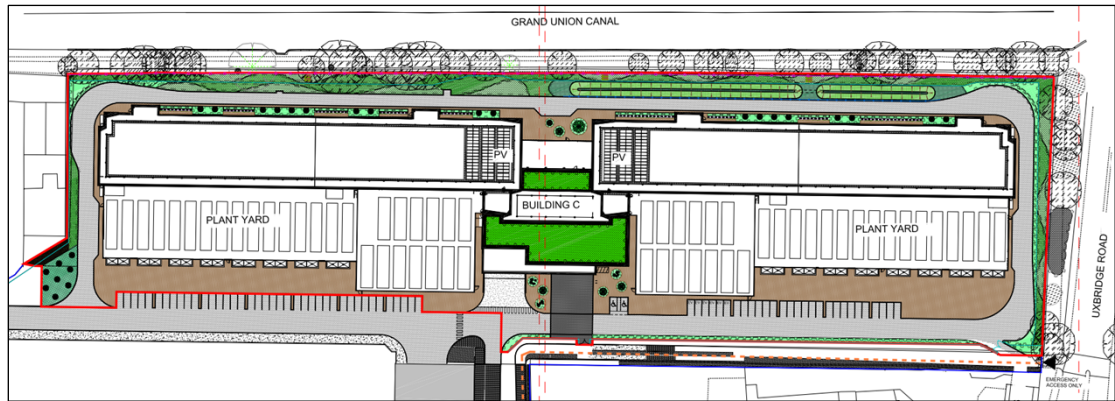
Brise soleil and office glazing

- 9.18 The siting of the green walls and vertical planting has been specifically selected to align with existing view corridors between the vegetation and trees on the northern boundary. Further design detail has been introduced with overhanging eaves and guttering, and profiled metal vertical fins, which work to create rhythm and conceal the downpipes.
- 9.19 The eastern façade of Building C faces onto Uxbridge Road. A diversity of building façade materials has been selected to add visual interest including glazing panels. Louvre screens are located around the generator yard to conceal equipment in this area. It should be noted that there is existing vegetation along the boundary with Uxbridge Road, which provides screening of the proposed development from the highway.



Image of Building C from canal looking east.

- 9.20 Overall, it is considered that the appearance of the proposed development which has been designed to provide visual interest and respect the character of the local area and include the use of high-quality materials; in accordance with national and local planning policy and guidance.
- 9.20 **Landscaping:**
- 9.21 The overall vision for the landscaping scheme across the commercial area of the wider site is to create an attractive environment that successfully integrates the development within the surrounding emerging campus landscape. The proposed landscaping scheme in relation to Building C forms a continuation of the landscaping already approved for Phase 1 (Buildings A and B).

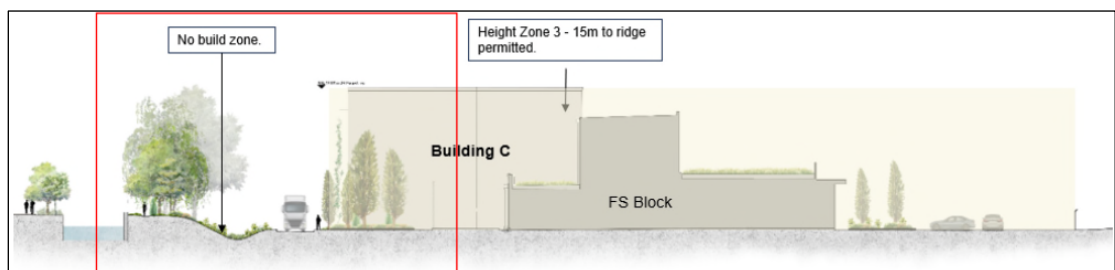


Proposed landscaping plan for Building C

9.22 The scheme seeks to further deliver significant improvements to local ecological conditions for the betterment of wildlife, through retaining, enhancing and establishing new habitats where possible, and adding valuable ecological resources and landscape features to the site. The proposed planting plans include native species and wildlife-beneficial plants, seeking to improve the ecological value of the locality. This includes an appropriate mix of trees, wildflowers, shrubs, hedges, and climbing plants that will have the effect of softening the built form, adding to the amenity value of the site, whilst assisting with the integration of the proposed development with its setting.

