

Registration Date:	13-Apr-2021	Application No:	P/00072/108
Officer:	Christian Morrone	Ward:	Central
Applicant:	C/O Agent, Yondr Group	Application Type:	Major
		13 Week Date:	13 July 2021
Agent:	Sarah Fabes, Lichfields The Minster Building, 21 Mincing Lane, London, EC3R 7AG		
Location:	Former Akzo Nobel Site, Wexham Road, Slough, SL2 5DS		
Proposal:	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.		

Recommendation: Delegate to Planning manager for Approval



P/00072/108 Former AkzoNobel

1.0 SUMMARY OF RECOMMENDATION

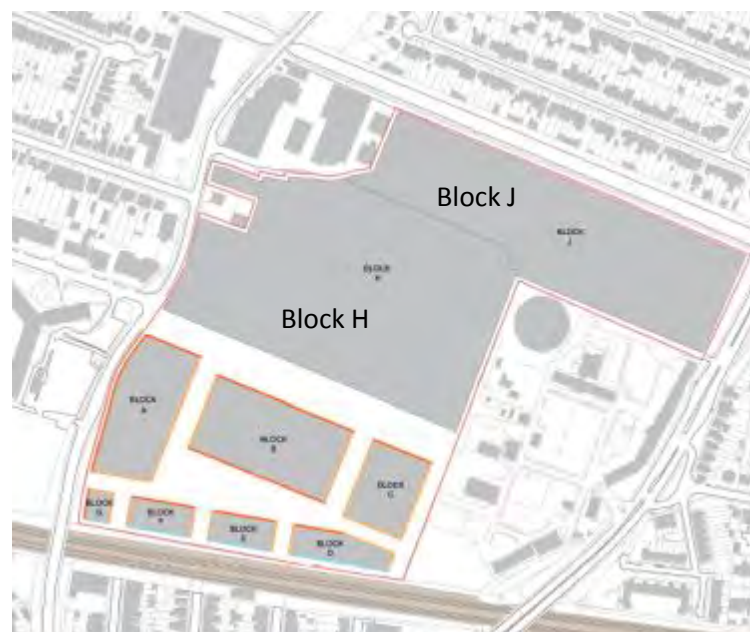
- 1.1 This application has been referred to the Planning Committee for consideration as the application is for a major development.
- 1.2 Having considered the relevant policies set out below, and comments that have been received from consultees, and all other relevant material considerations it is recommended the application be delegated to the Planning Manager:

A) For approval subject to finalising conditions.

PART A: BACKGROUND

2.0 Proposal

- 2.1 This application seeks reserved matters approval for appearance, layout, scale, and landscaping for the first phase of commercial floor-space in connection with the outline permission (with Access approved) for the redevelopment of the former Akzonobel Decorative Paints facility, Wexham Road.
- 2.2 The reserved matters site comprises an area of approximately 5.5 hectares within the northern commercial area of the outline application site. In reference to the approved development zones, the reserved matters application site includes all of Block H and a southern part of Block J of the outline planning permission (ref. P/00072/096) as shown below:



2.3 The detailed proposals comprise the following:

- The erection of 2 x three storey Data Centre buildings with a Gross Internal Floor Area of 41,311.5 square metres. Building A would measure 23.5 metres in height. Building B would measure 23.35 metres in height.
- The above heights do not include the proposed generator ducts which extend to a height of 24.5 metres and the proposed flues extend to a height of approximately 25.5 metres.
- The proposed site comprise the following:

Building A:

Ground floor:	26 Diesel generators Space for IT Racks Reception Ancillary storage, offices, and technical rooms
First Floor:	Electrical rooms Space for IT Racks Ancillary storage, offices, technical rooms, plant rooms
Second Floor:	Electrical rooms Space for IT Racks Ancillary storage, offices, technical rooms, plant rooms
Roof:	PV Panels Generator ducts and flues

Building B:

Ground floor:	26 Diesel generators Space for IT Racks Reception Ancillary storage, offices, and technical rooms
First Floor:	Electrical rooms Space for IT Racks Ancillary storage, offices, technical rooms, plant rooms
Second Floor:	Electrical rooms Space for IT Racks

Ancillary storage, offices, technical rooms, plant rooms

Roof: PV panels
Generator ducts and flues

- vehicular access via western end of internal spine road and secondary emergency access via eastern end of internal spine road
- public cycleway / footway to connect to Uxbridge Road
- 95 Parking spaces to include 4 x wheelchair accessible bays and 29 EV charging bays
- 6 x Loading Bay (3 into each building)
- 40 x cycle storage parking spaces (noted but not shown on plans)
- waste storage
- substation to include transformers and 2no. control and switch gear rooms
- mechanical yard to include:
 - 7 x diesel storage tanks at approximately 12.5 metres in height totalling 1,000 cubic meters of diesel. Diesel filling area, and underground diesel drainage tanks.
 - 4 x water storage tanks approximately 4.8 metres in height totalling 591 cubic meters of water for cooling
 - 1 x water sprinkler tank approximately 4.8 metres in height totalling 160 cubic meters of water
 - Pump house
 - 2 x site wide generators
 - Underground greywater tank and pump
 - 5 x pump rooms and break tank

2.4 The proposed development is within the tolerances of the approved parameters of the approved outline planning permission (ref. P/00072/096).

3.0 **Application Site**

3.1 The proposed development site is approximately 5.5 hectares of previously developed land formerly used for General Industrial purposes (Use Class B2). The site is the first phase of the wider AkzoNobel site which measures approximately 12.7 hectares, and accommodated industrial buildings, hardstanding areas, and external plant. The site is now largely cleared.

3.2 The site subject to this reserved matters application neighbours 'The Business Village' to the northwest, which comprises a number of relatively small scale industrial and business units. Adjoining the site to north is the remainder commercial area of the outline application site (Block J) which then boarder the Grand Union Canal, with two storey housing on the opposite side.

3.3 Adjoining the site to the west is a two storey former tyre repair garage (100a Wexham Road) which has recently been granted planning permission for a change of use to two residential houses and neighbours an existing residential bungalow

(100 Wexham Road). Further west, on the opposite side of Wexham Road is a car dealership which fronts the northern side of Petersfield Avenue, and on the southern side of Petersfield Avenue is the four storey AkzoNobel building which contains offices and laboratories.

3.4 Adjoining the site to the east is 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 which was positioned in the north-west corner of the site, adjoining the application site has recently been removed. Further east on the opposite side of Uxbridge Road is predominately two storey housing.

3.5 To the south of the site is the proposed spine road and the proposed residential area of the outline application site, which adjoins the Great Western Railway line. To the south of the rail line comprises a residential area containing two storey dwellings.

4.0 **Site History**

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

P/00072/115 Submission of details pursuant to condition 26 (Canal Embankment Risk Assessment and Method Statement).of planning permission P/00072/096 dated 19/11/2020
Currently under assessment

P/00072/114 Submission of details pursuant to condition 19 (Construction Traffic and Environment Management Plan) of planning permission P/00072/096 dated 19/11/2020
Currently under assessment

P/00072/113 Submission of details pursuant to condition 27 (Piling Environment Agency) & 28 (Piling Thames Water) of planning permission P/00072/096 dated 19/11/2020
Currently under assessment

P/00072/112 Submission of details pursuant to condition 23 (BREEAM sustainable Development for Commercial Area) & 39 (Low or Zero Carbon energy for Commercial Area) of planning permission P/00072/096 dated 19/11/2020
Currently under assessment

P/00072/111 Submission of details pursuant to condition 22 (Interference with Telecommunication Signals) & 36 (Lighting Scheme) of planning permission P/00072/096 dated 19/11/2020
Currently under assessment

P/00072/110 Submission of details pursuant to condition 16 (Details of the

pedestrian/cycle link), 18 (Tree Protection), (Electric vehicle charging facilities), 21 (Servicing and Delivery Layout Plan), 33 (Landscaping Details) & 35 (Landscape Management Plan) of planning permission P/00072/096 dated 19/11/2020
Currently under assessment

P/00072/109 Submission of details pursuant to condition 10 (Ecological mitigation, compensation and enhancements) & 11 (Bird Hazard Management Plan Heathrow Safeguarding) of planning permission P/00072/096 dated 19/11/2020
Currently under assessment

P/00072/107 Submission of details pursuant to condition 9 (Surface Water Drainage) of planning permission P/00072/096 dated 19/11/2020

P/00072/096 Outline planning application (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; Informatives ; 19-Nov-2020

P/00072/106 Submission of details pursuant to condition 12 (Noise assessment for commercial area) & 17 (Air Quality associated with Data Centre end) of planning permission P/00072/096 dated 19/11/2020
Currently under assessment

P/00072/105 Environmental Impact Assessment Screening for a Reserved Matters application for full details of access (internal site arrangements), appearance, layout, scale and landscaping for the initial 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.

- P/00072/095 Submission of details pursuant to condition 3 (Routing Plan) of planning permission P/00072/092 dated 15/07/2019.
Conditions Complied With; Informatives; 09-Apr-2020
- P/00072/094 Submission of details pursuant to condition 5 (Archaeological Investigation) of planning permission P/00072/092 dated 15/07/2019
Conditions Complied With; Informatives; 06-Apr-2020
- P/00072/092 Application for the prior approval for the demolition of established industrial area
Prior Approval; Permission Granted/Inf; 15-Jul-2019
- P/17377/001 Screening Opinion for - Outline and full details applications for the redevelopment of the former ICI Paint Manufacturing facility for the construction of new commercial and residential floorspace, along with associated parking, new/improved pedestrian and cycle links, means of enclosure, landscape infrastructure and associated engineering operations including retaining structures, earthworks and drainage
EIA Required; 20-Aug-2019

100A Wexham Road

- P/13542/016 Submission of details pursuant to conditions 3 (Contaminated Land; Phase 1 Desk study and preliminary risk assessment), 4, (Contaminated Land; Phase 2 Intrusive investigation method statement) 5, (Contaminated Land; Phase 3 Quantitative risk assessment and site specific remediation strategy), 7 (Drainage), & 8 (Landscaping) of planning permission P/13542/015 dated 17/07/2017
Conditions Complied With; Informatives; 02-Oct-2019
- P/13542/015 Conversion of existing tyre shop into 2no. 3 bed houses. Infill exiting openings and addition of new windows.
Approved with Conditions; Informatives; 04-Oct-2017
[Implemented]
- P/13542/010 Erection of new two storey building for use of storage, sale and repair of tyres following demolition of existing tyre garage.
Approved with Conditions; Informatives; 27-Mar-2014

I'm satisfied with the swept paths and the internal site layout, car parking and vehicular access.

Please design the proposed pedestrian/cycle link to better tie into the existing footpath on the northern side of the carriageway. The path should be designed to sweep south-west and tie in with the footpath.

My overall feeling is that the existing design looks like a cycleway interrupted by an emergency access. The emergency access will be rarely used (hopefully never) so I wanted them to design this corner to look more like a continuous walking and cycling route, which can facilitate emergency access on rare occasions if needed.

6.2 Landscape Advisor:

No objections based on the revised plans.

6.3 Environmental Quality (Noise):

I have carried out a full assessment of the details submitted in relation to noise. In summary:

The generator testing would result in acceptable noise impacts subject to the testing to be carried out during the daytime (07:00-23:00), with the maximum number of generators being tested at any one time being 2 (one offload and one at load). This should be secured by condition.

Subject to the conditions recommended in our detailed response, the remaining plant and the HGV deliveries are all predicted to fully comply with the limits set out in condition 12 of the outline planning permission.

6.4 Environmental Quality (Air Quality):

I have carried out a full assessment of the details submitted in relation to air quality. In summary:

The emergency scenario is tested by assuming all generators running at full capacity. In this scenario, to the north in Hazelmre Road there would potentially be a moderate - adverse worsening of air quality. Given the emergency scenario would be limited and temporary this is acceptable.

The generator testing would result in acceptable air quality impacts on existing human receptors and future receptors to the south that may come forward via the outline permission for the residential development. This is subject to the testing to be carried out during the daytime (07:00-23:00), with the maximum number of generators being tested at any one time being 2 (one offload and one at load). This should be secured by condition.

Dust during construction phase has be adequately addressed.

The Electric Vehicle Charging Facilities are acceptable and all charging unit suppliers and model details should be supplied to the LPA for approval.

6.5 Environmental Health:

I've had a read over the noise report for the site.

Ambient noise measurements indicate there should be no adverse effects to surrounding sensitive sites due to plant activity and fall within Condition 12.

Given the activity of the site I think noise from cooling fans and plant is the primary concern and with mitigation it appears adequate dB levels can be reached.

The construction plan associated with noise and vibration is also adequate.

I am happy with the dust management plan. All bases appear to be covered.

6.6 Council's Environment Officer:

The application proposes the installation of diesel storage tanks. The tanks are in a similar position to the previous tank farm on the site. Hazardous Substances Consent is not required as they are under the controlled quantity threshold of 2500 tonnes. However, they must have in place suitable containment and second containment measures

They need to follow the guidance as set in all the links below:

Prevent groundwater pollution from underground fuel storage tanks - Guidance - GOV.UK (www.gov.uk).

Diesel is covered by Dangerous Substances and Explosive Atmospheres Regulations 2002, so they need to follow that to the letter: The Dangerous Substances and Explosive Atmospheres Regulations 2002 - Fire and explosion (hse.gov.uk). The DSEAR document is found here: The Dangerous Substances and Explosive Atmospheres Regulations 2002 (legislation.gov.uk).

The Governments 'Oil storage regulations for businesses' also apply.

<https://www.gov.uk/guidance/storing-oil-at-a-home-or-business#design-standards-for-containers>

They will need to prepare a detailed design with Monitoring and Maintenance measures in place, etc

6.7 Lead Local Flood Authority (Hampshire):

No based on the additional information received.

No objections have been raised in regard to the relevant submission of details applications.

6.8 Environment Agency:

No comments received in relation to this reserved matters application.

6.9 Canal & River Trust:

As per our comments on the outline application, any development should seek to maximise the value of the waterway and provide a high-quality development which interacts with the canal, enhancing its character and setting. The canal corridor is a sensitive receptor, and the provision of tall buildings has the potential to create an unattractive backdrop to the canal corridor and adversely impact on its amenity value. It is therefore disappointing to note that the proposal would result in a substantial building which would present a largely blank and featureless elevation to the waterway.

It is acknowledged that the proposed buildings would be set back from the canal boundary however, due to their overall size and bulk they would still be dominant features when viewed from the canal corridor. The visual relationship to the canal could be improved if Block B, closest to the canal, were 'flipped' or rotated 180 degrees to benefit from the more attractively 'designed' elevation and louvred section associated with the office areas.

This would also aid in providing an overall more active frontage to the waterway and the plans should be amended accordingly. The Trust wish to be consulted on any amendments when submitted.

The Trust have reviewed the details submitted and have no further comments to make at this stage regarding canal bank stability. If the Council is minded to grant planning permission, the Trust request that the following informative is attached to any decision notice:

The applicant/developer is advised to contact the Works Engineering Team on 0303 040 4040 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.

