

10th July 2025

**Section:** Development Control  
**Contact Name:** Imran Agha  
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**Planning No:** P/10076/013

**MEMORANDUM TO:**

Alex Harrison  
Planning Officer  
Slough Borough Council  
Observatory House  
25 Windsor Road  
SL1 2EL

Town and Country Planning Act 1990

|                  |   |
|------------------|---|
| <b>Proposal:</b> | <b>Demolition of existing buildings and redevelopment to comprise a Data Centre (Use Class B8) and Battery Energy Storage System (BESS) with ancillary substation, offices, associated plant, emergency backup generators and associated fuel storage, landscaping, sustainable drainage systems, car and cycle parking, and new and amended vehicular and emergency access from Poyle Road and other associated works.</b> |
| <b>Location:</b> | <b>Manor Farm, Poyle Road</b>   |
| <b>App Type:</b> | <b>Full Planning Application</b>  |

## **Introduction**

This document provides Slough Borough Council's consultation response regarding Highways and Transport for planning application No. P/1076/013 at Manor Farm, Poyle Road.

## **Vehicle Access**

The Transport Assessment (TA) makes reference to an existing access on the Poyle Rd/Blackthorne Rd roundabout via an existing crossover. It must be noted that this access has been out of use since at least 2008 as evidenced by google maps although we believe it has not been in use far longer than that. The access has been blocked off with large boulders throughout that time and is now heavily overgrown and therefore given the time that has elapsed and the changes in the road network since then mean that we would not consider this to be an existing access. With that said, this has been designed as an emergency access only which I confirm is acceptable however this access should not be opened up for any other use under any circumstances. Works should be carried out under a s278 agreement to formalise this emergency access.

There is a redundant access identified to the north of the site near the Hollies, this will need to be closed off with the bellmouth reinstated as a kerbed footway/verge, this would also need to be completed under a s278 agreement.

The (retained) main access also opposite the Hollies is acceptable in terms of its location however the strategy for this is incorrect and conflicts with the bus gate. Although it is stated that vehicles should turn left in and left out, the left out does not work for vehicles exceeding 7.5t as when they arrive at the Bus Gate further north they would be restricted with little opportunity to turn around safely as the Bus Gate restricts larger vehicles from travelling Northbound along Poyle Road and as such larger vehicles will need to turn right out of the site and travel Southbound. It is considered that this design change can be picked and addressed in more detail through the course of the s78 agreement submission.

I note that a stage 1 road safety audit does not appear to have been undertaken on the initial scheme, this will be required and can be secured as a pre-commencement condition in the interests of highway safety.

## **Visibility Splays**

The applicant does not appear to have submitted junction visibility splays from the revised access. The applicant will need to submit visibility splay drawings detailing the splays and identifying any land within the splay.

Given that this scheme revises an existing junction, the visibility splay details can be submitted as a submission of details condition prior to commencement of the development.

## **Access by Sustainable Travel Modes**

For Bus Stops, guidance by the Chartered Institute of Highways and Transport (CIHT) Amongst other bodies suggests a walking distance of 400 metres is deemed a reasonable walking distance, also stated is that people will walk upto 800 metres to access a railway station, reflecting it's greater perceived quality and the importance of rail services.

There are a number of bus stops along Poyle Road within 400m of the site which offer very limited services, beyond that however there are stops with more frequent bus services on the Bath Road at 650m (Westbound) and 890m (Eastbound).

There are two railway stations identified as being close to the site with Wraysbury being 3km away and Heathrow T5 4km. Neither of these are highly accessible for pedestrians as they are too far away however they are within a 15 minute bike ride for confident/experienced riders.

The site is not in a highly accessible location, it is approximately 5 miles from the town centre and given its limited accessibility and attractiveness to sustainable modes of transport, suitable measures of mitigation will be required to improve the site's accessibility credentials to make it acceptable.

### **Improvements to Sustainable travel mode accessibility**

The site currently has no footway directly fronting it and doesn't have any suitable pedestrian crossings from the footway on the opposite side of the road either meaning no direct pedestrian links from the highway. As such we would expect the applicant to carry out highway works to make the site safely accessible by pedestrians and cyclists. The applicant has suggested that they can provide a single crossing to the South of the main access but not the north even though it would be on a primary desire line, as such both crossings should be designed and subjected to a road safety audit, if the independent auditor does not feel that both crossings can safely be delivered we can consider reducing this requirement down to one crossing.

Given that there is no footway or cycleway fronting the site along this stretch of Poyle Road and the fact that this location is not considered to be highly accessible, more needs to be done to encourage people to use alternative modes of transport and to make them more attractive and therefore we expect the applicant to construct a 3.0m wide footway/cycleway along the entire site frontage which would link it to the path to the South and allow for future continuation to the north. This is the same as was required of and provided by the developer of the Poyle Quarry north of this site along Poyle Road adjacent to the bus gate. The section provided outside the Poyle Quarry also had no footway fronting the site prior to the development of the site but has since seen an increasing number of pedestrians and cyclists using this new footway/cycleway as they feel safer.