9.23 Key landscaping features of the development proposals include:

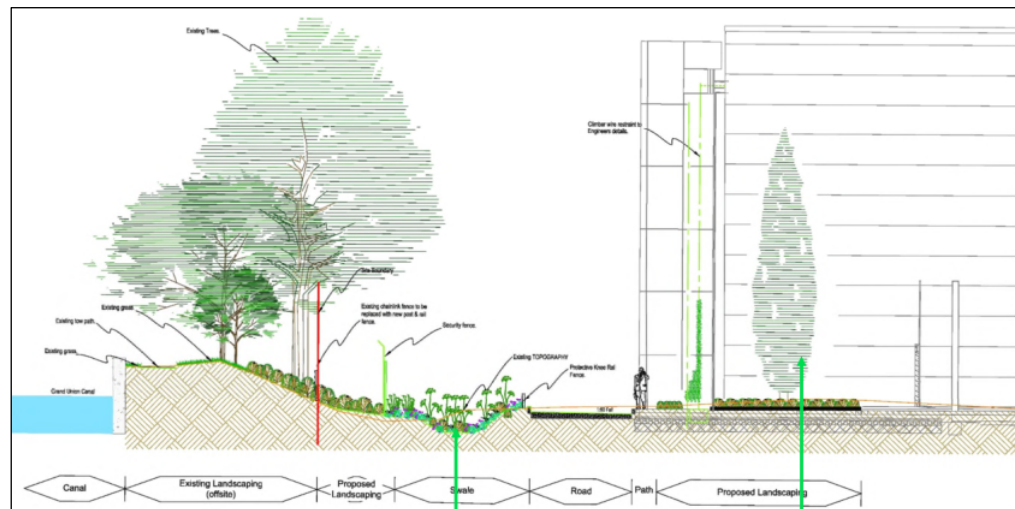
- Improve and reinforce wildlife corridors on the northern canal and eastern Uxbridge Road boundaries;
- Incorporation of a swale to integrate water attenuation into the landscape;
- The use of green-wall systems and columnar trees to soften the building's northern elevation, facing onto the canal;
- The provision of extensive sedum roofs;
- The provision of low maintenance and ornamental wildlife beneficial plants to provide seasonal interest



Cross-section showing siting of Building C in relation to the canal

9.24 An important element of the proposals is the setting back of the security fence from the northern canal-facing site boundary to create a generous planted buffer zone between the development and the wooded boundary skirting the edge of the canal towpath. This strip of land will provide opportunities for substantial planting to further enhance the vegetation cover, improve biodiversity and maintain important migratory

routes for wildlife. A swale will also be incorporated into the landscaping strip to provide water attenuation for surface water run-off from the canal towpath.



Cross-section showing landscaping strip along canal side including swale.

- 9.25 The external lighting along the north of the building facing the wooded areas has been designed to minimise the potential disturbance and fragmentation impacts on sensitive receptors such as bat species.
- 9.26 Due to the sensitive nature of data centres and the need to remain both secure and operational at all times, a high level of site security is required. As with Phase 1, the scheme proposes a secure perimeter around the data centre compound through the installation of a 3m high, anti-climb weldmesh security fence. Permission has already granted permission for this fencing to surround Buildings A and B under Phase 1 of the data centre development. It is proposed to maintain this arrangement to provide security for Building C.
- 9.27 It should be noted that Government guidance confirms that the Biodiversity Net Gain condition does not apply in this instance, as this is a Reserved Matters application. Nevertheless, the scheme seeks to bring about enhancements to the biodiversity of the site and therefore measures, such as the provision of bat boxes and bird nest boxes are incorporated into the landscape masterplan, to ensure that biodiversity net gain is achieved.
- 9.28 The Outline Planning Permission included conditions requiring the need for landscaping details (Condition 33) and a Landscape Management Plan (Condition 35) to be submitted for approval. A further condition in respect to the submission of Bird Hazard Management Plan (Condition 11) was also attached as the proposed planting has been designed to ensure the site does not contribute to the potential hazard of bird strike to aeroplanes accessing Heathrow Airport. Applications to discharge these conditions have been submitted and are being currently considered separately. It should be noted that these conditions were part discharged in relation to the proposals for Phase 1 – Buildings A and B.

9.29 Overall, it is considered that the proposed landscaping treatment complies with Core Policy 9 and Local Plan Policy EN3. The development proposals include extensive landscaping designed to deliver net improvements to prevailing amenity and biodiversity. It is considered that they successfully create an appropriate setting for the data centre development whilst also establishing a positive landscape context for the future redevelopment of the remaining industrial land forming part of the Outline Planning Permission.

10.0 **Amenity of neighbouring occupiers / uses**

10.1 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.

10.2 This general approach is reflected in Core Policies 1 and 8 of the Core Strategy and Local Plan Policy EMP2.

10.3 The site forms part of an established industrial area however there are also residential properties nearby, namely across the canal, oppo 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.

10.4 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.

10.5 The nearest residential properties are situated on the other side of the canal to the north of the site from the site. The proposed development would be sufficiently set back from the canal edge and away from these neighbouring residential uses to prevent any issues arising in respect to outlook, daylight/sunlight and privacy.