6.10 Heritage Advisor:

This application is for providing 2 data centres within phase 1 of the commercial area of the former Akzo Nobel Decorative Paints Facility. These comments respond to the additional information kindly provided by Lichfields in relation to any potential impact upon designated heritage assets.

Previous BEAMS advice for the site, as a whole, stated: Any potential harm arising from impact upon setting and significance of these designated heritage assets is deemed to be of 'less than substantial harm' (NPPF, para. 202) and within the category of less than substantial harm the impact is likely to be at the lower end given the distance between the site and the heritage assets and the scale of new

development.

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.

6.11 Health & Safety Executive:

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 lie 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.

6.12 Aircraft Safeguarding:

First Response:

This development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any planning permission granted is subject to the Submission of a Bird Hazard Management Plan by condition.

Second Response:

Having looked at the submitted Bird Hazard Management Plan in relation to the associated application to discharge conditions via ref. P/00072/109, I am satisfied with the content of it. Therefore, under P/00072/109, we are happy for condition 11 (Bird Hazard Management) to be discharged.

6.13 Thames Water:

No comments received in relation to this reserved matters application.

No objections have been raised in regard to the relevant submission of details applications.

6.14 Network Rail:

I can see from the attached plans that the works are away from the railway line. Network Rail therefore has no objections in principle to the proposals.

No objections have been raised in regard to the relevant submission of details applications.

6.15 National Grid Gas:

No comments received.

6.16 Cadent:

Due to this being an application for reserved matters in respect of application P/00072/096, the comment previously received for P/00072/096 will still stand covering application P/00072/108.

Planning Officer Note: The following comments were provided on 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

In relation to the gas venting that is carried out on the Cadent site, the following

comments on behalf of the applicant have been agreed by Cadent:

“gas venting is carried out twice per year as part of regular maintenance and this is carried out under strict risk assessment and method statement controls, incorporating health and safety protocols as required by the Health and Safety Executive and all governing gas safety regulations. The gas venting is controlled over a period of around 10 minutes and gas is vented at height (at least 3m above ground level), which allows vented gas to quickly rise and dissipate, ensuring low concentrations in the air and that the process does not pose any significant risk to 3rd parties outside the Cadent premises.

I also understand that there is a requirement to have 24 hour access to carry out venting in an emergency but this is a rare occurrence and when it does need to take place it is carried out under the same strict protocols as the regular maintenance to ensure fire safety”.

Cadent also recommend that noise surveys, especially during winter months is carried out the gas pipes distribute a high volume of Gas to the local network which can be noise generating.

6.17 Economic Development:

No comments received

6.18 Housing Land Team:

No comments received

6.19 British Research Establishment

The British Research Establishment (BRE) has been commissioned by Slough Borough Council to evaluate the submitted daylight and sunlight report.

The evaluation was to review the scope and methodology, text and conclusions of the report, but not verification of the calculations. The assessment has been carried out against the guidelines in the BRE Report Site Layout planning for daylight and sunlight: a guide to good practice’.

The submitted report states that for properties in St Paul’s Avenue, Hazlemere Road in Uxbridge Road the BRE 25° angular criterion would be met and further analysis need not be carried out. This is agreed by the BRE.

There are no existing open spaces that could lose significant sunlight as a result of the proposed development. The Grand Union canal and gardens to Hazlemere Road lie to the north, but are too far away for the new development to cause significant shadowing.

The only nearby existing dwellings appear to be at 100 and 100A Wexham Road.

Across the Wexham Road is a car showroom, and to the east are industrial and office buildings on the Slough Gasworks site. Loss of light would be less important to these buildings, and in any case would be expected to be within the BRE guidelines as they are further away.

100A Wexham Road:

According to the submitted report, the loss of vertical sky component to the windows at 100A Wexham Road would be within the BRE guidelines. The daylight distribution Road would be within the BRE guidelines.

The four amenity areas directly to the front and rear of 100A Wexham Road are currently poorly sunlit because of the fences around them and the shading by 100A itself. The sunlight to three of the four areas would not change appreciably and the BRE guideline would be met. For the remaining amenity area directly to the front of 100A Wexham Road and closest to the application site, the proportion of garden receiving two hours' sun on March 21 would drop from 15% to 3%. This is 0.18 times the previous area. Despite the low ratio, this would count as a minor adverse impact because the actual area losing sun is small. It is not known how this area is or will be used; on aerial photos it appears to be part of a larger yard.

The larger area (case officer note: these are the turning areas and parking areas in front of the front gardens) would easily meet the BRE guidelines.

100 Wexham Road:

100 Wexham Road is further from the proposed development. Strictly speaking this is not single storey as stated by the submitted report, but the lower floor probably contains a garage and storeroom for which loss of light would not be covered by the BRE guidelines. Loss of daylight and sunlight to all windows on the main floor would be within the BRE guidelines.

The external areas would easily meet the BRE guidelines.

Future housing to the south:

The proposal site forms part of a wider area which is the subject of an earlier outline planning permission where residential development is proposed to the south but not included in this reserved matters application.

The submitted report has assessed daylight and sunlight provision to the outline blocks of the illustrative residential scheme by calculating vertical sky components and annual probable sunlight hours on the faces of the proposed residential blocks. This is a recommended approach in situations like this where window positions and room layouts have not yet been established.

The results are given on coloured contour plans showing ranges of vertical sky component (VSC) and annual probable sunlight hours (APSH) on the proposed

residential facades. There is some ambiguity about the VSC plans because on screen the nearest residential facades to the proposed data centre appear as a greeny-yellow colour which does not appear in the key. It is assumed that these facades are supposed to be coloured yellow, corresponding to VSCs of 27% and above. If this is the case, these facades should retain adequate access to daylight with the new data centre in place. There are some areas of the residential development with lower VSCs and where special design measures such as larger windows would be required in order to provide adequate light; however these are in areas inside courtyards and where blocks are close to each other, and not those affected by the data centre.

It can be concluded that the data centre would not form a significant constraint on the daylighting of the residential development. Annual probable sunlight hours on the facades facing the data centre are low, generally below the recommended 25% in the BRE Report. However this is because the facades face close to due north, rather than because of any shading caused by the data centre. The data centre would lie to the north or north east of the proposed residential blocks, and have very little impact on the sunlight they receive

6.20 Thames Valley Police:

We have reviewed the submitted security strategy with colleagues, and we are happy with the proposals provided in relation to the proposed public cycleway / footway.

6.21 Ecology Advisor

Following the submission of further information, No objection to onsite and offsite ecology.

PART B: PLANNING APPRAISAL

7.0 **Policy Background**

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

The National Planning Policy Framework (NPPF) 2021

The relevant chapter 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 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:

- c) approving development proposals that accord with an up-to-date development plan without delay; or
- d) 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:
 - i. 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
 - ii. 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.

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 8 – Natural and Built Environment

Core Policy 9 – Natural and Built Environment

Core Policy 11 – Social Cohesiveness

Core Policy 12 – Community Safety

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

EN22 - Protection of Sites with Nature Conservation Interest

EN24 - Protection of Watercourses

EN34 - Utility Infrastructure
EMP2 - Criteria for Business Developments
EMP12 - Remaining Existing Business Areas
T2 – Parking Restraint
T8 – Cycle Network and Facilities
T9 - Bus Network and Facilities

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 revised version of the National Planning Policy Framework was published on 20 July 2021.

The relevant Local Development Plan Policies in relation to determining this application are largely considered to be in compliance with the National Planning Policy Framework 2021. Any non compliance parts are addressed in the planning assessment.

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
- Guidelines for the Provision of Amenity Space Around Residential Properties (January 1990)
- Emerging Local Plan for Slough 2016-2036:
 - Review of the Local Plan for Slough Issues and Options Consultation Document 16 January-27 February 2017(Dated 16/01/2017)
 - Emerging Preferred Spatial Strategy for the Local Plan for Slough 2013-2036 (Dated 01/11/2017)
 - Update on Emerging Preferred Spatial Strategy for the Local Plan for Slough 2013-2036 (Dated 21/02/2018)
 - Local Plan Spatial Strategy Overall Approach (Dated 29th July 2020)
- The National Design Guide (January 2021)
- Slough Low Emission Strategy 2018 – 2025
- DEFRA Technical Guidance TG (16). (Air quality).

7.2 The main planning issues relevant to the assessment of this application are considered to be as follows:

- Principle of development

- Impact on the character and appearance of the area
- Impact on Heritage Assets
- Impact on amenity of neighbouring occupiers / uses
- Parking and highway safety.
- Air Quality
- Impact on biodiversity and ecology
- Crime Prevention and anti-social behaviour
- Contaminated Land
- Health and Safety
- Flood Risk and Drainage
- Land stability
- Sustainable design and construction
- Economic impact
- Environmental Considerations
- Presumption in Favour of Sustainable Development

8.0 **Principle of Development**

- 8.1 This Reserved Matters application is submitted pursuant the outline planning permission (ref: P/00072/096) dated 19 November 2020. A number of development scenarios were permitted under the outline application. 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 zone Block H was approved on the northern commercial part of the outline application site.
- 8.2 This reserved matters application site is located within the northern commercial area of the outline application site and within development zones Block H and a southern part of Block J. Most of the development proposed is sited on Block H which allows for a maximum building height of 23.5 metres. Block J only incorporates the landscaping, the publically accessible footway / cycleway; and part of vehicular circulation road.
- 8.3 The two data centre buildings would comprise a Gross Internal Floor Area of 41,311.5 square metres and a maximum height of 23.5 metres. The proposed flues and flue ducts which are attached to the data centre buildings would extend above 23.5 metres at a maximum height of 25.5 metres. The 'Maximum Building Heights Parameter Plan' approved by the outline planning permission (ref: P/00072/096) permits plant rooms, flues and vent shafts extending above the maximum parameters by a further 4m. As such, the proposed data centre buildings comply with the parameters set by the outline planning permission.
- 8.4 The application also includes ancillary plant, substation, water and diesel storage, associated structures / equipment and a publically accessible footway (see paragraph 2.2 for full details). The publically accessible footway / cycleway has also been established through the outline planning permission. The remaining plant, substation, storage, associated structures and equipment are ancillary to the data centres and therefore would fall within the scope of the outline planning permission.

8.5 Based on the above, the proposal would fall within the uses and parameters set outline planning permission (ref: P/00072/096) which is extant. The proposal is therefore acceptable in principle.

9.0 **Impact on the character and appearance of the area**

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

9.2 Paragraph 134 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 **Reserved Matters - Scale and Layout:**

9.4 *Brief description:*

The proposed 2 x data centres at a maximum height of 23.5 metres would fall within the height parameters approved as part of the outline planning permission. The 2 x proposed data centres would be largely rectangular in shape and measure approximately 170 metres wide x 60 metres deep. They would be sited towards the eastern part of the site and their 170 metre width would face north and south. Each building (Building A to the south and Building B to the north) would be separated square-on by approximately 19.65 metres between their northern elevation (Building A) and southern elevation (Building B). A substation is proposed to the southwest of the site, and to the north of this is a mechanical yard which accommodates above ground silo storage of water and diesel, along with ancillary buildings and structures.



Option 4

- | | |
|---|--|
|  Data Hall |  Mechanical Plant Compound (Mechanical Yard) |
|  External Plant Gantry |  Site Entrance and Gatehouse |
|  Facilities Support |  Substation |

Above: Image above showing the site proposed site layout.

9.5 *Detailed assessment:*

A visual impact assessment has been submitted which is based on a number of key views carried out in the Townscape Visual Impact Assessment submitted with the outline application. The images below show the scale of the proposed data centres in relation to visual receptors in St Paul's Avenue (Fig 1.) and Wexham Road (Fig 2 & 3).

9.6



Figure 1: Image taken from the submitted visual impact at in the assessment showing the proposed scale in blue from the west in St Pauls Avenue.



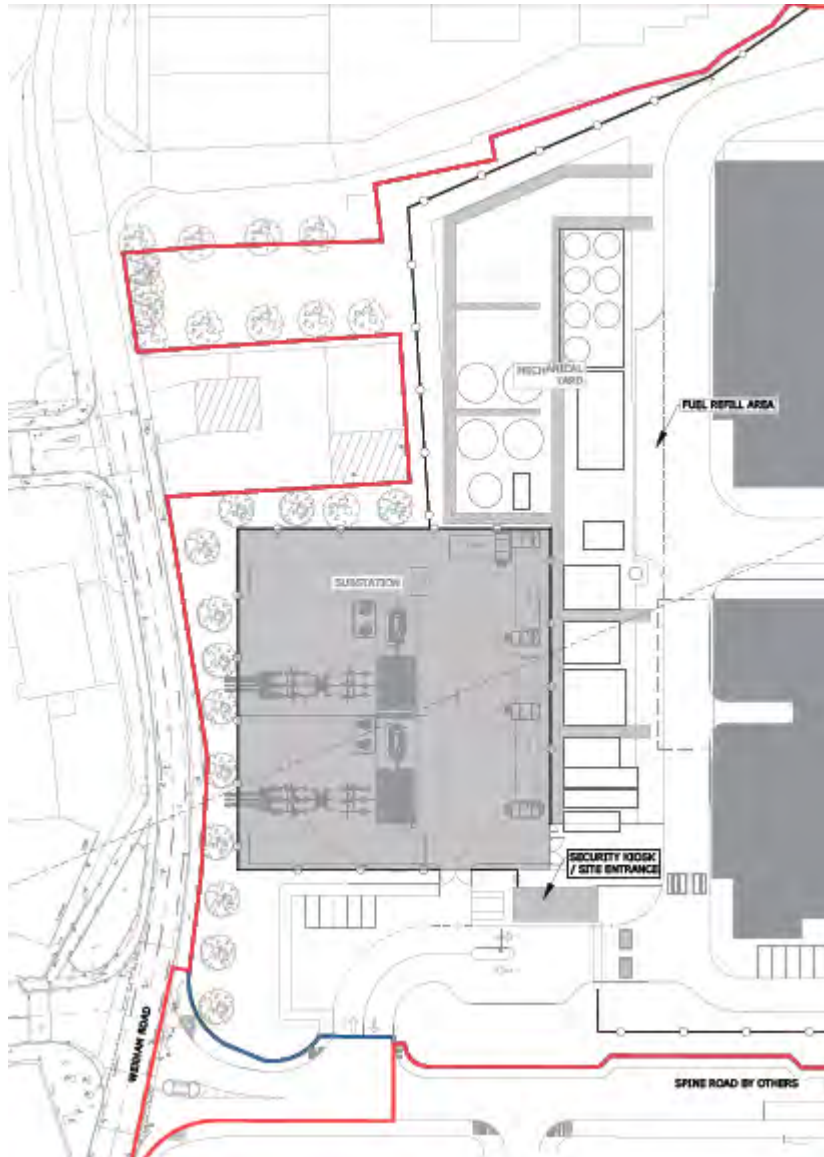
Figure 2: Image taken from the submitted visual impacts assessment showing the proposed scale in blue from the west Wexham Road. Illustrative residential blocks in red are shown further in the background (not part of this application).