### **Car Parking**

There is currently no parking standard for data centres within Slough's parking policy however it is important to note that the applicant is providing 86 car parking spaces and has suggested that there would be between 60-100 employees at any one time however they haven't mentioned any visitor parking. Data centres will often have cohorts of clients attending which is when the parking demand peaks and given the limited availability for off-site parking in the area we would expect the applicant to ensure that adequate levels of parking are provided on site to cater for all expected users to ensure that there is no overspill onto the highway network which is already very congested, or onto the access road as both would potentially cause highway safety concerns on the highway network.

### **Blue Badge**

Inclusive Mobility (2021) recommends 5% of parking spaces are designed to an accessible standard with a 1200mm access strip at residential developments. DfT data released in March 2023 showed that

4.6% of the UK population (2.57 million people) hold a valid blue badge. The applicant has proposed 5 disabled spaces which equates to 6% which I confirm is acceptable.

### **Electric Vehicle Parking**

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

The applicant has proposed 20% active EV charging provision with the remaining 80% having passive provision which I confirm is acceptable however the parking spaces should be designed to accommodate chargers without obstructing the useable space within the bays.

In addition to this, updated UK Building Regulations came into effect on 15<sup>th</sup> June 2022 and where the building control standards are more onerous, they should be followed over and above anything agreed within this application.

### **Parking Layout**

SBC Highways and Transport require the application to include swept path analysis which demonstrates that a large car measuring 5.079m in length can ingress/egress each parking space.

SBC require spaces bounded by a physical vertical feature such as a fence or a wall to be widened by 300mm. This is because where spaces are not bounded by another space, drivers cannot open their car door over the adjacent space.

I confirm the car parking layout can be secured via a pre-commencement condition.

### **Cycle Parking**

No specific details on cycle parking have been provided however the applicant has confirmed that they will provide 39 cycle parking spaces. Sheffield stands have been suggested as one solution however we require the cycle parking to be covered and secured, especially for staff and therefore further details would be required, these can be secured via condition. SBC request confirmation that secure and covered cycle parking will be provided in the form of a secure cycle store only accessible to staff.

SBC also require the provision of a small number of Sheffield stands at the entrance to the proposed development to provide short-stay visitor cycle parking. These short-stay cycle parking spaces cater for those visiting the development on bikes or Deliveroo riders.

### **Deliveries, Servicing and Refuse Collection**

The application has detailed and demonstrated the servicing, refuse and deliveries strategy which involves using the main access road and circulating around the site. Private loading/unloading bays have been made within the site a good distance from the public highway which I confirm is acceptable.

### **Construction Impact**

If planning permission is granted, then the Local Highways Authority require the applicant provide a site specific Construction Management Plan (CMP) which details control measures for construction and construction routes for traffic. The CMP can be secured by a pre-occupation planning condition.

### **Trip Generation**

The applicant completed surveys of the existing scenario both in 2023 and 2024, the results of the two surveys were very similar and they have been used to establish a baseline which I confirm we agree with. As was expected, the TA shows a significant reduction in trips with the proposed trip rate being approximately half of the existing uses. The overall reduction in trip generation is deemed to be acceptable and I confirm we have no further objection on this.

The junction impact forecast also supports the trip generation however the redistribution of trips due to the reconciliation of junctions causes a slight increase on junctions 1 & 3 however this is marginal and can be offset by the reduction (or zero) of trips from the other access point which is proposed to be closed off.

### **Mitigation Works/Highway Works Schedule**

The applicant has offered the following in relation to the mitigation package:

1. Implementation of submitted Travel Plan measures and £6,000 monitoring fee
2. Section 278 Highway Agreement re site access works
3. Section 278 for footway and crossing improvements along Poyle Road

There isn't adequate detail on the above items at this stage however I expect this is something that can be picked up through further negotiation. I have provided further details on our requirements below:

#### **Contributions:**

1. £6,000 – Travel Plan monitoring fee
2. £15,000 – Bus Stops/Infrastructure Improvement contribution (to include: RTPI – Real time passenger information infrastructure on the bus stops close to the site on Poyle Road, and bus shelters).
3. £6,000 – TRO contribution for Right Turn ban and review/amendment of waiting restrictions in the vicinity of the site.