10.6 A Daylight, Sunlight and Overshadow Report, has been submitted as part of this Reserved Matters application to assess the effects of the proposed development on the levels of daylight and sunlight received by the neighbouring residential accommodation (noting that the outline application was accompanied by a similar

assessment that concluded that the subsequently approved parameters did not lead to unacceptable effects).

10.7 The report concludes that all windows and rooms of the existing residential properties to the north will see full BRE Report compliance with the proposed data centre in place. Study of the analysis results shows that the overwhelming majority of tested windows and rooms would see little or no modifications to their current natural light amenity. It is therefore concluded that the effects of the development on the neighbouring properties and the levels of natural light within the proposed units are acceptable in the context of the NPPF, Local Planning Policy and BRE Report guidance.

10.8 An assessment was also undertaken for the overshadowing assessment of the canal and towpath. The analysis shows that the proposed scheme will have no impact on the direct sunlight amenity currently experienced on the canal and towpath. Almost 100% of the areas tested will receive at least 2 hours of direct sunlight amenity on March 21st, as guided by the BRE Report (BR 209).

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

10.9 The proposed development includes chillers located on raised gantries either side of the central Facilities Support core, and diesel generators located at ground floor level to the south of the data halls. Containerised Electrical Plantrooms (CEPs) are located at first floor level, served by two condenser units and two extract fans. There will also be Facilities Support Plant located at ground floor level beneath the chiller gantries.

10.10 The impacts in respect to noise and air quality were assessed by the outline application where it was concluded these issues concerning the data centres could be dealt with by planning conditions. The Outline Planning Permission therefore imposed two planning conditions in respect to noise (Condition 12) and air quality (Condition 17) impact. Planning applications to discharge these conditions have been submitted alongside the Reserved Matters application as required and are currently being considered separately.

10.11 External plant noise sources are to be fitted with appropriate acoustic attenuation to meet the limiting criteria at the nearest noise sensitive receptors, namely residential properties north of the canal. This includes attenuation packs to all chillers, containers and silencers to all generators. The building envelope is to be designed to achieve sufficient sound reduction for both external noise break-in, and plant noise breakout from the data halls. Internal plant noise is to be controlled as required to achieve the project requirements. Internal partitions are being designed to achieve sufficient sound reduction between offices, and other acoustically sensitive spaces. Finishes within the rooms are being designed to achieve appropriate room acoustic conditions for each room type.

- 10.12 A Noise Assessment has been submitted pursuant to Condition 12 which concludes that there will be no significant impact on the amenity of neighbouring uses in relation to noise nuisance. The Assessment has been reviewed by the Council's Environmental Services officer who has accepted its conclusions following the submission of addition details.
- 10.13 An Air Quality assessment has also been carried out pursuant to Condition 17 which considers the impacts of data centre Building C on local air quality in isolation as well as in combination with the previously assessed Buildings A and B.
- 10.14 Traffic generated by the development was shown to be not significant in the original outline planning application and the use of the site as a data centre will not change this conclusion. Traffic impacts have therefore not been considered in this assessment.
- 10.15 When in use in an emergency all of the generators could be operational and therefore the impacts during an emergency are higher than those when individual or groups of generators are being routinely tested. The impacts during an emergency have been assessed as well as the impacts during routine testing.
- 10.16 The generators will be used to provide back-up power in the event of a loss of power to the data centre, i.e. an emergency scenario. For the purposes of the modelling, it is assumed that all of the generators would operate simultaneously at maximum load in an emergency. The likelihood of this occurring is very low given the grid reliability and redundancy in power supplies to the data centre; in addition, it is not predictable when an emergency scenario would occur.
- 10.17 An assessment of the impacts of emissions from the emergency generators has been undertaken assuming that the site suffers a loss of power, and all of the emergency generators are operational. The emergency generators can operate up to 27 hours per year with a 1% probability of exceeding the short term NO₂ objective or up to 30 hours per year with a 5% probability of exceeding the short term NO₂ objective. Annual mean impacts have been factored to 72 hours operation as in accordance with Environment Agency guidance for environmental permitting.
- 10.18 Predicted impacts at relevant receptor locations are not significant when the likely operating hours are taken into account. An assessment of impacts during testing has been undertaken assuming that one generator of Building C will be tested alone. The adjacent data centre Buildings A and B will be under the control of the same operator and therefore it is assumed that simultaneous testing of generators on Buildings A, B and C would not be undertaken. Annual impacts have been factored by the testing hours of 384 hours per year. Predicted impacts at relevant receptor locations are not significant for these operating hours.
- 10.19 The air quality impacts associated with the proposed development are therefore considered to be acceptable given the nature of the use and would not significantly affect neighbouring amenity. The Air Quality Assessment has also been reviewed by the Council's Environmental Services officer who has accepted its conclusions.