Figure 3: Image taken from the submitted visual impacts assessment showing the proposed scale in blue from the southwest in Wexham Road.

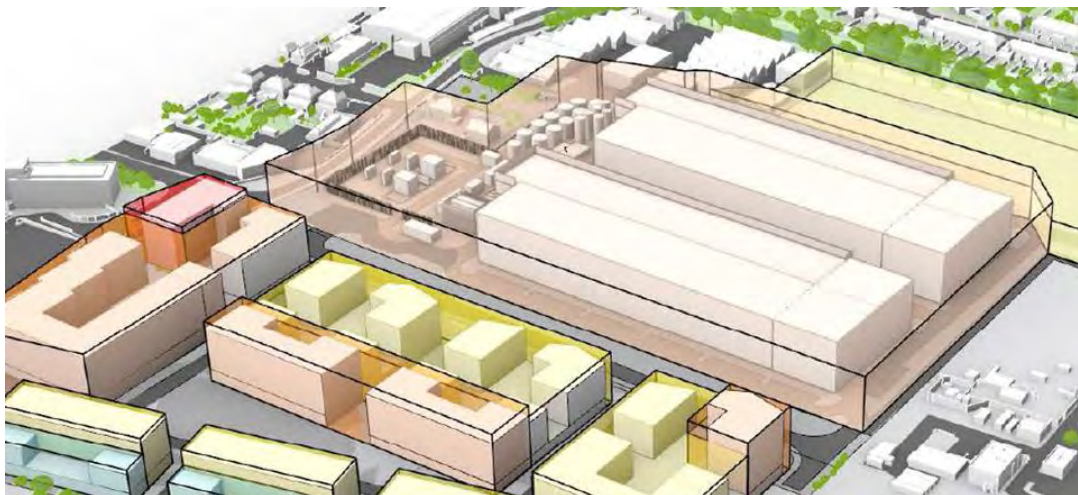
- 9.7 Clearly there will be views of the proposal from the west, including the northwest and southwest and the development will be experienced by a number of visual receptors including pedestrians, car/vehicle drivers and cyclists passing along these streets. However the proposed data centres would set back from Wexham Road by approximately 89 metres (min) and separated from the 100 and 100A Wexham Road by approximately 54 metres (min). While the proposed data centres would still be viewed as large structures, these distances are considered to provide a sufficient amount of space between Wexham Road and the neighbouring dwellings at the 100 and 100A Wexham Road to prevent harmful dominating visual relationships.
- 9.8 The area between the proposed data centre and Wexham Road, would contain the mechanical yard and substation, along with access roads / hardstanding.

The following images show these areas on plan.



Above: Illustrative image showing the mechanical yard and substation.

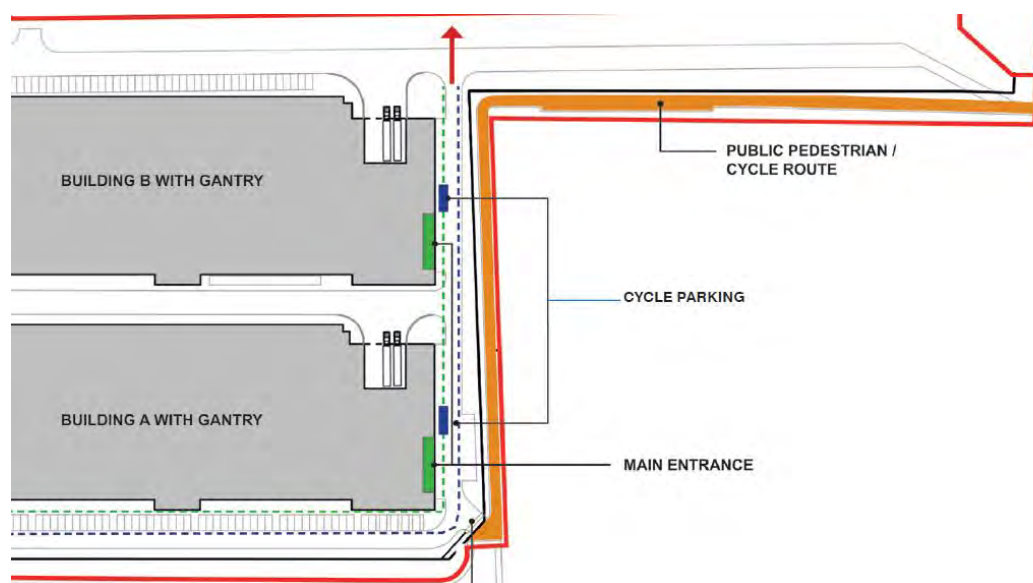
- 9.9 The mechanical yard would include silo type containers storing diesel fuel (approx. 12.35 metres high), and water (approx. 4.75 metres high). These would be separated from Wexham Road by approx. 75.9 metres and 53 metres (respectively). From the neighbouring residential buildings at 100 and 100A Wexham Road, they would be separated by approx. 28.6 metres and 8.8 metres (respectively). These are appropriate separation distances to ensure the silo storage containers would not visually dominate the residential dwellings.
- 9.10 The substation would accommodate electrical plant (8.1 metres high max) and 2no. control and switch gear rooms (4.65 metres high). The substation would be bounded by a 5 metre high architectural screen to the south, west, and partially to the north. Some of the electrical plant would be visible from above the architectural screening. However, the plans clearly demonstrate they would be positioned an appropriate distance from the highway and the neighbouring residential buildings at 100 and 100A Wexham Road to prevent a harmful dominating visual impact. The 5 metre high architectural screening to the western boundary of the substation would be positioned within 4.35 metres (min.) – 10.6 metres (max) of Wexham Road, and at a stretch of approximately 62 metres roughly parallel with Wexham Road. Given the application site is below the level of Wexham Road, the architectural screening would not measure 5 metres above the highway. The submitted cross sections show a height of 3.2 metres above Wexham Road. The scale of this element of the development would not result a harmful dominating visual impact in terms of scale and height.
- 9.11 The southern facade of Building A (the southern data centre) is planned to front the future east-to west estate road. On the opposite side of the road, lies the proposed residential development of up to 1,000 dwellings. The estate road and housing development have been granted by the associated outline planning permission (ref: P/00072/096). The southern elevation of Building A would be positioned approximately 23.4 metres from the future estate road, and approximately 54.4 metres (min.) from the approved residential parameter zones B and C that could provide building heights up to 23.5 metres / 7 storeys. The image below shows the massing proposed massing relationship.



Above: 3d massing image taken from the submitted design and access statement showing the relationship between the proposed data centres and the illustrative residential scheme submitted with the outline application.

9.12 These separation distances provide an appropriate sense of space from the future estate road and future residential development to the south. In addition a good degree of space is reserved for landscaping and tree planting within the site. It is noted that at the dimensions proposed, the southern elevation of Block A, would be very elongated. Given this elevation would address the future public realm and residential buildings, the proposals have been designed to ensure due attention is paid to its appearance and landscaping fronting the elevation. An assessment of the appearance of Buildings A and B, along with the associated structures are set out below.

9.13 To the east, the proposal would be set well away from Uxbridge (approx. 199 metres min.), with the Cadent gas site intervening. While there may be views from Uxbridge Road, the scale of the development and intervening distance would ensure there are minimal adverse impacts on the local townscape.. The public cycleway and footway approved in principal by the outline permission (P/00072/096) would be positioned between the proposed data centres and the neighbouring Cadent site. The cadent site does not include any structures of significance by the boundary with the application site. A separation distance between 18.7 metres and 21 metres from the neighbouring Cadent site is sufficient distance to prevent the data centre buildings resulting in unacceptable visual impacts in terms of scale and siting. In addition, due to the proposed separation distance, it is considered the data centres and associated structures and landscaping would not unreasonably sterilise future residential development at the Cadent site, particularly as any future development would need to be set back from the public cycleway and footway. The image below shows the proposed layout in relation to the approved public cycleway and footway and the neighbouring cadent site.



Above: image taken from the submitted design and access statements showing the proposed layout in relation to the approved public cycleway and footway.

- 9.14 The proposed data centres would be positioned between 16.5 metres and 14 metres (approx.) from the public cycleway and footway which would measure 3.5 metres wide. This distance may result in a degree of visual dominance when using the public cycleway and footway. However, sufficient space is provided for meaningful landscaping which could soften this impact. In addition, it is recognised that the public cycleway and footway could potentially be very isolated and have limited natural surveillance. It is noted that the eastern end of each data centre incorporates the access into the buildings, and office space with windows which would overlook the public cycleway and footway. Given the 3.5 metre width of the public cycleway and footway, the appropriate space for meaningful landscaping together with the active elevations fronting the public cycleway and footway, the scale and layout of the proposal in this location is acceptable.



Above: Illustrative view demonstrating the active elevations and landscaping at south eastern corner of the site

- 9.15 To the north, the proposed data centre buildings would be set back from the northern boundary with the Grand Union Canal by approximately 96 metres. The Canal and River Trust commented that due to their overall size and bulk there would be dominant features when viewed from the canal corridor. Planning Officers consider the separation distance of approximately 96 metres is a sufficient distance to prevent a harmful dominating visual impact when viewed from the canal corridor.

In summary, officers have considered the proposed siting, layout and scale of the proposed data centres and associated development having regard to the visual impacts on the adjoining local townscape and surrounding area. It is considered the scale, siting and layout of the proposals are acceptable in terms of the visual relationships and impact on the surrounding townscape.

- 9.16 **Reserved Matters – Appearance:**

- 9.17 *Brief summary:*

The proposed data centre buildings would be metal clad with curtain wall clear glazing with brisesoleil to the south east corner returns. The buildings incorporate detailed articulation to address the east-to-west estate road to the south, and the

public cycleway / footway to the east approved by the outline planning permission (P/00072/096). The substation to the southwest of the site would be bounded by a 5 metre high architectural screen to the south, west, and partially to the north. The above ground water and diesel storage tanks, along associated ancillary buildings / structures to the northwest would be functional structures, finished in a grey colour.



Above: illustrative image taken for the design an access statement.

9.18 *Detailed assessment:*

The southern elevation of Building A would form part of the future streetscene and provide an important part of the setting for the future residential development to the south. This elevation would comprise three projecting elements that would be finished in horizontally laid composite metal panels, with secret fixings and coloured white. The inset parts of the elevation would be finished in vertically laid composite metal panels with secret fixings coloured in dark grey and brass tone sections. The brass tone sections would incorporate the green wall system using stainless steel rope or mesh.

- 9.19 To the western end, the set in part of the southern elevation would be clad in continuous line acoustic louvres that wrap around to the western elevation. To the eastern end of the southern elevation, curtain wall clear glazing with aluminium brissoleil in brass tone would wrap around to the eastern elevation.



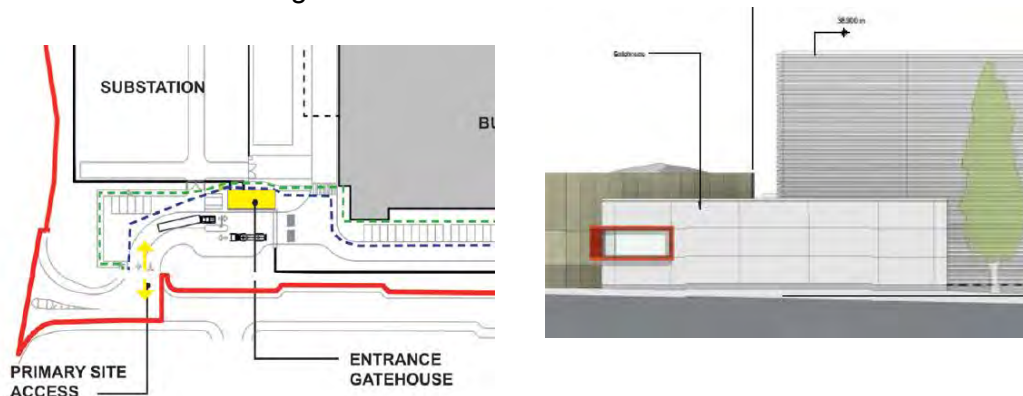
Above: Extract taken from the submitted elevations showing the proposed southern elevation to Building A.

- 9.20 Planning Officers consider an appropriate level of articulation and detailing is applied to the southern elevation to suitably address the future estate road to help create streetscene that would successfully integrate residential and commercial

uses. Tree planting and landscaping will be fundamental to successfully integrate these mix of uses. The southern elevation of building A would be similar as above, without the inclusion of the green wall system which is suitable given the limited public views of this element. The southern elevations are considered to be acceptable and help achieve a visual improvement compared to the existing situation.

9.21 The submitted plans propose a 400sqm area on each building for photovoltaic panels. These are positioned to the eastern end of each building, and on the southern side of the shallow sloping roofs. The cross sectional drawings show the panels would extend above the roof slope by approximately 0.2 metres and be parallel with the roof slope. The southern elevations of the data centres extend above the roof eaves of the roof by approximately 1.15 metres to create a parapet. As such the panels would be largely screened from the surrounding area.

9.22 A relatively small single flat roofed Gatehouse is proposed to the western of Building A. The Gatehouse would be finished in white metal cladding and include feature overhangs around the windows coloured orange. While simple in its appearance, the detail around the windows provides an important visual feature. Overall the proposed Gatehouse would complement the character and appearance of the site and surrounding area.



Above: Extract taken from the submitted design and access statement showing the proposed Gatehouse.

9.23 The north elevations would include the vertical exhaust ducts risers for the generators that would project out from the continuous louvered elevation. This would break up the mass and provide some visual interest. The exhaust ducts would be finished in the same colour tones as the building cladding.

9.24 The eastern end of the northern elevations would be finished in the horizontally laid composite metal panels, with secret fixings and coloured white to the upper floors. At ground floor, this element would include the loading bay and part elevation to be clad in the vertically laid composite metal panel, with secret fixings with individual sections coloured in dark grey.

9.25 While the northern elevations are not as refined or as aesthetically pleasing as the proposed south and east elevations, they are considered to be appropriate for the within the site in this location and due to the limited and oblique views from the

surrounding area.

- 9.26 The east elevations of each data centre would comprise the curtain wall clear glazing with aluminium brisesoleil in brass tone and the horizontally laid composite metal panels with secret fixings, coloured white. The ground floor would include the main entrance into each building being positioned within the curtain wall glazing element. The vertically laid composite metal panels, with secret fixings coloured in dark grey and brass tone is applied to the remaining ground floor part of the east elevations.