#### **S278 Highway Works Schedule:**

4. Highway works to form the revised main site access including uncontrolled crossing facility across the bellmouth and central island to prevent vehicles from turning right into the site.
5. 2x New uncontrolled crossing points across Poyle Road on either side of the main site access subject to satisfactory road safety audit
6. Reinstate redundant access point

7. Bus stop landing area improvements for the two bus stops closest to the site on Poyle Road (1x Northbound & 1x Southbound) including new kerbs and level access hardstanding area for passengers tying into the new path works
8. Works to formalise the emergency access including kerbing, surfacing, drop down bollard with FB approved locks, and signage
9. Construction and dedication as highway of new 3.0m footway/cycleway along the length of the frontage of the site along Poyle Road.
10. Installation of signage to prevent right into site

## **Conditions**

### **1. Construction Traffic Management Plan - National Highways**

Prior to the commencement of development, a Construction Traffic Management Plan shall be submitted to and approved by the Local Planning Authority in consultation with the highway authority for the M25 and M4 motorways and subsequently implemented as approved.

REASON In the interest of the safe and efficient operation of the strategic road Network and the management of any risks posed by traffic during the construction period.

### **2. Construction Management Plan**

Prior to the commencement of the development, a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Construction Management Plan shall include the following details:

1. A site set up plan displaying hoarding/fencing extents, vehicle and pedestrian access points during construction, provision for storage of materials, waste and recycling facilities/areas, contractor parking, turning space for construction vehicles, unloading area for deliveries, site office and wheel cleaning facilities during the construction period.
2. Construction vehicles and to comply with Euro VI Emissions Standard (to a minimum Euro 6/VI Standard) and machinery to comply with Table 10 of the Low Emissions Strategy Guidance.
3. Delivery hours and working hours. Deliveries shall be made outside peak hours of 07:00 – 09:00 and 16:00 – 19:00.
4. Details of traffic management measures to control deliveries to site and pedestrian movements on footways in proximity to the site in order to minimise the impact of construction on the safe operation of the surrounding highway network.
5. Vehicle routing plan for HGVs. HGVs shall avoid weight restrictions and Air Quality Management Air's and local schools at collection/drop off time.
6. Details of dust control measures and wheel washing facilities to be provided on site.
7. Confirmation of whether any abnormal loads will be required for the construction or demolition. If so, the Local Highway Authority must be notified of any abnormal loads at the following location:  
<https://www.slough.gov.uk/licences-permits/abnormal-loads/1>
8. Measures for the control of noise.
9. Measures for control of surface water run off.
10. Proposed method of piling for foundations if applicable.
11. Confirmation that machinery to comply with the emission standards in Table 10 in the Low Emissions Strategy Guidance.

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

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

### **3. Pedestrian Visibility Splays**

No part of the development shall be occupied until the pedestrian visibility splays of 2.4 x 2.4 metres (measured from the back of footway) have been provided on both sides of the new vehicular access points and the area contained within the splays shall be kept free of any obstruction exceeding 600 mm in height above the nearside channel level of the carriageway.

REASON To provide adequate inter-visibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access, in accordance with Core Policy 7 of the Core Strategy 2006 – 2026 (Development Plan Document, December 2008).

### **4. Visibility Splays**

No part of the development shall begin until details of the visibility splays have been provided on both sides of the access between a point along the centre line of the access measured from the back line of footway and a point along the back line of footway measured from the intersection of the centre line of the access. The area contained within the splays shall be kept free of any obstruction exceeding 600mm in height above the nearside channel level of the carriageway.

REASON: To provide adequate intervisibility between the access road junction and highway users travelling along Poyle Road for the safety and convenience of users of the highway and of the access, in accordance with Core Policy 7 of the Core Strategy 2006 – 2026 (Development Plan Document, December 2008).

### **5. Car Park Management Plan**

No construction work above ground floor slab level shall commence until a car parking management scheme has first been submitted to and been approved in writing by the local planning authority. The management plan shall include details on how the car park is accessed, how parking spaces are allocated, disabled parking spaces, EV charging bays and visitor bays.

REASON In the interest of the free flow of traffic and road safety on the nearby public highway. And to ensure optimum use of parking spaces and electric vehicle charging points re sustainable development.

### **6. Cycle Parking**

No development shall be begun until details of the cycle parking provision (including location, housing and cycle stand details) have been submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be provided in accordance with these details prior to the occupation of the development 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 Policy T8 of The Local Plan for Slough 2004, and to meet the objectives of the Slough Integrated Transport Strategy

## **7. Gates**

No vehicle access gates 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.

- 8. Travel Plan condition, already in conditions document (31)
- 9. Emergency Access gates – already in conditions (32)

## **Summary and Conclusions**

Subject to the conditions being secured and the applicant agreeing to the highways and transport contributions and works listed above I confirm that I have no objection to this application,

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|-------------------------|----------------------------------|
| <b>Response Author:</b> | Imran Agha                       |
| <b>Position:</b>        | Highways Development Lead        |
| <b>Team:</b>            | Highways and Transport, Planning |