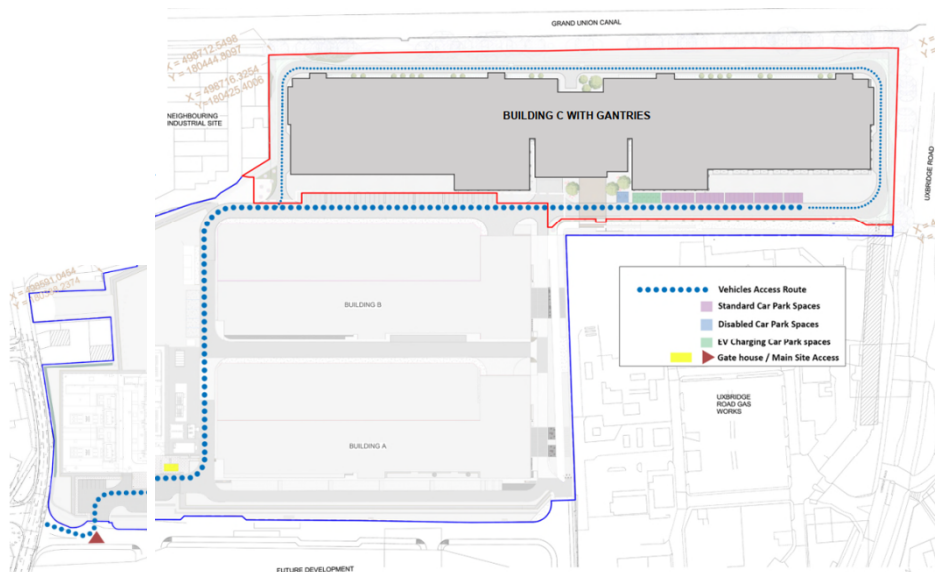
It should be noted that Conditions 12 and 17 have been part discharged in relation to the Phase 1 data centre development - Buildings A and B.

- 10.20 The proposed development will have a temporary impact in respect to its construction and as with Phase 1, it will be managed carefully via a Construction Traffic Environment Management Plan, which has been submitted pursuant to Condition 19 of the Outline Planning Permission and is currently being conditioned separately. Again, it should be noted that Condition 19 was part discharged in relation to Phase 1, so it isn't anticipated that there will be any significant impact on local amenity during the construction of Building C.
- 10.21 Based on the above assessment, and subject to appropriate planning conditions, it is not considered that the proposals will significantly or adversely affect neighbouring occupiers and uses and is therefore compliant with the relevant requirements of local and national planning policy and guidance.

11.0 **Sustainable transport, parking and highways**

- 11.1 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.
- 11.2 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”.
- 11.3 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.
- 11.4 A Transport Statement (TS) has been submitted as part of this Reserved Matters submission, to assess the site in transport terms and demonstrate how Building C will be developed in compliance with the outline consent for the wider site in terms of highways, transport, and access arrangements. A separate Travel Plan has also been submitted. The Travel Plan is prepared within the context of the Framework Travel Plan, approved under the Outline Planning Permission, and the s106 requirements.

- 11.5 As detailed in the submission, it should be noted that a change is required to the consented foot/ cycle way. The access-controlled gate and block paving connecting to the footpath has been shifted to better align with the proposed entrance and cycle store for Building C. Condition 16 (Details of the pedestrian/cycle link) attached to the Outline Planning Permission will be re-discharged to reflect accordingly. Comments from SBC Transport Officers shall be provided by way of an update prior to committee and included in the amendments sheet to committee. Given however the principles established within the Outline consent, the conclusions are likely to remain as presently reported.
- 11.6 **Access:**
- 11.7 The external access arrangement was approved as part of the outline application. There are no amendments proposed to the main consented access routes. However, the proposed internal access arrangements to Building C are subject to this Reserved Matters application.
- 11.8 Vehicular access to Building C is proposed to connect into the estate roads provided for Buildings A and B, with the principal connection proposed on the western side of Building B. An alternative minor connection is also proposed on the eastern side of Building B.
- 11.9 Both accesses would connect into a two-way estate road to run along the southern side of Building C to access the principal servicing yard in the centre of the site and the car parking area in the east of the site. A single-way road would then loop round the north of Building C to provide vehicular access for servicing to the rear of the building, as well as a route for large vehicles to turn within the site if needed. It is proposed that this single-way route to the rear of the building operates in an anti-clockwise manner.