Above: Proposed east elevations

- 9.27 Planning Officers consider an appropriate level of articulation and detailing is applied to the southern elevation to suitably address the future public cycleway and footway. In addition the curtain wall glazing into the buildings and access provides a sense of activity and natural surveillance for the future public cycleway and footway.
- 9.28 The western elevation of Building A would comprise a projecting element to the north that would be finished in continuous line acoustic louvres and would wrap around to the northern elevation and southern return elevation. To the south, the west elevation would be finished in the horizontally laid composite metal panel, with secret fixings and coloured white. This section would include an inset panel of vertically laid composite metal cladding, coloured in a brass tone. The west elevation of Building B would be finished in a similar fashion to Building A, however, it would not include the bronze inset panel.



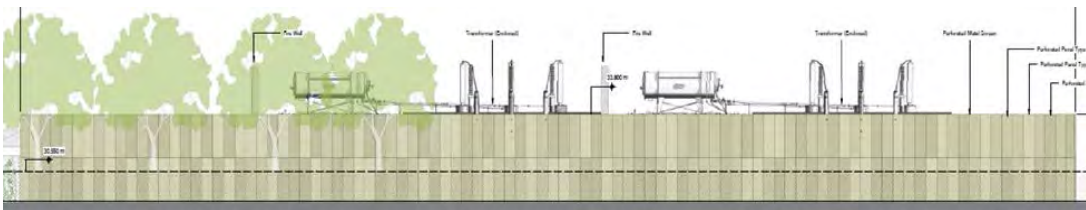
Above: proposed west elevation of Building A

9.29 The appearance of these elevations is relatively basic and lacks articulation. However the proposed data centres would set back from Wexham Road by approximately 89 metres (min) and separated from the 100 and 100A Wexham Road by approximately 54 metres (min). The distances and resulting gap are significant in spatial terms and provides a good degree of mitigation when considering the lack of articulation of these elevations. In summary, the functionally designed elevation is not considered to amount to a significant degree of harm to the local streetscene in views from the west given the distance from Wexham Road.

9.30 The electrical equipment within the proposed substation has no architectural merit. The 5 metre high screening around the substation would comprise perforated powder coated aluminium panels that would vary in their perforation sizes and shades. The panels would comprise three sets of perforations at different gauges (10%; 30%; 40%), and finished in varying brass tone colours. This would provide screening with a variation in texture and shading, and the bronze colours would relate to the bronze features in the proposed data centres. In addition, the perforated panels would relate to the aluminium perforated panels approved to clad the proposed extension to the Akzonobel headquarters on the opposite site of Wexham Road to the south (ref. P/00072/097). The images below show the proposed screening.



Above: Image of substation and architectural screening from south



Above: Image of substation and architectural screening from west (Wexham Road)

9.31 Planning Officers consider the proposed architectural screening would provide some visual interest to the streetscene elevations which are required to mitigate the visual relationship with the public realm and neighbouring dwellings. While some of the electrical equipment would protrude above the screening, these would be set back from Wexham Road and would not be visually prominent in the streetscene.

9.32 Officers have raised some concerns in relation to the proximity of the sub-station to Wexham Road, and this will need to be weighted in the context of the development as a whole. When having regard to the previous industrial appearance of the site, and the proposed commercial use of the site, and the context of the surrounding area; the substation as proposed, would not be wholly visually

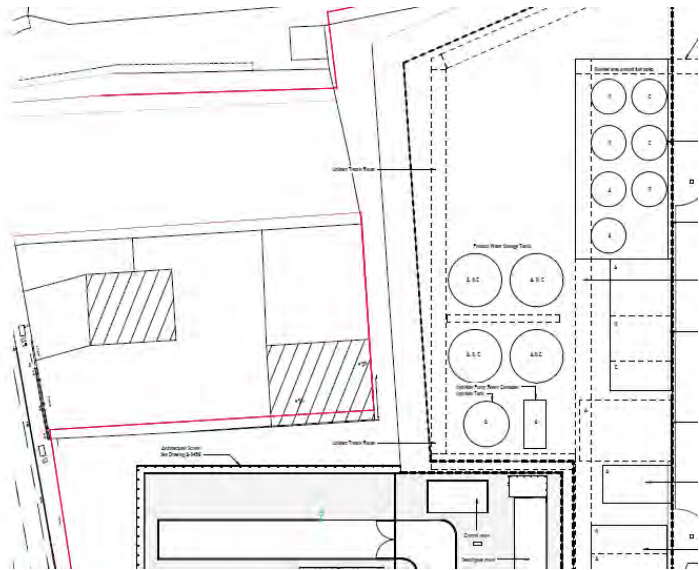
inappropriate. The development as a whole results in some visual improvements to the area and these need to be weighted in the balance.

9.33 Some concerns are raised in relation to the close visual relationship of the Silo tanks with the residential dwellings 100 and 100A Wexham Road. The silo tanks are located within the mechanical yard would have no architectural merit. As they would be sited beyond 100 and 100A Wexham Road, and well within the site, they would not be highly visible from Wexham Road. As such, there impact on the wider streetscene and townscape is considered to be limited.

9.34 The former site contained a silo tank farm located approximately 26 metres from the 100A Wexham Road. This is shown in the image below. The proposal silo storage area would be larger and closer to 100A Wexham Road (measured at approx. 8.7 metres min). While the previous silo tank farm would have been read as part of the setting for 100A and 100 Wexham Road, the proposed silo storage provision is larger and closer to the these dwellings and so officers have considered the new relationship between the buildings with regards to the historic context.



Above: Image showing the previous silo storage in relation to 100 and 100A Wexham Road



Above: Extract from the submitted plans showing the proposed silo storage in relation to 100 and 100A Wexham Road

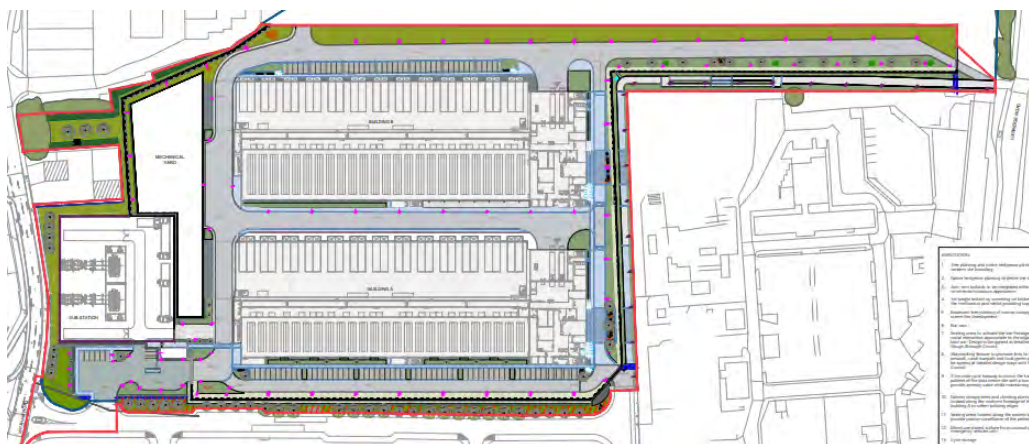
9.35 The application proposes to mitigate this relationship by installing a 3 metre high weld mesh fence, fronted by a 3 metre high ivy screening to the western side of the mechanical yard. While this provides some screening, the 4.75 metre height of the water storage silos and the 12.35 metre height of the diesel storage silos would remain highly visible from above the ivy screening. It is considered that the mechanical yard and associated equipment/plant provides an industrial and unsympathetic visual setting to the residential dwellings. However, officers have given due regard to the previous industrial appearance of the site and the adverse implications of the proposals will need to be weighted in the context of the development as a whole.

9.36 The appearance of the data centres, on balance is considered to be acceptable. There remain some concerns about the design quality of the sub-station and silo storage and the associated enclosures which have a functional appearance and otherwise do not positively contribute to the character or appearance of the area. However, the overall appearance of these structures is considered to be adequate for the proposed purpose of housing the associated equipment and plant without causing undue harm to the streetscene. Officers have also given due regard to the existing and previous low environmental quality of the site and overall, the proposals are considered overall to result in improvements to the appearance of the area.

9.37 **Reserved Matters – Landscaping:**

9.38 Brief description:

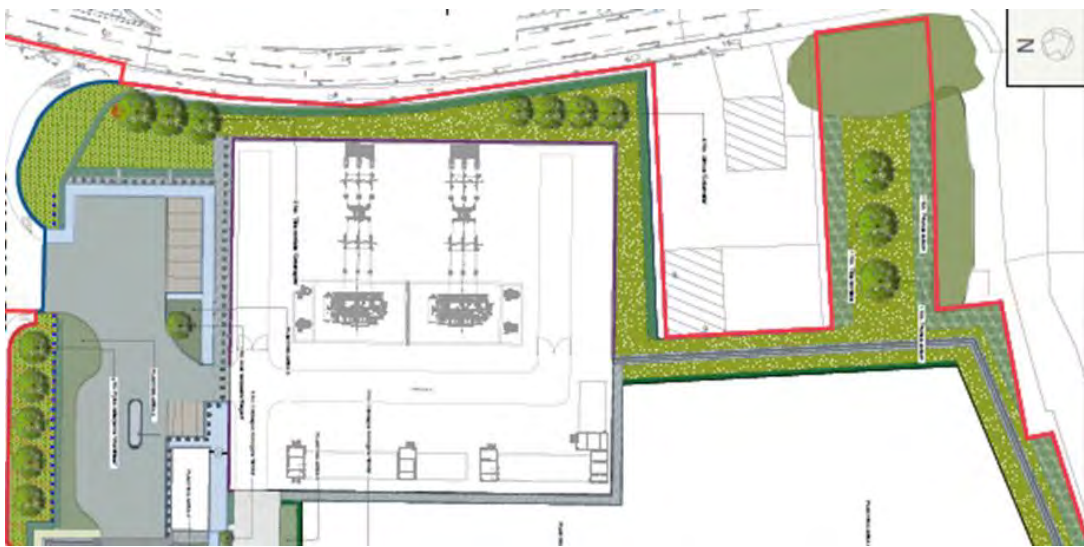
Soft landscaping is proposed to the entire perimeter of the site (other than the accesses). This comprises a mix of wildflower meadows, flowering lawns, native hedgerows, shrubs, & tree planting. The perimeter of the site would be bounded by 3 metre high weld mesh fencing. The public cycleway / footway would be soft landscaped to each side of the hardstanding which would be broken up by various differing concrete paving sets. Bench seating is proposed in the verges to the cycleway / footway and the east-to-west estate road.



Above: Image of the general landscaping layout.

9.39 *Detailed assessment:*

The existing trees and most of the shrubbery to the west and fronting Wexham Road would be removed. Replacement landscaping would comprise a flowering lawn and tree planting by the corner with Wexham Road and the future estate road. The area fronting the proposed substation and mechanical yard would comprise a wildflower meadow, native hedgerow & tree planting. Also the 3 metre high Ivy screen and decorative gravel would be located between the proposed mechanical yard 100A Wxham Road. The area to the north of 100 and 110A Wexham Road would comprise a wildflower meadow, tree planting, scrub borders, and retention of the existing shrubbery by Wexham Road.



- 9.40 Tree planting along the length of the proposed substation was requested, however, the applicant is unable to fulfil this due to fire risk, and security issues. The landscaping is clearly a formal arrangement to address the setting of the proposed development to Wexham Road. While it is considered to be of a good quality, the landscaping is relatively shallow in depth and absence of trees fronting the length of the proposed substation does not fully satisfy the concerns raised in relation to the proximity of the substation to the Wexham Road. The landscaping in itself is considered to satisfy the requirements of Policy EN3 of the Local Plan for Slough.
- 9.41 The landscaping to the south comprises a flowering grass verge lining the future estate road along with rows of narrow canopy trees, bench seating and necessary street furniture. The boundary to the data centre site would comprise a native hedgerow in front of a grass strip with gravel path and 3 metre high weldmesh boundary fencing coloured in light grey with a serrated topping. The access into the site comprises security gates to match the fencing with a row of vehicle bollards to the front of the hedgerow either side of the entrance.
- 9.42 Within the data centre site and to the front of the southern elevation of Building A, strips of flower bed planting and rows of narrow canopy trees are proposed. In addition the brass tone sections in the southern elevation of Building A would

incorporate the green wall using stainless steel rope or mesh.



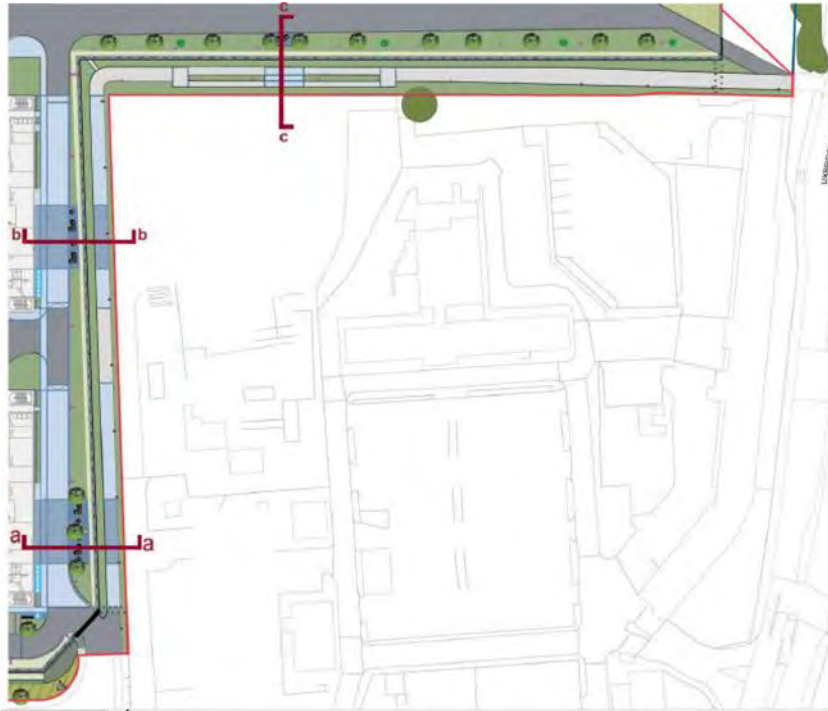
Above: Extract taken from the proposed plans showing the general landscaping layout to the south.

- 9.43 The proposed landscaping scheme to the south is considered to be of an appropriate size and of a high quality. Some concerns are raised regarding the visual appearance of the serrated topping to the boundary fence, particularly given the extent proposed. The image below is taken from the design and access statement which shows a reactively discrete solution. Given this is described as indicative, details of a similar serrated topping should be secured by condition. Overall, Planning Officers consider the proposed landscaping would suitably address the future estate road and soften the setting of the proposed development when viewed from the south including the future residential development to the south.



Above: Extract taken from the submitted design and access statement showing the indicative serrated topping to the proposed boundary fencing.

- 9.44 The landscaping proposals to the east comprises low level planting to each side of the proposed public footway and cycle way. These would be split up into various different planting zones which vary the mix of planting to aid visual interest. Trees lining the proposed public footway and cycle way were considered but later excluded for natural and CCTV surveillance issues.
- 9.45 The cycle footway itself would be finished in concrete paving, split up into different zones comprising different types of paving to add visual interest. The details of paving sets are not known but can be secured by condition. Within the site, adjoining the boundary fence, low level planting zones would line the boundary; tree planting, bench seating areas and a mix of paving types to the hardstanding areas.



