



National Highways Planning Response (NHPR 25-01) Formal Recommendation to an Application for Planning Permission

From: Michelle Berrington (Head of Planning & Development)
Operations Directorate
South East Region
National Highways
PlanningSE@nationalhighways.co.uk

To: Slough Borough Council (FAO Alex Harrison)
Alex.harrison@slough.gov.uk

CC: transportplanning@dft.gov.uk
spatialplanning@nationalhighways.co.uk

Council's Reference: P/10076/013

Location: Land at Manor Farm and land north of Wraysbury Reservoir, Slough

Proposal: 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.

National Highways Ref: NH/25/09536

Referring to the consultation on a planning application dated 14th January referenced above, in the vicinity of the M25 that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

- ~~a) offer no objection (see reasons at Annex A);~~
- b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);
- ~~c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);~~
- ~~d) recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is not relevant to this application.¹

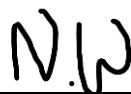
This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority propose not to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the [Town and Country Planning \(Development Affecting Trunk Roads\) Direction 2018](#), via transportplanning@dft.gov.uk and may not determine the application until the consultation process is complete.

The Local Planning Authority must also copy any consultation under the 2018 Direction to PlanningSE@nationalhighways.co.uk.

This response and all comments outlined herein are made in respect of planning matters only in National Highways' position as a statutory planning consultee, and does not confer any proprietary rights nor amount to the giving or refusal of consent, assent, approval, or awareness of or by National Highways in or of any other aspects or matters (including, but not limited to, the use of property belonging to National Highways). If anyone wishes for National Highways to consider any aspects which do not relate to planning submissions, they should call our contact centre on 0300 123 5000.

Signature:



Date: 4 February 2025

Name: Nigel Walkden

Position: Assistant Spatial Planner

National Highways: Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ

¹ Where relevant, further information will be provided within Annex A.

Annex A **National Highways' assessment of the proposed development**

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

We will be concerned with proposals that have the potential to impact on the safe and efficient operation of the strategic road network, in this case the M25 at Junction 14.

We have examined the documentation related to transport only given the distance of the development from the SRN. The transport statement contains details of trip generation during peak hours for the existing use (observed transport surveys, June 2024), and for the proposed use. Alongside the trip distribution for both existing and proposed uses we are content that the net trips with the development proposals to and from M25 Junction 15 do not warrant further assessment being at worst similar to existing trips and trip patterns.

Additionally, we are content with the assessment of the battery storage trip generation for HGVs and construction workers during construction. This will similarly be less than extant trips through Junction 15. We are also content with the assumptions on staff trips for the battery storage facilities in the operational phase once constructed.

The assessment of HGVs during construction is satisfactory at the present time that looks at the number of vehicles required over the construction period and on a day to day basis. While vehicle numbers do not raise any concerns, it is recognised that vehicle types may vary from those considered within the transport statement. We would therefore require more detailed consideration as part of a construction traffic management plan prior to commencement of works on the site to include any requirement for wide loads as part of the assessment.

We have considered the electricity supply requirements for the site and are content that the application includes no physical modifications to the existing power supply network in the vicinity of the SRN (M25 and M4).

Given the strategic nature of the development we would welcome the opportunity to remain engaged should further dialogue be required with us as the application progresses and thereafter.

Recommended Conditions:

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.

Standing advice to the local planning authority

The Climate Change Committee's [2022 Report to Parliament](#) notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 77 and 110 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 109 and 115 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up as part of a vision-led approach.

Moreover, the carbon reduction hierarchy (avoid-switch-improve) as set out in clause 4.3 of PAS2080:2023 promotes approaches and measures to minimise resource consumption and thereby reduce carbon emissions.

These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.