Proposed vehicular access arrangements

- 11.10 The Outline Planning Consent approved an emergency access route from Uxbridge Road via the foot/cycle way, with bollards provided to prevent access from unauthorised vehicles. These arrangements remain unchanged. As part of this Reserved Matters application, a direct gated emergency access connection is proposed from the Building C site to the shared foot/cycle way.
- 11.11 ***Refuse and servicing:***
- 11.12 The development proposals include a dedicated servicing/ loading bay adjacent to the building entrance. There is adequate space for refuse and servicing vehicles to turn in this area. Swept path analysis diagrams are appended to the accompanying Transport Statement to demonstrate how servicing vehicles will manoeuvre around the site.
- 11.13 ***Car parking:***
- 11.14 A total of 37 car parking spaces are proposed for Building C. These are to be arranged on the south-eastern frontage of the building.
- 11.15 The provision includes 2 disabled (blue badge holder) spaces, which comprises 5% of the provision. As required by Condition 20 (Electric vehicle charging facilities) attached to the Outline Planning Permission, 20% of spaces are to be provided with active EVCP, which equates to 7 spaces. As per the condition requirements, there will be duct provision for the future expansion of charging infrastructure. 6 visitor spaces sited next to the gatehouse were approved under the Phase 1 Reserved Matters application, which can also be used by visitors to Building C.
- 11.16 There are no specific parking standards for data centres and therefore the proposed parking numbers provided are in line with the level of parking proposed for the office space for Buildings A and B. Office space for data centres is the principal trip generator of the proposed use as it is the area of highest occupancy within the building.
- 11.17 Buildings A and B combined will provide a total of 95 parking spaces for 1,524 sqm of office space, equivalent to a ratio of one parking space per 16sqm of office floorspace. Applying this to the 463 sqm of office floorspace proposed as part of Building C is equivalent to minimum of 29 spaces. The 37 parking spaces proposed for Building C are therefore considered an appropriate level of provision.
- 11.18 ***Cycle parking:***
- 11.19 A total of 16 cycle parking spaces are to be provided for use of Building C. 12 cycle parking spaces are provided in a covered/secure cycle store adjacent to the building entrance for long-stay use. Four spaces are provided as two Sheffield Stands for short stay use. Showers and changing facilities will be provided within Building C for use by cyclists. As with car parking, there are no specific cycle parking standards for data centres and therefore the proposed cycle parking numbers provided are in line with the level of cycle parking proposed for the office space for Buildings A and B.

11.20 ***Travel Plan:***

11.21 As mentioned earlier, a Travel Plan, has been submitted with this Reserved Matters Application pursuant to Schedule 7 of the S106 Agreement for the extant Outline Planning Permission, and is focused on setting out the principles, objectives, and key elements of the long-term management strategies for the occupier of the data centre campus. The Travel Plan will seek to deliver sustainable transport objectives and travel habits across the proposed development

11.22 The approved Framework Employment Travel Plan that accompanied the Outline Planning application has formed the basis of the Travel Plan. Therefore, the previously agreed objectives, targets, and associated measures to encourage and facilitate sustainable travel habits from the Framework document have been adopted.

11.23 In summary, it adopts the following objectives, in line with national and local guidance:

- To reduce the number of car journeys to the site;
- To improve accessibility to the site by non-car modes of transport and thereby encourage the use of other travel modes.
- To support a range of sustainable transport alternatives to provide future employees of the site with viable travel options;
- To develop an awareness of the options for sustainable travel to and from the site amongst employees;
- To promote car sharing, walking, cycling and public transport as safe, efficient, affordable alternatives to private cars and highlight the health and environmental benefits of using sustainable travel modes; and
- To reduce the impacts of car-based travel to the site on the local and strategic highway network and environment, including impacts on air quality

11.24 Subject to appropriate planning conditions and planning obligations, the proposals are considered acceptable in relation to transport, highway, servicing and parking related matters and would accord with national and local planning policy and guidance and the National Planning Policy Framework.

12.0 **Safety and crime prevention**

12.1 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.

12.2 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.