Above: Extract showing the proposed landscape layout for the proposed public footway and cycleway.

- 9.46 The proposed landscaping strategy in this location is considered to be of a good quality, appropriate size, and the variation in materials and planting mix would suitably address proposed public footway and cycleway.
- 9.47 The access road to the northern side of Building B would comprise the hardstanding parking areas and an access road, followed by a verge of native species rich grassland to the north. Given the limited and oblique views from the surrounding area, the landscaping provision in this location is considered acceptable.
- 9.48 Based on the above, the proposed landscaping would comply with Policy EN3 of The Local Plan for Slough.
- 9.49 **Conclusion:**
- 9.50 The proposal would successfully address the new areas of public realm approved by the outline planning permission, and as such is considered to provide a high standard of design that would respect and improve and the character and appearance of the surrounding area. Some concerns have been raised regarding the appearance and sterile nature of the substation and to a much lesser degree, the west elevations of the data centres in relation to Wexham Road. In addition some concerns are raised over the visual setting of the silo tanks in relation to the residential dwellings 100 and 100A Wexham Road. However when considering the nature and industrial appearance of the previous use of the site, and the fact the development would in many cases improve character and appearance of the surrounding area, on balance the proposal is considered to comply with the relevant requirements of Core Policy 8 of The Core Strategy, Policies EN1, and EMP2 of The Local Plan for Slough, and the requirements of the National Planning

Policy Framework.

10.0 **Impact on Heritage Assets**

- 10.1 Sections 66 and Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 seeks special regard to the desirability of preserving a listed building or its setting and to preserve or enhance the character or appearance of a conservation area.
- 10.2 Paragraph 194 of the National Planning Policy Framework requires an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance.
- 10.3 Paragraph 195 of the National Planning Policy Framework requires local planning authorities to identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.
- 10.4 Chapter 16 of the National Planning Policy Framework intends to preserve and enhance the historic environment; paragraph 199 requires local planning authorities to afford great weight to the asset's conservation, irrespective of whether the potential harm is substantial harm, total loss or less than substantial harm.
- 10.5 Paragraph 202 of the NPPF states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.
- 10.6 Core Policy 9 of the Core Strategy, (2006 – 2026) Development Plan Document December 2008 states that development will not be permitted unless it:
- Enhances and protects the historic environment;
 - Respects the character and distinctiveness of existing buildings, townscapes and landscapes and their local designations;
- 10.7 Within the assessment of the outline application (ref. P/00072/096), the Council's Heritage Advisor commented that the likely potential impacts on the Grade II Listed buildings to west at Slough station and the St Bernards Conservation Area to south would result in the lower levels of Less than Substantial Harm.
- 10.8 This reserved matters application relates to a single phase comprising a part of the application site approved at the outline stage. The Heritage Advisor has reviewed the details of the application and further information submitted by the applicant's

agent explaining why they consider the proposal in this phase would not affect the above heritage assets.

- 10.9 The Council's Heritage Advisor has commented the proposed data centres would not be visible in views from Slough station, and therefore the proposal would preserve these heritage assets. The St Bernards Conservation Area is located circa 0.5km to the south of the reserved matters application site. This distance together with the positioning and scale of existing intervening development and also with due consideration to the positioning and scale of the residential development granted outline planning permission to the south, the proposal on this part of the site would not have an adverse impact upon the St Bernards Conservation Area, and would therefore preserve it. For these reasons, officers consider the proposals do not amount to any harm to the identified heritage assets which will be preserved along with their settings.
- 10.10 Based on the above, and having regard to the heritage advice received, the proposal would preserve the surrounding heritage assets and officers consider that the proposals would not lead to any level of harm as defined by the National Planning Policy Framework and would also comply with Core Policy 9 of the Core Strategy.
- 11.0 **Impact on amenity of neighbouring occupiers / uses**
- 11.1 Paragraph 130f of the National Planning Policy Framework requires planning decisions to ensure developments create places with a high standard of amenity for existing and future users. This is reflected in Core Policy 8 of the Core Strategy and Local Plan Policies EN1 and EMP2
- 11.2 There are residential properties within close proximity of the application site. To the northwest there are three residential properties adjoining the site at 100 Wexham Road and 100A Wexham (comprises two properties). To the north of the site there are a number of houses on the northern side of the canal with south facing windows and south facing rear gardens. To the east of the site there are a number of houses on the eastern side of Uxbridge Road with west facing windows and west facing front gardens. To the south of the site there are a number of houses on the southern side of the railway line which are mostly orientated east to west. The impacts on these properties are assessed below.
- 11.3 The image below shows the relationship of the proposed development with 100 and 100A Wexham Road:



Above: extract from the submitted design and access statement image showing the relationship of the proposed development with 100 and 100A Wexham Road.

11.4 100A Wexham Road is orientated north to south and adjoins the application site to the east by its eastern side boundary. The approved plans 100A Wexham Road (ref. P/13542/015) show windows serving habitable rooms in the northern front elevation. To the rear, there are windows serving a kitchen and a study at ground floor. At first floor windows serving a bathroom and store are all shown on the approved plans. Side facing windows are shown to serve the first floor landing. The approved landscaping details show small enclosed amenity areas to the rear (south) and enclosed front gardens (north), adjoined by parking and access (north).

11.5 100 Wexham Road is positioned towards the northwest corner of the application site and neighbours 100A Wexham Road by its eastern rear boundary. This dwelling is single storey at the front (west), and due to the site sloping sharply towards the east, the dwelling is two storeys at the rear (east). The property contains driveway parking to the front. To the rear there is another vehicular access to the side of the property which provides access to a semi basement garage and an external hardstanding area which wraps around the side and rear and side. These external areas are at a much lower level compared to the Wexham Road approximately the same level as the adjoining application site to the south.

Based on plans submitted to the Council in 2014 (ref. P/13542/011) 100 Wexham Road comprises 3 bedrooms, one lounge, kitchen, separate dining room, bathroom, and separate W.C. There is also a semi basement level comprising a garage and storage areas and a roof void above the ground floor. South (side) facing windows serve the kitchen, bathroom, W.C, and store. North (rear) facing windows serve a dining area and a bedroom. Two windows to the west (front) serve the lounge and a bedroom, and the north (side) window serves a bedroom.

11.6 The application proposes a mechanical yard within close proximity of 100 and 100A Wexham Road. This would include silo type containers storing diesel fuel (approx.

12.35 metres high), and water (approx. 4.75 metres high). The 4.75 metre high water silos would be separated at a minimum distance of 8.8 metres from the common side boundary with 100A Wexham Road and approximately 22.9 metres from the rear boundary of 100 Wexham Road. The 12.7 metre high diesel silos would be separated at a minimum distance of 28.6 metres from the common side boundary with 100A Wexham Road and approximately 42 metres from the rear boundary of 100 Wexham Road.

11.7 The proposed data centre buildings would be separated at a minimum distance of 54.5 metres from the common side boundary with 100A Wexham Road and approximately 67.5 metres from the rear boundary of 100 Wexham Road.

11.8 The above distances provide an appropriate amount of separation space to prevent any unacceptable overbearing impact. The outlook from the external areas at 100A Wexham Road and the rear facing windows and external areas at 100 Wexham Road would include the silo tanks. While this is not an aesthetically pleasing outlook, it would not result in unacceptable harm to living conditions of the occupiers of these dwellings. The visual harm is considered in the 'Impact on the character and appearance of the area' section of this report.

11.9 The residential development granted by the associated outline planning permission (ref: P/00072/096) would comprise up to 1,000 dwellings on the southern side of the part of the application site. The future east-to-west estate road and landscaped areas each side of the estate road would separate the proposed development within the future residential development. Building A would measure a maximum height of 23.5 metres and be positioned approximately 54.4 metres (min.) from the residential development parameter zones B and C approved by the outline application to provide building heights up to 23.5 metres / 7 storeys. These distances provide an appropriate amount of separation space to prevent any unacceptable impacts in terms of overbearing and /or outlook for the future occupiers of the residential development granted by outline planning permission.

11.10 *Daylight and Sunlight:*

The application has been submitted with a daylight and sunlight report which assesses any potential loss of daylight and sunlight to relevant neighbouring properties.

11.11 The British Research Establishment (BRE) provides written guidance in relation to daylight and sunlight. For neighbouring external areas, it is advised that as a result of new development, if at least half of an existing amenity space does not receive at least 2 hours of sunlight on 21st March and the sunlight to this area is reduced to less than 0.8 times its former value, then the loss of sunlight is likely to be noticeable.

11.12 The sunlight to the amenity area directly to the front of 100A Wexham Road and adjoining the application site would be reduced to less than 0.8 times its former value. However its former value (as existing) is already poor and falls well short of

half its area receiving 2 hours of sunlight on 21st March. The area which is currently sunlit for at least 2 hours on 21st March is approximately 15% of the area and is positioned to the northwest corner of the amenity space. As a result of the development, this would reduce to 3%. While this is a significant loss, planning officers consider it would not significantly affect the amenity value for the occupiers. This is because the amount of sunlight the garden receives is already very poor. In addition the location of the sunlit area is a small area to the northwest part of the amenity space and forms part of a footway access to the dwellings and adjoins a parking space. Based on these factors, It is considered very unlikely this area would be particularly enjoyed for its sunlit properties. As such the resulting loss of sunlight is considered a minor adverse impact that would not result in unacceptable impact on the amenity of the neighbouring occupiers of 100A Wexham Road. The image on the bottom left shows the approved front garden of 100A Wexham Road, while the image on the bottom right shows the area of sunlight to be lost in yellow

<p>Above: Extract from the approved landscaping scheme at 100A Wexham Road.</p>	<p>Above: Extract from the submitted daylight and sunlight study. Yellow indicates sunlit area lost. Red outline indicates sunlit area to remain.</p>

- 11.13 There would be some minor reductions in the daylight and sunlight serving the internal habitable rooms at 100 and 100A Wexham Road. However, as these would fall within the guidelines recommended the BRE, they should not be noticeable to the occupiers, and therefore would be acceptable.
- 11.14 The submitted daylight and sunlight report assesses the impacts on the illustrative residential scheme which was submitted with the associated outline planning application (ref: P/00072/096). This has been done by calculating vertical sky components (VSC) and annual probable sunlight hours (APSH). The BRE has confirmed this is the correct approach in situations like this where window positions and room layouts have not yet been established.

- 11.15 VSC - the BRE advise a VSC of 27 degrees should provide reasonable daylight falling on the plane of the window. The submitted daylight and sunlight report finds that with the proposed development in place, the northern residential façade which front the future estate road and face the proposed development would have VSCs of 27% and above.
- 11.16 APSH – the BRE have commented that the northern residential façade which front the future estate road and face the proposed development are low, generally below the recommended 25%. However, the BRE have advised that this would be largely because the residential facades face close to due north rather than because of any shading caused by the proposal. The proposed data centres would lie to the north or north east of the proposed residential blocks, and have very little impact on the sunlight they receive.
- 11.17 Based on the above, it is considered the proposal would not unduly constrain the residential development to the south which is still subject to reserved matter applications in relation to scale, layout, appearance and landscaping. The reserved matters applications for the residential component will be subject to a more detailed and precise daylight and sunlight assessment where the impacts on the living conditions of the future occupiers will be carried out.
- 11.18 The submitted daylight and sunlight report has assessed by the BRE who have agreed the proposed development would not result in any unacceptable impacts on the existing neighbouring occupiers or cause a significant constraint on the potential future residential development to south granted outline planning permission.
- 11.19 *Glint and glare:*
- The submitted plans propose a 400sqm area on each building for photovoltaic panels. These are positioned to the eastern end of each building, and on the southern side of the shallow sloping roofs. The cross sectional drawings show the panels would extend above the roof slope by approximately 0.2 metres and be parallel with the roof slope. The southern elevations extend above the roof eaves of the roof by approximately 1.15 metres to create a parapet. As such the panels would be largely screened from the potential future residential development to south.
- 11.20 Given the outline residential development is limited to a similar height as the proposed data centres, and the that the parapet provide a good degree of screening from the panels which tile upwards, it is considered unlikely there would be any significant impacts on the potential future residential development to the south in terms of glint or glare.
- 11.21 However, in proposing metal cladding to the southern elevations of Building A, some concerns are raised in relation to glint or glare on the potential future residential development to the south. A glint and glare study should be secured by

condition.

11.22 *Noise:*

Noise impacts were assessed at the outline stage where officers were satisfied the issue could be dealt with by planning condition (condition 12) which requires details to be submitted alongside the submission of the reserved matters application. These details have been submitted via planning reference P/00072/106.

11.23 Condition 12 of the outline planning permission (ref. P/00072/096) require the cumulative noise from the commercial development to not exceed 2dB(A) above the background noise levels at noise sensitive receptors. The background noise levels were established at outline stage and are pre Covid lockdown noise levels. Noise from external areas are required to not exceed 55db LAeq (1hr) during the daytime (07:00-23:00) or 45dB LAeq (1hr) during the nighttime (23:00 - 07:00) or 60dB LAmx (15mins) during the nighttime (23:00 - 07:00) at facades of existing noise sensitive receptors.

11.24 The main concern in relation to noise comes from the proposed 52 diesel generators within the data centres, the plant and chillers associated with the data centre cooling, HGV deliveries, and the substation.

11.25 26 diesel generators would be positioned in the northern part of the ground floor of each data centre building. The generators are only required in emergency in the event of a power outage. However they will require regular testing.

11.26 The emergency scenario is tested by assuming all generators running at full capacity. In this scenario, internal noise levels within existing neighbouring dwellings and the dwellings approved at outline stage would fall within the limits of condition 12 during both the day and night with windows closed. With windows open, receptors to the east in Uxbridge road and to the west at 100 and 100A Wexham Road would experience noise levels exceeding the internal noise criteria from BS8233 during the day. During the night, receptors to the north by canal, to east in Uxbridge road, to the west at 100 and 100A Wexham Road, and the dwellings approved at outline stage would all experience noise levels above internal noise criteria during the night. The applicant asserts that these levels are acceptable given the rarity of power outages. The Council's Environmental Quality and Environmental Health Officers agree to this given the limited and temporary nature of power outages.

11.27 The submitted noise assessment sets out the following generator testing regime:

- Monthly testing for a duration of 15 minutes at no load; and
- 6 monthly testing for a duration of 6 hours – totalling 12 hours per year at load.

The Council's Environmental Quality Officer has confirmed that based on the information submitted, the testing regime would not result in noise that would exceed the background noise levels or the noise levels set out in BS8233 during

the day. A condition is recommended to ensure on-load testing is to be undertaken on one generator at a time; with the maximum number of generators being tested at any one time being 2 (one offload and one at load). The condition shall require the testing to be carried out during the daytime (07:00-23:00).

Subject to conditions, the remaining plant and the HGV deliveries are all predicted to fully comply with the limits set out in condition 12. The conditions relate to:

- Full details of the attenuation packs and/or enclosures for plant
- Generator testing regime (as above)
- Operational HGV deliveries may only occur during the day time period (07:00-23:00), up to a maximum of two deliveries in any one hour daytime period, and a maximum of two deliveries overnight
- Full details of construction plant noise levels

11.28 Given the noise issues are subject to separate conditions, and when considering the level of information submitted so far along with the projected results, planning officers are satisfied the noise issues can continue to be dealt with separately by the existing condition and proposed conditions.

11.29 Based on the above, and subject to conditions, the proposal is considered to comply with the relevant requirements of Core Policy 8 of The Core Strategy, Policies EN1 and EMP2 of The Local Plan for Slough, and the requirements of the National Planning Policy Framework.

12.0 **Parking and Highway Safety**

12.1 The National Planning Policy Framework requires development to give priority first to pedestrian and cycle movements, and second - so far as possible – to facilitating access to high quality public transport. Development should be designed to create safe and suitable access and layouts which minimise conflicts between traffic and pedestrians. Plans should also address the needs of people with disabilities, allow for the efficient delivery of goods and access by emergency vehicles, and provide facilities for electric vehicle charging. Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, should be cost effectively mitigated to an acceptable degree. This is reflected in Core Policy 7. Paragraph 111 of the National Planning Policy Framework 2021 states that ‘Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe’.

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

12.3 The point of access via Wexham Road was approved via the associated outline application (ref. P/00072/096). An internal vehicle and pedestrian access into the

reserved matters application site is proposed. This access would be sited approximately 27.3 metres to the east of approved Wexham Road access and on the northern side of the future east-to-west estate road. The positioning and layout of this access has been assessed by the local highway authority and commented that it is acceptable.

- 12.4 The proposed layout comprises 95 car parking spaces, including 4 x wheelchair accessible bays and 29 EV charging bays parking. 55 car parking spaces would be positioned to the south side of Building A and the remaining 40 car parking spaces to the northern side of Building B. No HGV parking spaces are proposed other the Loading bays are positioned to the northern side of each building.
- 12.5 The Parking Standards as updated within Part 3 of the Slough Developer's Guide does not include any specific guidance in relation to parking provision for data centres. The information submitted with the application asserts the proposed development would provide direct employment for 80 - 120 employees. The submitted transport statement assumes 100 staff would be directly employed and visit the facility over a 24 hour period. It is expected that the staff shift patterns over 24 hours will comprise two 12 hour shifts. The day shift (08:00 – 20:00) would comprise up to 77 staff. The remaining 23 predicted staff would visit the facility in the night shift (20:00 – 08:00). The transport statement asserts the site would generate up to 10 HGV deliveries per week. The proposed parking provision, HGV loading bays, and circulation / internal access have been assessed by the local highway authority and commented that it is acceptable.
- 12.6 The submitted Transport Statement asserts 40 staff cycle parking spaces which will be provided in dedicated cycle stores within each data centre building. The local highway authority has not objected to this quantum. Planning officers note the cycle storage is not shown on the floor plans. Given the size of the site, it accepted that cycle storage in accordance with the Developers Guide can be achieved by condition. In addition, the shower and changing facilities should be retained by condition as this would encourage cycling to work and is in accordance with the Developers Guide.
- 12.7 Details of the public cycleway / footway to connect to Uxbridge Road have been submitted both within this application and alongside this application to discharge condition 16 of the outline application via planning ref. P/00072/110. The local highway authority has requested the following:

Please design the proposed pedestrian/cycle link to better tie into the existing footpath on the northern side of the carriageway. The path should be designed to sweep south-west and tie in with the footpath.

My overall feeling is that the existing design looks like a cycleway interrupted by an emergency access. The emergency access will be rarely used (hopefully never) so I wanted them to design this corner to look more like a continuous walking and cycling route,

which can facilitate emergency access on rare occasions if needed

- 12.8 The above has been requested from the application the who responded with the following:

The change proposed in our view would in fact result in cyclists maintain and/or speeding up round this corner which we would rather they didn't and slow as the current design would require. We would be happy to have way finding signage be conditioned but we generally don't understand the reasoning behind the request. On safety grounds we would rather retain as is unless the highways team can properly justify this requested change/they will be objecting to the scheme unless a change is made

- 12.9 Further justification / explanation has been requested from the Local Highway Authority, however no response has been received. Officers are not aware of there being evidence to suggest that the proposed connection to / from the public cycleway /footway would result in conflicts within the highway at this part of the site, and this has not been suggested by the Highways Officers. Although it may be desirable for cyclists to have use of a continuous uninterrupted cycle route, the current proposals do not appear to fall short of highways safety standards. Given the current impasse, officers consider that the proposals would not amount to a significant degree of harm and therefore the proposed current arrangement could be supported on balance. .

- 12.10 Details of the management of servicing and deliveries alongside this application to discharge condition 21 of the outline application planning ref. P/00072/110. The Local Highway Authority has commented that these details are acceptable.

- 12.11 Based on the above, the proposal would accord with the in Core Policy 7 of the Core Strategy Local Plan Policies T2 and T8, and the requirements of the National Planning Policy Framework.

13.0 **Air Quality**

- 13.1 Core Policy 8 of the Core Strategy seeks development to be located away from areas affected by air pollution unless the development incorporates appropriate mitigation measures to limit the adverse effects on occupiers and other appropriate receptors. Proposal should not result in unacceptable levels of air pollution. This is reflected in Paragraph 181 of the National Planning Policy Framework which also goes on to require any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan.

- 13.2 The Council has adopted the Slough Low Emission Strategy on a corporate basis, which is a local air quality action plan incorporating initiatives to be delivered by the

Council and will set the context for revising the Local Development Plan Policies. Measures in the Low Emission Strategy include reducing traffic and requiring electric charging points within new developments. The Low Emission Strategy is a material planning consideration but it does not form part of the current local development plan.

- 13.3 The impacts on air quality were assessed in the outline application where it was concluded the air quality issues in relation to a data centre scenario would be dealt with by condition 17 of the outline planning permission which requires details to be submitted alongside the submission of the reserved matters application. These details have been submitted via planning reference P/00072/106.
- 13.4 The main concern in relation to air quality comes from the proposed 52 diesel generators within the data centres and the substation to the southwest of the site. Concerns are also raised regarding the construction phase.
- 13.5 26 diesel generators would be positioned in the northern part of the ground floor of each data centre building. The generators are only required in emergency in the event of a power outage. However they will require regular testing.
- 13.6 The emergency scenario is tested by assuming all generators running at full capacity. In this scenario, to the north in Hazelmre Road, there would potentially be a moderate - adverse worsening of air quality. The applicant asserts given the rarity of power outages, and their temporary nature, this is acceptable. The Council's Environmental Quality Officer has agreed to this given the limited and temporary nature of power outages. The submitted noise assessment sets out the following generator testing regime:
- Monthly testing for a duration of 15 minutes at no load; and
 - 6 monthly testing for a duration of 6 hours – totalling 12 hours per year at load.
- 13.7 The Council's Environmental Quality Officer has confirmed that based on the information submitted and the testing regime, the proposal would not result in unacceptable levels of air quality on existing human receptors or potential future human receptors via the residential development approved by the outline planning permission. A condition is recommended to ensure on-load testing is to be undertaken on one generator at a time; with the maximum number of generators being tested at any one time being 2 (one offload and one at load). The condition shall require the testing to be carried out during the daytime (07:00-23:00).
- 13.8 Dust during the construction phase has been adequately addressed.
- 13.9 Air quality in relation to ecological receptors is assessed within the 'impact on biodiversity and ecology' section of this report.
- 13.10 Based on the above, and subject to conditions, the proposal would accord with the in Core Policy 8 of the Core Strategy, and the requirements of the National Planning Policy Framework.

14.0 **Impact on biodiversity and ecology**

14.1 Paragraph 174 of the National Planning Policy Framework requires new development to minimise impacts on biodiversity and provide net gains in biodiversity. Core Policy 9 relates to the natural environment and requires new development to preserve and enhance natural habitats and the biodiversity of the Borough. .

14.2 The impacts on biodiversity and ecology were assessed in the outline application where it was concluded the details regarding the ecological mitigation, compensation and enhancements could be dealt with by condition. This was secured by condition 10 to the outline planning permission (ref. P/00072/096) which requires the details to be submitted alongside each reserved matters application. The ecological details have been submitted alongside this reserved matters application (ref. P/00072/109) which include:

- wildflower meadows, along with shrubs incorporating a mix of native species with a focus on pollinator species around the site which will tie into the wider scheme plans to produce a pollinator loop around the site
- Physical provisions for nesting birds and roosting bats as well as invertebrates.
- Compliance with Natural England Bat Low Impact Class Licence Application (Class Licence 21)

14.3 The above compensation and enhancements would exceed those predicted at the outline stage, and the Natural England Bat Low Impact Class Licence has been complied with. These have been agreed by the Council's ecology advisor

14.4 The assessment on air quality is based on a worst case scenario and it is demonstrated that the annual mean contribution to nitrogen deposition at the relevant sensitive receptors is negligible. This has been agreed by the Council's ecology advisor.

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

15.0 **Crime Prevention and anti-social behaviour**

15.1 Policy EN5 of the adopted Local Plan and Core Policy 12 require all development schemes to be designed so as to reduce the potential for criminal activity and anti-social behaviour. Paragraph 92 National Planning Policy Framework seeks development to be inclusive and safe places which are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion.

15.2 The application includes a public cycleway / footway to the east of the site that was approved in principle by the outline permission (ref. P/00072/096). The public cycleway / footway is intended to provide a link from the east- to-west estate road

and the residential scheme of up to 1,000 dwellings both also approved in principle by the outline permission (ref. P/00072/096).

- 15.3 The proposed data centres would be positioned between 16.5 metres and 14 metres (approx.) from the public cycleway and footway which would measure 3.5 metres wide. Given the proposed 23.5 metre maximum height of the data centres, this may result in a degree of enclosure when using the public cycleway and footway. However the proposed data centres are oriented so their main access and curtain wall glazed office space on would face and directly overlook the north to south part of the public cycleway and footway. This provides a degree of activity within the application site and adjacent to the public cycleway and footway along with natural surveillance.
- 15.4 Design and Crime Prevention Officers from Thames Valley Police have been involved in providing advice in the detailed design of the public cycleway and footway through a number of meetings with planning officers and the developer. The design of the public cycleway and footway has been refined and include low level landscaping to retain lines of site and reduce hiding spaces. A security strategy has been submitted which includes surveillance cameras in various locations including key locations to monitor the public cycleway and footway. The surveillance cameras will be actively monitored by security staff. In the event of an observed incident, security staff will take appropriate action. In addition the site boundary would be regularly patrolled over a 24 hour period.
- 15.5 It is considered the north-to-south part of the public cycleway and footway would benefit from appropriate design interventions to minimise the potential for crime and disorder, fear of crime, and anti-social behaviour. The east-to-west part of the public cycleway and footway would benefit from less natural surveillance and activity from within the site; however, this area would still be monitored by surveillance cameras and be regularly patrolled. The majority of the outline application site adjacent to the east-to-west part of the public cycleway / footway is yet to come forward as a phase of development under the outline planning permission (ref. P/00072/096). This future phase would be expected to contribute towards minimising the potential for crime and disorder, fear of crime, and anti-social behaviour within the public cycleway / footway.
- 15.6 The data centre itself would be completely fenced and gated off across all its boundaries. Access into the site would be controlled and monitored. The submitted security strategy demonstrates a very comprehensive level of security would be provided. The plans as submitted demonstrate a satisfactory level of physical security for the data centre. Planning Officers understand the importance of data centre security for the operator and that it would evolve with new technologies. On this basis it is not considered necessary to require the data centre itself to be carried out in accordance with the submitted security strategy. However, it is considered necessary to ensure the security measures in respect of the public cycleway / footway is carried out in accordance with the submitted security strategy. This is secured by condition.

15.7 Based on the above, the proposal would accord with the in Core Policy 12 of the Core Strategy Local Plan Policy EN5, and the requirements of the National Planning Policy Framework.

16.0 **Contaminated Land**

16.1 Paragraphs 183 and 184 of the National Planning Policy Framework require a site to be suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination. This is reflected in Core Policy 8 of the Core Strategy.

16.2 The site has been directly contaminated due to past operations on the site. This has been addressed at the outline application which secured an appropriate remediation strategy by condition.

16.3 The application includes the above ground silo storage of 1,000 cubic meters of diesel, a diesel filling area, and underground diesel drainage tanks. The Council's Environment Officer has advised the storage tanks must provide suitable containment and secondary containment measures, along with monitoring and maintenance measures in accordance with the relevant regulations. This can be secured by condition.

16.4 The Environment Agency has been consulted in relation to the storage and dispensing of diesel, however no comments have been received.

16.5 Based on the above, subject to conditions the proposal would accord with the in Core Policy 8 of the Core Strategy, and the requirements of the National Planning Policy Framework.

17.0 **Health and Safety**

17.1 Adjoining the site to the east is 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. The Health and Safety Executive have commented they have no objections in this regard.

17.2 The proposed development is within the Consultation Distance of a major hazard pipeline. The Health and Safety Executive have commented they have no objections in this regard, and advised contacting the pipeline operator (Cadent) before determining the application. Cadent have commented that the previous advice provided on the outline application (ref. P/00072/096) still apply. These previous comments confirmed that Cadent Gas have no objection as the high pressure gas pipeline in the vicinity will not be affected. Further comments were

provided in relation to gas venting which concluded the process does not pose any significant risk to 3rd parties outside the Cadent premises.

- 17.3 The application includes the 7 x diesel silo storage tanks totalling 1,000 cubic meters of diesel, a diesel filling area, and underground diesel drainage tanks. The Health and Safety Executive have advised that hazardous substances consent would be required if the quantity of fuel would exceed the controlled amount listed in Schedule 1 of The Planning (Hazardous Substances) Regulations 2015. The Council's Environment Officer has advised this controlled amount is set at a threshold of 2500 tonnes and the proposed 1,000 cubic meters of diesel would fall below this threshold. As such hazardous substances consent would not be required.
- 17.4 Although the storage of diesel would not be controlled by a hazardous substances consent, the Health and Safety Executive have advised the employer 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.
- 17.5 In addition to the above, the Council's Environment Officer has advised the storage tanks must provide suitable containment and second containment measures, along with monitoring and maintenance measures in accordance with the relevant regulations. This can be secured by condition.
- 17.6 A substation is proposed to the southwest corner of the site. An electromagnetic fields assessment report has been carried out on behalf of the applicant. The reports explains that the International Commission on Non-Ionizing Radiation Protection (ICNIRP) guidelines recommends human exposure to members of the public is limited to 100µT magnetic field limit and 5000V/m electric field limit at both 1m height and at ground level.
- 17.7 Calculations have been carried out by the existing residential boundary at 100 / 100A Wexham Road, the residential development to the south approved at the outline application, and to the northern and southern boundaries of the substation. All the results in each of the locations fall below the limits within the ICNIRP guidelines.