- 12.3 Whilst data centres need high levels of security and have very specific technical design requirements, the layout and design of the proposed development has 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.
- 12.4 The proposals recognise the importance of place-making and have adopted a number of important principles to ensure the development 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, defined access points, reintroduce active frontage, feature high-quality materials and lighting and incorporate extensive landscaping treatment to enhance the amenity of this new emerging commercial campus.
- 12.5 Despite the design constraints associated with data centres, and the predominantly commercial/industrial nature of site, 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.
- 12.6 Due to the sensitive nature of data centres and their need to remain both secure and operational at all times, it is proposed that a secure perimeter is created around the data centre compound through the installation of a 3m high, anti-climb, weldmesh security fence. This is designed, and positioned to prevent unauthorized access by anyone on foot or in a vehicle and the product has been chosen to meet security requirements whilst maintaining a level of transparency and flexibility in finish colour to suit the site.
- 12.7 Access to the site is through the approved site access gate to the southwest. Another access / egress point is also provided for emergency use only. This was approved under the previous Reserved Matters application for Buildings A and B. The arrangements for emergency access from Uxbridge Road remain as approved under the outline permission.
- 12.8 Vehicle entry onto the site is controlled by the security staff at the gatehouse. Incoming and exiting vehicles are required to pass through a set of gates and a raising arm to enable security checks to take place. There will also be a set of gates at the access / egress point for fire tenders from the Uxbridge Road to the east of the site. Hostile vehicle migration barriers are included at the main entry gates and in the proximity to roadways. In addition to the physical security measures, CCTV and other perimeter intrusion detection measures will be implemented.
- 12.9 The use of appropriate boundary and surface treatments, signage, wayfinding, lighting, and landscaping will also 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.

12.10 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.

13.0 **Health and safety**

13.1 The application site adjoins the National Grid site and former gas works. The site is currently occupied by the gas supplier Cadent and comprises a depot accommodating a mixed range of office and storage buildings, open storage, and parking areas. A gas holder was previously positioned in the north-west corner of the neighbouring Cadent site. This has since been removed and has been de-notified under the Control of Major Accident Hazard Regulations 2015 (COMAH). The site is no longer within the consultation distance of any sites which are subject to COMAH.

13.2 The proposed development would accommodate diesel generators and associated fuel tanks requiring refilling as necessary. 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.

13.4 In relation to aircraft safeguarding, the Aircraft Safeguarding Specialist from Heathrow Airport had previously raised no objections in relation to Phase 1 – Buildings A and B.

13.5 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.

14.0 **Economic impact**

14.1 The site is located within a defined Business Area (Mill Street-Petersfield Avenue-ICI) 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. Local Plan Policy EMP12 seeks a range of business developments within this Business Area to encourage its regeneration to replace any businesses that are lost.

14.2 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.

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.

- 14.3 A comprehensive Economic Benefits Assessment has been submitted with the Reserved Matters application providing an overview of the key quantifiable impacts of the development during its construction phase, and the quantitative and qualitative effects once operational in the context of supporting economic growth.
- 14.4 The experience of similar schemes and the ongoing construction of Buildings A and B, indicates that the proposal will support in the region of 525 full-time equivalent ('FTE') direct construction jobs per annum over a 21-month construction period. Based on the multiplier effect and induced effect, whereby expenditure is recycled within the local economy, every direct job will support a further 1.21 FTE jobs more widely, which equates to an additional 635 FTE indirect and induced jobs per annum in sectors across the UK economy. It is anticipated that construction activity will support £131.0 million Gross Value Added ('GVA') per annum over the 21-month build period.
- 14.3 Based on the operational model employed at Yondr's other data centres, it is anticipated that once operational, the proposed development could support between 44 and 67 direct FTE jobs on-site. It is further anticipated that the proposal will support a further 19 to 29 FTE jobs more widely across the South East. It is estimated that the direct employment supported could generate between £3.1 million and £4.7 million of direct GVA each year, and an additional £1.4 million to £2.1 million of indirect and induced GVA more widely. In addition, the proposal is likely to generate in the region of £950,000 in annual business rates revenue for SBC; helping the ongoing delivery of essential services locally.
- 14.4 Besides the quantitative benefits listed above, the proposed development will also make a contribution to the local, sub-regional and national economy by building resilience and supporting its overall competitiveness. Construction activity has the potential to yield a range of employment and training opportunities across different trades and skillsets, from foundation laying to electricians, through to plumbing and heating, ventilation and air conditioning.
- 14.5 It should also be noted that the Outline Planning Permission and associated S.106 Agreement secured a contribution of £600,000 towards Local Employment Training and Business Promotion.

The proposal will contribute to the wider shift to a digitally enabled future, helping drive productivity growth for businesses by generating cost savings on data storage. The development will help to meet the ever-increasing demand for data storage and access, providing greater data security and reliability, as well as facilitating the drive towards automation and artificial intelligence.

14.6 Having regard to the location and nature of the site, the proposed data centre together with the data centres approved as part of Phase 1, 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.

15.0 **Sustainable design and construction**

15.1 Core Policy 8 of the Core Strategy along with the Developers Guide Part 2 requires commercial development of 10,000 sqm or more will be expected to achieve a BREEAM rating of Excellent along with low or zero carbon energy generation equivalent to approximately 10% of the developments carbon emissions.