In relation to aircraft safeguarding, the Aerodrome Safeguarding Specialist from Heathrow Airport has raised no objections in relation to the application based on the information submitted in the associated application to discharge conditions via ref. P/00072/109 (condition 11 Bird Hazard Management).

- 17.8 Based on the above, and subject to conditions there is no evidence to suggest proposal is considered to have unacceptable impacts in terms of the health and safety.

18.0 **Flood Risk and Drainage**

18.1 Paragraph 161 of the National Planning Policy Framework requires all plans to apply a sequential, risk-based approach to the location of development – taking into account all sources of flood risk. Paragraph 033 of the NPPG clarifies that any development proposal should take into account the likelihood of flooding from other sources, as well as from rivers and the sea. The sequential approach to locating development in areas at lower flood risk should be applied to all sources of flooding.

18.2 The application proposes above ground silo storage of water comprising:

- 4 x water storage tanks totalling 591 cubic meters of water for cooling the data centres
- 1 x water sprinkler tank a totalling 160 cubic meters of water

It is understood that the preference is to achieve a mains connection, however, to date; the applicant has not achieved the required agreement with Thames Water.

18.3 The site is located in Flood Zone 1. The proposed above ground water storage does present a potential flood risk in the event of any failure of the tanks. In this instance a sequential approach is not considered appropriate. This is because the potential flood risk is generated by the use of the site, and would very unlikely be reduced by relocated the development. In accordance with paragraph 035 of the NPPG and the corresponding Table 3 of the NPPG, the exception test does not need to be applied in this instance as the site is not located within a flood zone 2 or 3.

18.4 Paragraph 167 of the National Planning Policy Framework requires local planning authorities to ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment. Development should only be allowed in areas at risk of flooding where, in the light of this assessment (and the sequential and exception tests, as applicable) it can be demonstrated that:

- a) within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location;
- b) the development is appropriately flood resistant and resilient such that, in the event of a flood, it could be quickly brought back into use without significant refurbishment;
- c) it incorporates sustainable drainage systems, unless there is clear evidence that this would be inappropriate;
- d) any residual risk can be safely managed; and
- e) safe access and escape routes

The above tests are assessed in sequence below. This also includes an assessment of the proposed drainage strategy as it is included with bullet c).

- 18.5 A site specific flood-risk assessment has been submitted alongside the application via the submission of details application (ref. P/00072/107) to discharge condition 9 (drainage) of the outline application, (ref. P/00072/096). This has assessed the failure of all of the tanks in tandem with a 1 in 100 year flood event. In such a 'worst case 'scenario it is asserted that the water from the tanks would hit the 300mm upstand around the mechanical yard and then flow east over ground towards the proposed data centre buildings while being collected by the channel drain along the east of the mechanical yard. The flood waters would pool within the mechanical yard and within the adjacent north-to-south access road. The waters would be contained within the site by the low level masonry walling around the mechanical yard, roadway kerbing, and ground levels. Some manholes within the site would breach, however the waters would pond within the vicinity of the manholes and would not flow overland outside of the site.
- 18.6 The potential flood waters would be retained within relatively small parts of the site and largely away from the proposed data centres which are considered most vulnerable parts of the development. Flood water are predicated breach the floor levels of the data centre buildings Paragraphs 167a & b would therefore be complied with.
- 18.7 Paragraph 167c of the National Planning Policy Framework requires the incorporation of sustainable drainage systems unless there is clear evidence that this would be inappropriate. This is also required by Paragraph 169 of the National Planning Policy Framework for all major developments. Core Policy 8 of the Core Strategy requires development to manage surface water arising from the site in a sustainable manner. The proposed drainage system is pursuant to that agreed by the outline planning permission, (ref. P/00072/096). The proposed drainage system does not incorporate infiltration drainage. This is because the site was previously contaminated land. Although the site is being de-contaminated, it would not be appropriate to use infiltration drainage as it may conflict with the remediation strategy and potentially contaminate the Aquifer(s) below the site. The Environment Agency and Lead Local Flood Authority both advise against the use of infiltration drainage. Although infiltration is not proposed the Suds hierarchy has been followed and attenuation to provide 15 litters per second discharge rate is designed into the drainage system. The proposed drainage system has been assessed by the Lead Local Flood Authority, and after requesting further information in relation to the above ground water tanks and Thames Water agreement, have approved the proposed drainage strategy.

Residual risk is considered to be low. This is because the volume of water in the tanks is finite, and the containment within the site would be achieved by low level masonry walling, roadway kerbing, building upstand heights, and ground levels which are all robust features. Details of the structural integrity of the low level masonry walling can be secured by condition to ensure it would not fail in a flood event can be secured by condition. As such residual risk can be safely managed. Paragraph 167d would therefore be complied with.

- 18.8 A dry safe escape can be achieved via the main entrances to the eastern side of

the data centres where there would be no floodwaters predicted. Paragraph 167e would therefore be complied with.

18.9 Potential flood from the canal to the north was dealt with at the outline application. Financial contributions were secured to provide groves in the canal bank and stop planks that can be drooped in the canal either before or during a flood event.

18.10 Based on the above, the proposal would not increase flood risk elsewhere outside of the application site, and the flood risk and drainage issues would comply with Core Policy 8 of the Core Strategy, and the requirements of the National Planning Policy Framework.

19.0 **Land stability**

19.1 Paragraphs 174 and 183 of the National Planning Policy Framework requires a site to be suitable for its proposed use taking account any risks arising from land instability. Paragraphs 184 states that where a site is affected by land stability issues, responsibility for securing a safe development rests with the applicant and/or landowner.

19.2 Land stability was assessed in the outline application where it was concluded that such details could be dealt with by condition. This was secured by condition 26 to the outline planning permission (ref. P/00072/096). The details have been submitted alongside this reserved matters application (ref. P/00072/115). These confirm that other than the very limited works associated with the creation of the site fencing, there would be no excavation works needed within 60 metres of the canal tow path. This will ensure no potential for any form of material impact on the canal embankment stability.

19.3 The details have been assessed by the Canal & River Trust who has raised no objection in relation to land stability. The objection in relation to design has been addressed within the impact on the character and appearance of area section of this report.

19.4 Based on the above, Planning Officers are satisfied the risk around land stability have and will be appropriately considered and the proposal can be developed without undue risk around land stability.

20.0 **Economic Impact**

20.1 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. Paragraph 81 of the National Planning Policy Framework seeks planning decisions to help create the conditions in which businesses can invest, expand and adapt. Paragraph 83 of the National Planning Policy Framework seeks planning decisions to 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.

- 20.2 The submitted Economic Benefits Assessment asserts that during the construction phase, the proposed development would support around 1, 000 full time direct construction jobs per year over the 24 month construction period.
- 20.3 During the operational phase, the site is expected to provide direct employment for 80 – 120 full time jobs. Additional employment would also result in the expenditure of data centre activity in the supply chain and the expenditure of employee wages on goods and services in local businesses. This is expected to create approximately 23 - 35 full time ‘spin off’ jobs within the local area and 35 - 53 full time jobs within the wider South East.
- 20.4 No comments have been provided by the Council’s Economic Development Team on the submitted Economic Benefits Assessment. Officers consider that a data centre would not return a high yield of employment considering its floor area. However, the proposed use of the site for data centres falls within the parameter set by the outline planning permission, where a data centre scenario was considered acceptable when considering the potential benefits of the outline application as whole. In addition, the proposal is a business employment use that would assist in regenerating the site to partially replace the previous AkzoNobel business.
- 20.5 Based on the above, the proposal would comply with Core Policy 5 of the Core Strategy, Local Plan Policy EMP12, and the requirements of the National Planning Policy Framework.

21.0 **Sustainable design and construction**

- 21.1 Core Policy 8 of the Core Strategy seeks to minimise the consumption and unnecessary use of energy; generate energy from renewable resources; and incorporate sustainable design and construction techniques. Paragraph 7.159 states proposals for non-residential development should achieve a BREEAM rating of “very good” or “excellent”.
- 21.2 The Developers Guide Part 2 expects commercial development of 10,000 sqm or more to achieve a BREEAM rating of excellent along with low or zero carbon energy generation equivalent to approximately 10% of the developments carbon emissions.
- 21.3 Sustainable design and construction was 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.

- 21.4 These was secured by condition 23 (BREEAM) and 39 (Low or Zero Carbon energy) to the outline planning permission (ref. P/00072/096). The details have been submitted alongside this reserved matters application (ref. P/00072/112).
- 21.5 A percentage score of over 55% is required to achieve BREEAM 'Very Good'. A percentage score of over 70% is required to achieve BREEAM 'Excellent'. The application includes a BREEAM pre-assessment report which has been prepared by a qualified BREEAM Assessor / professional and a BREEAM Advisory Professional. The submitted details assert the predicted score is 69.91%. Planning Officers are satisfied a 'Very Good' rating can be achieved and that the current score is extremely close to an 'Excellent' rating.
- 21.6 The submitted plans propose a 400sqm area on each building for photovoltaic panels. These are positioned to the eastern end of each building, and on the southern side of the shallow sloping roofs. The quantum of photovoltaic panels on each building is proportionate for this part of the site given its size in relation to the commercial area approved at the outline stage.
- 21.7 As assessment has been made on the visual impacts, residential amenity impacts, and the impacts on aircraft safeguarding within the relevant parts of this report and no objections are made in this regard.
- 21.8 The proposed very good BREEAM rating broadly complies with Core Policy 8 which requires such schemes to achieve a 'very good' or 'excellent' rating. The proposals do not fully accord with Developers Guide Part 2 which seeks a BREEAM rating of excellent for a development of this size. However, a very good rating was agreed at the outline stage and secured by condition, and is broadly in line with the Core Policy 8 requirement to be sustainable, of a high quality design, improve the quality of the environment and address the impact of climate change.
- 21.9 Based on the above, the proposal would comply with Core Policy 8 of the Core Strategy.

22.0 **Presumption in Favour of Sustainable Development**

- 22.1 The application has been evaluated against the Development Plan and the National Planning Policy Framework. The report identifies that on balance, the submitted details of the Scale, Layout, Appearance and Landscaping in connection with the development of the First Phase of the wider site, are acceptable and would comply with Core Policy 8 of The Core Strategy, and Policies EN1 and EMP2 of the Local Plan For Slough. Subject to conditions, the proposed reserved matters fully comply with all of the other relevant saved policies in the Development Plan and the National Planning Policy Framework. On balance the proposal would comply with the Development Plan as a whole. It is therefore recommended that the application be delegated to the Planning Manager for approval subject to finalising conditions.

PART C: RECOMMENDATION

23.0 **Recommendation**

23.1 Having considered the relevant policies set out above, and all other relevant material considerations it is recommended the application be delegated to the Planning Manager:

A) For approval subject to finalising conditions.

24.0 **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. SLO1X0-SWE-EX-XX-DR-C-0100 Rev P3; Dated 08/04/2021; Rec'd 13/04/2021
- b) Drawing No. SLO1X0-SWE-EX-XX-DR-C-0104 Rev P04; Dated 23/08/2021; Rec'd 26/08/2021
- c) Drawing No. SLO1X0-SWE-EX-XX-DR-C-0105 Rev P3; Dated 08/04/2021; Rec'd 13/04/2021
- d) Drawing No. SLO1X0-SWE-EX-XX-DR-C-0710 Rev P3; Dated 08/04/2021; Rec'd 13/04/2021
- e) Drawing No. SLO1X0-SWE-EX-XX-DR-L-0001 Rev P02; Dated 20/07/2021; Rec'd 23/07/2021
- f) Drawing No. SLO1X0-SWE-EX-XX-DR-L-0002 Rev P01; Dated 20/07/2021; Rec'd 23/07/2021
- g) Drawing No. SLO1X0-SWE-EX-XX-DR-L-0003 Rev P01; Dated 09/04/2021; Rec'd 13/04/2021
- h) Drawing No. SLO1X0-SWE-ZZ-EX-DR-L-500 Rev P02; Dated 20/07/2021; Rec'd 23/07/2021
- i) Drawing No. SLO1X0-SWE-ZZ-EX-DR-L-501 Rev P01; Dated 07/04/2021; Rec'd 13/04/2021
- j) Drawing No. SLO1X0-SWE-XX-DR-L-30000 Rev P01; Dated 06/04/2021; Rec'd 13/04/2021
- k) Drawing No. SLO1X0-SWE-XX-DR-L-30001 Rev P01; Dated 06/04/2021; Rec'd 13/04/2021
- l) Drawing No. SLO1X0-SWE-XX-DR-L-30002 Rev P01; Dated 06/04/2021; Rec'd 13/04/2021
- m) Drawing No. SLO1X0- SBR- AZ- 00- DR- A- 8300 Rev P3; Dated 07/04/2021; Rec'd 13/04/2021
- n) Drawing No. SLO1X0- SBR- AZ- 01- DR- A- 8301 Rev P3; Dated 07/04/2021; Rec'd 13/04/2021
- o) Drawing No. SLO1X0- SBR- AZ- 02- DR- A- 8302 Rev P3; Dated 07/04/2021; Rec'd 13/04/2021
- p) Drawing No. SLO1X0- SBR- AZ- RF- DR- A- 8303 Rev P3; Dated

- 07/04/2021; Rec'd 13/04/2021
- q) Drawing No. SLO1X0- SBR- BZ- 00- DR- A- 8360 Rev P3; Dated 07/04/2021; Rec'd 13/04/2021
 - r) Drawing No. SLO1X0- SBR- BZ- 01- DR- A- 8361 Rev P3; Dated 07/04/2021; Rec'd 13/04/2021
 - s) Drawing No. SLO1X0- SBR- BZ- 02- DR- A- 8362 Rev P3; Dated 07/04/2021; Rec'd 13/04/2021
 - t) Drawing No. SLO1X0- SBR- BZ- RF- DR- A- 8363 Rev P3; Dated 07/04/2021; Rec'd 13/04/2021
 - u) Drawing No. SLO1X0- SBR- GH- 00- DR- A- 8390 Rev P3; Dated 07/04/2021; Rec'd 13/04/2021
 - v) Drawing No. SLO1X0- SBR- GH- RF- DR- A- 8391 Rev P3; Dated 07/04/2021; Rec'd 13/04/2021
 - w) Drawing No. SLO1X0- SBR- EX- 00- DR- A- 8395 Rev P3; Dated 24/08/2021; Rec'd 26/08/2021
 - x) Drawing No. SLO1X0- SBR- AZ- XX- DR- A- 8400 Rev P4; Dated 27/05/2021; Rec'd 04/06/2021
 - y) Drawing No. SLO1X0- SBR- AZ- XX- DR- A- 8401 Rev P4; Dated 27/05/2021; Rec'd 04/06/2021
 - z) Drawing No. SLO1X0- SBR- AZ- XX- DR- A- 8402 Rev P4; Dated 27/05/2021; Rec'd 04/06/2021
 - aa) Drawing No. SLO1X0- SBR- BZ- XX- DR- A- 8460 Rev P4; Dated 27/05/2021; Rec'd 04/06/2021
 - bb) Drawing No. SLO1X0- SBR- BZ- XX- DR- A- 8461 Rev P4; Dated 27/05/2021; Rec'd 04/06/2021
 - cc) Drawing No. SLO1X0- SBR- BZ- XX- DR- A- 8462 Rev P4; Dated 27/05/2021; Rec'd 04/06/2021
 - dd) Drawing No. SLO1X0- SBR- GH- XX- DR- A- 8490 Rev P3; Dated 07/04/2021; Rec'd 13/04/2021
 - ee) Drawing No. SLO1X0- SBR- EX- 00- DR- A- 8495 Rev P2; Dated 24/08/2021; Rec'd 26/08/2021
 - ff) Drawing No. SLO1X0- SBR- AZ- XX- DR- A- 8500 Rev P3; Dated 07/04/2021; Rec'd 13/04/2021
 - gg) Drawing No. SLO1X0- SBR- AZ- XX- DR- A- 8501 Rev P3; Dated 07/04/2021; Rec'd 13/04/2021
 - hh) Drawing No. SLO1X0- SBR- BZ- XX- DR- A- 8560 Rev P3; Dated 07/04/2021; Rec'd 13/04/2021
 - ii) Drawing No. SLO1X0- SBR- BZ- XX- DR- A- 8561 Rev P3; Dated 07/04/2021; Rec'd 13/04/2021
 - jj) Drawing No. SLO1X0- SBR- ZZ- XX- DR- A- 8570 Rev P04; Dated 24/08/2021; Rec'd 26/08/2021

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

2. Construction plant noise

Prior to the commencement of any construction works, full details of construction plant noise levels and proposed mitigation consistent with the noise criteria from BS5228 shall be submitted to and approved in writing by the Local Planning Authority. The construction phase shall be carried out in full accordance with these details.

REASON: To ensure that the development hereby permitted is not detrimental to the amenity of the surrounding area by reason of undue noise emission and/or unacceptable disturbance. In accordance with Policy EN1 and EMP2 of The Adopted Local Plan for Slough 2004, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the National Planning Policy Framework.

3. Samples of Materials

Prior to the installation of any external finishing materials being applied to the data centres hereby approved, the following shall be submitted to and approved in writing by the Local Planning Authority:

- a) specification details of the external finishing materials to be used to be used in the construction of external envelope of the data centres pursuant to the approved plans and submitted design and access statement
- b) a glint and glare study demonstrating external materials on the data centres and the above ground storage tanks do not result in glint or glare on highway safety or residential amenity. This shall include existing and approved highways / residential buildings via the outline planning permission (ref. P/00072/096)
- c) details of the depths of the returns within elevations of the data centres which are not clear on the approved plans

The development shall be carried out in accordance with the details approved.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality and to ensure any reflective material would have acceptable impacts on highway safety and neighbour amenity in accordance with Core Policies 7 and 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policies EN1 and EMP2 of the Adopted Local Plan for Slough 2004, and the requirements of the National Planning Policy Framework 2021.

4. Details of the green wall system

Prior to the installation of any external finishing materials being applied to the data centres hereby approved, the following shall be submitted to and approved in writing by the Local Planning Authority:

- a) specification details of the green wall system using and stainless steel rope / mesh pursuant to the approved plans and submitted design and access statement

The approved green wall system shall be carried out no later than the first planting season following completion of the development. Within a five year period following the implementation of the green wall system, if any of the green wall shrubs should die, are removed or become seriously damaged or diseased, then they shall be replaced in the next planting season with another of the same species and size as within the approved green wall system.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policies EN1, EN3 and EMP2 of the Adopted Local Plan for Slough 2004, and the requirements of the National Planning Policy Framework 2021.

5. Hardstanding materials

Prior to the installation of any hardstanding areas of the development hereby approved, specification details of their external finishing materials pursuant to the approved plans, approved landscaping scheme, approved drainage strategy, and submitted design and access statement shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the details approved.

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

6. Mechanical yard materials

Prior to the installation of any buildings within the mechanical yard hereby approved, specification details of their external finishing materials pursuant to the approved plans and submitted design and access statement shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the details approved.

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

the National Planning Policy Framework.

7. Substation Boundary Treatment

Prior to the installation of any boundary treatment to the development hereby approved, the following shall be submitted to and approved in writing by the Local Planning Authority:

- a) specification details and elevation drawings of the architectural screening to the substation pursuant to the submitted design and access statement. The details shall clearly set out the layout of each different architectural panel screening the substation

The development shall be carried out in accordance with the details approved prior to first occupation and shall be retained at all times in the future.

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

8. Diesel storage tanks

Prior to the installation of the diesel storage tanks and any diesel drain tanks, a detailed design with design with monitoring and maintenance measures in accordance with the following shall be submitted to and approved in writing by the Local Planning Authority:

- a) Prevent groundwater pollution from underground fuel storage tanks - Guidance - GOV.UK <https://www.gov.uk/guidance/prevent-groundwater-pollution-from-underground-fuel-storage-tanks>
- b) Dangerous Substances and Explosive Atmospheres Regulations 2002 <https://www.hse.gov.uk/fireandexplosion/dsear.htm> and The Dangerous Substances and Explosive Atmospheres Regulations 2002 (legislation.gov.uk).
- c) Oil storage regulations for businesses <https://www.gov.uk/guidance/storing-oil-at-a-home-or-business#design-standards-for-containers>

The development shall be carried out in accordance with the approved details

REASON to prevent land and groundwater pollution, and in the interest of health and safety, in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the National

Planning Policy Framework.

9. Green Wall management plan

Prior to first occupation of the development hereby approved a Green Wall management plan shall be submitted to and approved in writing by the Local Planning Authority. This management plan shall set out the long term objectives, management responsibilities and maintenance schedule for the Green Walls shown on the approved plans, and should include time scale for the implementation.

The development hereby approved shall be carried out in accordance with the approved details at all times in the future.

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

10. Cycle parking

Prior to first occupation of each data centre building hereby approved details of cycle parking spaces provision (including location, housing and cycle stand details) for that building in accordance with the Cycle Parking Guidelines within the Slough Developer's Guide Part 3 shall be submitted to and approved in writing by the Local Planning Authority. A total of 40 cycle spaces shall be provided across the site. The cycle parking shall be provided in accordance with these details prior to the first occupation of each data centre building and shall be retained at all times in the future for this purpose.

REASON To ensure that there is adequate cycle parking available at the site in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and Policy T8 of The Adopted Local Plan for Slough 2004, and the requirements of the National Planning Policy Framework.

11. Bench seating

Prior to first occupation of the development hereby approved details of the bench seating within the site, and within the estate road and the public cycleway / footway pursuant to the approved plans shall be submitted to and approved in writing by the Local Planning Authority. The bench seating on the estate road shall be provided in accordance with these details prior to the first occupation of the development and shall be retained at all times in the future. The bench seating on the new public cycleway/footway shall be provided in accordance with these details within one year of first occupation of the development and shall be retained at all times in the future

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

12. Bus shelter

Prior to first occupation of the development hereby approved details of the bus shelter and signage to serve the proposed bus stops shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be fully installed before the relevant bus service is brought into first use, and be retained in good working order at all times in the future.

REASON To ensure the future bus route is served by appropriate bus stops and ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Core Policies 7 and 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policies EN1, EMP2, and T9 of the Adopted Local Plan for Slough 2004, and the requirements of the National Planning Policy Framework.

13. Street furniture

Prior to first occupation of the development hereby approved details of street furniture / lighting in relation to the east-to-estate road shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be fully installed prior to the opening of the adoption of the east-to-west estate road, and be retained in good working order at all times in the future.

REASON to facilitate car, pedestrian and cycle movements, in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy EMP2 of the Adopted Local Plan for Slough 2004, and the requirements of the National Planning Policy Framework

14. Wayfinding

Prior to first occupation of the development hereby approved details of wayfinding signage in relation to the public cycleway / footway shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be fully installed within one year of first occupation of the development hereby approved and prior to the opening of the public cycleway / footway, and be retained in good working order at all times in the future.

REASON to facilitate pedestrian and cycle movements, in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, Policy EMP2 of the Adopted Local Plan for Slough 2004, and the requirements of the National Planning Policy Framework

15. Plant attenuation

Prior to the installation of any plant (including the diesel generators), full details of the attenuation packs and/or enclosures for plant pursuant to the noise criteria set by condition 12 of the outline planning permission (P/00072/096), shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be fully installed prior to first occupation of the development hereby approved and be retained in good working order at all times in the future.

REASON: To ensure that the development hereby permitted is not detrimental to the amenity of the surrounding area by reason of undue noise emission and/or unacceptable disturbance. In accordance with Policy EN1 and EMP2 of The Adopted Local Plan for Slough 2004, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the National Planning Policy Framework.

16. Diesel generator restrictions

The diesel generators hereby approved shall only be used in the event of a power supply outage, and in accordance with the following diesel generator testing regime:

- Monthly testing for a duration of 15 minutes at no load; and
- 6 monthly testing for a duration of 6 hours with the maximum number of generators being tested at any one time being 2 (one generator offload and generator one at load).
- The testing shall only be carried out during the daytime (07:00-23:00).

The diesel generators shall only be used in accordance with the above details.

REASON: To ensure that the development hereby permitted is not detrimental to the amenity of the surrounding area by reason of undue noise emission and/or unacceptable disturbance. In accordance with Policy EN1 and EMP2 of The Adopted Local Plan for Slough 2004, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the National Planning Policy Framework.

17. Operational HGV deliveries

The operational HGV deliveries into the site are limited to a maximum of

two deliveries in any one hour period, with a maximum of 2 HGV delivery between the hours of 0700-2300hrs..

REASON: To ensure that the development hereby permitted is not detrimental to the amenity of the surrounding area by reason of undue noise emission and/or unacceptable disturbance. In accordance with Policy EN1 and EMP2 of The Adopted Local Plan for Slough 2004, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the National Planning Policy Framework.

18. Low level wall to water storage tanks

The low level wall surrounding the above ground water storage tanks as shown on the approved plans shall be structurally designed and built to withstand the water containment in the event of the failure of all the water tanks, in accordance with the details agreed under Condition 9 of the outline planning permission (ref. P/00072/107).

The low level wall shall be installed before the water tanks are filled with water and shall be retained on good structural condition at all times in the future.

REASON To minimise flood risk in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the National Planning Policy Framework.

19. Car parking

The car parking spaces, roadways, and manoeuvring areas as shown on the approved plans for each data centre building shall be provided prior to first occupation of that building hereby approved and be retained at all times in the future for such purposes.

REASON: To ensure that adequate on-site parking provision, access, and manoeuvring space is available to serve the development in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and Policy T2 of The Adopted Local Plan for Slough 2004 and the National Planning Policy Framework.

29 Access

The means of access pursuant to the approved plans and as agreed through a highways agreement with the local highway authority shall be full completed prior to first occupation of the development hereby approved.

REASON: To ensure that adequate access, is available to serve the development in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and Policy T2 of The Adopted Local Plan for Slough 2004 and the National Planning Policy Framework

20. Vehicle access gates

No vehicle access gates, roller shutters doors or other vehicle entry barriers other than those hereby approved shall be installed without first obtaining permission in writing from the Local Planning Authority.

REASON In order to minimise danger, obstruction and inconvenience to users of the highway and of the development in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, and the requirements of the National Planning Policy Framework

21. Security Strategy

The security measure in respect of the public cycleway / footway shall be fully implemented in accordance with the submitted security strategy (SLO1 Security Strategy Overview; Dated 21/05/2021; Rec'd 03/06/2021) prior to first occupation of the development hereby approved and prior to the opening of the public cycleway / footway, and be cairned out at as such at all times in the future.

REASON to minimise the potential for criminal activity and anti-social behaviour in accordance with the in Core Policy 12 of the Core Strategy Local Plan Policy EN5, and the requirements of the National Planning Policy Framework.

22. Shower facilities

The shower facilities shown on the approved plans for each data centre building shall be made available for staff, and shall be retained at all times in the future for this purpose prior to the first occupation of that building hereby approved.

REASON To encourage cycling to work in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and Policy T8 of The Adopted Local Plan for Slough 2004, the Slough Developer's Guide Part 3 and the requirements of the National Planning Policy Framework.

23. Boundary treatment

Prior to the development hereby approved first being brought into use the boundary treatment and serrated topping shall be fully completed in accordance with the approved plans and the details set out on page 130 & 131 of the submitted design and access statement (SLO1X0 - Design and Access Statement, Landscape Report and Specification; Rec'd 13/04/2021) and be retained as such at all time in the future.

REASON In the interests of the visual amenity of the area and accordance with Policy EN3 of The Adopted Local Plan for Slough 2004, Core Policy 8 of the Core Strategy 2008 and the requirements of the National Planning Policy Framework

Informatives

1. The applicant/developer is advised to contact the Works Engineering Team on 0303 040 4040 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.
2. 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 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.

HSE's website provides advice on a wide range of topics, including the fire and explosion risks associated with flammable substances – see About dangerous substances - Fire and explosion (hse.gov.uk) and Storage of flammable liquids in tanks HSG176 (hse.gov.uk).

the employer will be subject to the requirements of the Health and Safety at Work etc Act 1974 (HSWA) and associated legislation, including The Dangerous Substances and Explosives Atmospheres Regulations 2002 – see The Dangerous Substances and Explosive Atmospheres Regulations 2002 - Fire and explosion (hse.gov.uk).

Under sections 2 and 3 of the HSWA, an operator must conduct the undertaking in such a way as to ensure that, so far as is reasonably practicable, employees and other persons, including people living nearby, are not thereby exposed to risks to their health or safety.

3. "gas venting is carried out twice per year as part of regular maintenance and this is carried out under strict risk assessment and method statement controls, incorporating health and safety protocols as required by the Health and Safety Executive and all governing gas safety regulations. The gas venting is controlled over a period of around 10 minutes and gas is vented at height (at least 3m above ground level), which allows vented gas to quickly rise and dissipate, ensuring low concentrations in the air and that the process does not

pose any significant risk to 3rd parties outside the Cadent premises.

4. Aircraft Safeguarding:

Construction Aviation Warning Lights. Although it is not anticipated the use of a crane at this site will impact Heathrow's Obstacle Limitation Surfaces, Instrument Flight Procedures or Radar. We would like to advise the developer that if a crane is required for construction purposes, then red static omnidirectional lights will need to be applied at the highest part of the crane and at the end of the jib, if a tower crane.

5. The operator may wish to consider including the letter 'H20' on the above ground water storage tanks, which may help the tanks be perceived as less threatening by neighbouring residential occupiers. This can be achieved via discharging the material condition in relation to the mechanical yard.