15.2 Sustainable design and construction related matters were assessed in the outline application where it was concluded that such details could be dealt with by condition. It was accepted the commercial development will achieve a standard of BREEAM Very Good. In addition, a carbon reduction of 10% of regulated energy use for each building up to a maximum PV area of 1200m² on the whole of the northern commercial land was also required.

15.3 These was secured by condition 23 (BREEAM) and 39 (Low or Zero Carbon energy) to the Outline Planning Permission. The details have been submitted alongside this Reserved Matters application (ref. P/00072/144) and are currently being considered. It should be noted that these conditions were part discharged in respect to Phase 1 – Buildings A and B.

15.4 The key sustainability measures follow those established in principle by the Outline Planning Permission and incorporated into the proposals for Phase 1 including:

- Minimise construction waste
- Target low energy construction
- Renewable energy technologies e.g. photovoltaic panels.
- Reduction in potable water use
- Energy and water monitoring
- Low impact and responsibly sourced materials
- Enhancing biodiversity on site
- Green walls and roofs
- Sustainable drainage systems

15.5 In accordance with Condition 39 of the Outline Planning Permission, given the previously approved Reserved Matters application for Building A and B included 800m² of photovoltaic panels the current application will provide the final 400m² of photovoltaic panels to be shared across the roofs of the data hall blocks.

15.13 Based on the above assessment, 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.

16.0 **Equalities considerations**

16.1 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).

16.2 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.

16.3 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.

16.4 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.

17.0 **Presumption in Favour of Sustainable Development**

17.1 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 the relevant policy guidance in the NPPF.

17.2 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.

18.0 **Conclusion**

18.1 The proposals presented in this report represent a major investment opportunity on an established industrial site that would optimise and secure the long-term use of a large and currently unoccupied and underutilised site. The delivery of Building C, the subject of this Reserved Matters application will complete the data centre campus as approved in principle by the Outline Planning Permission in 2020.

18.1 The proposed data centres (Buildings A, B and C) will support in the regions 525 full-time equivalent ('FTE') direct construction jobs per annum over their construction period and between 44 and 67 direct FTE jobs on-site. It is further anticipated that the proposal will support a further 19 to 29 FTE jobs more widely across the South East. They would generate substantial value for the local, regional and national economies and fundamentally support the rapidly expanding digital economy.

18.2 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.

18.3 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 environs. 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.

18.4 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 be significant.

18.6 As such, the proposal represents sustainable development and is recommended for approval as set out in the recommendation.

PART C: RECOMMENDATION

19.0 **Recommendation**

19.1 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:

1. For approval subject to finalising conditions; informatives and any other minor changes.

20.0 **PART D: CONDITIONS**

1. Approved Plans

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

- a) Drawing No. LON1X2-HYP-CZ-ZZ-DR-A-PL0001 P03
Dated: 28.02.2024 Rec'd: 15.03.2026
- b) Drawing No. LON1X2-HYP-CZ-ZZ-DR-A-PL0010 P03
Dated: 28.02.2024, Rec'd: 15.03.2024
- c) Drawing No. LON1X2-HYP-CZ-00-DR-A-PL1000 P03
Dated: 28.02.2024, Rec'd: 15.03.2024
- d) Drawing No. LON1X2-HYP-CZ-00-DR-A-PL1001 P03
Dated: 28.02.2024, Rec'd: 15.03.2024
- e) Drawing No. LON1X2-HYP-CF-00-DR-A-PL1005 P03
Dated: 28.02.2024, Rec'd: 15.03.2024
- f) Drawing No. LON1X2-HYP-CZ-01-DR-A- PL1010 P04
Dated: 11.07.2024, Rec'd: 15.07.2024
- g) Drawing No. LON1X2-HYP-CZ-01-DR-A- PL1011 P04
Dated: 11.07.2024, Rec'd: 15.07.2024
- h) Drawing No. LON1X2-HYP-CZ-RF-DR-A-PL1020 P03
Dated: 28.02.2024, Rec'd: 15.03.2024
- i) Drawing No. LON1X2-HYP-CZ-RF-DR-A-PL1021 P03
Dated: 28.02.2024, Rec'd: 15.03.2024
- j) Drawing No. LON1X2-HYP-CZ-ZZ-DR-A-PL1100 P05
Dated: 03.07.2024, Rec'd: 15.07.2024
- k) Drawing No. LON1X2-HYP-C1-ZZ-DR-A-PL1101 P04
Dated: 03.07.2024, Rec'd: 15.07.2024
- l) Drawing No. LON1X2-HYP-C1-ZZ-DR-A-PL1110 P04
Dated: 03.07.2024, Rec'd: 15.07.2024
- m) Drawing No. LON1X2-HYP-C1-ZZ-DR-A-PL1111 P04
Dated: 03.07.2024, Rec'd: 15.07.2024
- n) Drawing No. LON1X2-HYP-C1-ZZ-DR-A- PL1121 P03
Dated: 28.02.2024, Rec'd: 15.03.2024
- o) Drawing No. LON1X2-HYP-C1-ZZ-DR-A- PL1120 P03
Dated: 28.02.2024, Rec'd: 15.03.2024

- p) Drawing No. LON1X2-HYP-C1-ZZ-DR-A- PL1122 P03
Dated: 28.02.2024, Rec'd: 15.03.2024
- q) Drawing No. LON1X2-HYP-CZ-ZZ-DR-A-PL1210 P02
Dated: 28.02.2024, Rec'd: 15.03.2024
- r) Drawing No. LON1X2-HYP-CZ-ZZ-DR-A-PL1220 P02
Dated: 28.02.2024, Rec'd: 15.03.2024
- s) Drawing No. LON1X2-HYP-CZ-ZZ-DR-A-PL1221 P02
Dated: 28.02.2024, Rec'd: 15.03.2024
- t) Drawing No. LON1X2-HYP-CZ-ZZ-DR-A-PL0012 P01
Dated: 28.02.2024, Rec'd: 15.03.2024
- u) Drawing No. LON1X2-HYP-CZ-ZZ-DR-A-PL0011 P01
Dated: 28.02.2024, Rec'd: 15.03.2024
- v) Drawing No. 1592-11E
Dated: 28.02.2024, Rec'd: 15.03.2024
- w) Drawing No. 1592-10E
Dated: 28.02.2024, Rec'd: 15.03.2024
- x) Drawing No. 1592-01 Sht.1 G
Dated: 28.02.2024, Rec'd: 15.03.2024
- y) Drawing No. 1592-01 Sht.2 F
Dated: 28.02.2024, Rec'd: 15.03.2024
- z) Drawing No. 1592-01H
Dated: 26.02.2024, Rec'd: 15.03.2024
- aa) Drawing No. 1592-02 – Sht.1 B
Dated: 26.02.2024, Rec'd: 15.03.2024
- bb) Drawing No. 1592-02 – Sht.2 B
Dated: 26.02.2024, Rec'd: 15.03.2024
- cc) Drawing No. 1592-02B
Dated: 26.02.2024, Rec'd: 15.03.2024

2. Air quality – Generator testing

For the normal operation of the proposed scheme, only one generator shall be tested on-load at any one time. This shall be coordinated across all three data centres (Building A, Building B and Building C) to ensure that only one generator is tested at any one time across the site.

REASON: To protect sensitive receptors from pollution in accordance with Policy 8 of the adopted Core Strategy 2006 - 2026 and the National Planning Policy Framework (2023).

INFORMATIVE(S):

1. A section 106 agreement accompanies the outline planning permission P/00442/016.
2. 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.

3. The applicant will need to apply to the Council's Local Land Charges on 01753 875039 or email to 0350SN&N@slough.gov.uk for street naming and/or numbering of the unit/s.
4. 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.
5. 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.
6. No water meters will be permitted within the public footway. The applicant will need to provide way leave to Thames Water Plc for installation of water meters within the site.
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 applicant must apply to the Highway Authority for the implementation of the works in the existing highway. The council at the expense of the applicant will carry out the required works.
9. The applicant will need to take the appropriate protective measures to ensure the highway and statutory undertakers apparatus are not damaged during the construction of the new unit/s.
10. Prior to commencing works the applicant will need to enter into a Section 278 Agreement of the Highways Act 1980 / Minor Highway Works Agreement with Slough Borough Council for the implementation of the works in the highway works schedule.
11. The applicant is advised to contact William Hardy, Canal & River Trust Works Engineer (William.hardy@canalrivertrust.org.uk) in order to ensure that any necessary consents are obtained and that the works comply with the Canal & River Trust "Code of Practice for Works affecting the Canal & River Trust".
12. In accordance with the National Planning Policy Framework Slough Borough Council takes a positive and proactive approach to development proposals and is focused on seeking solutions where possible and appropriate. Slough Borough Council works with applicants/agents in a positive and proactive manner by offering a pre-application advice service and updating applicants/agents of any issues that may arise in the processing of their application as appropriate and, where possible and appropriate, suggesting solutions. In this case, the applicant was informed of the issues arising from the proposal and given the opportunity to provide additional information in order to address those issues prior to determination. The applicant responded by submitting additional technical information and amending the application to

propose on-site delivery of affordable housing which was considered to be acceptable.